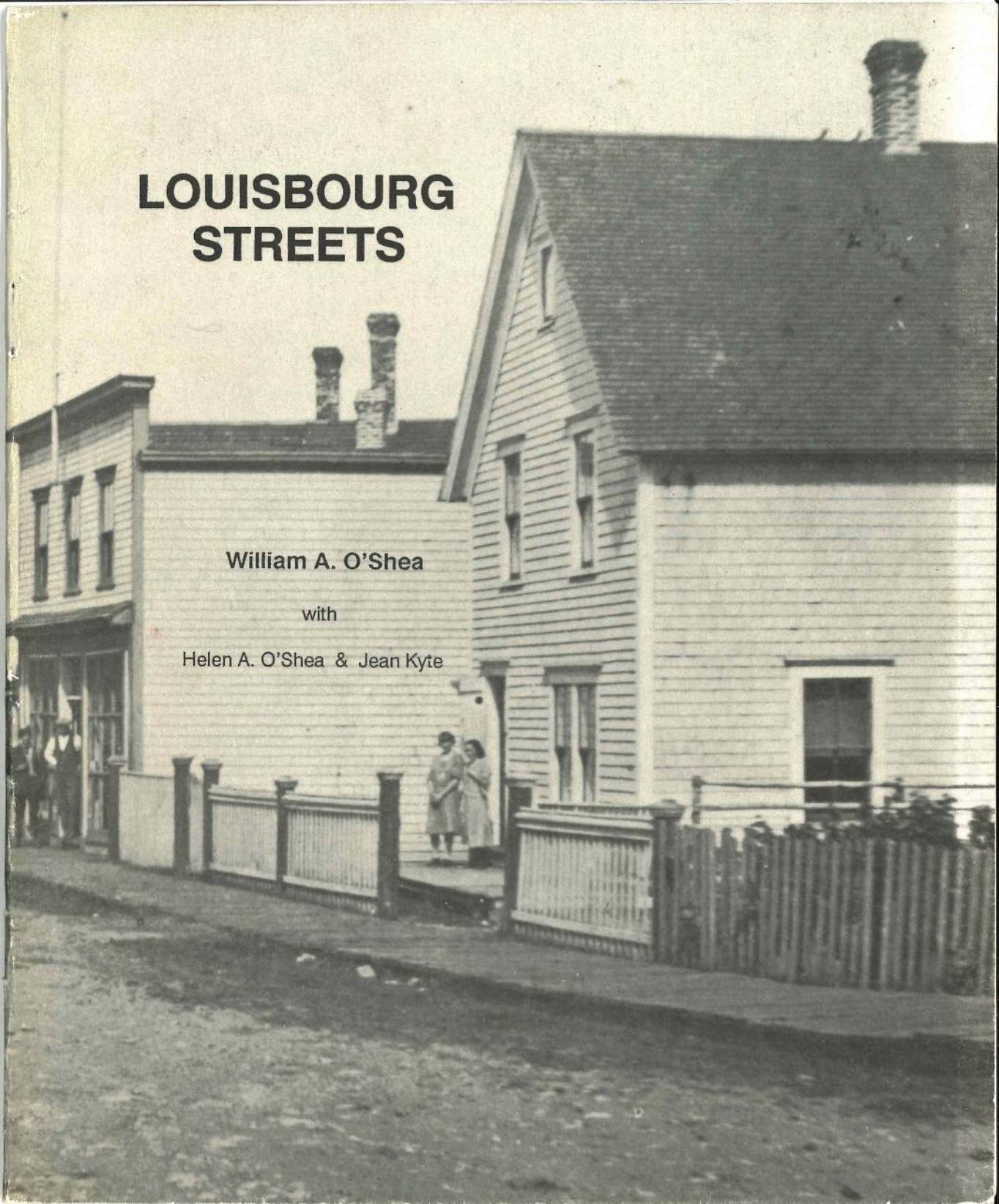


# LOUISBOURG STREETS

William A. O'Shea

with

Helen A. O'Shea & Jean Kyte



Main Street at the top of Station Hill between 1903 and 1910. The residence and store of J. Weatherbee are the first two buildings on the right. ( Harvey MacLeod )

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# LOUISBOURG STREETS

## Introduction

Louisbourg's streets tie us together. Yet unless there is a snow storm, potholes or a break in the waterline we seldom think of them. But each street has a name and a story. Some streets have existed for many years. Others are less than 30 years old. The names of some have changed over the years. There are small lanes in town that may someday become streets. And there are one or two streets that have all but disappeared.

Are you familiar with Phelan's Road or Slattery Street? Why is Minto Street probably an apology? Why is Gordie Street an example of individual initiative? Did you know that the oldest street in continuous use is Main Street? It was built 260 years ago to link the Fortress with Baleine.

## The Nineteenth-Century Streets

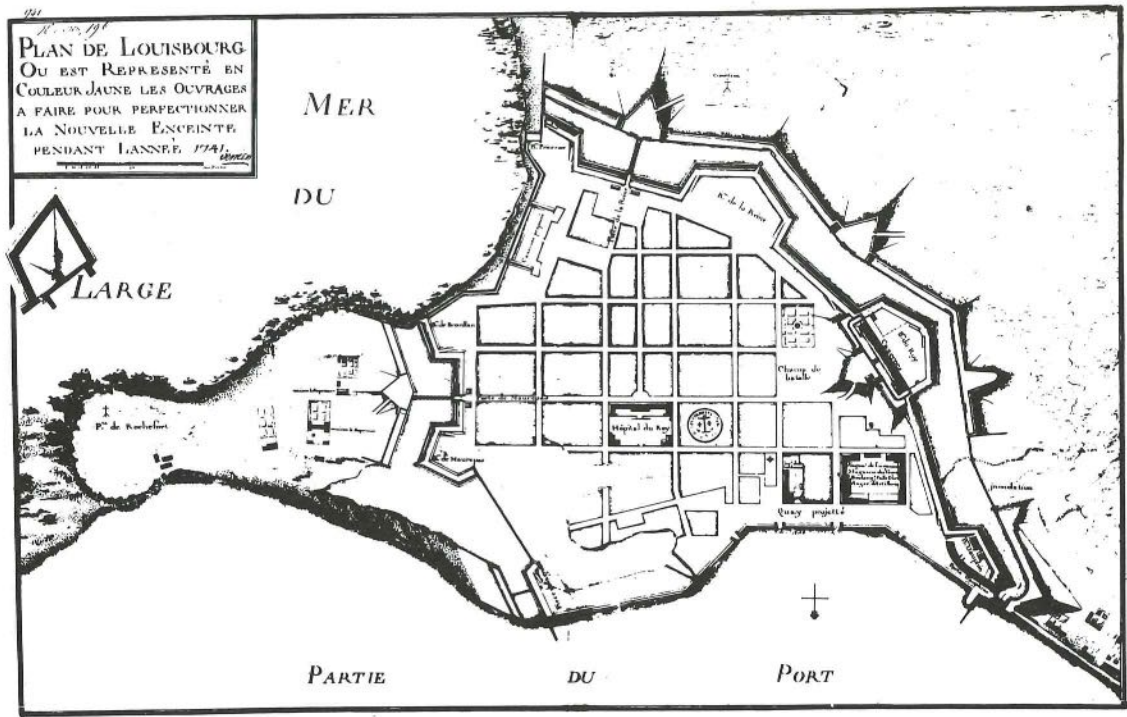
Louisburg Harbour was surveyed by Commander Orlebar in 1857-58 and Commander Richards in 1896. On their maps, the important features are the depth of water, the identifiable headlands and navigation aids. The streets of the Old Town and the new settlement growing around the north-east end of the harbour are sketched in but none are named.

On the other hand, the "Topographical Township Map of Cape Breton" by Ambrose F. Church, published in 1877, is of some interest. Church does not name the few streets in the town, but he does name specific wharfs, homes and businesses. He shows the small lane leading from the main street to Slattery's house and wharf. He indicates that Captain Spencer was living in the vicinity of the street now called Spencer Street; A. J. Lorway lived in the area south of Lorway Street; and R. Bagnall lived at the north-east end of the harbour near what became Bagnall Street.

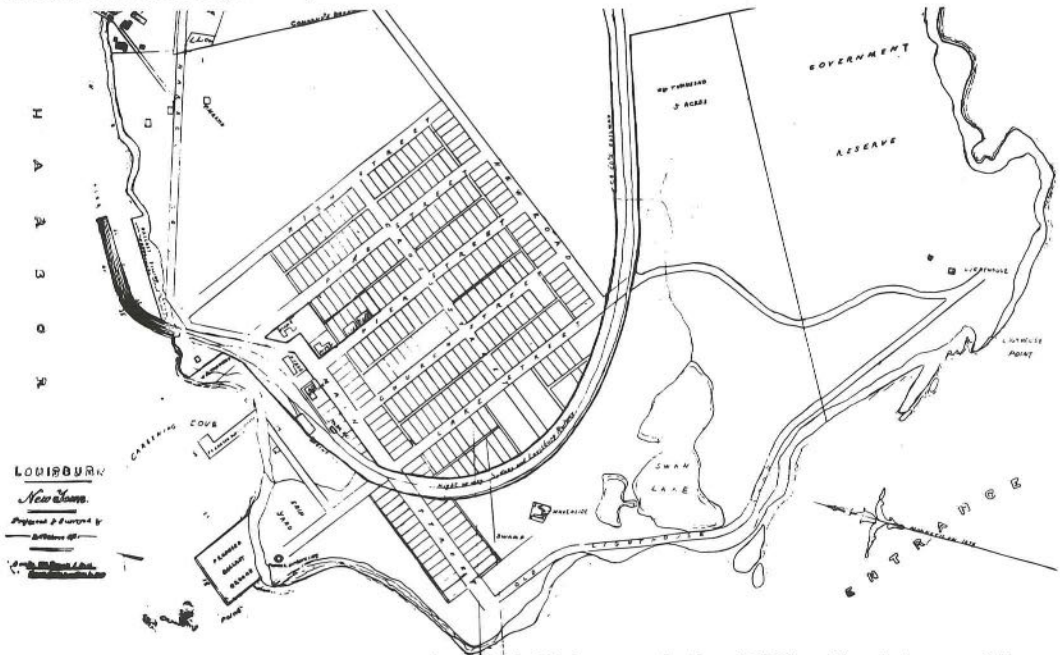
## The "Old Town" and the "New Town"

There are two instances of names being given to streets before the end of the 19th century. These include the streets of the eighteenth century Fortress and the streets of the "New Town" on Havenside, planned by F. N. Gisborne.

It is within the walls of the reconstructed Fortress of Louisbourg that we find the oldest town streets in continuous use. The French military engineers in 18th century Louisbourg designed a town based on a north-south and east-west grid pattern of streets.<sup>1</sup> Some of streets were named in honour of



Plan of Louisbourg in 1741 showing the completed walls and organized street grid of the French town. (Fortress of Louisbourg NHP)



The "New Town" on Havenside drawn by F. N. Gisbourne in the 1870's. (Louisbourg Library)



French royalty, nobility or officials. Rue St. Louis honoured the patron saint of France. Rue de France, Rue de Canada and Rue de Scatary pointed in the general direction of the place named. When the new Englanders captured the Fortress in 1745 they renamed the streets. Two of these streets were named Warren Street and Pepperrell Street in honour of the sea and land commanders of the victorious forces. In total the French named twenty-one different streets while the English were satisfied with identifying twelve.<sup>2</sup>

The streets of the "New Town" are shown on a plan drawn by F. N. Gisborne. The town was proposed for the south side of the harbour in association with the narrow-gauge track of the Cape Breton Coal and Railway Company. The streets running roughly north and south were named: Main Street, Cross Street and New Road. Those running roughly east to west were: Lake, Church, Pier, Pine and High Streets.<sup>3</sup> While not particularly imaginative names, Gisborne hoped that they would form the basis of a new and thriving Louisbourg.

There was some work completed developing these streets since they are clearly visible on aerial photographs of Havenside taken in the 1960s.

### **Louisbourg Streets and M. G. Henniger, C. E.**

M. G. Henniger, a Civil Engineer from Sydney, surveyed modern Louisbourg at the turn of the century. The Henniger plans are of interest because they represent the first deliberate attempt at planning in the town. Since the opening of the Dominion Coal Company pier in 1895, Louisbourg was growing quickly and expected to develop even more. As a result it was important that the municipal infrastructure be in place both to attract and cope with the new population.

Until this point, Louisbourg hadn't changed greatly since the A. F. Church survey. The streets, not much more than lanes, were few and narrow. An article in the Sydney Record on October 7, 1904 suggests how small the town was before the turn of the century.

"Twelve years ago there were no more than 30 buildings on both sides of Main Street from where the station house now stands to Jerret's bridge, a distance of one mile. Look at the same place today. On Warren street, at that time there was one dwelling; today there are a number of the best residential buildings in the town. Pepperell, Kent and Lorway streets were then unknown where now stand a number of comfortable houses owned principally by the working men and Riverdale where today are several fine dwellings was then forest".

Henniger's first survey in 1901 established the location for a new street that he unofficially called Whitney Street. This proposed development ran west to east from Gerrat Brook passing north of the Sydney and Louisburg Railway station.<sup>4</sup> He also surveyed Main Street, McAlpine Street, Sydney Road and Harbor Street.<sup>5</sup> He later sent the Council a bill for \$245.00.<sup>6</sup>

Henniger's plan shows the Whitney Street right of way to be 66 feet wide, Main Street 60 feet wide and side streets either 40 or 50 feet wide. Originally, Main Street was established at 66 feet wide.



However, this would have proved an imposition for the many residents with buildings already constructed along the street. The result was that Henniger reduced the right of way to 60 feet. This reduction was adopted by Council which also seems to have fixed the side street right-of-way at 50 feet.<sup>7</sup>

Work began almost immediately on the streets. It is noted in the Sydney Record of 21 August 1902 that McAlpine Street was considerably extended and the portion running north from Main was being widened to 40 feet. Similar work had taken place at Blueberry Hill where the road was widened from 14 feet to 40 feet. This is consistent with Henniger's survey plans, though it is at odds with the Council decision for 50 foot wide secondary streets.

In addition to working for the newly formed municipality, Henniger surveyed land for private individuals. He produced plans for subdividing the properties of both C. H. McAlpine and E. S. McAlpine.<sup>8</sup> Henniger was also on the Board of Directors of the Louisburg Electric, Water, and Power Company.<sup>9</sup> This company originally brought the water main into Louisbourg to service the Dominion Coal Company but quickly became the source of water for much of the town until the 1950's.<sup>10</sup>

Henniger's plans are interesting historical records of the early development of Louisbourg and indicating the location of some residences, fence lines and wharfs. They are also artefacts of a very optimistic time in the life of the town.

## **Naming the Streets**

It is not until the town was incorporated in 1901 that there is an official record of streets being named. According to Mayor W. W. Lewis the streets had to be named officially, "to meet demands of the insurance companies".<sup>11</sup> The mayor was correct in this. Insurance companies wanted to know the types of structures and layout of a town in order to limit a company's losses in the event of fire.<sup>12</sup>

A Committee, chaired by Councillor James MacPhee was struck to propose names. It was on the advice of the committee that Council adopted the following names for the streets of Louisbourg in December 1902.

" The street from the Sydney and Louisburg railway station to Jerret's bridge will be known as Main Street,

from Jerret's bridge to the town limits, going toward Old Town will be Wolf street,

the lower street, generally called Water street, will in future be Commercial street.

The other streets are Albert, Church, Edward, Alexander, Aberdeen, Warren and Minto Streets. One or two smaller streets have not yet been named.

The south side of the town will be known as Havenside and that portion from Jerret's bridge to the

town limits on the Louisburg road is named Riverdale."<sup>13</sup>

Many of the remaining streets are named by the time the 1908 McAlpine Directory was issued. These include Kent, Victoria, Elwood, Lorway, Townsend, Britannic, Milton, Pepperrell, Beatrice, Tanner's Lane, Spencer and Wallace.

The 1914 McAlpine Directory shows only one change of note. Edward Street, named by Council in 1902, has disappeared.<sup>14</sup>

## Upgrading the New Streets

The official naming of the streets was accompanied by a concerted effort to enlarge and upgrade. By November of 1902 the \$4,000.00 vote by the ratepayers for street improvements for that year was spent.<sup>15</sup>

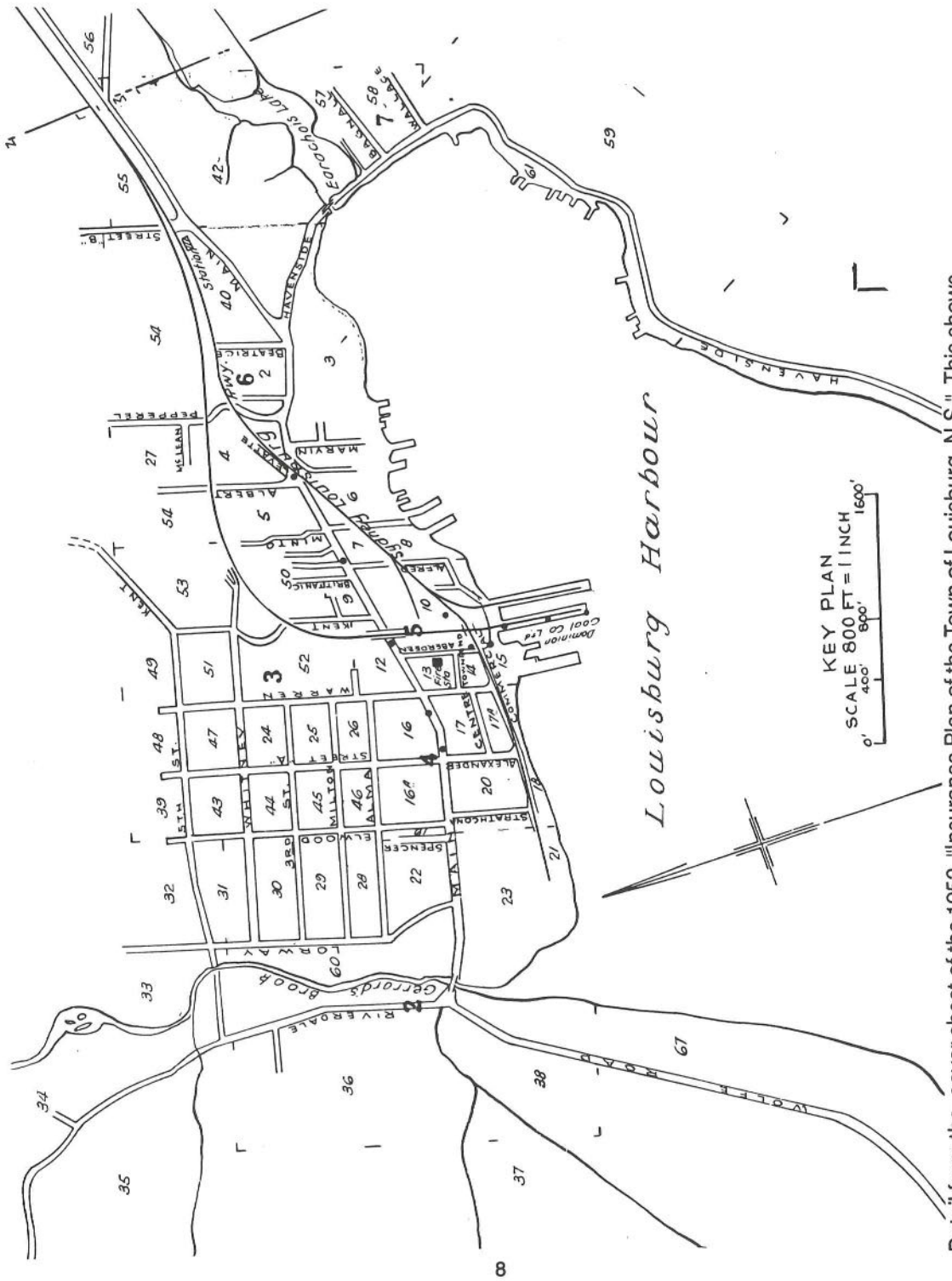
James Dowd received the contract to lay the plank sidewalk along Main Street beginning in August 1902.<sup>16</sup> This would be extended all along Main until replaced in 1914 by new sidewalks of ashes.<sup>17</sup>

But, improvements did not go along without problems. By March 1903 some of the ratepayers were complaining that there was too much money being spent on sidewalks. They felt that, "... a sidewalk was not necessary as yet in their town". The correspondent for the Sydney Record pointed out that the state of the streets made sidewalks a necessity. He suggested that a sidewalk along Commercial Street would be useful because of the mud.<sup>18</sup>

While sidewalks were an answer to the problem of mud for pedestrians, they did not solve the problem of muddy streets. At a Town Council meeting in March, Councillor Spencer suggested that coal ash which was free for the taking be put on the streets at intersections.<sup>19</sup> It is not known how the town responded to this suggestion, though Jean Kyte remembers that ash was used on the town streets for years. But the discussion in Council does point to the serious problems faced by towns in constructing and maintaining streets. Nor was this a problem restricted to the Town, for in 1903 it was noted that the Louisburg-Gabarus road was so bad that it was almost impassable to horse and carriage traffic.<sup>20</sup> In 1904 Glace Bay was experimenting with "bitulithic" pavement but that was sufficiently rare in the province that a committee from the Truro Town Council came to review its success.<sup>21</sup>

Added to the problem of mud there was the problem caused by the presence of stables and cesspools. At a June 1903 Council meeting there were complaints that the cesspools from two places on Aberdeen Street were overflowing onto the street. On Kent the runoff from a stable, on rainy days, was not only a sanitary problem for the street but one that was offensive to the nose as well.<sup>22</sup>

Then there were structural problems. Captain Philip Townsend complained that the embankment in front of his house, on the hill at the corner of Huntington and Main, was falling away because the cutting for the street was too close to his property.<sup>23</sup> And the Council moved to place a protective



Detail from the cover sheet of the 1952 "Insurance Plan of the Town of Louisburg, N.S." This shows the proposal for a new subdivision north of Main between Lorway and Upper Warren. (Beaton Institute, UCCB)



wall around the property of Martha Mitchell on Warren Street because of the damage done to her property when the street was widened.<sup>24</sup>

Lastly, there was the question of dealing with the municipal roads crews. D. J. Graham, the Superintendent of Streets, was looking for a raise in June 1904. He wanted to be paid \$2.00 a day instead of \$1.50. The Council voted to raise his wage to \$1.75 per day but left that of the men working on the streets at \$1.25.<sup>25</sup>

## **The Insurance Plans and New Development**

There are two surviving Insurance Plans for Louisbourg. The earliest drawn in 1926 and updated to 1944 shows a town that had changed little from the initial establishment of streets.<sup>26</sup>

It is the Insurance plan for Louisbourg dated August 1952 which shows an interesting proposal.<sup>27</sup> On this plan there is a suggestion for a new subdivision. It is located north of Main Street and bounded by Lorway on the east and Upper Warren on the west. Both Elwood and Alexandra Streets are extended north to fill the centre. At right angles, Alma and Milton are extended from Warren to Lorway. To the north of these are 3rd Street, Whitney Street and 5th Street. Whitney Street is shown linking Kent Street and Tanner's Lane while 5th Street connects higher up on Kent.

This proposal first appears in a 1950 consultant's report for a new water and sewerage system for the town. It is directly tied to the Louisbourg Development Company and the new fish plant which was opened in 1952.<sup>28</sup> The early 1950s, like the turn of the century, was a period of great optimism in the municipal life of Louisbourg. Developing the easily accessible land north of Main seemed to be a logical move by the Council which was anticipating a period of municipal growth.

Nothing was done to implement this idea though there was a survey as late as 1969 to extend Milton Street.<sup>29</sup> The Town owns blocks of land on the west side of Upper Warren designated 3rd and 4th Streets which have the potential to form the basis for future development.

## **The Streets of Modern Louisbourg**

In Louisbourg today, a street is a piece of real estate that has been designated a street by a motion of Council. Unfortunately, the fire which destroyed the Town Hall on July 21, 1982 also destroyed the Council Minute Books prior to 1978. As a result, there is no comprehensive record of the decisions were made by Council to proclaim many of the streets in town.

We are fortunate to have the December 1902 Sydney Record report of the Council decision to name certain streets. The only other Council Minutes specifically designating streets is a copy of a 1973 meeting naming Harbourview Drive and one for 1984 expropriating the land for Whitney Street.<sup>31</sup> The

1973 minute has survived as a copy in the personal papers of John George MacKiegan, who was a Councillor at the time.

In searching for a base document from which to compile a comprehensive list of streets we turned to the Land Registration Information Services (LRIS) computer printout of January 1990. The printout lists all property and property owners in Louisbourg and the streets on which the property is located. There is also a set of maps associated with the LRIS. It is unfortunate that these maps are not dated, though it is probably safe to assume that they were produced in the 1980's.

There are some discrepancies in the LRIS. This includes such things as Verrier Crescent being referred to as Vanier Street in several instances, and Marconi Street not being mentioned at all. The properties on Marconi are said to be on Albert Street.

In the list of streets that follows we have added several not mentioned in the LRIS. The dates attached to the streets are the earliest found in a variety of sources since the incorporation of the Town on 15 February 1901. Please note that just because a street had a name does not mean that it was recognized officially by the Town at that time.

### **A Note on Spelling**

Over the years there have been a variety of spellings for a number of streets in town. Pepperrell has suffered the most. There are also occasions on which Wolfe appears without the "e". We spell these names the way they are spelled in the Dictionary of Canadian Biography. Gerratt Brook also has a variety of spellings. Since we have no idea how Elias Gerratt spelled his name -- Gerrot, Jerrit, Jerret, or Gerrard -- we use as the authority the 1981 chart for Louisbourg Harbour.<sup>31</sup>

Still, you will notice variations in spelling in the text. These variations are normally found in a quotation or a reference to a specific document.



Looking south along Aberdeen from Main Street in the early part of this century. The chimney belching smoke on the right is the Coal Company boiler house. ( Mrs. Eva Lewis )



## Aberdeen Street

( s from Main to Commercial )

Aberdeen Street was named in honour of John Campbell Gordon, 1st Marquis of Aberdeen and Tamar. He was the Governor General of Canada from 1893 until 1898. The name was one of those chosen in December 1902 by the Town Council.

Aberdeen is remembered, along with his wife, for devotion to good works and sympathies for Liberals in Britain and Canada. These sympathies made relations with Conservative governments difficult during his term here as the Queen's representative. But given the fact that Liberals were very influential in Louisbourg 88 years ago, it is not surprising that Aberdeen was a popular choice when naming a new street.<sup>32</sup>

The establishment of Aberdeen Street provides an early instance of a disagreement between the Council and the Ratepayers over development of the town. The Coal Company wished to close off the lower street where it was crossed by the shipping pier, stopping free access along the waterfront. In return the Company agreed to purchase land and create a new street giving access from Main to the waterfront. The Sydney Record for February 26, 1902 noted that,

" There is a question of considerable importance at present under discussion by our townspeople. Last year the Dominion Coal Co. offered to purchase property and build a new street if the citizens would sign a petition to have the portion of Water street below the shipping pier ( where the company has several railway tracks) closed for traffic. A petition from the company was brought here for signature but was for some reason kept very quiet, only twenty of our leading citizens being asked to sign it, which they did.

The great majority of the ratepayers never saw the petition - in fact never heard of it - until the coal company got an act passed through the local legislature empowering them to close the portion of Water street below their pier and open a new street from Main to Water street.

A petition has been largely signed here of late asking the local government that in view of the fact that only a few people signed the Coal Co.'s petition that the great bulk of the ratepayers of the town were completely in ignorance of such petition, and are also strongly opposed to the closing of that portion of Water street, that they have the act passed by them last session revoked.

A meeting of the ratepayers was held last Tuesday evening, where all were unanimous in opposing the closing of that portion of Water street in question by the Dominion Coal Co. It was also unanimously passed by those present at the meeting to send a representative from here to request the local government to repeal the act of last session . . ."

Mayor Lewis travelled to Halifax for advice on this first crisis. He apparently received support from the Provincial Government for when he returned the Council confirmed the agreement with the Coal Company to close the lower street and open the new one.<sup>33</sup>

The Aberdeen street property was purchased from John N. Spencer.<sup>34</sup> Spencer was contracted to move the County Building which was located on Main Street at the point where the new street was to begin.<sup>35</sup> The County Building, which also served as council chambers and lockup, was moved to the west side of Aberdeen just south of Alex Storm's property in the vicinity of Rovie's Pizzeria. It continued to served as a Jail and later the fire station.<sup>36</sup>

Aberdeen is called Clinker Street on a Department of National Defence Map of 1943/5.<sup>37</sup> It is not known if this was a common name, nor whether it referred to a cinder road bed or the jail.

## **Albert Street**

( n from Main to Huntington Av.)

Albert Street, designated by the Town Council in December 1902, was named in honour of Queen Victoria's husband Prince Albert of Saxe-Coburg-Gotha who died of typhoid in 1861. Albert's death so shattered the Queen that for the next fifteen years she withdrew from public life.<sup>38</sup>

Albert Jewell operated a store on the corner of Main and Albert, early in this century, but the street was not named after him.<sup>39</sup>

## **Alexandra Street**

( s from Main to Commercial )

The street is called "Alexander" in the December 1902 Sydney Record report on Louisbourg streets. It continues to be called Alexander in the January 1990 Land Registration Information Service computer printout. The 1908 McAlpine Directory cites both Alexander and Alexandra while the Directory of 1914 uses only Alexander.<sup>40</sup> Alexander appears again in the 1928 "Might" Directory,<sup>41</sup> the Department of National Defence Plan of 1943/45 and the 1926 and 1952 Insurance Plans of the town.

These references to the street as Alexander instead of Alexandra have probably been in error, beginning with the 1902 newspaper report. The most credible source for this opinion is Melvin S. Huntington, the Mayor of Louisbourg from 1926 to 1946. Huntington had lived in Louisbourg since 1896 and was aware of municipal affairs and sensitive to historical matters. In a diary entry of September 5, 1938 he writes the name very clearly as Alexandra.

The street was named in honour of Queen Alexandra, wife of King Edward VII who was crowned on August 9, 1902.<sup>42</sup> The new royal couple was foremost in the minds of the citizens of Louisbourg in 1902. The Sydney Record of June 23, outlines the preparations being made to celebrate Coronation



Day. The Louisbourg Council voted money for the event and many of the citizens had contributed. It was planned to have sailboat races, a rowing race, bicycle race and a football game along with other amusements and fireworks in the evening.

The article goes on to mention that, ". . .the school children will also parade in the morning. There will be firing of cannon, and one (cannon) that will make the shores of old Louisburg resound was employed during the siege of 1758. Altogether the day will be fittingly celebrated in this town. The various committees are working hard to make the day a memorable one in this town, one of the old historic battlegrounds of North America."

Edward was not crowned on June 26, having to undergo an emergency appendectomy. The Louisbourg plans were probably cancelled. But he was crowned on August 9 and the day before the event Mayor Lewis requested that the citizens consider the day an official holiday in Louisbourg.<sup>43</sup>

It is hard to imagine the newly-crowned Queen being overlooked when James MacPhee's committee was deliberating on appropriate street names later that fall.

## **Alma Street**

( w off Upper Warren )

Alma street probably commemorates the first battle of the Crimean War fought on September 20 1854.<sup>44</sup> M. G. Henniger's plan of McAlpine Street in July 1902 either indicates an existing lane or recommends a street in this location. The street is specifically mentioned in the 1928 Might Directory of Louisbourg.

In Louisbourg at the turn of the century there is some evidence that the Crimean War, thought long past, had not been forgotten. The Sydney Post for April 14, 1904 talks of John MacPherson who had moved from Catalone to Louisbourg three years previously, having been in Odessa, on the Black Sea, the day the British took Sebastopol, the great Russian stronghold.

Alma is a street that the 1952 Insurance Plan proposal extended west until it met Lorway Street.

## **Beatrice Street**

( n from Main )

Beatrice Street was named for the youngest daughter of Queen Victoria. The name is established by the time of the 1908 McAlpine Directory. Beatrice has gained some fame among historians for destroying Queen Victoria's diaries and altering, substantially, those passages which she copied.<sup>4</sup>



## **Braddock Avenue**

( w off Holland )

Edward Braddock, a British general, was killed in 1755 in an ambush by French and Indian forces near Fort Duquesne, today's Pittsburg, Pennsylvania.<sup>46</sup>

Braddock Avenue along with Holland Avenue and Verrier Crescent were constructed, in 1961/62, as part of the development of the Fortress of Louisbourg National Historic Park.<sup>47</sup> The houses built on these streets provided accommodations for the staff coming to work on the new project. The streets were conveyed to the Town of Louisbourg in 1975.<sup>48</sup>

It has been difficult to determine why Braddock's name was felt appropriate for a street. If one were looking for a British officer there are alternatives with more direct involvement at Louisbourg. Jeffrey Amherst is an obvious example, but there are also the military engineers Bastide and Mackellar.

Alex Storm's remembrances of discussions during the winter of 1961/62 shed some light on the process. He notes that the Park was at the time managed by engineers, professional in their field, but with a rudimentary knowledge of Louisbourg's history. He recalls a meeting at which the names Verrier and Holland were chosen, possibly because of their involvement with engineering and surveying. Searching around for another name someone said something to the effect, "Braddock . . . he was a general back then". And a street was born.

## **Britannic Street**

( n from Main )

The name of this street was inspired by good friendship and a dinner party. It is named in honour of the steamship *Britannic* and first appears as such in the McAlpine Directory of 1908.

In April 1901, the *Britannic* had been sailing between Louisbourg and Boston for eighteen months. During that time, Captain Neilson and his family had resided in the town. However, his wife and family were planning to return to Norway and the *Britannic* was to be on the Sydney to Montreal run the next season. On the 17th of April he invited several citizens of Louisbourg to a dinner party on board his ship where,

" After partaking of the good things provided by the steward of the *Britannic*, Captain Wilson stated that he had invited the friends present tonight to commemorate the fiftieth voyage of the *Britannic* between Louisburg and Boston. He regretted his accommodations were so small that he was unable to invite a larger number, and he and his family had the kindest recollections of the people of Louisburg, and would never forget them. .... Mayor Lewis responded on behalf of the town of Louisburg, stating every person regretted that Captain Wilson and his family were soon to remove

from our midst. Captain Fraser and Mr. Keefe responded on behalf of the Dominion Coal Company, thanking Capt. Wilson for his kind words, also stating that the Company could not but be satisfied with the faithful service rendered them. Mr. LeVatte, U. S. Consular Agent, Joseph O'Toole and Capt. R. H. Cann also expressed their regret at the departure of Capt. Wilson and family. About half past nine o'clock one of the most enjoyable dinners ever held in Louisburg broke up, all the guest expressing themselves as having spent a delightful evening."<sup>49</sup>

A year later the Daily Record mentions that the Britannic was in the harbour loading coal. It states that Captain Neilson and his family had lived in Louisburg previously for a period of two years and that his many friends were glad to see him.<sup>49a</sup>

So there you have it, a popular Captain, a ship with a patriotic sounding name, and, "one of the most enjoyable dinners ever held in Louisburg". When it came to suggesting a name might not Mayor Lewis or Councillor O'Toole or County Warden LeVatte have wanted to say thanks as well?

The name Mechanic Street is applied to this location in the 1958 Cape Breton District Telephone Directory and the 1989 Maritime Tel & Tel Directory. There is no other record of this name being used nor any indication of how it originated.<sup>50</sup>

## Centre Street

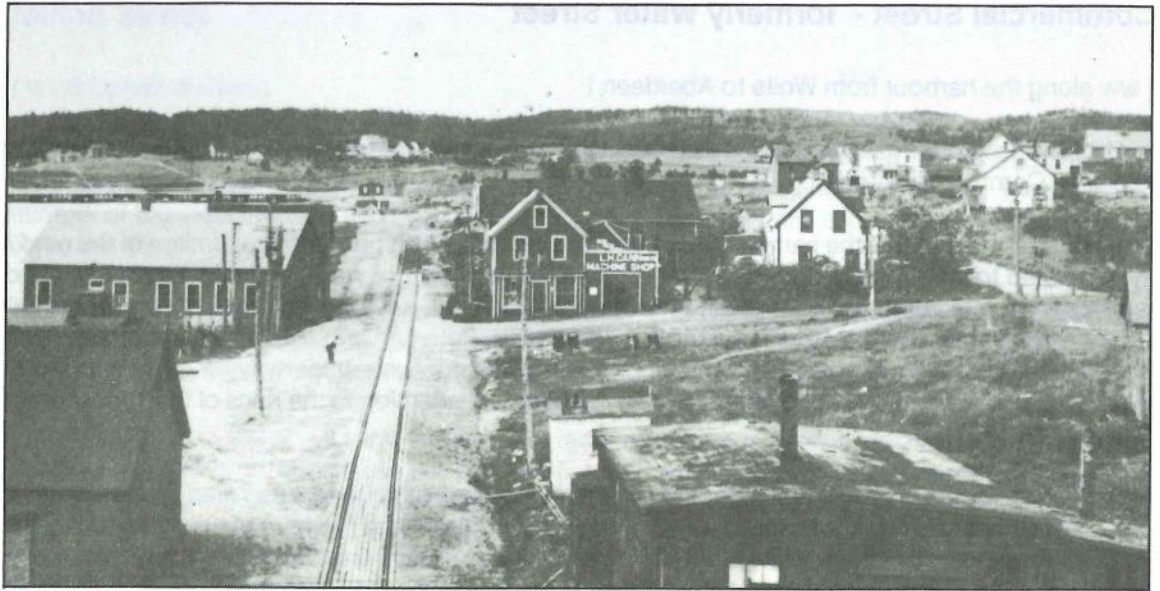
( w off Lower Warren )

Centre street appears in the 1928 Migt Directory. For many years the only house on the street was the home of John Weatherbee, merchant and undertaker. For the past 50 years this same building has been the home of Guy M.Hiltz, a former mayor of Louisbourg.

In the 1952 Insurance plan there is a proposed extension of the street to meet Alexandra. In fact what has happened is a loop south to meet Commercial Street. Is this southern section Centre Street too?

Guy Hiltz remembers that the street used to be called Murphy's lane after the Murphy family who lived on Main Street in the house now owned by Sam Carter. He also mentioned that at one time there were plans to call the street Lewis Street, since it was on the southern boundary of the property of Mayor W. W. Lewis.<sup>51</sup>





Commercial Street in 1950 looking west along the spur track being laid for the fish plant which has still to be constructed. (Mrs. Eva Lewis)



Commercial Street looking east towards Lower Warren in 1950. (Mrs. Eva Lewis)



## **Commercial Street - formerly Water Street**

( e/w along the harbour from Wolfe to Aberdeen )

In 1902 the Town Council determined that, " . . .the lower street, generally called Water street, will in future be Commercial street."

It is safe to conclude that the name of this street, was changed to highlight the optimism of the newly incorporated town. It was a time of growth.<sup>52</sup> The railway brought work, and new businesses and families were relocating here. In addition to the Sydney and Louisburg Railway and the Dominion Coal company pier, there was talk of a rail line direct to St. Peters,<sup>53</sup> and establishing Louisbourg as the base for transatlantic passenger shipping.<sup>54</sup> Negotiations were underway for a Marine Hospital.<sup>55</sup> And D. J. Kennelly was beginning to draw international attention to the ruins of the 18th century fortress.<sup>56</sup>

Renaming the street was also an attempt to shed the reputation attached to the Water Streets of other port towns. For in common with these, Louisbourg's Water Street had its share of bars and pool halls. Former mayor Harvey Lewis, relates that his father George D. Lewis used to tell the story that at one time there were seven places along the waterfront where a thirsty man could get a drink. And for an earlier period, the Toronto World of April 25, 1896, citing Rev. T. F. Draper as its source, points to no less than thirteen places where liquor was openly though illegally sold. Many of these places were probably along the waterfront.

In 1904 William McKinnon opened a restaurant on Commercial street near the coal pier. The Sydney Record for November 29 applauded the move saying, " This is something that is very needful to the working men about the coal pier. A nice plate of hot soup can be obtained at Mr. McKinnons and about midnight at this season, what is better for a man working in the cold air than a plate of good soup. It is much better than whisky, said a workman yesterday."

Commercial Street has been the victim of cutting and slicing since the early days of the century. In 1902 the Dominion Coal Company closed off the east end to enlarge the coal pocket.<sup>57</sup> And then in 1950/52 when the fish plant was constructed, the street was divided into two sections east and west of Gerratt Brook.<sup>58</sup>

## **Elwood Street**

( n from Main )

Elwood Street was conveyed to the town by E.S. and Mary MacAlpine in 1904 according to a newspaper account.<sup>59</sup> A search has not found any record in the Registry Office, though it may not have been a formal agreement.

The origin of Elwood, as a street name, has always been something of a mystery. But even small streets can attract attention. Several years ago a visitor to Louisbourg, from the United States, wrote Harvey Lewis, who was mayor at the time, to say he was happy to see that the town had two streets celebrating his name - Elwood Spencer.<sup>60</sup>

Now for some speculation. In December 1902 the Council named one of its streets Edward, though the location wasn't specified. In the 1908 McAlpine Directory, Roderick Kerr and Murdock MacDonald were living on Edward Street. MacDonald's house is now the home of Alex Smith located on the street we refer to as Elwood.

Given the fact that 1902 was Coronation year for Edward VII, it is next to impossible to believe that the Town Council would not follow through with its proposal and assign the name to a specific street. So what we are suggesting is that there was an Edward Street and that it became Elwood through the mistake of a typesetter being unable to read someones handwriting. Take a close look - "Edward/Elwood".

### **Fourth Street**

( w off Upper Warren )

Fourth Street is not actually a street. It is a Town-owned property which could someday be opened up as a street. It is identified as 4th Street on the Land Registration and Information Service Map for Louisbourg. M. G. Henniger's McAlpine Street plan of 1902 locates a street in this general area.

### **Gordie Street**

( n from Main then e to Albert )

Gordie Street is an example of individual initiative. It was named for Gordon Stevens Sr. who opened Steven's Grocery Store on the corner of Main and Minto streets in 1914. The street was traditionally called Gordie's lane and received official status from Council some time in the 1960's. We are not certain of the exact date because the Council minute was destroyed in the 1982 fire at the Town Hall.

Dougie Stevens, Gordon's grandson, and present owner of the family business tells of the origin of the street in this fashion. In the late 1950's Louisbourg was served by a Dutch doctor named, Soesting. The doctor, when making his rounds, often had difficulty finding houses in this area of town and would come into the store to ask for directions. On one occasion he suggested to Dougie's father, Gordon Jr., that it would be helpful if the street had a sign. Gordon Jr., responded immediately by saying that the next time the doctor came around there would be a sign. And there was.<sup>61</sup>



## Harbourview Drive - formerly Bagnall Street

( e off Havenside Road )

Harbourview Drive gets its name from the grand view it provides of the harbour and the reconstructed Fortress of Louisbourg. The name was suggested by Mrs. Bill Skinner.<sup>62</sup>

Town Council minutes for April 2, 1973 note that, " The subject of naming 3 town streets, not yet named was discussed. Moved, Councillor MacKeigan, sec. Councillor MacRury that the new street on Havenside be named Harbourview Drive. Carried." Huntington Avenue was probably another of the streets named that evening. No one remembers the third.

Harbourview Drive was called Bagnall street in the 1928 Might Directory and the 1926 Insurance Plan. The A. F. Church plan shows an R. Bagnall living in this area at the end of the harbour. And the 1871 census confirms Robert Bagnall, a fisherman, his wife Harriet and their 1 year old son Thomas were living in Louisbourg with Harriet's brother, Thomas Tutty. For many years Thomas Bagnall lived in the house on Havenside Road now the property of Josh Marsden.<sup>64</sup>

## Havenside Road

( from Main Street south around the harbour )

The Louisbourg Council indicated in 1902 that, " the south side of the town will be known as Havenside. ...".

The interesting point here is that the Council is not naming a road, but the entire south side of Louisbourg. "Havenside" was the name of the home built by the engineer and entrepreneur F. N. Gisborne at what is now called Kennelly's Point. Gisborne's Cape Breton Coal and Railway Company began a narrow gauge railway line to Louisbourg in 1874, completing it in 1879. Louisbourg was seen as the terminus of a great trading system, a transshipment port for grain and a coaling station for transatlantic steamers. To accommodate the growth in population expected as a result of the boom, Gisborne designed a "New Town". Either he, or D. J. Kennelly, who purchased the assets of the company in 1879, had the streets surveyed and cut out, and constructed a number of buildings including a small hotel, blacksmith shop and houses for workmen. The ruins are in the trees above Careening Cove.

As with many projects begun in this period the railway did not last. A forest fire in 1883 destroyed many of the wooden bridges and trestles along the line and it was abandoned.<sup>65</sup>

Kennelly stayed on as owner of the Marine Park Hotel and several other establishments in the town. He became interested in the fortifications in Old Town and purchased some of the property to ensure the survival of the ruins. He began the Louisbourg Memorial Fund and was responsible for the site



becoming the first in Nova Scotia to be protected by Provincial Legislation.<sup>66</sup>

There have been other names for this part of town. Charlie Burke, of Havenside, discovered newspapers when he was repairing his house addressed to Mrs. Thomas Townsend "South Louisbourg". M. G. Hennigar surveyed the road and calls it Harbor Street on his plan of September 1901.<sup>67</sup>

## **Holland Avenue**

( off Verrier Crescent curving n/w )

Holland Avenue is named for Samuel Holland, a Dutch-born British army officer, military engineer and surveyor. It was named in late 1961 or early 1962 by Fortress of Louisbourg staff. Holland was an assistant engineer in the 1758 expedition against Louisbourg. He surveyed the area, took soundings, prepared plans and gave engineering advice. After the siege Holland surveyed the town, the fortifications and the surrounding area.

In the winter of 1758 he mapped the Gulf of St. Lawrence and the St. Lawrence River with his pupil James Cook, in preparation for the attack on Quebec. He took part in the Battle of the Plains of Abraham and was wounded. As Surveyor General of the Northern District of North America he surveyed Prince Edward Island and Cape Breton.<sup>68</sup>

An interesting sidelight to Holland's work at Louisbourg was discovered several years ago by historian John Johnston. For many years it was believed that the first formal effort to commemorate the 18th century history of Louisbourg was the Society of Colonial Wars monument of 1895. However, Holland erected a memorial in 1767. It was made from the cut stone of the fortifications and had an inscription. How long the memorial stood and what became of it is not known.<sup>69</sup>

And finally, there is no known relationship between Samuel Holland and the Holland family that has lived in the Louisbourg area for a number of years. The 1871 Census records Michael Holland, 30 years old employed as a servant and Angus Holland, 26 employed as a fisherman. Both are recorded as Irish. In the 1891 Census Michael, now a farmer, indicates his father was born in Ireland.<sup>70</sup>

## **Huntington Avenue**

( from Main curving to e/w to the S&L station )

Huntington Avenue is named for Melvin S. Huntington who was mayor of Louisbourg from 1926 to 1946.<sup>71</sup> The street was designated by Council in May 1973.<sup>72</sup>

Melvin S. Huntington's family came from Salmon River on the Mira.<sup>73</sup> He came to Louisbourg in 1896,

worked on the coal pier and then spent some time as a travelling salesman for Miller Brothers, a Halifax music firm. From early in the century he operated a small retail business, first at the north east corner Aberdeen and Main where the fire station is located, then the north west corner of Lower Warren and Main. His store is part of the Lewis and Company complex.<sup>74</sup>

Huntington was a member of the Louisburg Citizens' Band and later the Louisburg Brass Band, he sang regularly in the Methodist and the First United Church choirs and appeared in local concerts. He was an avid gardener and birdwatcher. He also had a long-standing interest in the history of 18th century Louisbourg doing much to promote its awareness in local and official circles.

From 1905 until 1961 he kept a diary of Louisbourg life which includes weather, ship arrivals and departures, band and choir practice, weddings, deaths, fires and important local events. His diary notes provide us with a sampling of events in Louisbourg during its first half century.<sup>75</sup>

On Tuesday, 20 June 1961 Huntington wrote in his diary:

"A news item in today's issue of the Halifax Chronicle Herald stated that the Dominion Steel and Coal Company had officially closed the Louisbourg Pier to shipping. It also stated that a watchman and an office worker had been dismissed. The Pier had been closed for the past two years as far as major shipping was concerned. The watchman and the office worker that were recently dismissed were John Hill and Harold Wilson respectively.

The construction of the Pier in question was begun in the autumn of 1894 and completed during the summer of 1895, and the first shipment of coal over it took place in September of that year. The contracting firm that build the Pier was MacDonald and Moffit so I was informed after I arrived here in the year 1896."

Several years later the S&L tracks were lifted and the road bed became Huntington Avenue.

## **Johnston Street**

( e/w between Marconi and Pepperrell )

This street was named in the 1970's for Daniel M. Johnston who was mayor of Louisbourg between 1954 and 1957.<sup>76</sup> Johnston operated a small grocery store and was Louisbourg's undertaker. He was also employed by the town for a number of years prior to being elected mayor. Melvin Huntington, in a list of town officials in his 1941 diary, notes that Johnston's duties as a municipal employee included, "Policeman, school attendance officer, sanitary inspector, jailer, inspector under the fire ordinance, tax collector, meter reader for the electric light department and traffic authority".

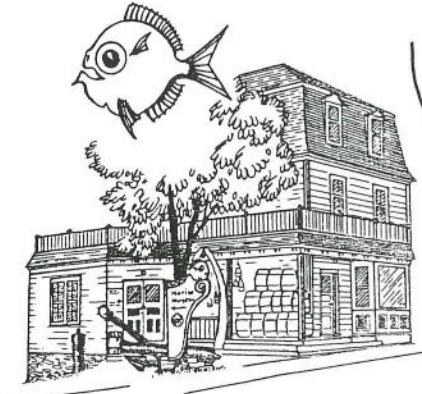
When naming this street the choices were Johnston or G. B. Hiltz. Hiltz was mayor between 1946 and 1949 and owned property in the vicinity of the road. A tailor by trade, he came to Louisbourg from Truro in the early years of the century.<sup>77</sup>



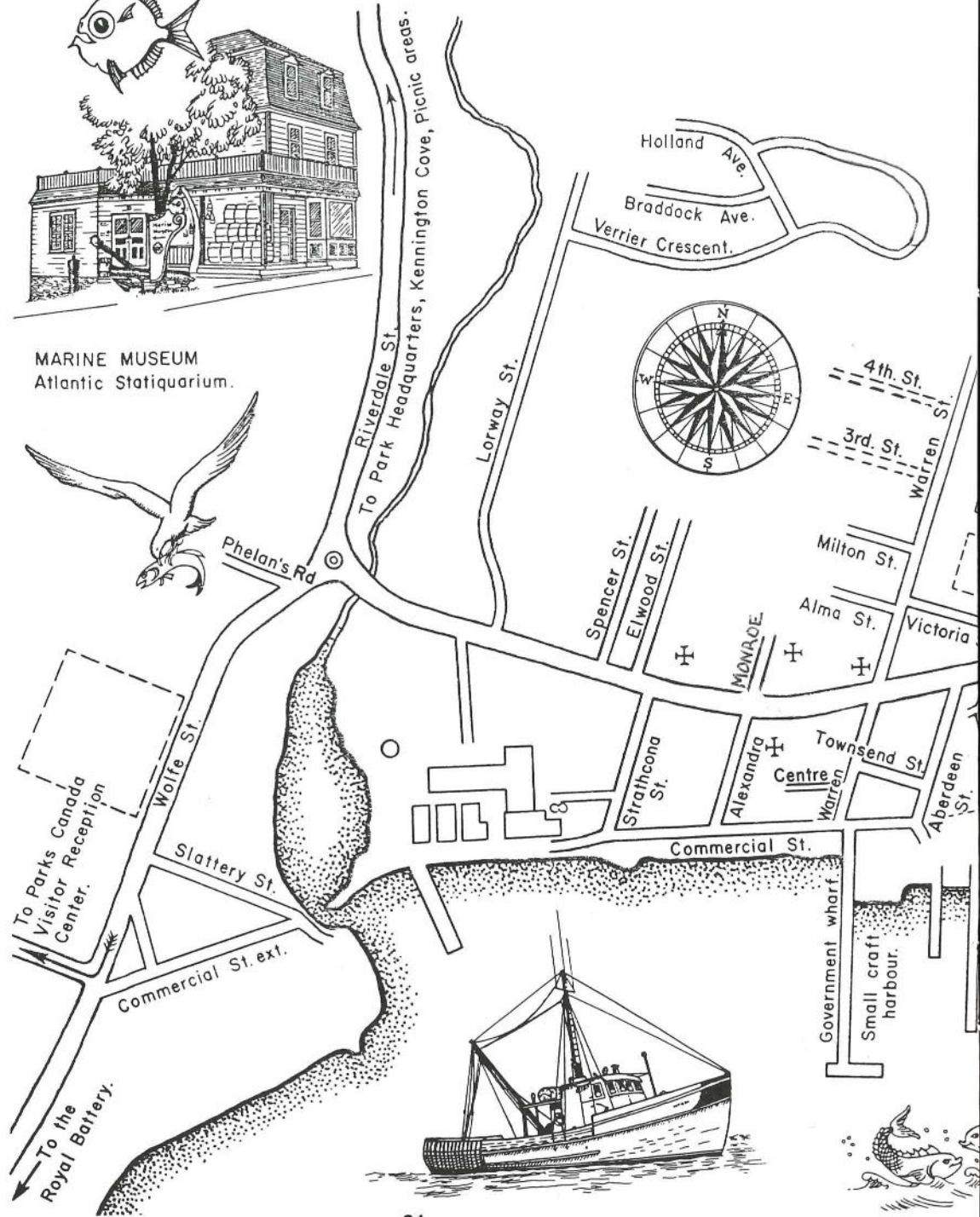
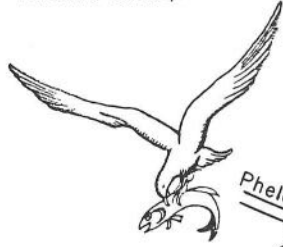


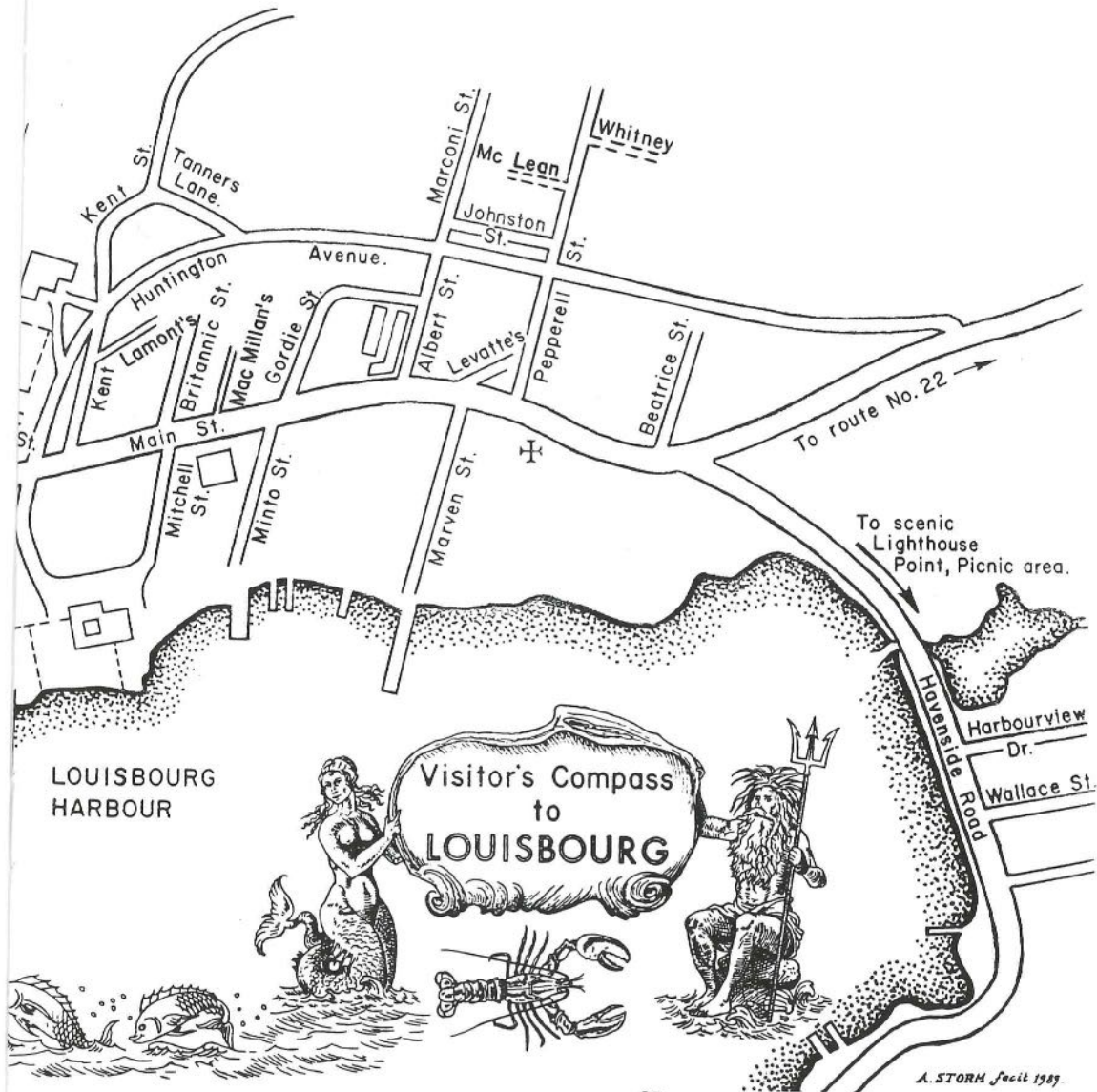
Aerial of Louisbourg looking west taken during the 1960's. (Louisbourg Heritage Society)





MARINE MUSEUM  
Atlantic Statiquarium.





## **Kent Street**

( north from Main, crossing Huntington Avenue, then n/e )

This street was probably named for Edward, Duke of Kent, the father of Queen Victoria. It appears in the 1908 McAlpine Directory.

The Duke of Kent was stationed in Halifax between the years 1794 and 1801 as commander of the forces in Nova Scotia and New Brunswick. He is remembered for beginning an ambitious rebuilding of Halifax's defences. He also encouraged a number of architecturally significant projects in Halifax including St. George's round church and the Town Clock.

Kent was something of a martinet and disliked by his troops. On leaving Halifax he transferred to Gibraltar where he put down a discontented garrison with such vigour that a mutiny almost occurred. He was promoted upstairs and send back to England.<sup>78</sup>

There was a Kent in Louisbourg at the turn of the century. M. J. Kent operated the Carlton House, a restaurant and rooming house, on the corner of Main and Aberdeen, on the location of the fire station. Carlton House was named after his wife's home in Carleton, New Brunswick.<sup>79</sup> It is possible the street was named after him, rather than the Duke of Kent, but there is no evidence to support this.

## **Lamont's Lane**

( diagonally n/e off Kent )

This small lane has been called Lamont's lane for many years.<sup>80</sup> It appears on the 1926 Insurance Plan but is not named again until the Land Registration Information Service Map in the 1980's.

Duncan Lamont came to Louisbourg from Dartmouth, Nova Scotia.<sup>81</sup> He was resident in Louisbourg with his wife and family at the time of the 1891 census. The Sydney Record for May 27, 1902 notes that he was building a new house. Lamont was a tinsmith and shop owner specializing in hardware, plumbing and heating. He was also an active participant in the original Louisburg Citizens' Band and the Louisbourg Brass Band.<sup>82</sup> He is an ancestor of the Peck family still living in Louisbourg.<sup>83</sup>

Lamont is a Scottish name.<sup>84</sup> Lamond, a name common in years past on the Mira, is a variant.



## **Levatte's Lane**

( n/e from Main )

Levatte's Lane led to the house built in 1904 by Martin Levatte. Sr. who operated a blacksmith shop in Louisbourg. It is called Levatte Street in the Sydney Daily Post on October 16, 1903.

The Levatte family came from Main a Dieu. At the turn of the century Martin's cousin H.C.V. Levatte, a resident of Louisbourg, was the Warden of Cape Breton County and an influential member of the Liberal party.<sup>85</sup>

## **Lorway Street**

( n from Main )

Lorway street is mentioned in the Daily Record on 30 July 1904 when Councillor MacPhee asked for a better covering on the Lorway Street bridge. The street is on the 100 acres owned by John Lorway, whose home was on the site of the National Sea Products fish plant.<sup>86</sup>

The Lorways had a long association with Louisbourg. In 1802 Richard Lorway petitioned Governor Despard for title to land he had occupied in Louisbourg for 8 years. He indicates that he emigrated from Great Britain in 1784.<sup>87</sup> The 1818 census of Louisbourg, on the other hand, notes that Richard Lorway had been in Cape Breton for 37 years but that his parents came from Albany, New York.<sup>88</sup> Abraham Cuyler, a former mayor of Albany, New York and leader of the Associated Loyalists, mentions Lorway. Cuyler's group wintered in Louisbourg in 1784 before moving on to Sydney.<sup>89</sup>

It was land and marriage that brought Richard back to Louisbourg from Sydney for he married one of the Townsend family.<sup>90</sup> In 1826 Richard's son, James Lorway, petitions for his father's land between Gerards Brook and John Townsend's land.<sup>91</sup>

At one point, a number of years ago, Lorway Street was known as Beaver's Lane.

## **MacLean Street**

( w off Pepperrell )

This is not recognized as a street by the Land Registration Information Service map or printout in 1990. However, the 1928 Might Directory of Louisbourg as well as the 1926 and 1952 Insurance Plans name it. Since there are no Council records surviving from this period it is impossible at this point to discover if it ever had any official status in the town. In 1928 Ronald and Daniel MacLean lived there.

## MacMillan's Lane

( n from Main )

Burns MacMillan is the only living person to have his name associated with one of Louisbourg's streets. MacMillan's Lane is found in the Land Registration and Information Service for 1990.

Burns came to Louisbourg from New Boston with his family on December 23, 1926. As a young man he worked on the steel boats. He later worked with the Dominion Coal Company, and Nova Scotia Power Company and the Fortress of Louisbourg. For thirteen years Burns and his wife, Shirley, operated a taxi in Louisbourg.<sup>92</sup>

## Main Street

( e/w through Louisbourg )

We'll never know why the Town Fathers failed to chose a more monumental name when they proclaimed that, " The street from the Sydney and Louisburg railway station to Jerret's Bridge will be known as Main street".<sup>93</sup>

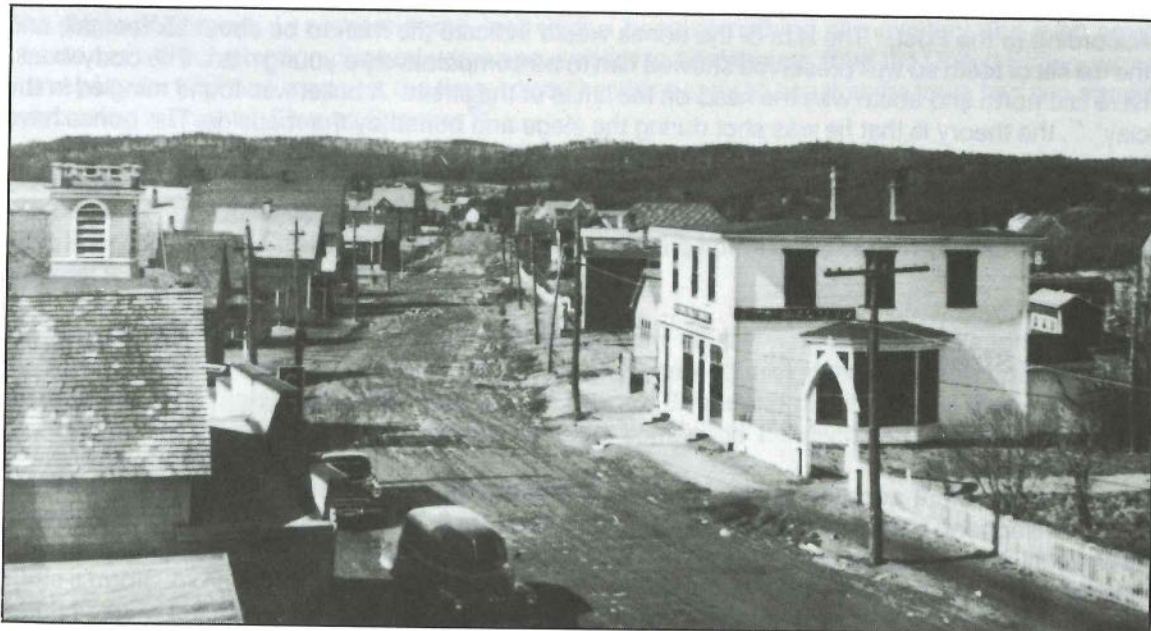
It is the oldest street in town, following the line of the French road begun in 1734 to connect the Fortress and Baleine. The road was about 12 feet wide, ditched and bridged where needed. Funds ran out before Baleine was reached and by 1740 the road was in very bad condition. A French engineer travelling the road in 1756 took 2 1/2 hours to reach Little Lorraine from Louisbourg. Along the road there were places where it is reported a traveller could sink up to his knees in the marsh. A coastal path followed by local inhabitants was preferred to the road.<sup>94</sup>

In spite of its deplorable condition throughout the 18th century, the road continues to be shown on all of the later maps and is, as a result, the patriarch of our streets.

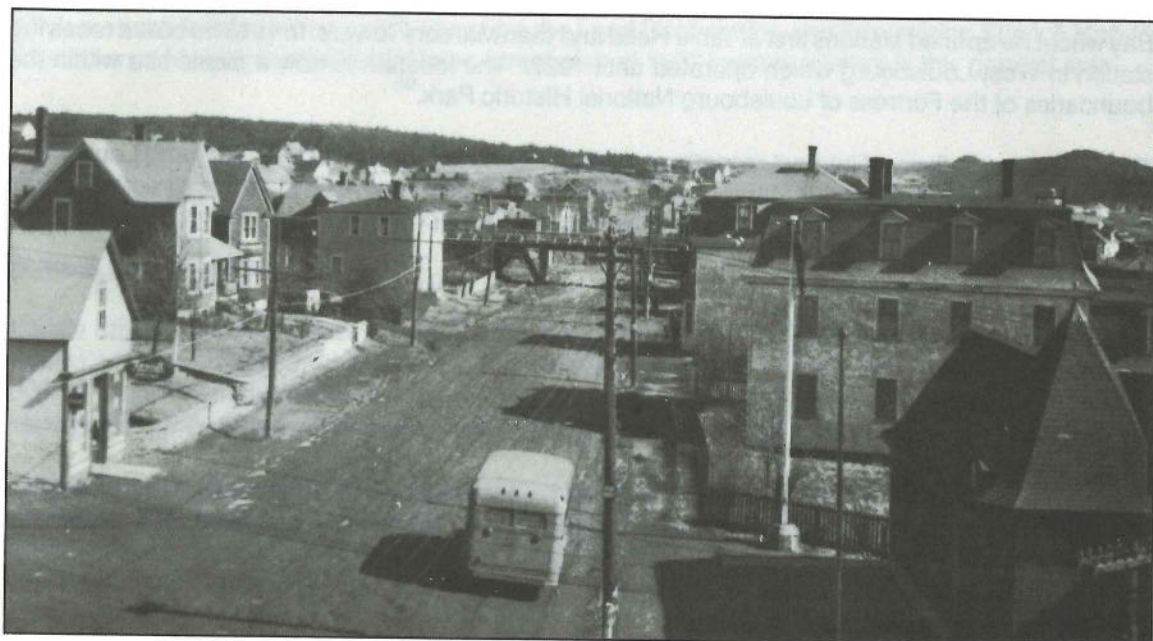
Perhaps the most significant event to happen along Main Street was reported in a Sydney Daily Post article of May 27, 1919. On the 24th of May the town organized a welcome home for the Louisbourg veterans of the Great War. It was a beautiful spring day with clear skies when the citizens of the town met at the S&L station and paraded, led by the brass and pipe bands, along Main Street to Riverdale and then back to the terrace in front of George Lewis' house for a civic reception. Mayor McAlpine welcomed the veterans and presented each with a framed certificate.

On a macabre note, the Sydney Daily Post article for 24 July 1902 reports a skeleton found at Louisbourg. It seems that workmen were digging a trench to hook up the water from the main pipe to the house of James MacPhee, at what is now Peck Manor on the corner of Lorway and Main. While doing this, they came across a thigh bone, pelvis, skull and jawbone.





Main looking west c 1950. The turret of Zion Presbyterian Church is on the left and the Royal Bank on the right. ( Fortress of Louisbourg NHP)



Main looking east from the top of Lewis & Co. building c 1950. ( Fortress of Louisbourg NHP)

According to the Post, " The size of the bones would indicate the man to be about six feet tall, and the full set of teeth so well preserved showed him to be comparatively a young man. The body would have laid north and south with the head on the limits of the street. A bullet was found mingled in the clay . . . the theory is that he was shot during the siege and buried by the roadside. The bones have been carefully boxed and buried."

Main street was paved and the new bridge over Gerrat Brook opened in 1954<sup>94a</sup>.

## **Marconi Street**

( n from Huntington )

The most important question about this street is whether or not it exists? The 1958 Cape Breton District Telephone Directory and the July 1989 Maritime Tel & Tel directory recognize the existence of Marconi Street. But the Land Registration and Information Service map does not name the street and the computer printout says that properties in this area are on Albert Street. Alex Storm's street map of 1988 is the only other document recognizing the name.<sup>95</sup> There is no record of when or under what circumstances the street was named.

Guglielmo Marconi was an Italian scientist who made wireless communication practical. After receiving the first transatlantic wireless signal in St. John's, Newfoundland, Marconi moved to Glace Bay where he opened stations first at Table Head and then Marconi Towers. In 1913 he built a receiving station in West Louisbourg which operated until 1927. The location is now a picnic site within the boundaries of the Fortress of Louisbourg National Historic Park.<sup>96</sup>

There has been a flurry of interest recently as a result of the road between Glace Bay and Louisbourg being officially designated the Marconi Trail. The Marconi Museum Association is directing efforts towards the development of a major museum of communications technology along the route.<sup>97</sup>

## **Marvin Street**

( s from Main )

The 1926 Insurance Plan and the 1928 Might Directory name this street. There are two references to Arthur Marvin of Louisbourg found in the Land Registry Office in Sydney. In one he is listed as a Master Mariner. The other relates to the sale of property on Garden Island in West Louisbourg to the Gorton Pew fish company.<sup>97a</sup>

There is no surviving record of when it was taken over by the Town.



## **Milton Street**

( w off Upper Warren )

The name appears in the 1908 McAlpine Directory and a street is shown at this location on M. G. Henniger's 1902 plan of McAlpine Street. The origin of the name is another mystery. The fact that a number of Skinners lived on the street led it to be called Skinners' Lane in past years. But that doesn't solve the Milton question.

There are only two Miltons which may be of assistance. The 1891 census confirms that Captain Philip Townsend had a an 8 year old son named Milton. Milton was also one of the Sydney and Louisburg Railway stations between Morien and Mira.<sup>99</sup>

Milton was one of the streets that in the 1952 Insurance Plan is extended to connect Warren and Lorway. The idea is current as late as 1969 when John Pope produced a " Plan showing lands to be expropriated by the Town of Louisbourg - extension of Milton Street to Lorway Street".

## **Minto Street**

( s from Main )

Minto Street was one of those named by the town council in 1902 in honour of the Earl of Minto who was Governor General from 1898 to 1904. It was named in an attempt to mend fences.<sup>100</sup>

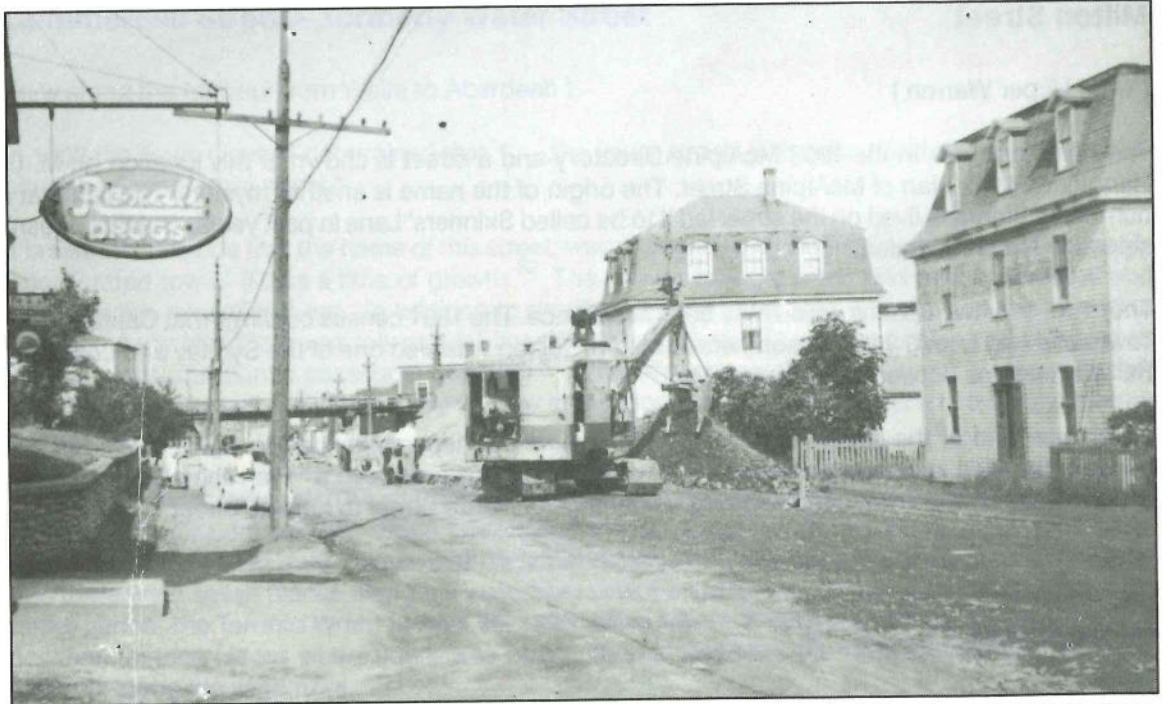
The Governor General arrived in Louisbourg on 25 July 1901 as part of an official visit to Cape Breton. "But", according to the Sydney Post, " Not a cheer not even a hat was raised as a token of either esteem or welcome to this historic town. There were quite a number of people at the station, but Canada's first man passed through without even a murmur of applause from the spectators. It was a cool reception unique to the history of the British Empire and without parallel since the reign of the Georges."

The newly incorporated town and council, led by Mayor W. W. Lewis, had been looking forward to this first vice-regal visit. The town was decorated and a holiday declared for the event. Mayor Lewis had prepared a welcoming address and forwarded it to the Governor-General's secretary Mr. Sladen.

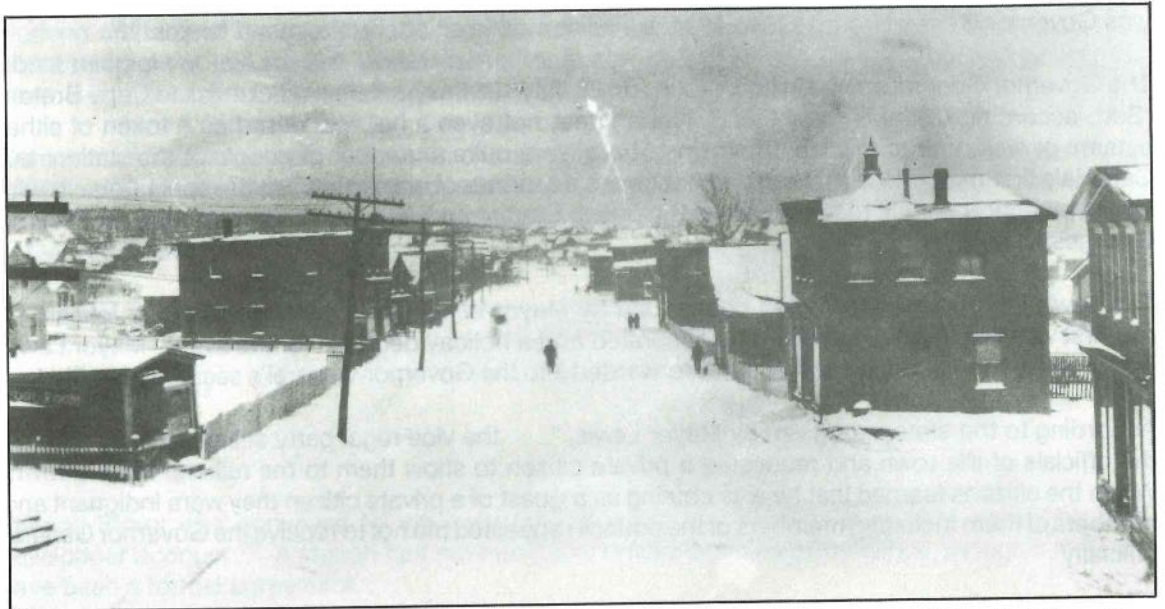
According to the statement given by Mayor Lewis, " . . . the vice-regal party seems to have ignored the officials of the town and requested a private citizen to show them to the ruins of the old town. When the citizens learned that he was coming as a guest of a private citizen they were indignant and numbers of them including members of the council requested me not to receive the Governor General officially"

Lewis offered to provide teams for the party, but received a telegram from Sladen thanking him but





Main Street and the installation of the new water and sewerage system in 1952. (Louisbourg Heritage Society)



Main Street during the 1920's/30's taken from the coal pier trestle looking east. (Mrs. K. Skinner)

adding, " Trust you understand he hopes to see old ruins unofficially and has privately asked the Rev. Mr. Draper to meet him for that purpose."

The council sent a return telegram expressing the disappointment of the citizens that the Governor General was to pass through unofficially, ". . . but we will not interfere with his arrangements with any private citizen and respectfully wish to withdraw reading the address and receiving officially."

### **Mitchell Street - formerly Alfred Street**

( s from Main to the waterfront )

This street was renamed at some point in the 1950's for businessman Charles J. Mitchell who came to Louisbourg from Rockland, Maine in 1885.<sup>101</sup>

Mitchell was managing a fish canning business in Louisbourg in 1891 which employed 45 people.<sup>102</sup> In 1908 he was still in business as Mitchell and Co. Lobster Packers on Minto street.<sup>103</sup> He also owned the American House, a hotel, on Main street in the area of the present town hall. American House included rental space for community use. It was purchase by D. J. Kennelly and continued as a community centre until it burned to the ground January 1902.<sup>104</sup>

Mitchell used to be called Alfred Street in honour of one of Queen Victoria's sons.

### **Pepperrell Street**

( n from Main cutting through Huntington )

The direct source of the name was the Pepperrell House which was located on the north west corner of Main and Pepperrell. The inspiration for the name was William Pepperrell the commander of the New England forces during the 1745 siege of Louisbourg. The street was named by 1903.

The Pepperrell House was built by Ronald MacLean in 1894. It had 20 rooms and provided accommodation for the men attracted to Louisbourg by work with the S&L railroad and on the coal pier.<sup>105</sup> MacLean went on to supervise the Marine Hospital at the top of Kent Street and the Pepperrell House became the Orange Hall and provided overflow classroom space for the school across the road.<sup>106</sup>

William Pepperrell was the New England commander of the land forces during the siege of 1745. He was a successful merchant living in Kittery, Massachusetts and trading between New England, Newfoundland and the West Indies. He also owned an interest in boats working out of Canso in Nova Scotia.



Pepperrell became well established in the government of Massachusetts and succeeded his father as a colonel in the York county militia. He was among the small group of enthusiasts that convinced the Massachusetts General Court of the plan to attack Louisbourg. The reduction of Louisbourg brought both fame and honours to Pepperrell. He was commissioned colonel of the 66th Regiment of Foot and given a baronetcy.

The Town Council spent a good part of the summer of 1903 discussing funding improvements for Pepperrell Street. A number of people had begun to build houses there and were expecting the same type of service as residents on other streets. At a June meeting Councillor O'Toole pointed out that if the town was to spend any money the street would have to be widened to 50 feet.<sup>108</sup> At the next meeting in June it was moved to spend \$25.00 on improvements but the Coal Company would be asked to level the street between the two railway crossings.<sup>109</sup>

Years ago Pepperrell was known locally as Hill 70. Mary Leahy believes that the name was given by Dan Townsend when he returned home after World War I.

### **Phelan's Road**

( from Wolfe curving w )

The hundred feet of Phelan's road, that leaves Wolfe street and passes between the homes of Larry O'Toole and Mrs. Millie Creaser, is all that remains of a "wagon road" to the farm of Thomas Phelan. It appears on the Land Registration Information Services map.<sup>110</sup> Phelan, a widower at the time of the 1891 census, lived on the farm with his 3 daughters Ellen, Kate and Rose. Rose married Paul Bates and was the mother of Tom Bates Sr., of Main Street. Tom remembers the road being open but doubts that there was ever any car traffic. Along the road there was an open place on the east side called McCuish's fields.

Phelan's road is a reminder that farming has disappeared from the Louisbourg area. But in the 1871 census in Division 2 there were approximately 50 heads of household listed as farmers. The coming of the Steel Plant to Sydney and coal pier to Louisbourg was the death knell for this way of life.

There is one instance of this road being referred to as Whelan's Road. That was the 1906 survey of by Henniger.<sup>111</sup>

### **Riverdale Street**

( n from junction of Wolfe and Main )

In naming streets in 1902 the Town Council determined that the, " . . . portion from Jerret's Bridge to



the town limits on the Louisbourg road is named Riverdale."

Riverdale street gets its name from the proximity to Gerrat Brook. The land adjacent to the brook was owned by Ellias Gerrot in 1772. By 1774 Gerrot had sold the land to William Russell and he with his family disappear from the historical record in Louisbourg.<sup>112</sup>

M. G. Henniger's survey of May 1902 calls the street Sydney Road pointing to the fact that it was the main way in and out of Louisbourg by car. This was changed in 1938 when the highway was constructed between the east end of Louisbourg and Catalone. M. S Huntington notes in his diary that it was George Lewis along with his brother Earl and James Crowdis who first drove the new "highway diversion" by car on October 4, 1938.<sup>112a</sup>

The term Blueberry Hill has been used to refer to the the settlement of houses on the hill for over ninety years. There are mixed reports of whether or not there ever many blueberries in the area. More importantly, the name illustrates the durability of popular usage.

## Slattery Street

( Wolfe s/e to Commercial east of Gerrat Brook )

The 1864 plan by A. F. Church shows this lane connecting Wolfe and Commercial Streets leading to the residence and wharf of merchant Michael Slattery. It is named on the 1950 Engineering Services Company report and the January 1990 Land Registration Information Services computer printout. The Slattery family were long-time residents of the town. An earlier Michael Slattery obtained a licence of occupation from Lt. Governor Macarmick in 1794 for 300 acres "toward the Grand Battery".<sup>113</sup>

In 1901, the Sydney Record reported that the storm of November 25 had washed away an old fish store and block of a wharf of Michael Slattery. It went on to mention that this was the last vestige of a once valuable property where a large fish business was carried on.<sup>114</sup>

Early in this century Slattery's Point was a popular picnic grounds used by many groups in Louisbourg. In 1905, an agreement was made between the Catholic Mutual Benefit Association ( CMBA) and the Loyal Orange Lodge that allowed the LOL to use the Slattery grounds for a picnic on the 12th of July upon paying half the costs of the materials used for construction of booths and tables.<sup>115</sup> In July 1919 there was a parade of the pipe band and brass band followed by a bonfire at Slattery's in the evening.<sup>116</sup> And on July 26, 1921 Melvin Huntington writes in his diary that "Cole Bros. Circus arrived on the morning train and located on the grounds near Slattery's Head. Held a performance at 2 and 8 PM".<sup>117</sup>

## **Spencer Street**

( n from Main )

Spencer street first appears in the 1908 McAlpine Directory. In 1874 William Wentworth Spencer purchased a lot in this area from John Lorway. Spencer had moved to Louisbourg from his home on Hornes Road.<sup>117a</sup>

John Spencer, the founder of the Cape Breton branch of the family, came to Mira from New Hampshire in 1786.<sup>118</sup>

## **Strathcona Street - formerly Church Street**

( n/s connecting Commercial and Main )

The street is named in memory of Donald Alexander Smith , Baron of Strathcona and Mount Royal. Smith worked for the Hudson Bay Company and eventually became its Governor. He was a Member of Parliament and Canadian High Commissioner in London. He is the man shown in the historic photograph driving the last spike in the CPR line at Craigellachie, B. C. in 1885.<sup>119</sup>

Strathcona equipped and maintained Lord Strathcona's Horse during the South African War, and this is what drew him to local attention.

The citizens of Louisbourg were very much aware of the war between England and the Dutch farmers living in the Orange Free State and the South African Republic, which was fought between 1899 and 1902.<sup>120</sup> The Daily Post for February 18, 1902 mentions that Sgt. Moore of the Royal Canadian Regiment came to Louisbourg and recruited William Cameron, Peter McMullin, John A. Macdonald, Archie Johnson, John Kelly, Arthur Spears and Edward Sharp. The recruits were given a complimentary dinner and escorted to the station by Mayor Lewis and members of the town council. The platform was crowded with well wishers who came especially to see the young men off. Then on August 2 1902, the Sydney Record reported that Mayor W. W. Lewis renamed his steam launch the Cecil Rhodes. Rhodes, who died that year, was an English mine owner, Prime Minister of Cape colony and ardent imperialist who worked for British control of all of South Africa.

This is probably the street referred to as Church street by the Town Council in 1902 because of the presence of Calvin Presbyterian Church constructed in 1894.<sup>121</sup>

## **Tanner's Lane**

( diagonally s/e from Kent to Huntington )

Alfred Tanner, a fisherman, was born near Port Medway in Lunenburg County and came to Louisbourg about 1882.<sup>122</sup> The 1891 Census lists three Tanner households in Louisbourg. Wesley Tanner, Alfred's son, was one of the Town's first policemen. In 1928 there were two Tanner families living on the north side of Tanner's Lane.<sup>123</sup>

The street is named by the time of the 1908 McAlpine Directory. Still, as late as 1976 at a meeting of the Town Council it was suggested by one Councillor that Tanner's Lane was not a formal Town street.<sup>123a</sup>

## **Third Street**

( w off Upper Warren )

This location appears on the Land Registration Information Services Map and the computer printout for Louisbourg. Like Fourth street, it is theoretical though it may have its origins in M. G. Henniger's 1902 plan of McAlpine Street.

## **Townsend Street**

( e/w between Lower Warren and Aberdeen )

This street is named after Captain Tom Townsend who lived in the large house now owned by Joe and Jean Bagnell on the corner of Townsend and Warren.<sup>124</sup> On May 6, 1903 the Sydney Record notes that the Street and Bridge Committee visited and took exact measurements of the location of Townsend street before improvements were started. In September of 1904 the Citizens' Band gave its first public performance opposite the residence of Mayor Lewis on the corner of Warren and Townsend streets.<sup>125</sup>

The Townsend family had a long association with Louisbourg. James Townsend was a sergeant in Captain's Clarke's Company of Warburton's Regiment in Louisbourg in 1760.<sup>126</sup> Warburton's, also called the 45th Regiment of Foot, took part in the 1758 siege of Louisbourg and garrisoned the town afterwards.

In 1801 when James Townsend was petitioning for a fishing lot in Louisbourg Harbour he is described as having been in the 45th Regiment of Foot, discharged and married in Louisbourg with 50 descendants.<sup>127</sup> In 1822 Thomas Townsend petitioned to obtain a grant of the 400 acres, which his



father had held by licence, becoming one of the largest property holders in Louisbourg.<sup>128</sup>

By the time of the 1891 Census there were over 25 Townsend families counted. Today there is no one bearing that surname in Louisbourg.

If there is an unsolved Townsend question it surrounds the identity of Gregory Townsend who is listed in 18th century documents as the "late deputy paster or paymaster".<sup>129</sup> The Townsends have associated themselves with this fellow over the years. But we have not been able to discover if James and Gregory were the same person, brothers or not at all related.

## **Verrier Crescent**

( e/w from top of Lorway )

Verrier Crescent is named after Etienne Verrier who served as resident chief engineer at Louisbourg from 1724 until 1745. It is one of the streets developed in association with the reconstruction of the Fortress of Louisbourg in 1961/62.

Verrier completed the fortifications, the Royal and Island Batteries, the major public buildings of Louisbourg and the lighthouse. He also planned the main works at Port Dauphin ( Englishtown ), Port Toulouse ( St. Peters) and Port-La-Joie ( PEI). He was a key officer of the garrison and was heavily involved in the defense of the town when it was attacked by the English in 1745. In many ways the reconstructed fortress is a monument to his abilities as an engineer and a designer.<sup>130</sup>

Though planned as a crescent, the loop at the eastern end has never been completed leaving, in reality, south and north Verrier streets. There are also several instances, including the Land Registration and Information System computer sheets that refer to this street as Vanier. This is an error.

For the historical record, I think that it is important to note that Verrier Crescent, and Holland and Braddock Avenues, making up the "Housing Area", have also been known as Snob Hill over the past 30 years.

## **Victoria Street**

( e off Upper Warren )

The street is named for Queen Victoria and appears in the McAlpine directory of 1908. Victoria died on the 22nd of January 1901, seven days after Louisbourg was officially incorporated. By the end of her long reign she had become a popular monarch symbolizing the British Empire.

It is not surprising that the town fathers chose to name a street after her. What is genuinely surprising is that a street named in her honour was not on the first list in 1902, since there was one for her husband, Prince Albert.

Some people speculate that Victoria Street was meant to turn north and run parallel to Upper Warren. There is no evidence that the Town Council ever meant to extend Victoria Street in this fashion. E. S. McAlpine who owned this block of town from Main Street north did have it surveyed for building lots at the turn of the century. It is possible that he had a small lane developed to permit access to the lots behind those facing on Warren. But this was a private venture.

### **Warren Street - formerly McAlpine Street.**

( n/s Lower Warren from Commercial to Main, Upper Warren n from Main )

The street is named, in 1902, for Sir Peter Warren who commanded the English fleet during the 1745 siege of Louisbourg, and who with his marines was the first to enter the captured town.

Admiral Sir Peter Warren provided naval support for Pepperrell's land forces ensuring that there would be no attack by sea, and supplied experienced naval gunners to support the inexperienced New Englanders. He had some familiarity with Louisbourg before the war having a variety of investments in New England. He may even have traded, illegally, with the French town.

Warren's success at Louisbourg obtained for him the rank of rear-admiral. He was also made the first British Governor of Cape Breton on 1 September 1745. He quickly asked to be relieved of the post his real ambitions being the governorship of New Jersey or New York.

Warren's perspective on Louisbourg was that only a large settlement and garrison could protect the Island. He also felt that the fishery should be encouraged as the principal source of the Island's wealth and that Louisbourg ought to be declared a free port in order to stimulate trade.<sup>131</sup>

This street was originally called McAlpine Street.<sup>132</sup> The McAlpines were merchants and government officials in Louisbourg. Charles McAlpine obtained land from J. Townsend in 1835.<sup>133</sup> Guy M. Hiltz, former mayor of Louisbourg, says that his grandfather E. S. McAlpine was eager that the street be renamed Warren.<sup>134</sup> McAlpine had been a member of the Louisbourg committee of the Society of Colonial Wars celebration in 1895.<sup>135</sup> He obviously had a genuine sense of history.

Over the years there have been several Warrens in Louisbourg. In 1902 there was Mr. Warren of Warren's Shoe Store who offered "boots, shoes and gents furnishings".<sup>136</sup> At present there is Isaac Warren who, as luck would have it, lives on Upper Warren. Isaac Warren and his family came to Louisbourg from Ramea, Newfoundland in 1954.<sup>137</sup> None of these Warrens are related to Sir Peter who had no children.



## Whitney Street

( e off Pepperrell )

This is the newest street in town. The Town formally expropriated the land at a Council meeting on 31 May 1984. Council did not name the street at the time but on the survey plan by John S. Pope & Assoc. it is identified as Whitney Street.<sup>138</sup> This refers to the 1901 survey by M. G. Henniger for his "New Street" which he called Whitney.

Henry M. Whitney of Boston and a group of industrialists from Boston and Montreal created the Dominion Coal Company in 1893. Whitney attracted large amounts of capital which permitted the modernization of mining on Cape Breton. The amalgamation of a number of small coal leases brought control of a fleet of coal boats and the rail line between Sydney and Reserve Mines. It also introduced a major consumer of coal in the form of the Everett Coal and Gas Works of Everett, Mass. Whitney and his board recognized that in order to develop and retain markets it would be necessary to ship coal year round from Cape Breton. The result was the extension of the rail line from Reserve through Morien, Mira, Catalone and on to Louisbourg in 1895.<sup>139</sup>

It is fitting that we memorialize Whitney in some way. His efforts at industrialization gave Louisbourg the impetus to expand and to dream.

## Wolfe Street

( s from Main and Riverdale junction to Town boundary )

In 1902 the Louisbourg Town Council decided that, ". . . from Jerret's bridge to the town limits, going toward Old Town, will be Wolf street."

James Wolfe was at Louisbourg during the siege of 1758 in the army of General Jeffrey Amherst. On June 8, 1758, under protective fire from the frigate Kennington, Brigadier Wolfe lead the assault that established the English beach head. On land, he commanded an elite force of light infantry and grenadiers constructing a series of batteries from the lighthouse around the harbour to bombard ships and fortifications. He also bombed and terrorized the civilian citizens of the town. This last point is useful to keep in mind when evaluating the heroic mythology built up around him over the years. Wolfe died on the Plains of Abraham on September 13, 1759 while defeating the army of Montcalm.<sup>140</sup>

The fact that his name was chosen for the street in 1902 is a reflection of the very patriotic times. The recent death of Queen Victoria, the crowning of a new monarch, and the South African War heightened the fervour for England's past and present glories.

In addition, for Louisbourg, there was the memory of the visit by the Society of Colonial Wars in 1895



and the monument erected on the ruined walls of the 18th century fortress to those who fought in the siege of 1745. This ceremony had been a major event in the life of the small town and served to focus the part played by Louisbourg in world events.

Local political notables including W.W. Lewis, the first mayor of incorporated Louisbourg, H.C.V. Levatte, Louisbourg resident and Councy Warden, and future councillors James McPhee and Neil J. Townsend had been members of the Louisbourg committee.<sup>141</sup> James McPhee also chaired the Council committee that would later name the streets of Louisbourg.<sup>142</sup>

## **Wallace Street**

( e off Havenside Road )

This street is named for Wallace Tutty and is referred to as such in the 1908 McAlpine Directory. Wallace, born about 1853, was the son of Thomas Tutty who owned property at the head of the harbour.

The Tutty family has held land in Louisbourg for many years. In 1808 Joseph Tutty petitioned for land at Sutherland's Redoubt at the north east in Louisbourg Harbour adjacent to the land of Mr. Townsend.<sup>143</sup> At the same time Josia White was a petitioner. White said that he had lived in Cape Breton for the past seven years where he had married the widow of John Tutty and moved to Loran (Lorraine ). He noted that, ". . .as his step-sons were unfriendly, he moved the preceding spring to a lot on the north east of Louisbourg harbour where he planted potatoes and built a greenhouse. He felt that his step-son who was looking for the same piece of property was attempting to undermine him.<sup>144</sup> Whatever the case, Tutty got the land.

## **What's Left?**

There are a number of small lanes in Louisbourg that may someday become streets. Whitney street was established in 1984 to permit the construction of Robert Parson's home, there being a requirement for new houses to be fronted on a street. But there was another effort at creating a new street. At the April 25, 1975 meeting of the Town Council, the residents of the lane west of the Royal Bank on the north side of Main asked that a new street be established. They pointed out that there were five families, all ratepayers, on the lane. Both Councillors Storm and Steylen supported the idea. Councillor Storm went so far as to suggest that the town could save money by opening all dead end streets. On a motion by Councillor Gartland the Town was to approach Mrs. Munro about acquiring the land for the new street. There is no further record of any action being taken and today the properties on this land are listed as being on Main Street.

## MAPS & PLANS

In the course of looking at Louisbourg streets a number of plans were reviewed. They are listed below for those of you who may find studying maps and plans an diverting pursuit. When looking at maps and plans it is important to keep the specific purpose for their production in mind. For there can be many errors in matters not directly related to the purpose of the plan - street names, for example. As with a lot of things in life you can't always believe what you see.

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Gisborne, N. "Louisburg, New Town", no date but circa 1875-1880.

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" Plan of Main St., Louisburg, C. B. Showing Street Lines also Existingbuildings and Fences", Sydney, June 1901.

" Plan of Harbor Street, Louisburg, N. S. Showing Present Travelled Way and Proposed new Street Lines", Sydney, September 1901.

" Plan of Sydney Road, Louisburg, N. S. Showing Travelled Way and New Street Lines", May 1902.

" Plan of McAlpine St., Louisburg, C.B.", July 1902.

" Louisburg, N. S. Plan of Main Street from Sydney Road to Town-Boundary" Sydney, N. S., March 1906.

"Housing Area, Layout Plan", Louisbourg, Nova Scotia, Department of Northern Affairs and National Resources, National Parks Branch, Fortress of Louisbourg restoration Project, Drawn by Alex Storm, 10 February 1962, Louisbourg Archives, RB#56 File 14.

"Insurance Plan of the Town of Louisburg, N. S.", Underwriters' Survey Bureau Ltd., Totonto and Montreal, August 1952, 7 sheets.

"Land Registration Information System", ( LRIS ), Maps of Louisbourg, Unfortunately these maps are not dated or scaled. They were initially produced in the 1980's.

Leadman, H.L., R. E. Hanson and assistants. "Louisbourg Harbour", Nova Scotia, Canada, 1938. Edition 8, 20 February 1981, Canadian Hydrographic Service.

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  - " Plan of Sydney Road, Louisburg, N. S., showing travelled way and new street lines", Sydney, May 1902.
  - " Plan of Harbor Street, Louisburg, N. S., showing present travelled way and proposed newstreet- lines", Sydney, September,--1901.
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View looking south on Riverdale c. 1952. ( Mrs. Eva Lewis - Lewis Family Scrapbooks )

A special thanks to all those who helped develop this booklet.

James Baldwin	Wolfe
Tom and Lizzie Bates	Main
Charles Burke	Havenside Road
Donald and Margie Cameron	Lorway
Gary Corsano	Upper Warren
Helen Devison	Havenside Road
Leona Ferguson	Brickyard Road, Mira
Louis Ferguson	Harbourview Drive
Gerry Gartland	Kent
Barbara Graham	Milton
Brian Harpell	Upper Warren
Mr. & Mrs. Guy Hiltz	Centre
Valerie Hunt	Sydney
Mary Leahy	Pepperrell
Wilson Levy	Marvin
Eva Lewis	Main
Harvey Lewis	Upper Warren
Maude Lovett	Upper Warren
Marjorie MacDonald	Main
Alex MacKay	Lorway
Freeman MacKenzie	Kent
John George MacKiegan	Havenside
Burns MacMillan	Main
Elaine MacPherson	Main
Rick McCready	Planning Commission, Main
Larry O'Toole	Wolfe
Cliff Peck	Riverdale
Gary Peck	Wolfe and Riverdale
Rita Price	Milton
Dougie Stevens	Gordie
Alex Storm	Main
Dan Joe Thomas	Main
Sylvia Trimm	Milton
George Van Dusen	Verrier Crescent
Mayor George Wheeliker	Main



