

DESTINATION ST. MARTINS

Anchor to the  *Fundy Trail Parkway*



SELF-GUIDED
WALKING TOUR

An Introduction

>Welcome to St. Martins. What today is a small village was once a thriving shipbuilding community that launched over 500 wooden sailing vessels and had connections all around the globe. In its heyday in the mid-19th century, St. Martins was one of the richest communities in the Maritime Provinces and one of the richest for its size in the entire British Empire. The buildings and landscapes that survive from the shipbuilding era will help you visualize what life was like then. St. Martins today is proud of its past. Conserving and enhancing the important elements of the village is a key part of the current efforts to enhance the community and provide a suitable gateway for visitors to the Fundy Trail Parkway.

The following is a walking tour suitable for all ages. It uses existing municipal sidewalks along Main Street and takes in a few quiet side streets. Estimated walking time from start to finish is approximately one hour. Midway through the tour is the Quaco Museum where exhibits and text provide more detail on some of the topics this tour explores. The Museum is accessible and has a gift shop and public washrooms.

Let's begin with the setting. St. Martins is located in one of the few indentations in the Fundy coastline. Its two-mile long pebble beach is sheltered by Quaco Head to the west and McCumber Head to the east. Several brooks cross through the village from the heavily forested uplands to the north, and the high tides of the Bay of Fundy enlarge or shrink the beach twice daily. Rugged

cliffs of sandstone and gravel conglomerate are topped with dense coniferous and deciduous woods cut by rivers that once ran with salmon before being dammed for mills. Just east of the village is the new Fundy Trail Parkway that links natural and cultural attractions along the Fundy coast.

According to available archival sources and Indigenous (Wolastoqey) oral history, the village is located on the traditional lands of the Wolastoqey (Maliseet) peoples and the original name of the village – Quaco – is thought to be a shortened version of the Maliseet “Goolwagegek”, which has been taken to mean “haunt of the hooded seal.” Another source from the current Indigenous community states that Quaco is a version of the Wolastoqey word for “seal”. It is also probable that both Mi'gmaq and Maliseet peoples used the Fundy shore as a transportation route and established seasonal hunting camps there. Artifacts have been found in the vicinity of Quaco Head and a recent archaeological excavation along the route of Fundy Trail Parkway has revealed a seasonal use site that contains evidence of continuous use over a period of at least 3000 years. A document from 1843 indicates that the current village occupied a site that previously held some form of Indigenous settlement, however, more specific descriptions of that occupation have yet to be revealed. The name “St. Martins” comes from one of the original recipients of a government land grant, Mathias Moran, after his ancestral home in the Angoumois region of southwestern France. St. Martin is also the patron saint

of soldiers, a reference to the first permanent Anglophone settlers who were members of the King's Orange Rangers, recruited from Orange and Dutchess Counties, New York, and immigrants in 1784 and 1796 to the Quaco land grant as United Empire Loyalists following the American War of Independence. The village was one of the first three permanent settlements in New Brunswick, after Saint John and St. Andrews.

In its heyday, this was a large village. The 1871 census shows the population as being 2410, compared to 276 in the 2016 census. On the walk you will see many vacant lots, most of which mark a spot formerly occupied by a building. As for the villagers' nationalities, the 1871 census shows that the majority were Protestant Irish (from Ulster, or today's Northern Ireland), and the rest English and a smattering of Scots and Germans. Most of the latter group identified as Protestant as well, and over 40% of the population were Baptists (very few villagers identified as Roman Catholic).

Another characteristic of St. Martins to note is its shape. It is a classic linear village, strung out along a single main street that is also a through highway, and having very few side streets. Unlike the gridiron pattern common throughout North America in the 19th century, this village evolved by adapting to the constraints of its natural setting, that is, a shallow shoreline hemmed in by large hills and headlands. The main street follows the contours of the sloping shore and the deep lots south of the street on the west gradually shrink as the street descends to the east and approaches the back portions of the beach. Linear

villages such as this are very common in older settlements in Europe and early North America, usually because they allow direct access to adjacent farm fields. In this case, the deep lots provided ample space for gardens, domestic animals and fowl, as well as leaving room for ship construction behind, as well as on, the beach.

In terms of architectural styles, you will see examples of three main types that were popular at various stages of the 19th century. The style used in the first half of the century was Georgian. It was a colonial style imported from Britain via the Atlantic Seaboard states. Local builders could construct buildings from memory using this familiar style. Its lack of ornament also suited the rigours of the local climate. Such houses had a centre hall plan, a pair of brick chimneys (brick available from ship's ballast in some cases), a plain door surround and transom, and a summer kitchen to the back or side. As the residents gained wealth and became influenced by new trends, the next iteration was to enhance the front entrance with a prominent cornice, sidelights and pilasters. Other details included window surrounds, brackets under eaves, and bay windows. At this stage, two-storey front bays were often added to Georgian houses (see stop 17). The final phase in the late 19th century brought in versions of Gothic Revival, Italianate and Second Empire styles, with some evidence of Queen Anne and Arts and Crafts influences, in common with the eclectic approach to building design found in most of the larger centres of that time. In some cases, a Gothic central dormer would be added to an earlier Georgian cottage, in keeping

with the latest trends. However, the one noteworthy characteristic of architecture in St. Martins is the Italianate triple window. Its delicate, round-arched shape graces several of the most important houses in the village. So far, these versions of a Palladian window have not been identified in any other New Brunswick community.

The village is adjacent to West Quaco, the community flanking the road leading west to Saint John. Here, next to a broad estuary, farming and fishing were the mainstays and remnants of that early community include the Anglican and Catholic churches as well as many examples of 19th century houses. The lighthouse on Quaco Head is located here also. Similarly, the small community of Orange Hill overlooks the harbour on the east side of the village.

Finally, as you will see on this tour, during its heyday in the 19th century, St. Martins had shipbuilding as a way of life. The main families intermarried and male family members often started their life at sea as teenagers, going on to become ship's captains

and active members of their family's shipbuilding and ship owning enterprises. Their wives and daughters also joined in, as part of the business itself and, in some cases, accompanying their husbands on their voyages. As a result of strong kinship networks and a shared work ethic, these local, family-run businesses grew to an international scale. A list of the ports visited by St. Martins ships illustrates their global reach: timber shipped from New Brunswick and Quebec ports; coal and salt from the United Kingdom; cotton from the Southern United States; wool and guano from ports in Australia and South America; and rice from India and Southeast Asia. Local life was closely tied to current events in the rest of the world. A paternalistic way of doing business, with family ties binding different ship owners, ship builders, captains and workers, defined St. Martins as much as its international economic and cultural connections. Eventually, however, this business model, and its profound influence on village life, ebbed away once the era of wooden ships was over.



Launch of the "Silver Wave" from St. Martins Harbour (Quaco Museum)

The Tour

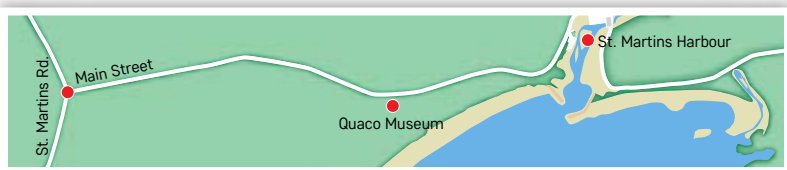


1 At the start of the tour, you are standing near the spot where, in 1803, the first shipbuilders cut a massive tree for use in the construction of the first sailing vessel built in St. Martins. The earliest settlers (Loyalist refugees from the United States following the American War of Independence) initially attempted to farm the local area. However, unlike the St. John River Valley, for example, the growing conditions in St. Martins were less favourable for agriculture. The Loyalist settlers were drawn from the professional and merchant classes and their numbers were augmented by Scottish, Irish and English immigrants, some of whom were shipwrights and carpenters. This combination of available skills (and lower labour costs compared to larger centres) made possible the switch in emphasis from farming to shipbuilding (and, later, ship owning). Timber for buildings and ship construction was readily available inland from virgin stands of spruce, pine, birch, and tamarack. While agriculture remained important for owners and workers alike, it was never an economic mainstay in St. Martins. However, work in the shipyards tended to be seasonal and part-time, and most workers retained small farms from

which to supplement their income in shipbuilding and to provide food for their families

An example of this shift in emphasis is David Vaughan, a ship's captain who had not intended to be a shipbuilder and had a ship that he intended to use to pay off the mortgage on his lands. St. Martins was landlocked, and thus its residents needed a means of getting in and out and another means of making money. But after launching his ship and earning fees for carrying cargo, he was forced to over-winter in Newfoundland. In his absence, his wife Rachel had already organized to have timbers cut for another vessel to be built the following spring. A local anecdote has it that Rachel scolded her husband for thinking of going back to either farming or to being only a ship's captain, insisting that there was more money to be made in shipbuilding. She was right: the Vaughans became one of that century's most prominent shipbuilders and ship owners (as well as captains), not only in St. Martins but throughout Atlantic Canada. In recognition of his wife's advice, he named that first vessel after her.

Several large houses and a former Methodist Church once flanked this intersection at "Hodsmyth Corner". The roads here today are modern versions of early overland routes that gradually became the village's primary means of access. Initially, the only way to get in and out of the village was by sea.





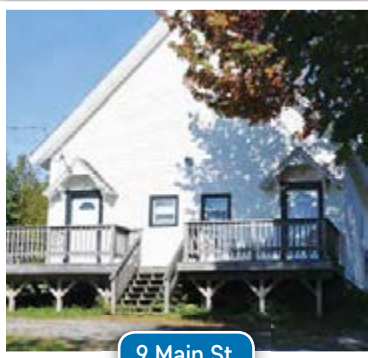
5 Main St.

2 **No. 5 Main Street** was built by a Mr. Carson, a tax collector who, due to a disability, conducted his rounds in a horse-drawn cart. A magnificent American Elm grows to the left of the house. Elms such as this once graced most main streets in North America, and this specimen is a rare survivor of Dutch Elm Disease.



24 Main St.

4 Across the street at **No. 24 Main Street** is the United Church. Built in 1898 as the Presbyterian Church, it has changed little since that time. It is a typical example in the Maritimes of a frame Gothic Revival design with a central entrance atop which is a peaked bell tower.



9 Main St.

3 Next door at **No. 9 Main Street** is a former school and Anglican Church, locally known as "Osborne Hall". Still visible are the two doors on the front: one the boy's entrance, the other the girl's. It was later used as the Agricultural Hall for exhibits of farm animals and poultry.

5 Next to the church is **Sharkey's Lane**, a public street that once ran south to the former railway track. At the end of the lane was a large turntable used for turning locomotives around to resume the return journey (the railway was built in 1879 during the height of the shipbuilding era and ceased operation in 1940). Similar to the house at **No. 22 Main Street**, the house at **No. 30** is a typical frame house from the mid-19th century, with a peaked gable typical of a vernacular Gothic Revival style.



33 Main St.

6 Across the street, **No. 33 Main Street** was the former site of an early telephone exchange in the village. It once had 300 lines for village customers and one long distance line to Saint John, the nearest city. Next to No. 33 is a small cenotaph, located on the grounds of the former Masonic Hall. As in most communities of the time, the Masonic Order was a prominent part of local life. The building, constructed in 1875 and lost to a fire in 1995, was an ornate two storey structure with a central projecting bay topped with a cupola and featuring a large auditorium inside. For most of its life, the Hall was a popular venue for plays, group suppers and school graduation ceremonies.

7 By now you will have been seeing a familiar pattern of development in St. Martins. The more expensive homes, built by the most prosperous citizens (usually shipbuilders/owners), are usually located on the north side of the street, facing south overlooking the main street, former shipyards and the harbour (and away from the sounds, sights and smells of those yards). They are set well back from the street on high ground, with expansive lawns and mature deciduous trees. Not only do these



37 Main St.

locations provide southern exposure to the warm sun and protection from the wind; they also assert the importance of their owners when compared to the modest frame houses more typically found on the other side of the street. **No. 37 Main Street** is a typical example of this development pattern. Built by Wendell Bently as a wedding gift for his wife, Kathleen (née Gillmor) it was later used as the United Church manse.



45 Main St.

8 **No. 45 Main Street** is an especially ornate example of these grand houses. Built around 1844 by a local shipbuilder and sea captain (Robert Skillen), it was later owned by another sea captain (George Marr). Originally known as "the Willows" it is now an inn. Its exterior shows additions that were made to several large houses in the village. The original house probably

ST. MARTINS WALKING TOUR

had a simple shape based on Georgian or Classical Revival designs but, as the owners prospered, and tastes evolved, they added to the façade (in this case, with projecting bays). The house was moved to its present location in 1886 (several houses in St. Martins were moved from their original sites).



69 Main St.

9 Next to the inn at **No. 69 Main Street** is the village elementary school. It was built in the 1970s to the south of what was, at the time, the largest building in the Maritimes. That building was the Union Baptist Seminary, a huge three-storey brick and sandstone structure designed by a prominent Saint John architect. When completed in 1886, it offered a full curriculum of arts and sciences, had an enrollment of over one hundred students (men and women) drawn from across the Maritime Provinces

and the United States, and taught by fifteen full-time and seven part-time faculty. However, despite substantial financial support from the sizeable local community of Baptists (that community being composed of the most prominent shipbuilding families), the Seminary closed in 1895 and was partially destroyed in a fire in 1922. A surviving portion of the west wing was used as the local elementary school until it was deemed unsafe, burned by the local fire department, then demolished and replaced by the current school. Some artifacts and the clock from the Seminary were sent to Wolfville, Nova Scotia to become part of Acadia University. Next to the school in this hub of local institutions is the current Town Hall and Fire Hall, behind which are the local Legion Hall and playing fields. The Legion Hall once served as the village movie theatre.



73 Main St.

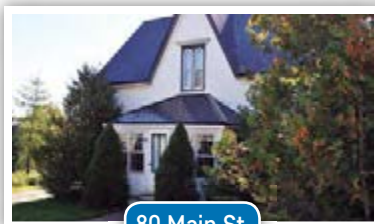


Union Baptist Seminary (New Brunswick Museum)



52 Main St.

10 Across the street at **No. 52 Main Street** is a circa 1840 Gothic Revival cottage similar to other modest frame houses that would have been common in St. Martins a century ago. Like some other local houses, it is oriented at right angles to the street so that the front of the house catches the eastern sun. Local lore has it that a pioneering woman journalist, Annie Rommel, lived there in the mid-20th century when she worked for the King's County News, travelling around the countryside in her old Plymouth.



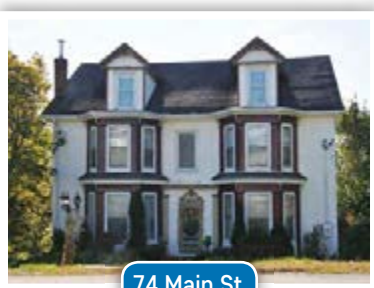
80 Main St.

12 At **No. 80 Main Street** is the first of many houses built by and for the Moran family. They, with the Vaughans, were the two most prominent shipbuilders, owners and mariners in St. Martins.



90 Main St.

13 From **No. 84** through to **100 Main Street** are several properties that once housed businesses. **No. 84** was built by one of the early families, the Fownes, and later had a tinsmith shop located behind it. At **No. 90** is a frame house built in a flat-roofed style similar to houses of that era found in other Maritime communities. Built in 1870 by ship's carpenter Crawford Love, it has as a near neighbour **No. 98**, which is being restored to its original appearance (note the Classical door surround). Next to it at **No. 100** is a former meat shop (later a crafts shop, hence the floral decorations). The large lot behind once contained a farm that supplied meat for the store: large lots with gardens and room for livestock and poultry were a common feature in the village, since a land-locked community needed to be as self-sufficient as possible.



74 Main St.

11 Along the street on the same side is one of the few surviving frame outbuildings that once would have been commonplace within the village (formerly located next to one of the local shops). Next to it at **No. 74 Main Street** is another ornate house, built in ca. 1848 by the Fowlers, another prominent shipbuilding family but, in this case, they located their house on the same side of the village as the shipyards.

14 Across the street at **No. 97 Main Street** is a Second Empire style house built in the 1880s. As with several other properties in this part of the village, the house once had a commercial operation behind it (in this case, a mill).



107 Main St.

15 At **No. 108 Main Street** is a striking house built initially for a Baptist minister ca. 1848 but later, somewhat ironically, it became a hotel. Bay windows were added in the late 1880s, in common with other large houses of the time, and the house has been moved back from its previous location next to the street. The side wing has been moved several times: it was first a rear wing to the house, then it was detached and moved west for use as a Red Cross building, then attached to the main house again, this time on the west side. As a hotel it was variously known as the St. Martins Hotel, the Kennedy House and the Sea Breeze Inn before reverting to its original residential use.

16 **No. 107 Main Street** was designed and built for a local lumber executive. Kaare Smith was a Norwegian national who, in the 1930s, managed the New Brunswick Division of the Hearst Paper Company (yes, William Randolph Hearst, the American newspaper tycoon who also owned a fishing lodge just east of the village). Smith entertained many famous guests here, including American President Herbert Hoover. Unlike other houses in the village, this is an example of Arts and Crafts design, with such elements as decorative brick chimneys, paired windows with multiple panes in the upper half, and exposed rafter ends. Note the fieldstone wall that formerly flanked a large ornamental garden.



108 Main St.

The house occupies the site of an earlier shipbuilder's house that burned. That house was built by sea captain/ship owner Benjamin Wishart. He had married a sister of James Hamilton Moran, one of the prominent local shipowner/builders, and modelled his house on that of his brother-in-law (at **No. 183 Main Street**), but made it one foot wider, just to be different!



133 Main St.

17 The large house at **No. 133 Main Street** was built before 1840 and contains foundations of what may have been an earlier house. It was built by members of the Vaughan family, local shipbuilders and ship owners, and occupied by members of two other prominent local families, the Rourkes (shipbuilders) and the Wisharts (ship captains). Its projecting front bay with its three-panel window is a special characteristic of buildings in St. Martins. The rounded arch at the top of each window is based on Italianate architecture. The purpose of the bay is two-fold: to provide extra light to the upper storey and to enlarge the front vestibule. It is a practical response to the often-severe weather on the Fundy coast. Local lore has these bays as lookouts for local wives to survey the harbour but, unlike the exposed rooftop "widow's walks" found in the American towns along the Eastern

Seaboard, these are enclosed. Inside, the shipwright's art is evident in the truss-frame wall construction, forming a large diagonal "X" instead of the usual pattern of vertical studs. As you turn to the east, note also how the main street curves and slopes downward, following the shoreline and gradually descending to match the height of the back beach.

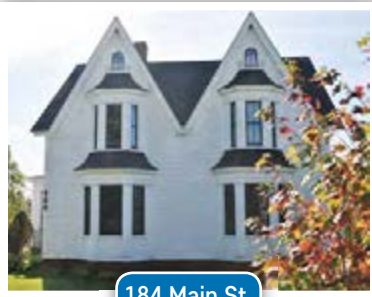


139 Main St.

18 The next shipbuilder's house is **No. 139**. Built by members of the Vaughan family in the early 1920s, it is one of the last houses built by a prominent local family. Stylistically, it is similar to 19th century Queen Anne style houses and its engaged and rotated corner tower is an unusual feature in the village. Also unusual is the large Horse Chestnut tree in the front yard, said to have been grown from a sapling imported from India (but a common garden tree then in Britain and, since the mid-19th century, in North America).

19 Close by the houses of the wealthiest families were the village's everyday houses and shops. For example, **No. 155 Main Street** formerly held a hotel (which burned) and the current house was once a post office and a veterinary hospital. **No. 159** was also a store. **No. 7 McDonough Lane** held a blacksmith

shop while **No. 166** had a shoe repair shop. On the other side of the bridge over the small creek was a store and bake shop at **No. 169** and there was a blacksmith shop at **No. 173**. Finally, **No. 179 Main Street** was, and is, a store. It was originally a “company store”, built by shipbuilder George McDonough as a grocery store for his workers.

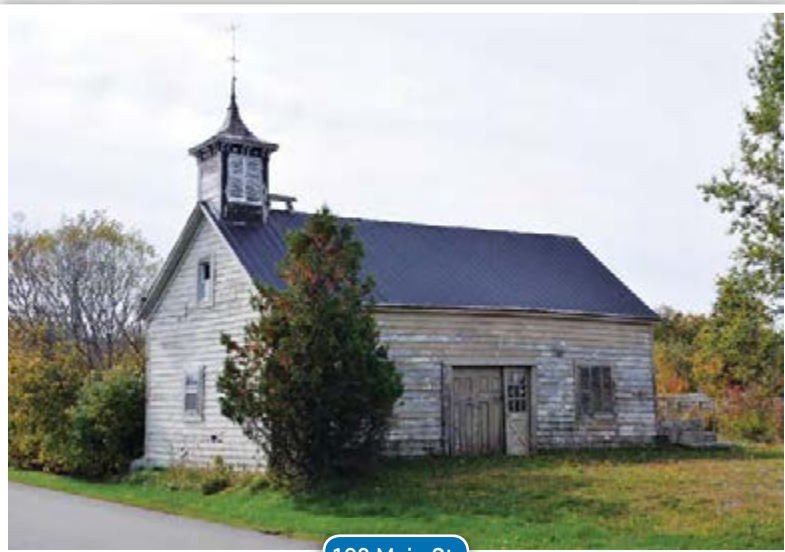


184 Main St.

20 Across the street at **No. 184** is the so-called “Wedding Cake House”, termed that because of its three tiers of windows that resemble a wedding cake, and because it was wedding gift from

ship builder and owner James Moran Sr. to his daughter and son-in-law, Captain George Marsters. Its twin projecting bays and Gothic Revival style are unique in the village. Built in 1862, it is one of St. Martins’ more elaborate frame houses.

21 Next to it at **No. 190** is a frame house with one of the few surviving garages, atop which is a cupola with an ornamental weather vane. Down the side street (Ocean Wave Drive) is the private lane leading to the Century Farm Family Campground that is located on the site of the former Moran shipyards and east of the Vail and Parks shipyards. The street is named after one of the Moran ships and the current campground is on part of the original land grant given to Mathias Moran in 1784. Note that access to the beach is available on public streets further east. As the main street approaches closer to the shore, the houses and shops get closer to the shipyards, without the intervening deep yards found behind houses further west.



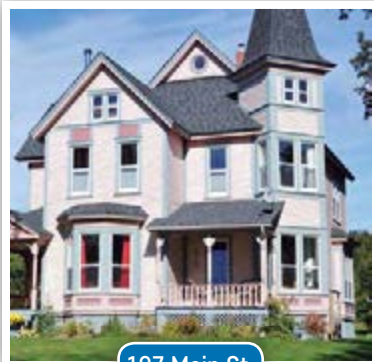
190 Main St.



183 Main St.

22 You have now come to the former home of one of the two most prominent local shipbuilders, shipowners and mariners, Captain James Hamilton Moran. **No. 183 Main Street** has the same two projecting bays and triple windows as the house at No. 133, and is similarly sited back from the street on a generously landscaped lot. To the rear were several large outbuildings (one remains) and a lane leading to one of the family's two farms (for the Morans were also successful farmers). Inside the house the level of craftsmanship rivals anything found elsewhere in the 19th century, with elegantly carved stair banisters and staircases (with the wave motif on the side), elaborately plastered mouldings and ceilings with floral scenes painted by an artist brought over from Italy. The Moran shipyard on the beach was visible from the house and the family also owned a store to supply their workers as well as a blacksmith shop and grist mill.

23 The so-called "Pink House", **No. 197 Main Street** was built in the later 19th century by another shipbuilder, Captain James Wishart, son of shipowner Benjamin Wishart and later occupied by members of the Rourke and Moran families. Like many large houses that were no longer suited to single family living, it later became a hotel before being converted back to residential use. Stylistically, it may have been the model for the 20th century house at No. 139 Main Street (but the bays and tower may have been later additions).



197 Main St.

24 The **Baptist Church** are located in the seam between lands owned by the Morans and the Vaughans, both prominent Baptist families. The current building was completed in 1937 and replaced an earlier church built in 1877 and later destroyed by fire. The church sits on part of the Moran family's original land grant and the cemetery is the Moran family cemetery. The cemetery is older than the church, dating from the early 19th century, and contains the graves of Mathias and Mary (Greer) Moran, original land grantees.



25 **No. 223 Main Street** is a good surviving example of a village general store. Largely unchanged since its construction in 1899, it retains its façade on the outside and its patterned metal ceiling on the inside. The largest commercial building in the village, it is a landmark in the downtown core.

26 Across the street is the **St. Martins Community Cemetery**, located down a laneway

overlooking the beach. It contains graves of many prominent local families but includes members of all faiths and stations in life. The oldest surviving headstone dates to 1827, while the largest, a tall granite pillar, belongs to the Vaughan family. Note the mature Linden tree growing along the west side of the cemetery near the ornamental iron arch over the entrance. Closer to the street, the level lawn was formerly the site of the community outdoor skating rink.



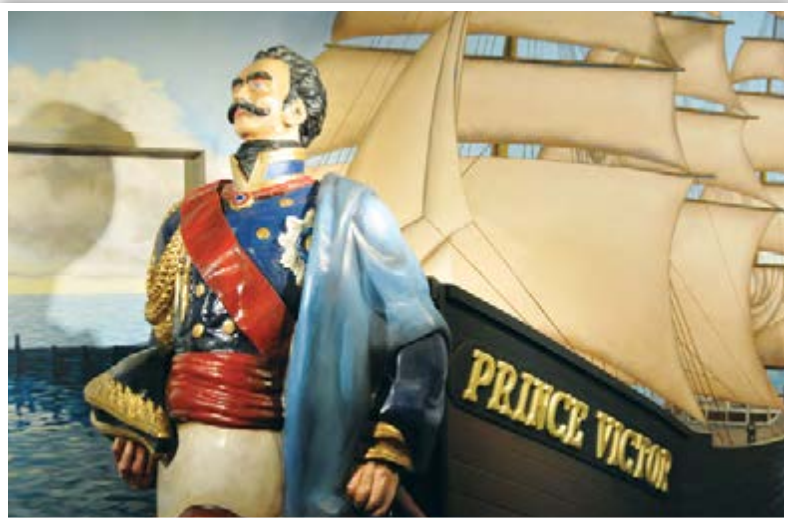
27 Further along the street at **Nos. 230 and 232 Main Street** are located two properties that were at the centre of the early part of the Vaughan family empire. **No. 230** survives, while **No. 232** burned recently and is now a vacant lot. Behind, in the vicinity of the current campground, was part of the Vaughan shipyard. The former building at No. 232 was one of the largest, and oldest, in the village. Built in 1820, it had a five-bay façade with a central entrance and Classical door surround. Originally built by David Vaughan, founder of the family business empire, it later became a tourist home and seniors' residence. The property once generated the first electricity in the village, supplying street lights and power for "Monday wash days".

ST. MARTINS WALKING TOUR



236 Main St.

28 Located at **236 Main Street**, the **Quaco Museum** (and Betty Thibodeau Library) are the main sources for historical information on St. Martins. Inside the museum are displays of local artifacts, depictions of shipbuilding, descriptions of women's role in local history, and the original restored figurehead of the local ship "Prince Victor", one of only two surviving figureheads made in New Brunswick that are still held in the Province. Formerly a gas station, bus terminal and tea room, the museum now also houses the village archive.



Prince Victor figurehead



248 Main St.

29 The so-called "**Lilac Grange**" at **No. 248 Main Street** was built by Andrew Skillen who married a daughter of the Vaughan family ca. 1840. It has a twin gable front elevation flanking a projecting semi-circular two-storey bay with a peaked roof. This design is unique in the village and unusual in the Province. The carved wooden fretwork on the gable ends is also notable.

30 Across the street is **Park Avenue**, a short street that leads to the base of the escarpment behind. The street is significant for two reasons: the racetrack that used to exist on the hilltop, and the devastating fire in 1900 that wiped out the houses there along with many others in that part of St. Martins. All but two houses on this street post-date the fire (which also destroyed a bank, barber shop and spool and bobbin factory which were located on either side of the street close to the intersection). The racetrack was built for sulky racing and was a regional attraction as well as the militia parade ground.

31 On the south side of Main Street is **Beach Street**, aptly named as it is the main public access to the pebble beach. Along its side are frame houses and mature street trees associated



16 Beach St.

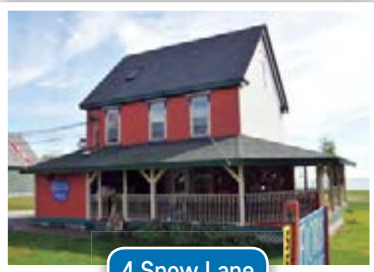
with members of the Vaughan and Skillen family and, later, housing railway employees and ticket operations. **No. 16**, now an inn, was built by the Skillens and once was the social hub of the village before being destroyed in the fire of 1900 (it has been rebuilt as a replica of the original house). At the end of the street was the St. Martins railway station, recently removed. The line once ran between Saint John on the coast and Hampton, up the St. John River, as well as to points between. Never popular with the shipbuilders, who grudgingly gave it access across some of their lands, the line primarily served the inland lumber interests and was not a commercial success, although it did enhance local tourism.



271 MAIN St.

32 Across the street are two houses set back from the sidewalk that date from the mid-19th century and show variations on the local architectural features

of gabled dormers and elaborate surrounds on the entrance doors. **No. 271** was built ca. 1844 by Silas Vaughan while **No. 273** was owned by Captain William H. Moran who married Silas' daughter, Georgina. The house was latterly used as an office by Captain (now Magistrate) Moran from which to administer justice and fine offenders (local shipbuilders were often appointed also as civic officials). **No. 279** is, by contrast, built close to the sidewalk. Note its brick foundation, side entrance, square and bracketed hoods over the main floor windows, and brackets in the fascia under the eaves.



4 Snow Lane

33 **Snow's Lane** is another public access route to the beach. At **No. 4** is a house first built in 1870 for a ship's Captain Carson, later burnt in the fire of 1900 and replaced with a replica which became a hotel (now a bed and breakfast).



285 MAIN St.

34 **No. 285 Main Street** was built ca. 1825 for William Vail,

a foreman in the Moran shipyards. Its original Georgian design has been altered with the addition of a central bay, also with a triple window in the upper storey. Local legend has it that Mr. Vail had a novel way of crossing the river east of the village – by means of stilts. He would apparently carry people across at low tide (on his back).



289 Main St.

35 **No. 289 Main Street** was built ca. 1881 for a member of the Rourke family. It also displays a central bay with a gable containing a triple window. However, behind it at **No. 303** is the most elaborate, and eclectic, house in the village. Built in 1877, "Vaughan Villa" or "the Castle" was built for David and Rachel Vaughan following their honeymoon in the French Riviera and appears to have elements modelled on villas seen on that trip. Two years after its completion, the Vaughan shipbuilding and ship owning business collapsed in the World Depression of 1879. It was converted to an apartment building before being restored for use as an inn. Like the Moran house at No. 183 Main Street, this house for the fellow shipbuilder also has fine craftsmanship inside. The expansive lawns closer to the street once held tennis courts.



303 Main St.



296 Main St.

36 **No. 296 Main Street** across from the Vaughan villa is a smaller, but no less decorative, building, with elaborate wooden detailing on a central projecting bay and triple window in the upper storey gable end. It was built in 1841

for Captain Harry Calhoun and it is probably a Georgian design to which the central bay was added later. The house was formerly much bigger and had a large rear wing, behind which was a shipyard on the beach.



304 Main St.

37 The former **Orange Hall** at **No. 304 Main Street** is a typical feature of early Canadian villages in which the Orange Order (Protestant) was established to counter the influence of the Catholic Church. The local Lodge was founded in 1845 and the current building is a former store purchased in the 1930s. When used as an Orange Hall, the lodge meetings were held upstairs while the downstairs main hall was used for community events such as dances and pie socials.



333 Main St.

39 **No. 333 Main Street** is one of the last houses built by the Vaughan family and its construction in 1890 coincided with the collapse of the family business. Adding to the family misfortunes, the original house burned and the current building dates from 1902. Its hilltop location overlooks the heart of the former shipyards owned by the Vaughans, now the site of the fishing harbour and boat launch.

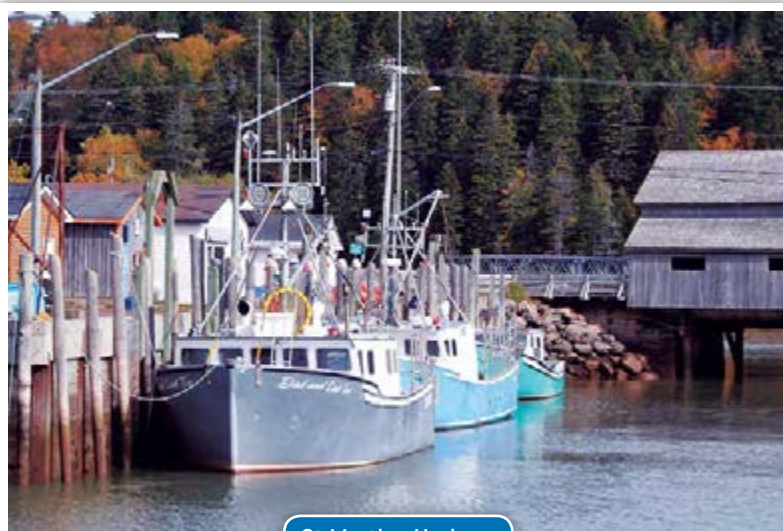


321 Main St.

38 **No. 321 Main Street** is believed to be the oldest timber frame house in St. Martins. Built ca. 1810, it was originally located in what is now the front lawn of the Vaughan "Castle" and moved subsequently to its present site. As with other early houses constructed by shipbuilders, it has "Ship's Knees" at the corners of the basement foundation to provide stability. The central bay and roof dormers are later additions.



40 As the street curves and descends to the harbour, the steep cliff on the left exposes the geological formations that underlie the village. First in view are outcrops of the coarse boulder conglomerate that overlies the red sandstone that comes into view shortly thereafter. These two formations are strikingly evident on the estuary further east, next to the St. Martins Sea Caves.



St Martins Harbour

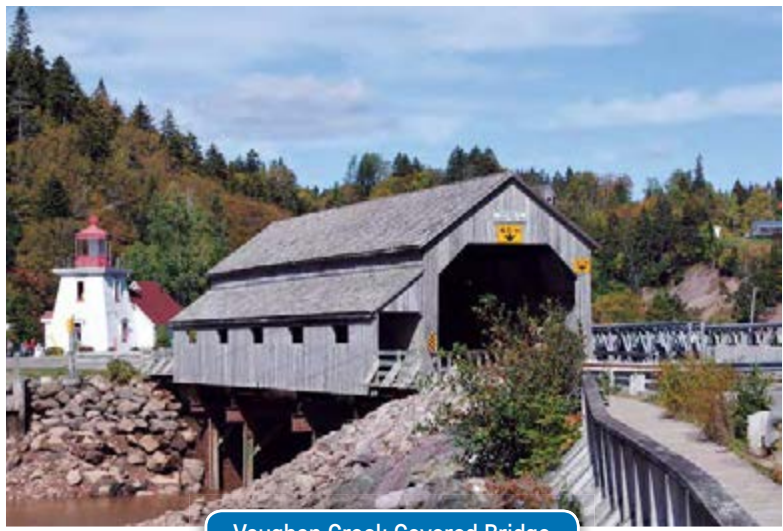
41 St. Martins Harbour was originally the Vaughan family shipyard, formed out of part of the original land grant. However, historical mapping from 1851 shows that both the Rourke and the Bradshaws built ships here and that both families had residences in the area. The harbour stands at the mouth of Vaughan Creek, a former salmon run that was dammed for the Rourke sawmill, with the resultant siltation and blockage of the riverbed. The shipyard and harbour formed a compact industrial community with associated housing. The Vaughan and Bradshaw shipyards flanked the harbour entrance while the Rourke shipyard was a short distance upstream. Early photographs of Main Street in this area show a swing bridge instead of a covered bridge (this was to allow passage of ships from the Rourke shipyard). The two covered bridges are 20th century structures modelled on similar structures found elsewhere in the Atlantic Provinces. The lighthouse is also of recent

construction. It was a bicentennial project completed in 1984 but its top is the lantern salvaged from the last non-automated lighthouse on Quaco Head, the headland west of the village.



The cluster of houses across from the harbour dates from the mid-late 19th century and is associated with the shipyard and nearby mills. **No. 415 Main Street** appears on the 1851 map and the building at **No. 419 Main Street** is shown on that map as the Bradshaw company office (across the street was also the Rourke and Vaughan office). Main Street splits here. To the north

ST. MARTINS WALKING TOUR



Vaughan Creek Covered Bridge

is Vaughan Creek Road which leads across the creek and up Orange Hill. The house at the foot of the hill across the river from the upstream covered bridge is a Bradshaw house that also appears on mapping from 1851 (across the road from it is shown a Rourke house). Further along Main Street as it hugs the eastern shore, the house at **19 Big Salmon River Road** probably dates from the 1840s and was also built by the Bradshaw family, overlooking their shipyard below.



A Summary

You have now come to the end of the walking tour. You can look back towards the harbour and see the fishing boats rise and fall with the tide, the fishermen hauling in their lobster pots, and the sea kayaks and Zodiacs being launched. Around the headland is another beach at the mouth of Washburn Brook from which, at low tide, you can walk over to the St. Martins Sea Caves. But turning back to the west, over the rise, the village that rests along the pebble beach west of the harbour has grown because of its relationship to the sea, across which it has been linked to ports around the world. Its shipbuilders formed multi-national corporations that had operations not only in Saint John, but also in Liverpool, England, from which they administered a global shipping network. Its ship's captains (and, sometimes, their families) travelled abroad, on occasion settling there before returning to the village. Ship builders and owners were also ship captains, and worked closely with their employees, in the shipyards as well as at sea. They

were wealthy and sophisticated world travelers, privy to the latest trends, and they brought back furnishings, goods and ideas from afar. The families also intermarried to form tightly woven social as well as business relationships, with strong roles for both men and women. For an intense period of economic growth and technological change in the mid-late 19th century, St. Martins was one of the most important communities in Atlantic Canada. In the end, however, the rise of iron ships and steam propulsion doomed what was essentially a family-run, paternalistic handicraft industry. Even so, it was an economy, and culture, that had still managed to evolve enough to prolong its existence until the last decade of the 19th century. Since then, St. Martins has been a place favoured by retirees, tourists and commuters to larger centres. With the opening of the Fundy Trail Parkway, and its location within a UNESCO World Biosphere Reserve, the village is poised to begin a new phase of development.



Launch in 1919 of the "Quaco Queen", the last ship built in St. Martins (Moran family collection)



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