

BLACKS HARBOUR

“Looking Back At Our Beginnings”



SECTION A: INTRODUCTION

Introduction:

The Historical and Cultural Research Project commenced as a government funded student summer project on June 24, 1985. The project continued through to 1986. Those students who worked on this project were: Jeff McKinley, Peter Doucet, Christina Bunting, Sari Justason and Perry Hanley.

The history of Blacks Harbour has only been written very basically in the past. Much of the information regarding the origin of Blacks Harbour written was either false or else there was no evidence to confirm it. One of the main reasons for this project is to promote tourism. Tourist passing through Blacks Harbour often approached the village regarding its history. When the village was unable to contribute a written history to these tourist, it was decided that a compiled history of our community would be in the public's interest and would be an asset to the village.

Internet Note: Published to the internet in February 2001. Because this information is over fifteen years old, some information has changed, updated or altered in regards to obvious, or now conflicting, details. Further information addition has also been added to given updated news or details on certain topics, these additions and alterations are marked with an asteriks (*). Any discrepency in accuracy, the written and published document shall prevail. Please contact the webmaster for concerns or feedback.

Objectives:

- 1) To compile a history of Blacks Harbour including its origin and development. The information would be factual with supporting evidence.
- 2) To compile the history into book form that would be made available to the public.

Information Sources:

Charlotte County Archives, St. Andrews
Provincial Archives, N.B. Museum, Saint John

Provincial Archives, U.N.B Campas, Fredericton
Federal Archives, Ottawa
Land Registry: Registrar of Deeds, St. Andrews
Registrar of Deeds, Fredericton
Department of Natural Resources
Saint John Public Archives
Connors Bros. Ltd., Blacks Harbour
Members of the community (listed in the Acknowledgements)

Acknowledgements:

Mr. Hazen Barrett	Mr. and Mrs. Ellis Nason
Mr. Donald Bradford Jr.	Mr. Arthur O'Brien
Mr. Neil E. Chase	Mr. Mansell Quartermain
Mr. Bill Chisholm	Rev. Raymond Roach
Mrs. Donna Comeau	Mr. Dale Shaw
Mrs. Mary Ann Craig	Rev. Maurice Swift
Mr. Milford Henderson	Rev. Walter J. Thompson
Ms. Deanna Hunter	Miss Elizabeth Toy
Mr. Bill Jackson	Mr. Clarence Walsh Sr.
Mr. and Mrs. George Justason Sr.	Mr. Earl Watson
Mr. Fraser MacLeod	Mr. Gerald Wells
Mr. Lorne McGarrigle	Mrs. Sheila Yanofsky

SECTION B: EARLY HISTORY

General Description of the Community:

The village of Blacks Harbour is located in Southwestern New Brunswick, on the North shore of the Bay of Fundy, approximately forty-four (44) miles southwest of the city of Saint John and thirty-five (35) miles east of the United States border. It lies roughly at latitude 44 degrees 3 minutes north and longitude 66 degrees 47 minutes west.

The village occupies approximately 1394 acres in Charlotte County, a land characterized by rock outcrops, numerous low-lying areas and an irregular drainage pattern. The terrain is rugged with elevations ranging from 950 feet above sea-level just north of Blacks Harbour to actual sea-level on the coast.

The rocky island dotted shores of the Bay of Fundy along the coast of Charlotte County have been a favourite feeding ground for small herring known as sardines. The three harbours, Blacks, Deadman's and L'Etang, provide easy access to the Blacks Harbour's geographical location; it has proved to be an excellent location for a fishing industry.

Traditional Beliefs:

It was believed, and still is by most, that a family with the last name of "Black" was the first to settle here around 1850, hence the name Blacks Harbour.

The Blacks lived in a log cabin on Connors Lane at Sturgeon Cove and raised fox as a livelihood. The head of the family was John, although some sources say it was Charles Black who was John's uncle and raised him from a childhood. Charles was supposedly born around 1752 and John, thirty years later. Therefore, in 1850, it is most likely that John was the head of the family. In 1882, John was baptized (full immersion) at the old mill pond in Blacks Harbour on the occasion of his 100th birthday.

John Black has lived in Beaver Harbour and realized the importance of fishing there. After settling in Blacks Harbour, he decided to try fishing. He told others of the plentiful fish and families moved to Tunaville (then called Elliott's Field), built homes (log cabins), and fished for a living. Soon more and more people started settling in Blacks Harbour.

The very successful fishing here led to the creation of the world's largest sardine industry, Connors Brothers Limited, by Patrick and Lewis Connors in 1889, and it is from this industry that our community has developed.

Researching the Origin:

This short story was the basis for our research of the early history of Blacks Harbour. We initially accepted the belief but needed evidence to confirm it.

We seen a copy of a land grant map that showed the original land grants made in Blacks Harbour. There were fifteen lots of land granted ranging from an area of thirty acres to one thousand acres. Since grants were given out anywhere from the 1780's onward, we decided that viewing the petitions of the original land grants might tell us something of the area before it was settled. Although land in a rural area such as Blacks Harbour was granted to a specific individual, that person may or ma not have inhabited the land, but could have lived in an urban area such as St. George or St. Andrews. Therefore, the belief of John Black as the founder was still accepted.

We decided to first research the petitions of John Crawford and Duncan McLachlan, as they owned lots #1 and #2 respectively. Their petition was made together and was written in St. Andrews dated November 23, 1820.

John Crawford was born in Greenoch, Scotland and came to Charlotte County in 1816. He was thirty-five years old in 1820 and unmarried. Duncan McLachlan was born in Argyleshire, Scotland and came to Charlotte County in 1820. He was married, had four children, and was forty-one years old.

In their petition they stated:

“Your Memorialists by leave to state that there is a point of land a short distance to the westward of Beaver Harbour on the Bay of Fundy called Deadman’s Head, situated between Deadman’s Harbour and Blacks Harbour... (Which) would greatly accommodate your Memorialists who are concerned in the herring fishery and intend should their prayers be granted to form an establishment there...”

From the petition we learn that Blacks Harbour was named sometime prior to 1820. Therefore, the past belief of the origin was longer accepted. Charles Black could not have been the founder, as he wasn’t settled here until around 1850. (This date of 1850 could have been wrong but it is unlikely that it would have been inaccurate than a few years.) Although the land wasn’t called Blacks Harbour in the petition, the body of water was, and it is undoubtedly from this harbour that our village’s name is derived. Why the body of water was so called, we have yet to discover, but we do have several leads on which to base further research. They will be discussed later.

The fact that Deadman’s Harbour and Deadman’s Head were named in the petition changed the belief of their origin. The belief was for many years that Deadman’s Harbour was so called because of two U.S. soldiers, deserters from the U.S. army around 1860-65, who found their way there and died from cold and exposure. They were buried at Deadman’s Head, hence the name. The story of the soldier may have been true but their death and burial had nothing to do with the origin of Deadman’s. We researched further and found that there was a traditional belief that there were several bodies found floating in the harbour in the early 1700’s. They were buried at Deadman’s Head. It is also interesting to note that Deadman’s Harbour has its association with pirated... buried treasure is charter there.

Also from the petition of John Crawford and Duncan McLachlan we find that these loyalists were concerned with the herring fisheries and wanted to set up an establishment in Blacks Harbour. A letter regarding the land that followed the petition stated: “The situation herein described contains about 500 acres and is a reserve for the use of the Crown. It may probably be leased to the application and to be prove to be an advantage to the public.” From this letter we see that in 1820 Blacks Harbour was already on it’s way to becoming a fishing community.

Also, from the above quotation, an important lead was established. The land petitioned for by John Crawford and Duncan McLachlan was a reserve for the Crown’s use. Reserved land was not granted to anyone but was held for the King, usually for military reasons. Not knowing this at first, we overlooked this important lead and continued our research of land petitions. But a member of the Historical Society working at the Charlotte County Archives showed us a map dated in the year 1785. It showed much of the land in Blacks Harbour as being reserved fir the timber situated on it. The archivist told us that the timber would have been cut and used for the King’s navy. Trees used for the Navy were required to be very big, tall and straight.

This information leads us back to another belief of the origin of Blacks Harbour. Mr. Hazen Barrett of Back Bay told us that Blacks Harbour was so called because of the huge trees that used to grow here. The trees were very tall and shaded the water in the harbour making it very dark. Thus, it was called Black Harbour, which later was changed to Blacks Harbour. At first, this idea sound like an Indian legend, but after a little more research into this possibility we have

found that it is a likely reason for the name Blacks Harbour. **This information on the timber reserve also gives another possibility of the origin of Blacks Harbour.** From a historical writing in a newspaper we found that: "The early adventures in St. Stephen entered into procuring mast for the King's navy in Halifax. The principal contractor was a Mr. Black..." It is possible that this operation was going on in Blacks Harbour at the same time. If so, then Mr. Black would have been the principal contractor and although unlikely, he may have visited the area, hence the name Blacks Harbour.

Another possibility of the origin of Blacks Harbour was established when reading the journal of Captain William Owen who settled on Campobello Island in 1770-71. Owen sailed extensively between Campobello and Saint John Harbour. He sailed around Etang Harbour, today's L'Etang Harbour, of which Blacks Harbour is almost a part. On one of Owens's trips, a Captain Black accompanied him. Who he was or where he was from, we were unable to find out. It is possible that on this trip, Owen sailed into the harbour and named it after his guest.

However Blacks Harbour originated, we know it was not from the Black family who settled here around 1850. We also know that these Blacks were not the first settlers of our community. From our research of the early land grantees in Blacks Harbour, we find that some of these grantees did actually lived on the land. We could find no proof of establishment of John Crawford and Duncan McLachlan who owned lots #1 (120 acres) and #2 (230 acres), the only two lots on the main Blacks Harbour peninsula. However, we do believe that these loyalists actually did settle here in the 1820's. We did discover that those who received grants on L'Etang Head (Tunavilla) did inhabit the land.

After the reserve was taken off L'Etang Head, the land was surveyed in May of 1834 and sectioned off into 10 lots to be sold. The first to purchase one of these lots was Elijah Greenlaw Sr. He was a Penobscot Loyalist who settled the land with his family at age 50. On November 29, 1832, he purchased the land, being lot #7 (50 acres) at Sturgeon Cove. On May 31, 1884, the lot was turned over to his son, Elijah Greenlaw Jr. and two months later on Jul 26, 1884; Elijah Greenlaw bought lots #6 (40 acres) and #8 (40 acres). (Lots #7 and #8 make up what is now referred to by locals as Red Barn).

Others who purchased lots of land at L'Etang Head were:

Dugald Matheson

Lot #1 (100 acres) September 20, 1835. He had a large family and sold his boat and cow in order to make payments.

James Thompson

Lot #2 (34 acres) July 28, 1834. He had been living on the land, having a house built and improvements made to the land, at the time of sale.

Sandy Arnold

Lot #3 East (30 acres) March 17, 1843. The lot had been occupied and 4 acres improved on with a house, by Adam Boyd until his death on November 9, 1842. Sandy Arnold had attended and supported Mr. Boyd until his death and was verbally made his heir.

George McKindley

Lot #3 West (30 acres) June 17, 1842. He has settled the land seven years prior to purchasing it. There was a house built and improvements made.

Benjamin Shaw

Lot #5 (57 acres) 1842?

John Greenlaw

Lot #9 (50 acres) November 29, 1843. John Greenlaw was probably another son of Elijah Greenlaw Sr. He was a farmer with a farm on the lot.

Lot #10 (47 acres) January 4, 1836. He purchased the land in order to enlarge his farm. These lots make up what is now know as Greenlaw Valley.

There were also lots granted in Blacks Harbour. One was to Thomas Barry who received lot A which was a 96 acre lot comprising the whole of Deadman's Peninsula. We were unable to determine when he purchased the land and whether he lived there or not, but we do know he sold the land to James Rait on January 11, 1837 for 100 pounds.

The remaining lot made up of the remainder of Blacks Harbour. This lot was numbered 26 and consisted of 1000 acres granted to John Cochran. John Cochran's grant was referred to by Duncan McLachlan and John Crawford in their petition, so obviously it was the first grant made in Blacks Harbour.

John Cochran came to Charlotte County in 1784 with the famous Dr. Paine. He probably received his grant in 1788; the following Paine's return to the U.S. John Cochran probably chose to settle this area because of the bordering L'Etang Harbour. It was once expected the L'Etang would develop as the finest harbour in North America. It was said that the whole British fleet could ride safety at anchor here. However, L'Etang did not develop as a seaport and therefore Blacks Harbour has no early permanent settlement. Permanent came to Blacks Harbour only after the creation of the herring industry here by Patrick and Lewis Connors in the late 1880's.

SECTION C: THE CONNORS ERA

The Connors Family:

Timothy O'Connor, a Roman Catholic, moved to Canada from County Clair Ireland with his family in 1831. His family consisted of his wife, two sons, and two or more daughters. He emigrated from the British Army and was given a soldier's grant of 4,000 acres on Whittier Ridge, Charlotte County. The oldest son's name was James O'Connor and the other son was Lewis O'Connor Sr. One of the girl's names was Mary and another was Eliza. May, after coming to Canada, married a man by the name of O'Harra. He was the commander of the 9th Mass regiment of Boston and Mary settled there with him. Timothy O'Connor, after living on Whittier Ridge for a while, moved to the "Shiretown" St. Andrews and there he had a butcher business for some time. Leaving St. Andrews he moved to Bliss Island (near Blacks Harbour). He cleared the land and made a farm on the southern end of the island and lived there until his death. He was buried on the island in a small private burying ground, which was well looked after, and taken care of by both James and Lewis Sr., (Timothy's sons) as long as they both lived. The family then moved to a place called Connor's Beach on L'Etete Island, which is now known as Frye's Island.

James Connors married Sarah Dougan and settled just across Lime Kiln Bay on the mainland at Ray's Point, L'Etang. At Ray's Point is where Lewis Connors Jr. was born on December 25, 1859 and Patrick born on June 8, 1863. Lewis Jr. was the eldest son of James Connor's family of which there were the following in all: Lewis Jr., Patrick, Joseph, Mary and Frank. No one knows why the original name, O'Connor, was changed to Connors but it was changed during Timothy O'Connor's time.

The Connors boys continued to farm until the two eldest boys, Lewis and Patrick along with the family, bought a little vessel called the "Hummingbird". This was the first vessel the Connors ever owned. James Connors took the boys, Lewis and Patrick and some other men and went fishing on the Bay of Fundy. Continuing fishing for a while on the "Hummingbird", they saved up enough money to get another small vessel built to suit them. This one they called the "Mary Emilia" named after their sister.

Then about this time between 1881 and 1882, Lewis and Patrick got married to two sisters. Mary Jane Gillis of Tignish, Prince Edward Island married Lewis and Mrs. Catherine (Matthew) Thompson (widow) then of Blacks Harbour but formerly of Tignish, Prince Edward Island, married Patrick.

A Beginning Industry:

Lewis Connors purchased land here in Blacks Harbour and ventured into the canning industry in 1885. The first goods conned were clams, scallops, clam chowder strawberries, raspberries and blueberries. There was also a dry and pickled fish business and a general store. A sawmill was under construction at the time. Lewis had no great financial assets at the time but he did have manpower. Using manpower, and his knowledge of the industry, he began a series of innovations that would allow him to be self-sufficient.

Lewis did not want to rely on outside suppliers for finished materials because it would not allow him to keep his prices consistent and the industry profitable. Everything else needed for the industry was there. There was an immense supply of fish, the manpower for processing them, and transportation to the selling markets was easy with the Bay of Fundy close at hand.

His first step in controlling price was making the cans locally. He imported machinist from Norway and Sweden to set up and look after this operation and also brought in specialist to set up labeling process for these cans.

With the importation of workers, Lewis constructed company-owned houses to house them. The sawmill that was built to make the boxes to pack the tins of goods in also provided lumber for the houses. The offer of a home and steady income encouraged worker to come to the community, thus a permanent work force was established.

Next Lewis constructed a vegetable, beef and dairy farm to feed the people of the community. Not all supplies could be acquired locally though. Since the primary markets for the fish were in Saint John and Eastport, the return trips brought back supplies that were needed.

These steps built Blacks Harbour into a company town and, more important, a self-sustaining community.

Connors Brothers Limited:

While Lewis and Patrick expanded the company to include the canning of sardines, the business became so successful that the company incorporated for book keeping purposes. Lewis was made president of the company and made Patrick vice-president. Lewis traveled the world in search of new buyers and brought many specialists back to the community.

Lewis Connors' salesmanship didn't allow the other canneries in the area to compete with Connors Bros Ltd. Under his brainpower, the company controlled the sardine industry on the finest feeding grounds in the world.

Connors Brothers Ltd. Also controlled the life of Blacks Harbour. The company owned the community's land, the people's houses, the stores and provided the people with work. They also provided all public services.

Connors built their first school in 1912. During the Connors Era, a post office had been built, as well as a general store, a mill, a transportation system by way of the Bay of Fundy (Maritime Steamship Company), a policeman was employed, and hotel, a baseball field and three churches were built. The first church was built in 1884 by George Cross and was called the Church of Christ Disciples (which later became the United Pentecostal Church). Lewis Connors built the second church in 1910. It was called the Stella Maris Roman Catholic Church. The third church was the United Baptist Church, built in 1918 and was located where the Municipal Office is now located.

In the early 1920's, a conflict of interest in the two families of Patrick and Lewis Connors affected the proper management of the company. The company auditor, Arthur E. Cox of Saint John arranged for a new capital and management assistance through a group of Saint John businessmen. A new company was incorporated on October 23, 1923 but retaining the same name, Connors Bros. Limited.

Although the company controlled the lives of the people, there were no feelings of resentment by the people toward the powerful brothers. An excerpt from one-report states:

"The era of the Connors family in Blacks Harbour has come to a close. The residents felt at a loss when the transition was made. They had always been treated fairly and knew they were secure under the arm of Lewis Connors. When World War I approached, they were free to serve their country without fear of losing their homes or worrying about the welfare of their families. If Connors Brothers ever had any ill effects on the community, it was that life was made too easy for them in Blacks Harbour. Some tried living in the outside world but could not cope with it and, in most cases, returned home to the security of Connors Brothers. Lewis Connors had paved the way for the McLean Era in Blacks Harbour and offered them a successful financial future."

SECTION D: THE McLEAN ERA

A New Company:

The first meeting of shareholders of the new company was held at the home of Bernard Connors, the son of Lewis Connors, on November 26, 1923. The shareholders present were: A. Neil McLean, Cyrus F. Inches, Allen McLean, H. H. Scovil, Burton M. Hill, J. M. Robinson, C. H. Easson, Patrick Connors, Lewis Connors, Bernard Connors and Robert

Thompson. At the meeting six directors were elected: Patrick Connors, B. M. Hill, J. M. Scovil, J.M Robinson, H. P. Robinson and C. H. Easson.

At the directors meeting following the, the officers of the company were elected: A. Neil McLean as President, Patrick Connors as Vice-President, J. M. Scovil as Secretary and Allan McLean as Treasurer.

Mr. Patrick Connors agreed to act as General Manager for company under a contract for five years at an annual salary of \$10,000. He held this position until his death four years later in December 1927. Lewis Connors left Blacks Harbour and with his sons, Bernard and Edwin, opened a new sardine factory in West Saint John under the name of Lewis Connors & Sons Limited. A price war ensued in 1924 between the two companies and in 1925, Connors Bros. Limited purchased the company the first in an acquisition of all other competing companies over the next 20 years.

In 1923 the approach of a new management group was to increase the volume of production and widen the export market for its products. In 1927, Mr. Burton M. Hill made a tour around the world in the interest of the company with the message that Connors Bros. Limited produces the lowest price quality fish food in the world.

In the early years, goods were exported in wooden boxes. In 1928, the company erected its own shoo mill with MR. Sherwood of Second Falls in charge. The mill was called the Blacks Harbour Manufacturing Co. Ltd. Transportation to Saint John was provided by the Maritime Steamship Company Ltd. for hauling goods to the market and bringing supplies to the factory and store.

Developing Community:

The McLean Era saw many changes take place in Blacks Harbour. In 1928, the first electric lights were installed, the first fishmeal plant was built, and running water was first put in. The previous sawmill had burnt in 1920 and a new one was constructed in 1929. In 1929 Blacks Harbour began its own newspaper called "The Fundy Fishman". This weekly paper was published for forty years.

This trend of development continued in spite of the Depression of the 1930's. The McLean's used their firm's excess manpower to rehabilitate the existing village. During the 1930's the Depression did not materially affect the community and its production of sardines even though they were only selling for five cents a can at the retail level.

The school built in 1912 burnt to the ground in 1934. This resulted in the construction of a fire station and the organization of a fire department. In 1937, Connors Bros. built a new movie theatre with a seating capacity of 320 people. A restaurant had also been built in the thirties. In 1939, the fisheries department was started here and the main road was paved from Pennfield to Blacks Harbour.

On October 20, 1930, the Reformed Baptist Church (presently the Wesleyan Church) was formed and in the Spring of 1935 a church was built. On November 12, 1939, Neil and Allen McLean built a new Baptist Church in memory of their late mother, Mrs. Frances M. McLean.

After 1939 Blacks Harbour prospered and grew. The main office building, a hospital, a garage and many new homes were built. Blacks Harbour was beginning to take on the look of a settled and happy community.

Schools:

Blacks Harbour's earliest schoolhouse was in use from approximately 1880 to 1905. It was located in the area of the Catholic Church.

From 1905 to 1912 the school was located on the street that is presently called Fundy Drive. This building was later converted to apartments. From 1912 to 1930 the school was located in the now empty lot on the corner of Hospital Street and the Wellington Road. It consisted of two rooms; one for grades 1-4 and the other for grades 5-8.

In 1930 the school was moved to its present site. The first person to graduate from Blacks Harbour after going through the whole school system was Patricia Wallace in 1933. The school unfortunately burned to the ground on Mother's Day in 1934. All records were lost. The fire began in a classroom and quickly spread throughout the building. Having no fire department, a bucket brigade was formed. All efforts were in vain. During May, June, September and

October, students attended school in the jail located behinds the theatre. A large new school was built in the same location as the previous school in the Fall and Winter of 1935-36. During the 1940's the auditorium section was added.

Originally, grades 1-12 were housed in what is referred to as the old or original building. It became so crowded that during 1953-55 classes were held above the fire hall and on the same floor as the police station.

In 1955, a new building was constructed which connected to the original building via an under ground tunnel. With this building came a large gymnasium and a chance to offer much more extensive Physical Education programs. The first graduating class from this new building was in 1956.

By 1965 over crowding was again occurring and even the auditorium of the original school was being used for classes. In 1966 another addition had been completed for the newer building.

During the 40's, 50's and 60's, the school offered academic and vocational courses (Home Economics and Shop). The school never had a business department.

With the coming of the Equal Opportunity in 1967, consolidation became vogue. The last integrated graduation class was in 1970. By 1971 Shop and Home Ec. Courses were phased out. Henceforth, these students were bussed to Easter Charlotte Regional School in St. George and after 1971 to the new school, Fundy High School. In 1976, the last grade 12 class graduated from Blacks Harbour.

Today the school houses grades 1-6 for the eastern side of the district and county. It services Blacks Harbour, Pennfield, Beaver Harbour, Pocologan and Lepreau. Student after grade 6 attend Fundy High School in St. George.

The School Band:

Blacks Harbour has a school band during the 30's, 50's and early 60's. The band was quite well known and played at festivals in Saint John and St. Stephen. In the 50's there were about twenty students in the band and most were around the age of twelve.

Some instruments in the 50's band were obtained from the previous school band, which played in the thirties. The bandmaster, Bill Southard, had also managed to collect some instruments himself. Because they hadn't much money, the band had concerts in order to raise some. They had a Spring and Fall concert every year at the Blacks Harbour School. Along with some of the instruments, the heavy wool uniforms that the band members wore had come from the thirties band. The band practiced every Wednesday and Friday evenings from 6-9 pm at the school. This band lasted from 1954 until 1963.

The Fundy Fishman:

Senator Donald A. McLean, president of Connors Bros. Ltd., which owned the Fundy Publishing Company Limited, publisher of The Fundy Fisherman for more than 40 years, announced on Wednesday July 30, 1969 that the day's issue would be the last. The Fundy Publishing Company had ceased to be.

The Fundy Publishing Company was incorporated on May 16, 1929. The original directors of the company were A. Neil McLean, Lewis V. Lingley, James M. Scovil and Allan M. A. McLean. These men saw the benefit to the fishing area of Charlotte County in publishing a newspaper devoted primarily to their industry.

The first editor was Thomas O'Leary of Saint John, and one of the reporters and contributors was Foster Calder of Fairhaven, Deer Island. Mr. Calder was very familiar with the fishing industry of the area and contributed many fine articles to the paper for quite a number of years. Senator Neil McLean also contributed articles on finance, Canadian and world affairs, in which he was well versed. Mrs. George Caldell was also a contributor, and edited "The Women's Page" for many years.

During the last few years of operation, raising cost, without corresponding increase in revenue, made it necessary to make a close study of the newspaper's position. After careful consideration, it was decided the high cost of publishing did not warrant its continuance. This decision was made with some reluctance but like many publications of the past, it was decided that losses on operations could not be continues indefinitely.

Blacks Harbour Fire Department:

The first fire department was established in Blacks Harbour in 1935, a year after the school burned to the ground. A fire station was built, a fire truck purchased and a volunteer service set up.

A temporary meeting of the Blacks Harbour was held at the home of Mr. Allen M. A. McLean on the evening of January 30, 1935 for the purpose of electing officers. Mr. Allen McLean acted as chairman and Philip Giggie as Secretary. The following officers were elected:

J. G. Bennet	Fire Chief
Donald McLean	Deputy Chief
J. Campbell	Captain
Albert Justason	Driver
Stanley Nickerson	Assistant Driver
Vernon Clarke & Eddie Bradford	Mechanics
James Myers	#1 Hose man
Philip Giggie	Secretary

The second meeting of the fire squad was held in the fire station on the evening of February 11, 1935. Each man was given a position and task to do in case of a fire.

Jimmy Myers and Ora Thompson were to tend the water pump. Kenneth Bates, Jack Hill, Bob Moses and Donald McLean to after the hose. Jack Donahue and Robert McDowell to use the axes. Eddie Bradford, Harold Justason and Philip Giggie were to tend the ladders.

The fire squad was first called on duty on Sunday night, February 19, 1935, and arrived at the scene of the fire in record time. The fire was quickly extinguished.

Hospital:

The Fundy Hospital Association was incorporated on November 29, 1940. It was felt that a hospital was needed because of the growing population in the area and the inconvenience of traveling the distance to Saint John or St. Stephen. Land was donated and monetary donations were received from a variety of Connors Brothers subsidiaries.

The first Fundy Hospital Association Limited was opened in 1946. This initial facility was a two storey, wood frame building, accommodating 24 patients, including 6 bassinets in the nursery.

The "Ladies Hospital Aid" which was later called "The Hospital Auxiliary", was first organized in 1946 by Mrs. A. M. A. McLean and Mrs. D. A. McLean. During its first year of operation, items supplied to the hospital included jams and jellies, which were collected from residents of the community and surrounding area. In 1950, they collected 299 jars of jams and jellies for hospital use.

During the first year of operation, the cost per day was set at \$3.50, by the board of directors. Total operating expenses for 1948 was \$18,520. Total salaries for the year of 1949 were \$9,070. In 1953, a Registered Nurse in Blacks Harbour earned \$121 per month on day shift and \$134 per month on night shift. These compared favorable compared to nurses salaries in other areas of New Brunswick. In 1949, X-Ray equipment was purchased at a cost slightly over \$5,000. In 1954 an E.C.G. machine was purchased at a cost of \$870. *The hospital would be used until 1962 then it was moved a new facility at its present location.

Electricity In Blacks Harbour:

Before Blacks Harbour had electricity, the village was powered by gas generators. The power ran through thick wires and serviced all homes and businesses. Residents were charged about \$2.00/month. Crude oil engines at the factory generated the power. The lights got dimmer the further away from the power source. The last street light by the arena was a tiny glow. Electric lights came to the village in 1928 when Connors Bros. Ltd purchased electrical power from the New Brunswick Power Commission for distribution and maintenance. It was supposed to supply enough power for years to come. The generator was two stories high with railings around it for maintenance purposes. During the war, it was replaced with more modern, efficient and smaller generators by the Blacks Harbour Power Company. In 1950, the

power system was sold back to the New Brunswick Power Commission. Today, electricity is supplied to the village by a hydroelectric plant at Musquash, New Brunswick.

Post Office:

The first post office in Blacks Harbour started somewhere around the time of 1890. IT was located on Mountain Court. It was moved to the inside of the store when it was reopen in 1919. It later moved to the Old Production Office near the factory. In the fall of 1968, it was relocated to it present location on the Wallace Cove Road in a modern building that also houses offices for the Federal Governments Department of Fisheries.

Bank:

The Blacks Harbour Bank of Nova Scotia opened in November 25, 1946 in a small wooden framed building leased from Connors Brothers and formerly used by the Fisheries Inspector. It was located down by the factory's laboratory building on the present Brunswick Street. The bank operated from these temporary premises for a year until a two storey building housing a bank office and manager's living quarters was completed on November 24, 1947 on Main Street. This branch was in operation until closing in 2001. Today the closest banking office for Blacks Harbour residents is located in St. George, however an automated banking machine still exist on the site of the former bank.

The village prospered throughout the forties and fifties but it remained a company town, for Connors Brothers Ltd. owned the land, streets, power and a majority of the houses. At the same time, the company paid the operating costs for the elementary school, the hospital, as well as the police and fire departments, The residents paid no municipal taxes; however there was also no privately owned commercial facilities, for almost everything was company owned. There were only a few exceptions; one being a number of houses along the French Village Road, in the area of village's Acadian-French speaking community.

World War II:

During the years of the second World War, development slowed down in Blacks Harbour, as there was a scarcity of labour. In spite of this, a new boat building facility (Marine Railway Co.) was established in Tunaville, composed of a marine railway and small shop. Due to the war-time shortage of manpower, most of the work was repair and maintenance of existing boats. However, four new boats were built at the small shop during this period.

During the war, Blacks Harbour supposedly received the nickname "Little Russia". Stories say that citizens were only allowed to purchase goods from Connor Bros. stores and that there was a stop-post on the main roads into town where one was asked the nature of one's business before being allowed to proceed. Wartime was having a great effect on the community and it topped it off in 1942 with the occurrence of an unnatural death.

Murder:

Sometime between 11:30pm of Friday, June 25, 1942 and 1:00am of Saturday, June 26, 1942, Bernice Connors, daughter of Edwin Connors and granddaughter of Lewis Connors, was murdered.

She attended a dance that Friday evening at the community hall in Blacks Harbour (once located beside the present tennis court). She left the dance during the intermission with Thomas Roland Hutchings, a Royal Air Force Sgt., 21 years of age. She never returned. Ms. Connors was reported missing on Sunday evening when Blacks Harbour Police chief Denis P. Guptill took the call at 6:45pm. Guptill was a carrier man with the R.C.M.P. and a former chief of police for the city of Saint John (He had earlier won the respect of every policeman in Eastern Canada for his great police work). HE, along with Duncan Dunn for the St. George detachment of the R.C.M.P., found the body under a mossy heap along the Deadman's Harbour Road. Eight hours and forty-five minutes later, R.C.M.P.'s "J" Division Detective Sgt. Frank Davis interviewed the man who would later be convicted of the crime. Thomas Roland Hutchings was arrested on Thursday, June 11, 1942. He pleaded "Not Guilty" and was remanded to jail at St. Andrews by police Magistrate Ellis Nason. The preliminary hearing opened before Nason on the morning of July 2. Sheriff Charles Mallory led him to court at the start of his trial on September 29. With the last of 35 witnesses being heard on October 5, the Crown announced that its case was complete. Mr. Justice C. D. Richards informed the jury that Hutchings was on trail for murder and rape. The 12 man jury's

foreman, W. W. Quartermain of St. Stephen, announced that Hutchings was "Guilty.. and that mercy be shown to the accused". The court ignored the jury's recommendation and sentenced him to hang at St. Andrews on Wednesday, December 16, 1942. This was the last hanging in the County.

The Calvary Baptist Church:

Prior to the summer of 1918, all service of worship by the Baptist people of Blacks Harbour were held in the Christian Church. The first business meeting of the interested of erecting a Baptist Church in Blacks Harbour was held on June 25, 1918. The church was built in 1918 and was located where the village office now stands. It was opened for worship on October 1, 1919; and dedicated on October 29, 1919.

On November 12, 1939. Senator Neil McLean of Saint John and his brother Dr. Allan M. A. McLean of Blacks Harbour, decided to build a new church in memory of their mother, the late Mrs. Frances M. McLean. This was to replace the then present Baptist Church. Rev. Harold Westrup was the first minister.

In 1951, Rev. William Randall thought it would be a good idea to stat a fund to raise money for the purchase of the Maas Rowe Chimes, which would cost around \$1700. It took a lot of time and money, but finally on November 11, 1960, the chimes were dedicated.

The Wesleyan Church:

During the summer of 1930, Rev. D. H. Greene and Rev. F. A. Dunlop, Evangelist of the Reformed Baptist Alliance, held meetings in the village of Blacks Harbour. They procured use of the Christian Disciple Church and began to preach the message of salvation. Throughout their efforts, a number of people were converted resulting in the organization of the Reformed Baptist Church.

On October 20, 1930, twenty people formed the new church and were charter members including the following:

Mr. & Mrs. Forest Williamson
Mr. & Mrs. Cameron
Mr. & Mrs. Frank Calder
Mr. & Mrs. Max Wilcox
Mr. & Mrs. Chipman Leslie
Mrs. Ruban Wilcox
Miss Alberta Wilcox
Mrs. Richard Brown
Miss Bessie Cooke
Mr. Frank Small
Miss Loma Small

Following the organization, services were held in the home of Frank Justason and then in a vacated school building until 1935. In the Spring of 1935, a church was built and in July of 1937, the mortgage of the church was burnt through the generosity of Dr. A. M. A. McLean. In October of 1946, the church was moved onto a basement. A steeple was added in June of 1948. A fine parsonage was built on the church property during the spring and summer of 1949. In November of 1949, four classrooms were built in the basement of the church. The ministers of the church in order of service are:

Lic. Hazel Mullin
Rev. F. A. Anderson
Rev. H. M. Kimball
Rev. H. S. Mullin
Rev. H. S. Wilson
Rev. W. L. Fernley
Rev. F. A. Dunlop
Rev. E. A. Watson
Rev. Wm. Morgan
Rev. A. D. Cann
Rev. K. L. Gorveztte
Rev. J. F. McElhinney

Rev. Harry Wilson
Rev. Jack Fancy
Rev. W. L. Fernley
Rev. Walter L. Thompson
Rev. J. Ebbett
Rev. B. Murray
Rev. D. Brown
Rev. Frank Winsor
Rev. Bruce Cheney

In 1936, Dr. A. M. A. McLean presented the church with a church bell and other personal gifts. A pulpit was made and given to the church by Stanley Nickerson in 1931 and the communion set was presented by Mrs. William Hawkins in 1940, which was later given to the Old Town Church. The Reform Baptist Church underwent a change of name in June 1968. The new name was the Wesleyan Methodist Church. Under the capable leadership of Rev. A. D. Cann, the church was enlarged, two large spacious rooms were built with one on either side of the choir loft, and a Hammond Organ was installed. The first deacons were Frank Justason and Frank Small. The church underwent further renovations in the 1990's under leadership of Rev. J. Ebbett with the construction of a new large wing.

United Pentecostal Church:

This little church was built by a group of Christians of the Disciple faith. The land was given by the late George Cross, father of Lester Cross, of Blacks Harbour. Members themselves built the building in 1884. The parsonage was built by Arthur McElroy. Later as one by one of these members died – the church remained unused. Finally the land and building was given back to the Cross family.

The founder of the United Pentecostal Church was Rev. William Ring in 1940. Everyone around the coast and islands knew and respected the late Mr. Ring, a friend to all and many have found a new way of life in his church. When Mr. Ring first organized the church, he was living in Back Bay where he was a pastor for nine years. On Thursday evenings he would round up a few fishermen and they would row to Blacks Harbour for a meeting. The trip took about two hours and often fog would set in and the trip would take much longer. They had no meeting house so the local jail was used. The pastors after Rev. Ring in order of service are:

Arthur McElroy
Dale Green
Harvey McNair
Raymond Roach
Donald Carmont
Howard Reed
Albert Galbraith
Russell Moorehouse
Paul Hambrooke
Raymond Roach

The United Pentecostal Church leased its building for a dollar per year from Lester Cross. Over a period of years the Cross's have been friends to many Christian denominations. To Baptist, Reformed Baptist and Pentecostal, free to use the building was given. The only stipulation; that it be kept in good repair. Connors Bros. have devotedly donated a sum of money each Christmas to help defray the cost of fuel and lights.

The U.P.C. purchased their present church location (a former community hall) from Connors Bros. on July 30, 1985 in order to have more room for their congregation. They have planned to keep the former building as a church museum and it be used to house historic documents and to be open for public viewing. **

Stella Maris Roman Catholic Church:

The Church of Stella Maris ("Star of the Sea") was erected in Blacks Harbour during 1910 by Rev. John Carson. It served as a mission for the Parish of St. George.

On November 26, 1938, the missions of Stella Maris (Blacks Harbour, St. Brendan, Dipper Harbour and St. Elizabeth, Musquash) were detached from the parish, with Blacks Harbour as the parochial residence. Rev. Ronald B. MacGillivray, the curate at the church of the assumption was name the first pastor. Stella Maris rectory was built by the former pastor Rev. Ronald B. MacGillivray in 1940-41.

Father MacGillivray	Nov. 85 – Jan. 51
Father A. E. Cooglan	Aug. 51 – July 52
Father B. W. Stack	July 52 – April 53
Father A. E. Butler	May 53 – May 55
Father T. Gordon Kennedy	May 55 – Aug. 71
Father David C. Mitchell	Aug. 71 – June 85
Father Maurice Swift	June 85 –

Pea Point Lighthouse:

The Pea Point Lighthouse was built in 1877 and the light began operation on January 1, 1887. The light was fixed green and elevated 51 feet above sea-level. In clear weather, the light could be seen from 10 miles away. The lighthouse was a 31 foot tall square tower constructed of wood and painted white. There was dwelling attached. The total cost of the lighthouse was \$522.76. In the 1879 annual report, the inspection revealed that the building of the lighthouse was fully completed and improvements were made. The cost was \$1,382,41 making the total cost of the lighthouse at \$1,905.17.

The first lighthouse keeper was Alexander Davidson. From Jul 4, 1877 to June 30, 1878, he was paid a total of \$244.89 for his first year's salary.

The lighthouse was constructed to guide to the eastern entrance to L'Etang Harbour. There was also a lighthouse on the western entrance to the harbour. These two lighthouses served as beacons to the finest harbour along the coast. L'Etang harbour has deep calm waters that provided protection for ships in storms.

Baseball:

In June 1920, an enclosure was built for a baseball diamond sponsored by Connors Bros. Ltd., under the supervision of Charles Elliott and Zaddock Justason. The first game was played July 1, 1920, Dominion Day, between teams from St. George and Blacks Harbour. Deer Island provided the music for the programs. Blacks Harbour teams members were Hayes Doone (manager); Frank Leeman (catcher); Vernon Lord (pitcher); Herbert Busby (1st base); Neil McKinnon (2nd base); Blakney Lewksbury (short stop); Joe McGovern (3rd base); Robert Moses (right field); John Hill (centre field); Gifford Haddon (left field); Frank Jonah Lord, Horace Lambert, Raymond Trecarten.

Members of the ball team from St. George were Ralph Doyle (1st base); George Down (2nd base); Arthur Johnson (3rd base); Jim Gordon (right field).

A pitcher's duel was played between Vernon Lord of Blacks Harbour and Wesley Stuart of St. George. St. George won 1-0. Blacks Harbour competed with teams from Maine and Saint John. One trip was made in cars driven by Grover Bennett, Robert McDowell and Elmer Justason.

Dr. A. M. A. McLean was determined that Blacks Harbour would have one of the best baseball teams possible, not just a fair baseball team, but a great baseball team. As a result he brought Ray Fisher, coach at the University of Michigan in to build the team. Fisher imported such men as ex-major leaguer Johnny Gee, a superb pitcher, and Paul Lepley, who went on to win the batting championship of the International league and from there a career in the majors. He also brought in catcher Mike Rourke who would later become a major leaguer and Charlie Lau one of the greatest batting coaches the game has ever known. Matt Matosa came along at the same time and a local Grand Manan boy named Scott Harvey came in to pitch for the Brunswicks. The 1940's and 50's was a colorful era for baseball; an era when the area could be proud of its team and its talent.

The 1949 Champions were: Lou Moulaison, Allan Bryant, Bud Mitchell, Scott Harvey and John Thomas (pitchers); Bill Litvin (catcher); Frank Murphy (1st base); Cyril Spear (2nd base, playing coach) ; Eddie Surette and Buddy Brooks (3rd base); Dick Labnon (short stop); George Toepfer and Don Shea (left field); Gordie Eastman (centre field); Bob Lavery (right field); Sonny McLean (bat boy)

In 1950, the Brunswicks joined the New Brunswick Baseball League once again. The league agreed to unlimited important of player and this resulted in the Brooklyn Dodgers chain sending ten new imports to the Blacks Harbour Brunswicks. Also making up the team were four 1949 imports: catcher Bill Litvin and short stop Dick Labnon, both of Berlin New Hampshire; Left fielder George Toepfer, New York and Don Shea, a right-handed pitcher from Boston. Also making up the team from 1949 was; Lou Moulaison, Metegan N.S. and Bud Mitchell, Deer Island (both right-handed pitchers); Scott Harvey, Grand Manan (pitcher); and Gordon Eastman, St. Stephen (centre field).

Baseball and the Blacks Harbour Brunswicks continued on through the 50's. With the McGarrigle brothers making up the talent. The 1958 Brunswicks team consisted of: Lorne McGarrigle (coach), Bud McWinney, George Costello, Richard McGee, Gene Maxwell, Kenny McGarrigle, Gerald McGarrigle, Jimmy Brown, Ralph Harris, Chuck Justason (manager), Bill McGarrigle, Raymond Justason, Carl O'Hara, George Hanlon, Raymond Breau, Glen Maxwell.

The Sixties:

By the early 1960's, expansion and prosperity were evident throughout the village. The McLeans had expanded the Connors Bros. Limited holdings to include the following: Beaver Harbour Canning Co., Blacks Harbour Manufacturing Co., Connors, Lewis & Sons Ltd., Fundy Cold Storage, Fundy Marine Insurance, Robichaud & Co., Seal Cove Canning, Shippegan Cold Storage Co., H. W. Welch Ltd.

New Hospital:

During the years 1960-61, the hospital was running at 110% occupancy. Plans were made to construct a new hospital during 1962. In December, the new facility was officially opened. This new hospital was a 33 bed institution with an extensive and active Emergency Department. It includes X-Ray services, an E.C.G. Department, a Physiotherapy Department, an Activity Department and many more services.

*In the 1990's, the hospital took on the role of care home for the elderly. Despite cutbacks, the hospital continues to offer an Emergency Department and ambulance service.

The Mill and The Fire:

Blacks Harbour's second mil, built in 1929, burned to the ground in February 1962. The third mill, which still stands, was constructed during 1963-64. *Connors Bros. Ltd operated the "mill" until the 1990's when it was sold to a private business, Keith's Building Supplies. In 2000, it became a Castle Building Center.

Wharf Collapses:

Disaster struck in September 1964, when Blacks Harbour's government wharf collapsed, causing 17 automobiles to be tumbles into the harbour. The cars were retrieved but the majority were damages by the sea. Fortunately, no one was injured, although two men narrowly escaped death.

Arena Constructed:

The Blacks Harbour Arena was built in the 1960's as a result of the high economical standing of the village at the time. This endeavor cost \$350,000 and was completed in April 1967. On hand for the opening were the Hon. Judy la Marsh and New Brunswick's Premier Robichaud. Blacks Harbour now had a major recreation centre for the community. It was evident that Blacks Harbour was company controlled. When Connors Bros. Limited prospered, the wealth was spread throughout the village. *In 1979, the arena went under village control and the name was changed to the "Fundy Arena".

Connors Value Fair, Save Easy, Foodmaster and Freshmart:

In 1968, the Connors Value Fair was under construction. This new addition to the Connors Bros. business opened on June 26, 1969. *This store was later acquired by the Save Easy franchise and operated under the franchise name until the late 1990's when the store became the Blacks Harbour FoodMaster and then the Freshmart.

Grand Manan Ferry Service:

The Grand Manan Ferry Service in Blacks Harbour began on Monday, May 30, 1966 when the M.V. Grand Manan made its last trip to St. Andrews, and Coastal Transports Ltd. of Saint John informed the general public of the change. The official announcement was made on April 18, 1964 at a dinner party sponsored by the Liberal Club and the Board of Trade in Grand Manan.

According to Mr. L. Keith Ingersol, of Seal Cove, who researched the service, St. Andrews was chosen in 1884 because it was then the largest center and nearest community of importance on the mainland. In 1884, the S.S. Flushing was purchased by the Grand Manan Steamboat Company followed by the S.S. Aurora in 1900, which was rebuilt and rechristened S.S. Grand Manan. In 1914, a transfer of ownership from Grand Manan to Saint John, made the mail and transport service faster by cancellation of calls at St. Stephen, Welshpool, Eastport, and Deer Island.

The M.V. Grand Manan II was built in Saint John and began a regular ferry service for the island route in 1930. It was owned by Eastern Canada Coastal Steamship Ltd. In 1946, the Grand Manan III served Saint John, St. Andrews, Campobello and Grand Manan, This was owned and operated by the Saint John Marine Transports Ltd.

On May 1966, docking facilities for the Grand Manan ferry were completed at Wallace Cove. Henceforth, the crossing was direct from Blacks Harbour to Grand Manan. Although the change in route saddened some people, it was necessary for progress because it allowed for two or three crossings daily.

SECTION E: INCORPORATED 1972

Incorporation of Blacks Harbour:

Ellis Nason, the former manager of Connors Store, traveled door to door to each villager. HE was not collecting for charities or vending merchandise, he was asking each citizen if they approved of the idea of the village incorporating. Some didn't care, but most thought it was a great idea.

With accumulated support Mr. Nason approached the Department of Municipal Affairs. With their approval, the Village of Blacks Harbour became incorporated on November 1, 1972. The first elected mayor was the late Thomas Glennie Sr., with elected municipal officials being Ormand Deveau, Delbert Gallagher, Milford Henderson, Donald Moses and William Walsh. The village clerk/treasurer was Edwin Armstrong. Since then, there have only been two other mayors, the late Mr. Ellis Nason and Mr. Kenneth Hooper.

The Village of Blacks Harbour, in 1972, offered municipal services with donations by Connors Bros. Ltd and the province of New Brunswick. The police and fire department were operated by Connors Brothers. When the village incorporated, these services and the building to house them were transferred to the village. In this building the village has its office and council room.

The water and sewage was continued by Connors Bros. Ltd., but all outlets in the main line were to be the village's responsibility. A similar agreement applies to the streets of Blacks Harbour. The Provincial Government is in charge of the maintenance of the Main Street and Deadman's Harbour Road (routes 776 and 778) however, all streets that branch off these highways are the villages responsibility.

Since incorporation the village's assets have increased with the addition of the Blacks Harbour Arena in 1979 and the Wallace Cove Park in 1982. The village purchased the arena and the land it sits on from Connors Bros. and they lease the land that the playground and ground hockey court sits on. The arena is managed by an independent board of directors, which is responsible for the finances involved. The village handles major repairs or structural damage to the building. The Wallace Cove Park was constructed in 1982 and it lies on land purchased by the village from Connors Bros. The park is located near the Grand Manan Ferry landing. In the center of the park is a sign stating a brief history of the

development of Blacks Harbour. Also there are picnic and barbeque facilities and a playground for children. The park was built with both citizens and tourist in mind.

In 1972, Connors Bros. built a ten unit Seniors Citizen's complex. Two units are bachelor apartments and eight are designed for couples. This has provided a great asset to the village.

The village council remains active in affairs that help their citizens. *The village has been involved with the ambulance program for several years and brought the first Jaws of Life for the fire department to this area. Since 1972 the village has been running smoothly, mainly due to a very effective municipal system.

In the year 2000, municipal police service was turned over to the R.C.M.P, ending over seven decades of a local police force. The last police chief was Chief D. Dwyer. The R.C.M.P. still operate the former police office at the municipal office.

Connors Bros. Today:

Today, Connors Bros. Limited operates the largest sardine factory in the world and is a major international processor of all types of seafood. The company is a major New Brunswick employer with a work force that totals up to 3,600 in the peak-canning season.

The United States is one of Connor's major export markets. Although Connors does not have a significant market share in the United States, they are in the process of developing its American market more fully.

Brunswick sardines are probably the best-known Connors Bros. product. Today, the company operates 5 plants for the packing of sardines in Charlotte County at: Blacks Harbour, Back Bay, Fairhaven, Wilson's Beach and at Seal Cove on Grand Manan. It is the only company in Canada producing sardines. However sardines are only one of many fish species processed and marketed by the company. The Canadian Canning Division at Blacks Harbour is responsible for the processing and domestic and international sales of all the company's canned products; including sardines, kipper snacks, herring, lobster, crab, hake and mackerel.

The remaining divisions encompass Connors' vast frozen food operations. The Canadian Frozen Division has become one the nation's foremost producers of quality controlled seafoods, processing herring, ground fish and shellfish in plants at Shippegan and Beaver Harbour in Blacks Harbour, Clark's Harbour in Nova Scotia and Isle aux Morts in Newfoundland.

The link to the company's American export market is in Westwood, Mass., home of Connors Bros. Inc. This division markets the product of the Canadian Frozen Division in the United States. It is also developing an international trade operation with a view to increasing sales of Canadian production.

The fourth division is Connors Bros. (UK) Limited. This company is the European connection, processing and marketing frozen ground fish and herring (smokes, breaded or plain) to market in the United Kingdom and Ireland.

Today, Connors now exports to 56 countries in the world with the West Indies, Australia and New Zealand being the largest foreign markets for canned sardines.

Conclusion:

Looking back at the beginnings of our village, we see the many changes that have taken place in Blacks Harbour. It is interesting to think about what the community would look like if the fishing industry had never started here. Connors has provided the people of Blacks Harbour with employment, home, stores and recreation facilities. The village has definitely prospered right along with the company.

Perhaps the biggest change for the village came in the early '80 when the company starting selling some the houses. It was in the fall of 1982 when official notices went out stating that the house could be bought. After the houses were purchased, Blacks Harbour residents immediately took a greater pride in owning their homes and many began attractive renovations. Such thing as new windows, doors, siding, additions and more attractive grounds were a common sight.

Many people wonder what the future holds in store for Blacks Harbour. The government is presently looking at the possibility of a National Marine Park in the Bay of Fundy. Local fishermen are angered by this. They feel that a few tourism jobs cannot offset the negative impact a park would have on the fishing industry. They fear the noise and pollution of tourist will keep the fish from entering the weirs. Therefore, it is felt that the plan should be vigorously opposed.

The future of growth and development in Blacks Harbour is encouraging. The village council plans in the near future to set up a water and sewage treatment facility. The treatment plant will further improve services to its citizens.

Connors Bros., through foresight and planning, has become the largest sardine industry in the world. The village has grown with the industry. Now the village has its own municipal government, which makes major decisions. Without doubt, however, the history of Blacks Harbour will inevitably be closely interwoven with Connors Bros. Ltd upon which so many people depend for their livelihood.

THE END

Published in 1987, a government funded project researched and gathered information on the history of the village. The finished product was published in a soft cover book.

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