

AN ILLUSTRATED HISTORY OF EARLY SACKVILLE, THE FULTZ FAMILY & FULTZ CORNER

SACKVILLE'S GEOGRAPHY & THE EARLY YEARS

Sackville exists within a valley. The Little Sackville River and Sackville River provided the earliest settlers with fish like salmon and trout, as well as a needed supply of drinkable water, and a power supply in which to operate mills and industries.

Early European settlers to the area brought more than iron pots, mirrors and trinkets with them. The Mi'kmaq name for the Sackville area was called "Aloosoolawakade" meaning "a place of the measles." Named after an epidemic of measles that resulted in the death of early settlers, the illness ravaged the Mi'kmaq and led to the deaths of many men, women and children. The Mi'kmaq were subjected to many unfamiliar diseases.

In the 1600's the Acadian French, from their settlements at Minas Basin and beyond, made their way through the valley we know as Sackville today.

Our valley was a long and well-traveled route long before the English arrived in force to found Halifax as a counter to the French at Louisbourg in Cape Breton.

GOVERNOR CORNWALLIS, CAPTAIN JOHN GORHAM, THE GORHAM RANGERS & SACKVILLE'S FOUNDING

The community of Sackville was "founded" just two months after Halifax was established in 1749, by Governor Edward Cornwallis.



A 1755 painting of Edward Cornwallis by Sir George Chalmers.

Captain John Gorham was placed on the council of the new Nova Scotian governor, Edward Cornwallis, in 1749 due to his military experience. Cornwallis frequently

ordered Gorham to build fortresses throughout the province and to raid settlements he viewed as hostile.

Gorham continued to act as a close advisor to Cornwallis throughout his three-year term, though the two men often fought about the payment that Gorham thought his men deserved and which the cash-strapped governor regarded as excessive.

Only a few months after his arrival, Governor Cornwallis sent Gorham and his rangers, the Gorham Rangers, to the head of the Bedford Basin to build a fort.



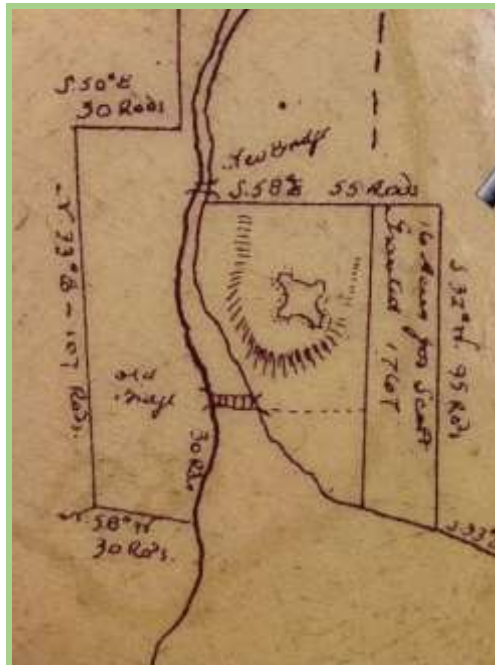
An illustration of the uniform that an officer in Gorham's Rangers would have worn in 1761. There are no contemporary paintings of Gorham himself.

In August of 1749, Captain John Gorham, acting on orders from Governor Edward Cornwallis, established a fort named Fort Sackville with the support of Mohawk rangers. Fort Sackville was located at the head of the Bedford Basin.



This particular picture is one of the earliest pictorial records of the area at the mouth of the Sackville River (c. 1782) some thirty years after Sackville's founding. The work is by British military officer artist Edward Hicks.

The purpose of Fort Sackville was to protect the newly founded city of Halifax. By guarding what is known today as the Sackville River (which flowed/flows into the basin), it would prevent attacks from enemy aggressors of the time period – the French and the Mi'kmaq people. This was the only large river that flowed into the harbour in the area, and the Mi'kmaq warriors used the area as a portage to get their canoes across the river.



An early map of Fort Sackville, showing its defences at the head of the Bedford Basin.

While Fort Sackville never received a good reputation for a military outpost, it served its purpose defending the rear of Halifax.

Gradually, the area around the fort was parceled out to settlers, and what would later become Bedford and Sackville.



Fort Sackville Barracks (c.1878), Bedford

In December of 1792, Fort Sackville was advertised for sale. Included were two houses and stables.

TWO SCHOOLS OF THOUGHT ON HOW SACKVILLE RECEIVED ITS NAME

There are two popular theories as to how Sackville received its name. The first theory suggests that Sackville was named in honour of Lionel Cranfield Sackville, the first Duke of Dorset (see painting below). He would later be named the first Duke of Dorset. Among his loves was poetry. In his collection of writings is a poem which described what life was like in hell. He lived from 1688 to 1765.



Lionel Cranfield Sackville, 1st Duke of Dorset
Painting by Godfrey Kneller, 1719

The second theory is that Sackville was named after Viscount Sackville (pictured below), a man who commanded British forces in the year 1758. It stands to reason, however that the community was actually named for the Duke of Dorset, as Viscount Sackville did not do anything worthy of recognition until nine years after the founding of Fort Sackville.



Viscount Sackville

JOSEPH SCOTT'S LAND GRANT

Joseph Scott, one of Sackville's first residents, landed in Halifax in 1749 onboard the ship London. An entrepreneur, his timber business soon expanded beyond the head of the basin to sawmills constructed along the Sackville River.

In addition to his business ventures, Scott held several public offices over his lifetime, becoming a Justice of the Peace, paymaster of the Halifax garrison, and serving as a member of the Legislative Assembly for Kings County.



Joseph Scott

In 1767, Scott was granted land at the northern extremity of Bedford Basin, where he would have a large Dutch Colonial-style manor (what we know as Scott Manor House today) built for his family.

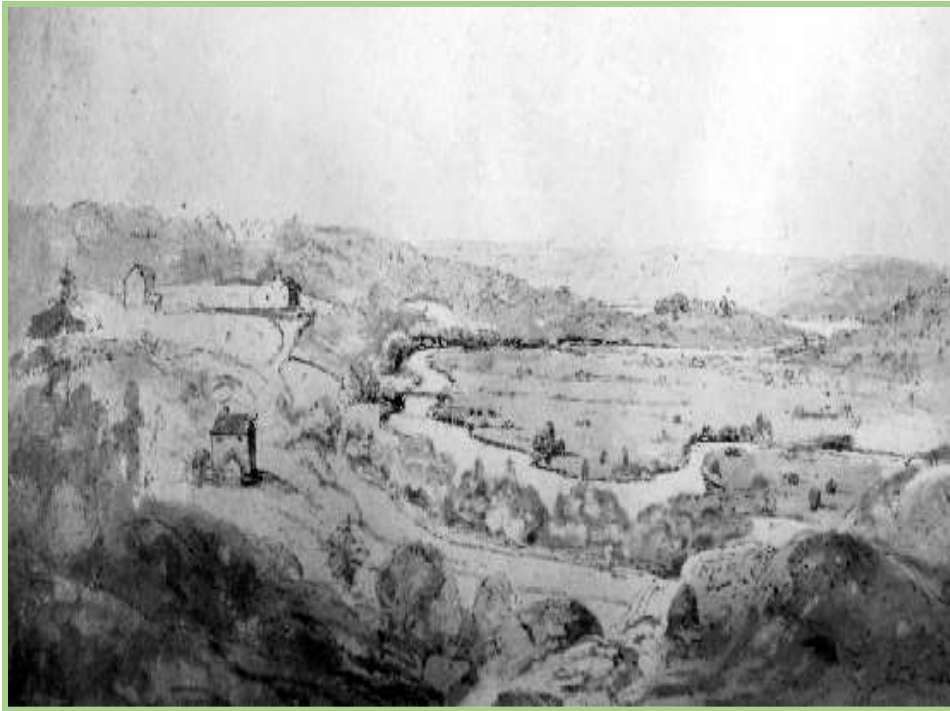


Fort Sackville House/The Scott Manor House (c. 1940)

Today, the Scott Manor House stands as the oldest residence in the Bedford-Sackville area.

THE GREAT ROADS OF NOVA SCOTIA

Sackville's location (remember that what we know as Bedford today was originally considered part of Sackville) at the head of Bedford Basin proved to be a pivotal intersection for travellers journeying to Truro, Windsor and beyond.



This 1817 John Woolford drawing shows the lower portion of the original Scott land grants on either side of the meandering Sackville River near its mouth. The pictorial rendering shows several early homes and mill sites along the Sackville River.

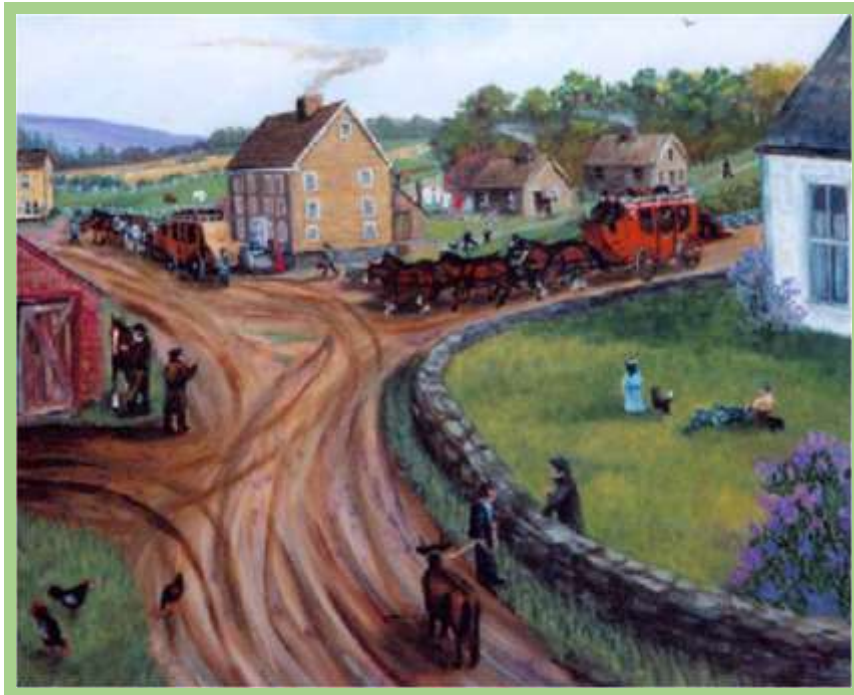
The road to Cobequid, a Mi'kmaq term for "the end of the water's flow", was transformed from a rough narrow path to a major road as stagecoach service to Truro, which was established in 1816.

Likewise, Acadian farmers had employed the path to Chebucto (Halifax area) for almost 100 years before Cornwallis sent orders to have the roadway widened for improved passage to Windsor and the Minas Basin.

With access to both of these important roadways, Sackville became a traditional stopping place for travellers.

Beginning in 1812 and for the next fifty years the Fultz family (more details to come in the next section on the Fultz family and Sackville) gained ownership of all the land at the intersection of the Windsor and Truro (Cobequid) Roads.

Twelve Mile House, an inn operated by the Fultz family, soon became a Sackville landmark. Early morning stagecoaches from Halifax regularly stopped at the inn for breakfast, while Halifax society members gathered in the 40 by 25-foot ballroom for special events. Twelve Mile House operated successfully for over 50 years.



The above scene depicts Sackville on the corner of where the two “Great Roads” of Nova Scotia met in the 1800’s. It is an original piece of art, painted by Jean Watson and the rights to the picture are held by the Fultz House Museum. The white house on the far right is the Bennett and Mary Fultz home that houses the Fultz House Museum today.

THE FULTZ LAND GRANT

Johann Andreas Fultz (the name Fultz is of German origin) is believed to be the first member of the Fultz family to settle in Nova Scotia at the age of thirty-two. He arrived on board the Speedwell to Halifax in 1751, two years after the founding of Sackville and Halifax, the capital city of the province. The Speedwell at set sail from Rotterdam. Fultz disappeared from public records until 1758.

Rather than follow his fellow foreign Protestants in the settling of Lunenburg in 1753, Fultz appears to have settled in Louisbourg, a Catholic stronghold. German Protestant families in Louisbourg totalled 59 people.

The most accepted explanation of why Johann settled on the island instead of the mainland was that he felt it would feel more like home. One of the conditions in coming to Nova Scotia at the time, was that a person had to be of the Protestant faith. Like others did, Johann hid his true religious beliefs to gain entry. At that time many Roman Catholics turned to the island, as they grew frustrated with the lack of tolerance and acceptance of Catholicism on the mainland.

Records show that Johann Fultz was married to a woman named Elizabeth, and they had two children named Lorenz (Lawrence) and Antony (Anthony).

According to the passenger list of the Speedwell, Johann Fultz hailed from Saxony. Fultz may have been trying to mislead or confuse authorities, as Saxony is a general designation without any specific community mentioned in the eastern half of Germany.

Family records indicate that in 1750 Johann was a carpenter by trade and lived in the village Haslach, situated in the Bruscia Valley of the Argentinensis district. Documents also show that he was married to a woman by the name of Ephrosina Scharen. Scharen's birthplace can be traced to a place just north of Lake Constance, which can be found along the German-Swiss border.

Argentinensis, which Johann Fultz referred to as home to the authorities of the Speedwell, is most likely the city of Strasbourg, located in what is now eastern France, situated near the Rhine River.

Approximately twenty miles west of Strasbourg is the Bruche Valley with two Haslach villages. In one village is the church St. Florent, and according to family papers, Johann and Ephrosina had a son, Florent, baptized in this location. It would appear that the Fultzes true origin in Europe was far removed from the duchy of Saxony.

The Speedwell passenger records list Johann Andreas Fultz as having no dependents. Some mystery still exists as to what happened to Ephrosina and his son Florent.

A plausible scenario has Ephrosina dying after childbirth, or perhaps she did come to Nova Scotia after Johann's arrival and died shortly after.

Records show that Ephrosina was five years older than Johann, and therefore it would be impossible for her to be Elizabeth, as she would have been too old to give birth to Anthony and Lawrence, once in Louisbourg.

One of the special possessions in the Fultz family was a crucifix, which had been carved by an Acadian, who with others, had attempted to avoid expulsion in 1755 by hiding out in the woods, until they were rounded up by the British. The Acadians were held in a building known as the "old red house," which appears to have been opposite the Fultz property.

A Fultz family member, Frau Fultz, was often seen carrying samples of her cooking to the French prisoners. One of the incarcerated Acadians presented her with a crucifix made from bones found in the jail yard. The Fultz connection to the Acadian deportation suggests the possibility that the Fultz family may have lived in the area as early as 1764, and that they had sympathies for the Acadians and their plight.

A land grant was registered to Johann Fultz in Sackville in 1773 on December 17th in the amount of five hundred acres, which stretched from the Windsor Road to Beaver Pond in Windsor Junction today. The grant was a long, narrow lot. Nine years after the fact, Johann deeded one hundred acres of his land to his son, Anthony.

Johann died in 1801. His children and grandchildren would spread throughout the valley and along the main road.

In the early 1800s the family's presence was to shift along the Windsor Road slightly, coming to an important crossroads of colonial Nova Scotia.

While the Fultz family-owned land in the area from the 1770's, they did not extensively settle in the area until 1812, just four years before a stagecoach (see replica below that use to be at the Fultz House Museum) line started passing through Sackville.



THE TWELVE MILE HOUSE INN

Beginning in 1812 and for the next fifty years the Fultz family gained ownership of all the land at the intersection of the Windsor and Truro (Cobequid Road today) roads.

In 1812, Anthony Fultz (Sr.) purchased a parcel of land – consisting of about one hundred and fifty acres - abutting the crossroad, that he acquired from Reverend Benjamin Gerrish Gray (see photo at top of the next page), who had considerable land ownings in the Halifax area. He had been appointed King's chaplain to the Jamaican Maroons in 1796 (other sources say 1797). Most of his charges were in Preston, but his responsibilities brought him to Sackville, where a small number of the Maroons came to Sackville and settled nearby at Boydville Farm. Gray went onto other duties and later returned to Sackville.



Benjamin Gerrish Gray

Gray returned in 1807 to become the first rector of the Church of England parish of St. John the Evangelist.



**Residence of the Reverend Benjamin Gerrish Gray
above the Sackville River, 1817. Pictorial done by John Woodford.**

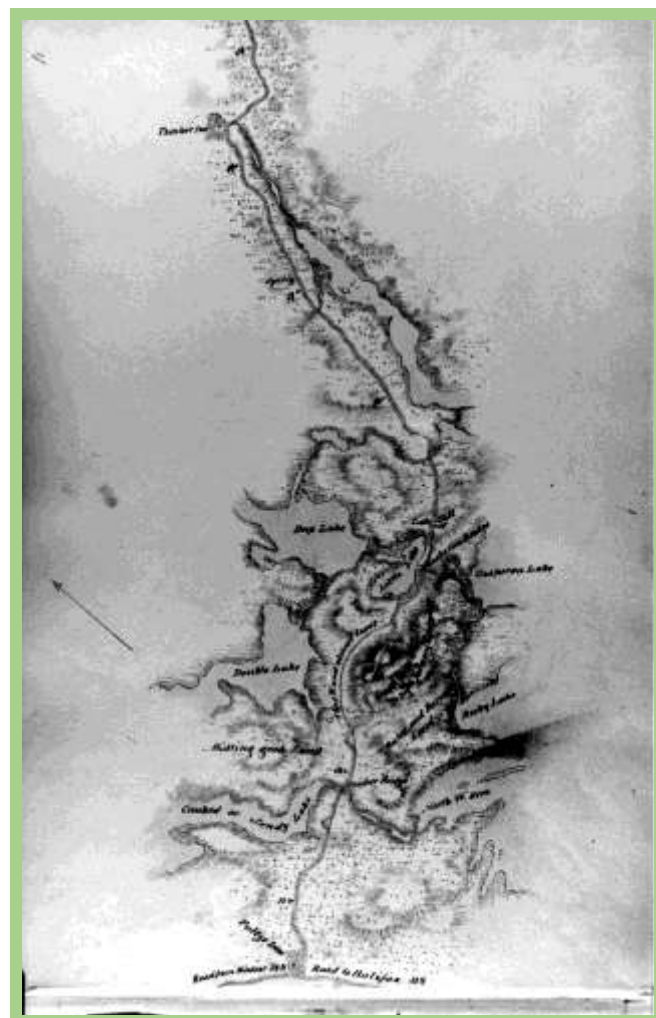
Anthony Fultz (Sr.) was born in 1757 in Cape Breton and married Helen Magdilena Eleanor Schultz on November 14, 1780. Eleanor was born around 1760 and died on January 24, 1839. Anthony farmed 100 acres of land in Sackville and owned another 400 acres of land on the Beaver Bank Road. He was a wheelwright. Anthony Sr. died on October 11, 1820.

William Fultz, the son of Anthony Fultz (Sr.), began operating the famous Twelve Mile House by 1814. William was married on January 1, 1814 to Sarah Mitchell by Reverend Gray.

In St. John's baptismal records for 1816, William's occupation is listed as a tavern keeper. The same is true in 1829 when another child was baptized. William and Sarah had three children baptized in the church.



The road (Cobequid Road) to Fultz Corner (what is Lower Sackville today) from the top of the hill, called “Great Beech Hill” is seen above. The drawing was completed by John Woolford, as was the map below of the Cobequid Road in 1817.





John Woolford map of 1817 showing the Fultz inn (Twelve Mile House at the intersection of the Windsor Road and Truro Road (Cobequid Road today)).

The above photo courtesy of Darryl Spidell.

William Fultz (no known photos of William in existence), the innkeeper, bought lands in 1818 from his father, Anthony (Sr.). William was the grandson of Johann Fultz, who arrived on the Speedwell, and was the original Fultz family member to be granted land in the area.

After William Fultz, the owner of Twelve Mile House inn bought his land from his father in 1818, Williams's brother Anthony later purchased neighbouring land across the Windsor Road to the Sackville River.

On a side note, the other corner property was bought in 1856 by William's son, William Beresford Fultz.

By the 1820's, William Fultz's Twelve Mile House was successful and ran alongside the "Great Roads" of Nova Scotia; the roads are today known as the Cobequid Road and the Old Sackville Road.

The Twelve Mile House inn was a two-and-a-half story wooden structure. It housed a forty foot long by twenty-foot-wide ballroom.

TWO FREQUENT VISITORS OF THE TWELVE MILE HOUSE

Once the stagecoach line ran through Sackville, the inn catered to such prominent figures as Joseph Howe and the Earl of Dalhousie (as seen on the next page), who was the Lieutenant Governor of Nova Scotia from 1816 to 1820. A regular stagecoach line passed by the area beginning in 1816.

One of the earliest references to the Twelve Mile House inn was by the Earl of Dalhousie, the Lieutenant Governor of Nova Scotia from 1816 to 1820, in one of his journals. He fully enjoyed the comforts of the inn and visited it often.

At times the Earl of Dalhousie would stop in for a meal, while on other occasions, he stayed for multiple days. On his final visit to the inn, near his departure from the colony, he did some shooting and found a woodcock's nest with four eggs and was intrigued enough to wonder whether the College in Edinburgh had a Sackville woodcock in Scotland. He was collecting stuffed birds for the museum of the College of Edinburgh.



Earl of Dalhousie

Regular stagecoach service on the “Great Roads” began in 1816 with Isaiah Smith’s stagecoach line to Windsor and Ezra Witter’s to Pictou. The Windsor line was the busiest.

With a regular flow of stagecoach traffic, the inn’s future seemed secure in the early days of its development.

Halifax residents took such pride in the inn that they even fought the bitter cold to attend sleigh parties. They vacationed in the summer months as well. A big attraction was the social occasions held in the ballroom, to the delight of many a stagecoach goer.

The stagecoach would arrive at Twelve Mile House at about 10:00 a.m., about two hours after departing Halifax.

In addition to stagecoach passengers having a bite to eat, farmers bringing their produce to the Halifax markets also supplied a regular customer base.

By the 1820s, larger companies like the Western Stage Coach Company and Eastern Stage Coach Company came in service.

Joseph Howe (seen at the top of the next page), the champion of the freedom of the press and father of responsible government, was known to like to sit behind the coachman and take in the views of his beloved Nova Scotia.



Joseph Howe

Back in the day, the English liked roads to go from hilltop to hilltop to take in beautiful vistas. However, this proved gruelling for travellers, and as a result, the road through Sackville was diverted to avoid the hills and took the low ground. To the dismay of Joseph Howe and others like him, he remarked in the 1830s, about the Sackville valley: “When you think of the pleasant views that you would have had from the tops of the hills, you are inclined to regret the alteration – but so it is, utility and uniformity will triumph over nature and the picturesque must suffer from the change.”


While Joseph Howe may not have been in love with the chosen path through Sackville. The community farmers and lumbermen gradually developed in the area, finding the close proximity to Halifax a benefit, as they had an easier trip to Halifax to market their goods and wears. Part of the attraction of settlers to the area was the Sackville and Little Sackville rivers, as they provided fish, transportation and energy for the mills and for industries of many types. They too liked the ability to travel on stagecoach and to nourish oneself at Twelve Mile House as a treat on a special occasion, such as a rite of passage.

The Western Stage (see Farmer’s Almanack at the top of the next page) left Halifax at 5:00 a.m. and made the Twelve Mile House at about 6:30 in the morning, stopping to pick up passengers.

The Eastern Stage left Halifax an hour later and stopped at Fultz's, so the passengers could have breakfast at Fultz's.

FARMER'S ALMANACK.

WESTERN LINE OF STAGE COACHES
(CONVEYING THE ROYAL MINES.)
FROM HALIFAX TO ANNAPOLIS



A Coach leaves Halifax for Windsor and Kentville, and Annapolis for Kentville, on Tuesday, Thursday and Saturday, each week. At 5 o'clock A.M. from 12th May to 12th Aug., at 6, from 12th Aug to 22^d Sept., at day light, from 22^d Sept. to 8th Feb.; and at 6, from 8th Feb. to 12th May. *

A Coach also leaves Kentville for Annapolis, and another for Windsor and Halifax, at the hours above mentioned, on Monday, Wednesday and Friday in each week.

RATES OF FARE

From Halifax to Fultz's,	(12 miles)	£	s	d
* * Hiltz's,	21*	0	0	0
* * Mount Uniacke,	27 *	0	12	0
* * Newport Road, Terfry's,	35 *	0	15	0
* * Windsor,	45 *	0	17	0
* * Martin's Gasperaux,	60 *	1	5	0
* * Kentville,	70 *	1	7	0
* * Bridgetown,	115 *	2	7	0
* * Annapolis,	130 *	2	10	0
* Windsor to Kentville,	20 *	0	12	0
* Kentville to Aylesford,	18 *	0	7	0
* * to Bridgetown,	45 *	1	1	3
* * to Annapolis,	60 *	1	7	0

From Annapolis to Halifax, according to the above scale.
Way Passengers, 6d. per mile.
Infants in arms, Free.
Between 5 and 14 years $\frac{1}{2}$ Fare.
Each passenger, paying the full amount of fares, is allowed to carry 20 lbs. Wt. Of baggage; and all baggage of parcels above that weight are to be paid for at the discretion of the Agent.
*It is expected that during the winter months, the Coaches will only go twice a week, of which notice will be given in the papers.

Excerpt from The Farmer's Almanack, 1829

The above is the information found in a Farmers' Almanack from 1829 that shows the distance and cost to each of the stops on the stagecoach route from Halifax to Annapolis, Nova Scotia.

TWELVE MILE HOUSE, PART 2

It is not known when William died for sure. He is not mentioned in St. John's records after 1846, which would put him around 61 years of age. The burial records for St. John's do not show that William or his wife, Sarah Mitchell, were buried in the cemetery. William and Sarah may have moved away from Sackville in 1846. It is believed by some, like historians Lois Y. Kernaghan and Terrence M. Punch that William may still have been alive in 1859.

The railway made an appearance to the area in the 1850s which led to the decline of customers at the inn. Eventually Twelve Mile House closed and became a private residence.

The Twelve Mile House inn burned to the ground on the night of December 14, 1890.

Just two days later, an unknown community member penned a poem, entitled "The 12-Mile house," (see below) on the significance of the inn to the community.

The 12-Mile house

For seventy summers and winters or more,
The tempests have shivered its frames,
But the grim old veteran has fallen at last,
Now nothing but ashes remains.

Where the Cobequid road branches off to
the east,
It has stood for many long years;
It has witnessed its share of sunshine
and smiles,
Its share of sorrows and tears.

It was built before railroads traversed
the land,
In the stage-coaching days of old;
The builders have long since passed from
Earth
And been gathered into the fold.

Just twelve miles out of the city it stood;
And the name so familiar had grown,
That over the country far and near,
The fame of the old house was known.

In the north and the south and the east and the west,
That name had a cheerful sound;
And many a traveller within its walls,
A longed for shelter found.

And many a gray-haired farmer boasts
Of his horses and heavy loads,
And the good cheer in Fultz's 12-Mile house,
When he used to travel the roads.

But the railroad came and the travellers found
That steam was the quicker way.
So the Twelve-Mile House, for years unused,
Was fast falling into decay.

Long years in all the wildest storm
The brave old house stood fast;
But now its gone – a link from the chain
That binds the present to the past.

Farewell to the house; the ground where it stood,
No matter how well it is tilled,
'Twill be a vacant space in that corner lot
That never again can be filled.

There are those to whom the well-known name
Will have always a welcome sound;
Its memory will last as long as they live,
Though the old house is now burned to
the ground.

Then once more farewell to the old Twelve-
Mile House;
Sometimes think of its days that are over.
Let its memory last though the old
house is gone,
Where our eyes can behold it no more.

~ Sackville, N.S. Dec 16. 1890.



The above scene is from a painting by Jean Watson, and the rights to it are owned by the Fultz House Museum. The image has been cropped to show the Twelve Mile House inn more clearly. Sitting along the “Two Great Roads” of Nova Scotia, it was a traditional stopping place of the aristocracy of Halifax on the stagecoaches.

ANTHONY FULTZ, JR. AND ANN ELEANOR FULTZ

Being a wheelwright was a traditional family trade for the Fultz men, and a very common job choice for early Sackville settlers. Once a mainstay of the community, a wheelwright was a trade involved with the construction of wheels for diverse types of wagons and carriages.

Often known as a local carpenter, the wheelwright would perform jobs with precise expertise at various locations throughout the community involving woodworking. Working without the assistance of drawings, these tradesmen developed great expertise at their craft.



Wheelwrights like Anthony Fultz would have worked on wagons like the one pictured above, which is part of the collection at the Fultz House Museum today.

Anthony Fultz, Jr. was born on September 8, 1793. He was a wheelwright by trade.

He married Ann Eleanor Fitzpatrick (born in 1800), who was from Ireland. They were married on October 23, 1817 at St. Paul's Anglican Church in Halifax. They resided on a ten-acre parcel of land purchased from Rev. Benjamin Gerrish Gray (missionary to the Jamaican Maroons in Sackville).

Together they raised a family of at least ten children, including Bennett Fultz (believed to be their fifth child).

St. John's baptismal records indicate that Anthony and Ann had five children baptized:

- ❖ John Conolly Fultz; June 5, 1831 by Rev. James Conolly
- ❖ Maria Reynolds Fultz; July 21, 1833 by Rev. A. M. Gray
- ❖ Emily Sophia Fultz; September 4, 1836 by Rev. A. M. Gray
- ❖ Robert Henry Fultz; October 13, 1839 by Rev. A. M. Gray
- ❖ Charles Lemuel Fultz; April 4, 1841 by Rev. A. M. Gray

Their house (see the top of the next page) was on what we know today as the Old Sackville Road. It had a large cooking fireplace, and one assumes, beautiful samplers decorated the home.



Anthony Fultz's (Jr.) home was the first home on what we know as the Old Sackville Road today. Mr. Jeremiah Nickerson is shown in the photograph. He raised the roof to have a full second story when he lived in the house. He married Mary Eleanor Fultz, granddaughter of Anthony Fultz. An apartment building stands where the structure once was.

Ann Eleanor Fitzpatrick, like many girls her age, was introduced to the world of samplers. When she was eleven years old, in 1811, she made a beautiful sampler (seen on the next page), possessing great skill in crafting this elegant piece, that hangs in the Fultz House Museum today.

Needlework samplers were originally made and used when clothing was all handmade, showing the various stitches that could be used.

During the 1800s this function changed slightly and samplers were used as a learning tool for young girls, allowing them to become familiar with the different types of stitches.

Typical samplers included the alphabet, flowers and other decorative features, with the makers name, age and date of creation at the bottom.

Other samplers were more elaborate and were made to commemorate some sort of event.

In any case, samplers were often treasured by the family for generations, being framed and showcased in the home.



While Ann Eleanor cared for her family and taught the next generation essential skills, Anthony operated as a wheelwright in the Sackville community in 1838. Halifax County census records identify this as his employment. He may have constructed the bell wheel for St. John's Church in Sackville. St. John's baptismal records indicate that Anthony Fultz (Jr.) was a carpenter in 1831.



Anthony Fultz (Jr.)

Ann Eleanor Fultz lived to the age of 70, and was buried on May 18, 1870 by Rev. I. S. Smith in St. John's Cemetery.

Anthony (Jr.) died on December 20, 1876. He was buried December 24, 1876 at the age of 84 in St. John's Cemetery by Rev. William Ellis.



Anthony Fultz (Jr). and Ann Eleanor Fultz's gravestone in the St. John the Evangelist Anglican Church cemetery.

Photo courtesy of Darryl Spidell



In the far left, of this earliest pictorial record of Fultz Corner, is the home of Anthony Fultz Jr. (1793-1876) a well-known local wheelwright and grandfather of the first Fultz born in Sackville. To the right is the large two-and-a-half story inn of William Fultz. In the far right of the painting is the tiny, 20 x 20, wood frame home of Bennett Daniel Fultz (1826-1910) and his wife Mary Susan Robinson (1841-1928).

THE NEXT GENERATION: BENNETT AND MARY FULTZ

In January of 1858, Bennett Daniel Fultz bought the William Beresford Fultz property from his cousin. The land sat across the street from the location of the inn.

His father, Anthony Fultz (Jr.), operated a wheelwright shop across from Bennett's home (now the Fultz House Museum) on the road to Windsor.

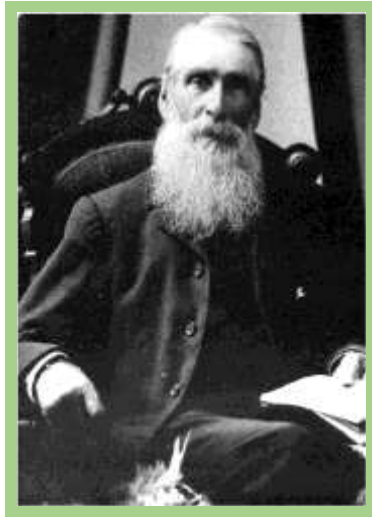
Between 1863 and 1865, Bennett built a twenty-by-twenty house which housed his wife, Mary Robinson, she herself a member of one of Sackville's founding families, and their children.

As the number of children Bennett and Mary had grown to eight, the house (see below) in changed in size to meet the needs of an expanding family.



Bennett and his wife Mary had eight children, Winifred, Annie, Jane, Mary, Francis, Herman, George and Thomas.

Bennett Fultz (see photo below of him and Mary, later in life) worked as a wheelwright for a time, but focused in on carpentry as well.



Bennett and his brother George operated a carriage shop on the property, in close proximity to where the carriage repair shop (see photo below) sits on the Fultz House Museum property today.



Fultz House Museum Carriage Repair Shop

Craftmanship ran in the family. Bennett's son, Herman, worked a blacksmith, and examples of his ironwork decorate Halifax churches, cemeteries, and even created iron gates for Dalhousie University.



Herman Fultz in his later years

On January 1, 1898, Bennett Fultz (shown in a drawing at the top of the next page) was appointed as postmaster for the area, a position he occupied until his death in January of 1910.



Speculation is that Mary may have fulfilled many of his duties shortly before he died as he had been ill.



The rear of Bennett and Mary Fultz's home, where the post office operated out of the kitchen window. Above, Mary is seen in the yard. Below is a front view of the Fultz home, what is the Fultz House Museum today.



Bennett Fultz Headstone
Photo courtesy of Darryl Spidell

When Bennett passed away in 1910, Mary went on to be postmaster and operated the post office out of her kitchen window (the front and side of her home can be seen below from the 1920s) until she resigned in July of 1917.



She again resumed that post in July of 1925 until 1928. Her home happened to be one of the first in the province to serve as a mail office.



The above mail sorter was originally used by Mary Fultz when she operated the post office. It was given to a family friend moving to Truro during World War I. The family returned it to the Museum in the early 2000s, so that it could return to its early roots and be on display. Many early visitors to the Fultz House Museum, years later, fondly remembered the post office she had operated.

Mary Fultz served as postmaster until her death in September of 1928.



Mary Fultz Headstone
Photo courtesy of Darryl Spidell

In November 1928, the position went to Mary's daughter, Jane Fultz, who was postmaster until she resigned in May of 1935.



The four daughters of Bennett and Mary Fultz (as best as known): Back left to right, Annie Kathleen Gordon Fultz and Jane Emily Fultz and front, left to right, Mary Eleanor Fultz and Winnifred Oldmoxon Fultz.

For 28 years, the position of postmaster for the area was filled by a Fultz.

The house remained in the hands of the Fultz family until Bennett and Mary's daughter Jane died of poor health in 1947.

She was buried in St. John the Evangelist Anglican Church Cemetery.



Jane Emily Fultz Headstone

Photo courtesy of Darryl Spidell



Above is a watercolor painting by Jane Emily Fultz showing the Sackville River as she remembered it while living in Montreal in the early 1900s. It shows the moon over the area where the Little Sackville River flows into the Sackville River. Emily had attended the Truro Normal School and later resided in Montreal. She never married. Finally, she retired to the family home and was the last Fultz to live there

WHAT HAPPENED NEXT...

After the Fultz home left the Fultz family, a number of renovations were completed internally. A bay window and arched doorway were just two of the things that were added through the alterations. A bathroom was added on the second floor, in the room where visitors use to stay.

By 1979, two other families had lived in the century old Fultz homestead.

The provincial government came into possession of the house that same year. The governing Progressive Conservatives led by John Buchanan were thinking of expanding the highway and entry way coming into Sackville, so it was beginning to look like the 100-year-old home was about to become toast, mere splinters of what it once was.

It was only through the watchful eye of concerned citizens that local residents discovered the potential threat that jeopardized their link with the past. Found within the dailies was a call for the demolition of the former Fultz home. In order to save the beloved home of one of the founding families of Sackville, concerned historical minds needed to act quickly, before the 120-year-old residence became nothing more than a ruin of debris - a dusty reminder of what once stood there. Thus, the story of the Fultzes and their former home ends for now, and the community rallies behind the building of a community museum, the Fultz House Museum. That's another story waiting to be learned @ www.fultzhouse.ca on the About the Museum page.

