

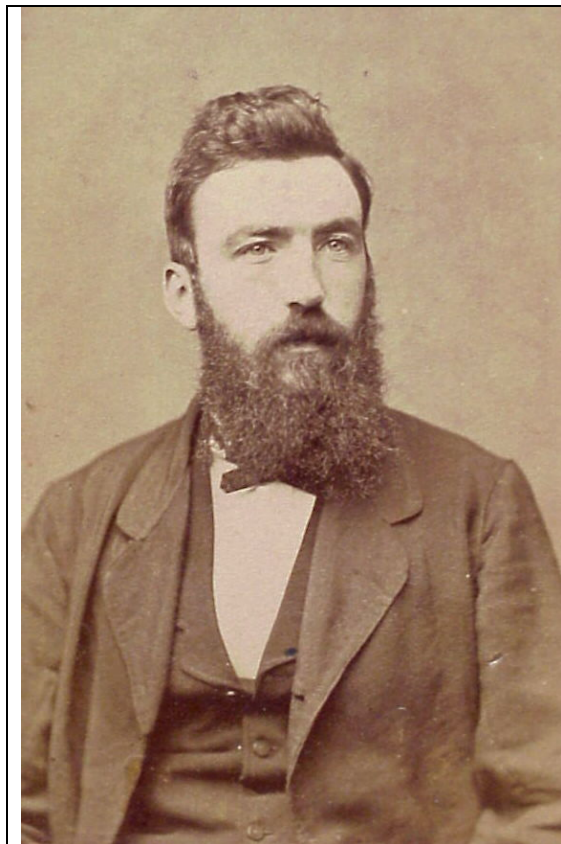
APPENDIX IX  
THE HAIG FAMILY

THE HAIG FAMILY OF SCOTLAND

James Ross Haig was the maternal Grandfather of Kathleen Genn, mother of David Genn, the author of this work.

John Haig, a marine engineer, married Jane Ross in the early 1840's. Jane Ross, born 1812, was the daughter of James Ross, a gardener, and his wife, Fanny Cousins. The ancestral home seems to be in, or near, Greenock, Renfrew, Scotland, possibly the village of Gourrock.

John and Jane Haig had a son James Ross Haig, born 1845/7. They may also have had a daughter, Mary Haig.



**JAMES ROSS HAIG**

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James Ross Haig, like his father, studied marine engineering. He became a Freemason at Lodge Greenock, St. John's No. 175 on 26 November 1869, at which time he was described as an engineer, age 24. James Haig's work as a marine engineer took him to central Africa. Family recollections include mention of his widow referring to his involvement with Henry Morton Stanley's steam boats on the Congo River.

The Congo is very large river, second only to the Amazon, discharging into the Atlantic Ocean at a few degrees south of the Equator, its sources being Lake Tanganyika and Lake Mweru, located toward the east side of the African continent. Stanley had travelled the length of the Congo River from its source to the Atlantic in 1877.

The Lower Congo had been established by Europeans long before as the major embarkation point of the slave trade to the Americas. The most downstream settlement is named Bananas, originally a Dutch trading post. Some 40 miles inland from Bananas is the major settlement of Boma. Boma, at the time, consisted of a congeries of factories, workshops, coal sheds, stores and warehouses flanked by the dwelling houses of their owners, the English, Dutch, French and Portuguese. Bananas and Boma were the meeting points for trade between the Europeans and the African natives of the Congo basin. Trade goods from Europe included cottons from Manchester and Glasgow, wool from Rochdale, blankets from Yorkshire, cutlery and guns from Sheffield and Birmingham, crockery, hardware and beads, gin and rum from Holland and Hamburg and tobacco and fish from America. These items were traded for butter made from palm oil, rubber, oil nuts, ground nuts, copal (a tree resin) and elephant ivory.

The Congo River is navigable from the coast for about 100 miles, comprising the Lower Congo. There navigation is blocked by Livingstone Falls, a series of rapids and cataracts extending upstream for 220 miles, at which point it becomes the Upper Congo.

Stanley arrived at Bananas on the SS Albion, of Leith, Scotland, from Zanzibar via the Mediterranean on 14 August 1879. The Albion captain was George Thompson. Stanley's commission, sponsored by Leopold II, King of Belgium was to launch a steam boat on the Upper Congo and establish three

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Stations (trading posts).

On arriving at Bananas Stanley met with his flotilla, comprising of the following:

*La Belgique*, 65 ft, screw driven, steam powered, 16 hp.

*Esperance*, 42 foot, screw driven, 6 hp.

*En Avant*, 43 foot, paddle wheel driven, 6 hp.

*Royal*, 80 foot, screw driven.

*Jeune Africaine*, 24 foot, screw driven.

A steel lighter, 60 foot, not powered.

A second steel lighter, 40 foot, not powered.

A wooden whale boat, 33 foot, not powered.

Later the *A.I.A. (Association Internationale Africaine)* 41 foot steam powered was added to the fleet and also the *Le Stanley*. It is not clear which, if any of these boats arrived under their own power, which were freighted in or if any were built in Boma, in which case, considerable marine engineering would have been required.

Each steam powered boat required the services of a First Engineer, a Second Engineer and a Third Engineer. The seven powered boats listed, at three engineers per boats, would require a total compliment of 21 marine engineers. Add to this some replacements for victims of disease and disertion, the number would increase. Stanley, in his writings of his yet great adventure, *The Congo and the Founding of its Free State, Vols. 1 and 2*, refers to an engineer by name only about five times. It is, therefore, not surprising that James Ross Haig's name has not yet surfaced in the literature. For now we must trust our in-family source that he was one of the compliment.

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**The *En Avant* towing the whale boat with passengers**

By the end of 1882, Stanley and his team had the Lower Station at Vivi at the foot of Lower Livingstone Falls, 110 miles from the coast, built a 52 mile road to circumvent the lower falls, transported by wagon the *Royal* and the *En Avant*, boiler and engine separate, overland to the next stretch of navigable water. Here they built the Second Station at Isangila. The Third Station was built at Manyanga. From Isangila to Manyanga lies 88 miles of navigable water. A second road was constructed to bypass the Upper Livingstone Falls and the *En Avante* was transported overland to Stanley Pool which gave it access to the Upper Congo. The *Royal* was to maintain service between the Second and Third Station. At Leopoldville on Stanley Pool the Fourth Station, 85 miles from Manyanga, was established.

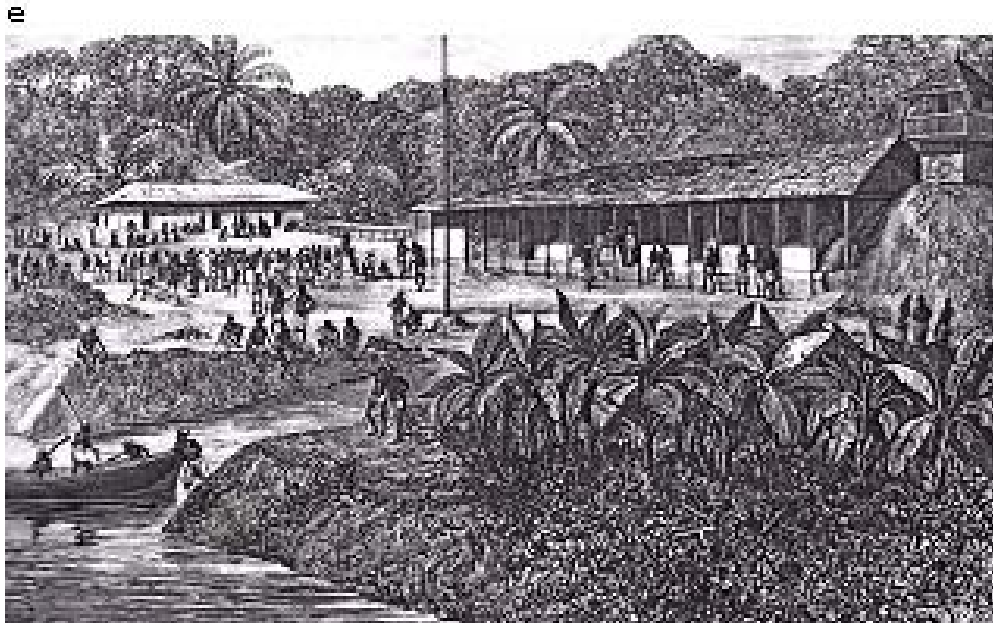
The lower part of the Upper Congo was explored using the *En Avant*. The Kwa River, (its mouth lies 440 miles from the sea) a major tributary of the Congo, was explored. The *En Avant* continued up the Congo and the Fifth Station was

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established at Bolobo some 70 miles above the River Kwa. From Stanley Pool to Stanley Falls the Upper Congo is navigable, a distance of some 1000 miles. Subsequent stations were added. Equator Station (marked on a modern map as *Coquilhatville*) was located where zero latitude crosses the Congo, 757 miles from the sea, and a further 600 miles upstream, a station was located at Stanley Falls. The *En Avant* was the first steamer to make this voyage.

At Station Stanley Falls, in preparation for the return trip down river, a person needed to be selected to be left behind to take charge of the station. Stanley: Vol.2, page 165 states "There only remained three engineers - two Scotchmen and a German . . . . Binnie, a little Scotchman, begged to be appointed," Who was the other one?

Other stations were established at Lukolela, Kimpoko, Kinshassa, Mswata, Kwamouth, Bangala, Manteka, Mpozo and Lutete', sixteen in total. A few were short lived, others, in name survived on modern maps. Including these names is not intended as an exercise in geography but only to illustrate the magnitude of the project.



**EQUATOR STATION**

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On returning home to Scotland, James Ross Haig brought stories of his travels for his wife, Lucy and child, Fanny. He explained that the steam boats were a continuing source of amusement to the natives in that, "The engineer has been cooking all day and it is not yet finished." While I wrote this as a quotation many years ago, now, in reading Stanley's *The Congo and the Founding of its Free State*, I find in Volume 2, page 29 the same story. Haig's stories to his family were passed down and have been the inspiration for me to pursue his story.

James Ross Haig's first marriage was to Mary Thomson. Recall that the Captain of the Albion was named Thompson (or Thomson). Mary Thomson's fate is not at this time known, but about 1885 James married Lucy Phoebe Smith. His age was about 40, hers, about 24.

Lucy Phoebe Smith was born in Cape Town, South Africa, on 18 December 1861. In 1866 or 1867 she came with her parents to England. The only clue that might help to pinpoint their time of arrival is that it was snowing at Victoria Station.

James and Lucy Haig had one child, Fanny Mary Haig, born 27 September 1886, at Barrow-in-Furness, Lancashire, England. She appears to have been named after her Great-grandmother, Fanny Cousins. In later life, she was known as Frances rather than Fanny. The author of this work is the Grandson of Fanny Mary Haig, and from her, learned the personal aspects of her father.

James Ross Haig is thought to have made several extended trips around the Cape Horn by sail, back to Africa, and possibly to China, during their marriage. James Haig's writing case, which yet survives, is thought to have come from China. A brass travel compass also survives which supposedly accompanied him on his travels through Africa. His Bible is also included in the family collection. These items are in the possession of the author of this work.

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**LUCY PHOEBE (SMITH) HAIG**

Very little trivia of interest survives from this period. On one occasion he returned from Africa with a pet monkey. They dressed it in a kilt and it would sit on a post in the back yard. It had its own umbrella for rainy weather.

When brewing tea, to accommodate a shortage of tea leaves James Haig would swirl the pot, which was considered bad manners. To cover this act he would do something like loudly draw attention to a fly on the ceiling.

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James Ross Haig, after his years at sea, had saved his money and had returned to Scotland to open an inn. He contracted Bright's disease (any disease of the kidneys) and died 13 December 1897 (age 50), at his mother's address: 19 Royal Street, Gourrock, Renfrew, Scotland. His mother, Jane Haig, died 11 February 1901, at the same address.

Lucy Haig, now widowed, decided to invest her husband's estate in a lodging house on the Isle of Man. This was to provide Lucy and her daughter with a livelihood. The funds were placed on deposit with a bank in Liverpool while they went to I.O.M. to investigate the market. The bank went broke the following week and the funds were lost. Without assets to make a purchase, Lucy moved with her daughter, Fanny, to Douglas, Isle-of-Man, where she operated a rooming house for others. It was here that Fanny Haig met and married John Charles Rivers, a grocer, and resident of the rooming house.

Three daughters were born to John and Fanny Rivers at Douglas, I.O.M.:

Constance Haig Rivers,	30 January	1907
Ruth Rivers,	30 March	1908
Kathleen Rivers,	30 December	1909

In late 1910 or early 1911, John Charles Rivers moved to Victoria, Canada, and was followed by his wife, Fanny Rivers, their children, Constance, Ruth, and Kathleen, and Fanny Rivers' mother, Lucy Haig who arrived in Victoria 11 June 1911. A son, Douglas Haig Rivers, was born 15 June 1912 in Victoria.

Not related but close family friends were Ollie Brown (AKA Auntie Ollie) of Victoria and Charlie Brown (AKA Uncle Charlie) of Cowichan Lake logging activities. We don't know if they were related. Some of Ollie Brown's artifacts were with the Frances Davies collection.

John Charles Rivers and his wife, now known as Frances Mary Rivers separated about the time of World War I. Frances Rivers later married David William Davies.

Lucy Phoebe Haig died 1 May 1938, at the Aged Woman's Home, Victoria, B.C., and was buried at Hatley Memorial Gardens,



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(Colwood Burial Park), (62N. W1/2), by S.J. Curry & Son. The grave marker gives her birth year as 1858, rather than 1861 as calculated from the Death Certificate, and is considered to be in error. The grave marker has since been replaced with a new one, date corrected.

Frances Mary Davies (Fanny Mary Haig) died 24 September 1950. Her last residence was 2886 Parkview Drive, Saanich, B.C. She is also buried at Hatley Memorial Gardens, (Colwood Burial Park), (62N. E1/2), by B.C. Funeral Home, the same grave as her mother and now also her daughter, Kathleen, mother of the author of this work. This grave is owned by, through inheritance, by David Genn, author of this work.

Revised: 12 October 2013