

**Gaius Samuel Turner of Albert County:
A New Brunswick Shipbuilder and Entrepreneur,
1874-1892**

by

Bradley Todd Shoebottom

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Supervisor: Dr. Ernest R. Forbes, PhD, Department of History

Examining Board: Dr. R. Stephen Turner, PhD, Department of History, Chair
Dr. Gail Campbell, PhD, Department of History
Dr. Frank R. Wilson, PhD, Department of Civil Engineering

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Abstract

The career of Gaius Turner, shipbuilder and entrepreneur of Harvey Bank, Albert County, New Brunswick, during the last quarter of the nineteenth century, offers a revealing case study of the practices and problems of the shipbuilding industry in this period of decline. As a fledgling entrepreneur Turner eschewed his father's more cautious preoccupation with agriculture and timber in favour of the volatile industry of constructing wooden ocean-going ships. For eighteen years beginning in 1875 he averaged one vessel of approximately 900 tons per year. Profits from shipbuilding allowed him to continue his trading in timber, hay and potatoes and to invest in ocean going and coastal vessels. During the depression of the late 1870s Turner had financial difficulties but he re-emerged stronger when the shipping market improved. The death of his father allowed him to expand into railway development and he built the Harvey Branch Railway. His involvement in railways and his political career intertwined when he turned against the Liberal-Conservative government in order to get Liberal support for his railway plans for southern Albert County. In return A.G. Blair appointed him to his cabinet. Political controversy continued over the Albert Southern Railway and Turner eventually abandoned his support of the Liberals, attempting to build the railway with his own resources and the federal subsidies. This proved to be a mistake; with disruptions in provincial subsidies payments, federal aid came too little and too late to prevent his eventual bankruptcy in 1892. With Turner's death that year, much of the industrial activity at Harvey Bank and surrounding parish ground to a halt as the community lost the principal source of its entrepreneurial ambition.

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Table of Contents

Abstract	ii
Acknowledgements	iii
Table of Contents	v
List of Tables	vi
List of Figures	vii
List of Photographs	viii
List of Maps	ix
Chapter 1: Introduction	1
Chapter 2: Boom and Bust and the 1870s	13
Chapter 3: The Pinnacle: the <i>Annie E Wright</i> and the Harvey Branch	45
Chapter 4: Railway Reefs and Political Shoals, 1886-92	62
Chapter 5: Conclusion	94
Appendix 1: Albert County Occupations Tables	145
Appendix 2: Vessels of Albert County	160
Appendix 3: Builders of Albert County and Their Vessels	170
Appendix 4: Annual Shipbuilding Production of Albert County, 1803-1937	180
Appendix 5: Turner Investment Portfolio, 1874-92	190
Appendix 6: Turner's Vessels	194
Appendix 7: <i>Egeria</i> Lloyds Survey	213
Bibliography	217

List of Tables

Table 1: Population of New Brunswick, Albert County and Parishes	99
Table 2: Ship Shares	100
Table 3: G.S. Turner Tax Assessments	104
Table 4: ASR Subsidy Payments and Expenditures	105

List of Figures

Figure 1: Ship Output of Four Provinces, 1868-92	106
Figure 2: Number of Vessels Built in Four Provinces, 1868-92	107
Figure 3: Albert County Occupations, 1871-1901	108
Figure 4: Harvey Parish Occupations, 1871-1901	109
Figure 5: Shipbuilding Workers in Albert County, 1871-1901	110
Figure 6: NB Hay Exports, 1868-92	111
Figure 7: NB Deal Exports, 1868-92	112
Figure 8: NB Stone Exports, 1868-92	113
Figure 9: Value of Exports, Four Provinces, 1869-92	114
Figure 10: Albert County Population, 1840-1901	115
Figure 11: Tonnage Built in Albert County, 1800-1920	116
Figure 12: Numbers of Vessels Built in Albert County, 1800-1920	117
Figure 13: NB Ship Tonnage Output, 1874-92	118
Figure 14: Average Tonnage Built, Four Provinces, 1868-92	119
Figure 15: Average Registered Tonnage 1873-92	120
Figure 16: Average Tonnage Built in Albert County, 1800-1920	121
Figure 17: Turner Tonnage Output, 1875-92	122
Figure 18: Tramp Shipping Freights & Selected North Atlantic Sailing Freights, 1855-99	123
Figure 19: Turner Investments, 1874-92	124
Figure 20: Total Turner Investments, 1874-92	125

List of Photographs

Gaius Samuel Turner	126
Charles Archibald Peck	127
Henry Robert Emmerson	127
Andrew George Blair	128
William James Lewis	128
Abner Reid McClellan	129
John Wallace	129
Amasa E. Killam	130
Charles Frederick Dow	130
George Frederick Smith	131
Josiah Wood	131
Richard Chapman Weldon	132
Harvey Branch Railway Bridge	133
Harvey Bank	134
<i>Revolving Light</i>	135
<i>Serrano</i>	136
<i>Earl Granville</i>	136
<i>Coringa</i>	137
<i>Latona</i>	137
<i>Galatea</i>	138
<i>Vandalia</i>	138

<i>Annie E Wright</i>	139
<i>Carrie L Smith</i>	139
<i>Westmorland</i>	140
<i>Edna M Smith</i>	140

List of Maps

Map 1: Albert County	141
Map 2: Harvey Parish, 1875	142
Map 3: Isaac Turner House and Wharf at Harvey Bank, 1837	143
Map 4: Harvey Parish Railway Routes 1877-91	144

Chapter 1: Introduction

The 1870s saw the high point of wooden shipbuilding in New Brunswick and the beginning of the rapid decline of wooden sailing ships. After 1874, output dropped dramatically and after 1881 the percentage of Canadian ownership declined appreciably each year. (See Figures 1 & 2, p. 106 & 7.) In 1883 Canada had the fourth largest mercantile marine in the world. By 1900 it was the seventh and by 1910 a distant tenth. The question that concern many Maritime historians is how and why this decline came about. Traditional explanations often suggest a romantic longing for the “golden” days when the Maritimes were prosperous and renowned for their shipping. Explanations usually mention the iron sailing ships and later steam as though the advent of these alone were responsible for driving wooden sailing ships off the seas. But neither Maritime ship owners nor ship builders made the transition to this new form of technology. Instead they retained the familiar in both ships’ construction and operation. Meanwhile, many shifted their capital to the supposedly safer spheres of railways and factory manufacturing. A study of the career of Gaius Samuel Turner, a shipbuilder of Harvey Bank, Albert County, New Brunswick from 1874-1892, offers a case study of the problems facing builders at a time of increasing difficulties in the industry. It also offers a glimpse of the shipbuilding industry in Albert County, New Brunswick about which little has previously been written.

Economic historians tend to explain the failure of the Maritime builders to make the transition to iron and steam in terms of two factors. The advanced technology adopted by Britain made larger ships possible which drove down freight rates providing an eventual disincentive to build wooden vessels and secondly, the “National Policy” of railway and

factory expansion behind tariff walls offered greater investment potential than the expensive transition to metal shipbuilding and ownership in a field in which the British already had a substantial lead. Turner's career tends to illustrate both factors. He continued to build wooden sailing ships for himself and others despite a decline in freight rates and a narrowing of profits. Meanwhile, he became heavily involved in local railways as a means of ensuring the continued economic progress of his part of the province. He foresaw the small village of Harvey Bank, under his leadership, becoming the centre of an integrated network of marine and railway services. Railways also offered political advantages in the form of patronage at election time. Turner relied on the tried and true methods of building wooden ships having neither the experience, materials, or skills necessary to build metal vessels. Owning metal vessels was also beyond his limited financial means. Despite the declining marine freight rates, Turner continued to make a profit in shipbuilding into the 1890s. Ultimately, it was his investment in the new technology of railways which led to his eventual bankruptcy.

Shipbuilding in the Maritimes enjoys a relatively rich historiography. Initial studies by amateur historians in the 1920s and later seem to have been motivated by nostalgia and a concern that the region's prominence in shipping and shipbuilding not be forgotten, especially in a later period of economic depression. The amateurs, such as Frederick William Wallace, John Parker and Stanley T. Spicer, compiled lists of vessels constructed, identified some shipbuilding centres and gave a romantic version of life surrounding the industry.¹

¹ See Frederick William Wallace, **Wooden ship and Iron Men**, (Boston: Charles E. Lauriat Co., 1927); ; John Parker, **Sails of the Maritimes**, (Toronto: McGraw-Hill Ryerson, 1960); and Stanley T. Spicer, **Masters of Sail**, (Toronto: Ryerson Press, 1968). William Wood appears to have started the romantic trend in **All Afloat, A Chronicle of Craft and Waterways**, (Toronto: Glasgow, Brook & Cp., 1920) as part of the popular **Chronicle of Canada** series. Louise Manny also wrote several booklets on lists of

A more analytical approach came from economic historians writing in the 1930s and later who sought to explain the economic decline of the region. Although less concerned with the details than the romantics, political economists such as C.R. Fay, H.A. Innis and S.A. Saunders also assigned a major importance to shipbuilding in the Maritime economy.² It was Fay and Innis who wrote in 1930, that the shipbuilding industry was the “linchpin” which bound together the other essential ingredients of an economy based on “lumbering, fishing and agriculture.”³ Its demise led to the economic decline of the region.

Perhaps the most useful early analysis of the functioning of the industry was that of J.G.B. Hutchins in **The American Maritime Industries and Public Policy, 1789-1914** which appeared in 1941. Hutchins noted that in the American experience while prices and costs fell, wages and profits also declined which often allowed the shipbuilder to remain competitive.⁴ Hutchins compared the United State’s experience with that of the Maritimes, noting that Canadian vessels were of superior quality by the 1860s and 1870s and thus gave the American builders stiff competition. Part of the advantage he attributed to their spruce construction giving 16% more carrying capacity than American vessels which used more

vessels built at various ports in New Brunswick. Esther Clark Wright in **Saint John Ships and Their Builders**, (Wolfville, NS: Author, 1976) wrote a much more substantial history than these authors.

² See Harold A Innis, **Problems of Staple Production in Canada**, (Toronto: Ryerson Press, 1933); and S.A. Saunders, **The Economic History of the Maritime Provinces**, (Fredericton: Acadiensis Press, reprint 1984, original 1937). See also G.P. de T. Glazebrook, **A History of Transportation in Canada**, (Toronto: Ryerson Press, 1938).

³ C.R. Fay & H.A. Innis, “The Maritime Provinces,” **Cambridge History of the British Empire**, Volume 6, (New York: MacMillan, 1930, p. 663.

⁴ J.G.B. Hutchins, **The American Maritime Industries and Public Policy, 1789-1914**, (Cambridge: University Press, 1941), p. 389-90.

hardwoods. He maintained also that Canadian yards had a 25-30% cost advantage because of lower wages. Even the Canadian builders however, faced disaster as ship timber prices rose due to declining availability and British iron vessels becoming cheaper in the late 1870s and early 1880s.⁵

Neither the romantics nor the early economic historians escaped the revisionism which characterized historical writing in the 1960s. In a PhD thesis entitled “The New Brunswick Economy in the Nineteenth Century,” Peter McClelland confronted the “linchpin” view of shipbuilding head on. He argued that shipbuilding together with the shipping of timber in first voyages of new vessels did not amount to more than 15% of New Brunswick’s economic output at its height in the 1870s.⁶

It was difficult to generalize about an industry of over 13,000 ships built in New Brunswick alone, at hundreds of sites, let alone the other three provinces. There was no shortage of records. Each vessel had to be registered at a home port and with the Customs Office.⁷ While Memorial University of Newfoundland acquired several shelf miles of information on builders, owners and crews, there seemed a surplus of information which no mere mortal could comprehend. But in the 1970s, as historians began to use computers for the study of history, the impossible suddenly appeared possible.

⁵ Hutchins, American Maritime Industries and Public Policy, pp. 410-14. He then goes on to discuss the rise of the great sailing schooners of the 1880s and 1890s which came about due to depressed wages and the need to carry larger amounts of low value cargoes.

⁶ Peter McClelland, “The New Brunswick Economy in the Nineteenth Century,” (Cambridge: PhD Thesis in Economic, Harvard University, 1966), pp. 285-7.

⁷ For pre 1825 the records are found in the Public Records Office, Kew, United Kingdom under Board of Trade (BOT) 107 and for post 1825 in the National Archives of Canada under RG 12, A1, Department of Transport, Port Registers.

David Alexander of Memorial University assembled a team of researchers⁸ to input the data on shipbuilding and shipping which then could be analysed to enhance our understanding of the industry. Funded by the Social Sciences and Humanities Federation of Canada, the Maritime History Group held annual conferences to report on their findings and to integrate their work with that of others in the field. They published their proceedings each year as collections of articles while the research continued.⁹ As their analysis matured, principal researchers such as Lewis Fischer and Eric Sager began to synthesise their findings, first in articles¹⁰ and booklets¹¹ and eventually in Eric Sager and Gerald Panting's **Maritime**

⁸ This consisted of David Alexander, Lewis R. Fischer, Keith Matthews, Gerald Panting, Rosemary Omner and Eric Sager.

⁹ Keith Mathews & Gerald Panting, editors, **Ships and Shipbuilding in the North Atlantic**, (St. John's: Maritime History Group, Memorial University of Newfoundland, 1978); David Alexander & Rosemary Omner, editors, **Volumes Not Values: Canadian Sailing Ships and World Trade**, (St. John's: Maritime History Group, Memorial University of Newfoundland, 1979); Lewis R. Fischer & Eric W. Sager, editors, **The Enterprising Canadians: Entrepreneurs and Economic Development in Eastern Canada, 1820-1914**, (St. John's: Maritime History Group, Memorial University of Newfoundland, 1979); Rosemary Omner & Gerald Panting, editors, **Working Men Who Got Wet**, (St. John's: Maritime History Group, Memorial University of Newfoundland, 1980); Lewis R. Fischer & Eric W. Sager, editors, **Merchant Shipping and Economic Development in Atlantic Canada**, (St. John's: Maritime History Group, Memorial University of Newfoundland, 1982); and Lewis R. Fischer, & Gerald E. Panting, editors, **Change and Adaptation in Maritime History: The North Atlantic Fleets in the Nineteenth Century**, (St. John's: Maritime History Group, Memorial University of Newfoundland, 1985).

¹⁰ David Alexander & Gerry Panting, "The Mercantile Fleet and its Owners: Yarmouth, Nova Scotia, 1840-1889," **Acadiensis**, VII, 2, (1978), pp. 3-28. Rosemary Omner, "Anticipating the Trend: the Pictou Ship Register, 1840-1889," **Acadiensis**, X, 1, (1980), pp. 67-89; and Rosemary Omner, "'Buying Cheap and Selling Dear': Merchant Shipowners and the Decline of the Shipping Industry in Atlantic Canada," in **Canadian Papers in Business History**, Volume 1, Peter Baskerville, editor, (Victoria, BC: University of Victoria, 1989), pp. 59-74.

¹¹ Eric W. Sager & Lewis R. Fischer, **Shipping and Shipbuilding in Atlantic Canada 1820-1914**, (Ottawa: The Canadian Historical Association, 1986); and Eric W. Sager, **Seafaring Labour: The Merchant Marine of Atlantic Canada, 1820-1914**, (Montreal & Kingston: McGill-Queen's University Press, 1989).

Capital: the Shipping Industry in Atlantic Canada, 1820-1914.¹²

This is not to imply that we now know everything about shipbuilding in the period. On the contrary, as generalizations followed generalizations based upon voluminous data, one becomes increasingly aware of the need to visualise builders in terms of actual people. One needs to appreciate their problems, the choices which they had to make and the dreams which lay behind their successes and failures.

It is rare indeed, however, to find the detailed information on an individual builder which would make a case study feasible. In the case of Gaius Samuel Turner the data of the ship registries is complemented by a personal diary, sporadic correspondence, business papers, local newspapers and reports of legislative debates in which he, as a Member, participated.

Less satisfactory is the historical literature for the period on Turner's home county of Albert. A.H. Clark told the story of Acadian settlement in the area and the initial dyking of the marshes for agricultural production, especially hay.¹³ Esther Clark Wright sketched the pattern of Planter and Loyalist settlement of Nova Scotia after the Acadians had been expelled.¹⁴ In **The Peticodiac** she briefly outlined shipbuilding and railway development in Albert County during the nineteenth century.¹⁵ Although Albert County-built ships received

¹² Sager, Eric W. & Gerald E Panting, **Maritime Capital: The Shipping Industry in Atlantic Canada, 1820-1914**, Montreal & Kingston: McGill-Queen's University Press, 1990.

¹³ Andrew Hill Clark, **Acadia: The Geography of Early Nova Scotia to 1760**, (Madison: University of Wisconsin Press, 1968), pp. 144-8, 210-1, 220-2, & 253.

¹⁴ Esther Clark Wright, **Planters and Pioneers in Nova Scotia, 1749-1775**, (Hantsport, NS: Lanclot Press, 1978).

¹⁵ Esther Clark Wright, **The Peticodiac**, (Sackville: The Tribune Press, 1945).

brief mention in general studies by the “romantics,” Albert County was not singled out for special analysis by either them or the economic historians.¹⁶ It was neglected, too, by the Maritime History Group, who collected and made available the data on shipbuilding in Albert County, as with the rest of the region, but did not target it for specific analysis.

There has been even less written on railway construction and development in Albert County in which Turner participated. G.R. Stevens and Shirley Woods devoted a few paragraphs to the county and David Nason but two pages.¹⁷ All three repeat errors and must be used with caution. In sketching in the county’s background against which Turner’s career unfolded one must work largely from primary sources.

Albert County is geographically quite rugged with the exception of marshes at Waterside, on the Shepody River and in front of Hopewell and Hillsborough. (See Map 1, p.141) These marshes were capable of being dyked and drained and were excellent for the growing of hay, potatoes and other fodder and grains. In the northwest, Elgin Parish formed part of the drainage basin of the Peticodiac-Kennecabasis River valley with low hills and wider valleys on the Pollet and Little Rivers capable of agricultural exploitation. However, for the most part the Caledonia Mountains touch the Bay of Fundy and Peticodiac causing any reclaimed marshes to be of limited depth inland. The ruggedness hindered timber exploitation requiring driving dams to ensure sufficient water-flow to move the logs and also

¹⁶ Only Charles A. Armour & Thomas Lackey briefly mention shipbuilding in Albert County in **Sailing Ships of the Maritimes**, (Toronto: McGraw-Hill Ryerson, 1975), pp. 120-1.

¹⁷ G.R. Stevens, **The Canadian National Railway**, Volume 2, (Toronto: Clarke, Irwin & Co., 1962), pp. 307-9; Shirley F. Woods, **Cinders & Saltwater: The Story of Atlantic Canada’s Railways**, (Halifax: Nimbus, 1992), pp. 165-6; and David Nason, **Railways of New Brunswick**, (Fredericton: New Ireland Press, 1992), pp. 72 & 75.

limited the amount of hauling that horse or oxen teams could do. Communication between the major villages in the 19th century was difficult. The steepness of the hills limited road construction and travel and the high tides and extreme currents, up to nine knots or more, on the Peticodiac meant that even water travel was difficult and dangerous. Communities thus tended to be isolated with the exception of the Shepody marsh area. Hopewell Cape had ferry communications with Dorchester, the county seat of Westmorland and Albert prior to 1845. Roads did not traverse the Shepody River area to Saint John until the 1840s¹⁸ making water transportation necessary for personal and commercial communication.

Census data provide decennial snapshots of the county's economy in 1871, 1881, and 1891. In 1871 farmers made up 78.2% of the adult working population in Elgin, 50.1% in Harvey and a low of 46% in Hillsborough. (See Figure 3 & 4, pp. 108 & 109 and Appendix 1, p. 145) Albert County's 1,679 farmers and farm labourers represented 56.3% of the county's adult working population at a time when the agricultural class represented 46.7% of New Brunswick's total workforce.¹⁹ The industrial class, that is, those working for manufactories and including sawmill and shipyard workers, represented 18.7% of the county

¹⁸ The Shepody road was a mere pathway until the arrival of the Irish immigrants who then settled along it in Albert County. R.W. Fanjoy, "The Story of the Shepody Road," Collection of the New Brunswick Historical Society, No. 18, (1963), pp. 214-218.

¹⁹ The adult workforce includes all adult males and wage earning females. Using the Manuscript Census this number was obtained. Schedule 2, Census 1871, National Archives of Canada (NAC), microfilm (mf) C-994. In "Occupations," Census 1871, Table XIII, Canadian Sessional Papers, (CSP), Book B, (1875), p. 353, 1,791 farmers are listed including part-time farmers or tradesmen-farmers. The aggregate statistics have not been used unless noted because of unknown classification techniques. In any case, for farmers the discrepancy was only 1.3%.

labour force compared with 21.6% for New Brunswick as a whole.²⁰ Albert County's 79 sawmills were second only to Westmorland's 143 and employed 237 persons. Albert County sawmills, like Westmorland's, tended to be small seasonal operations.²¹ The lack of steam mills and small drainage basins in the Caledonia Mountains led to sawmills operating part-time which lowered average individual income per year. Harvey had 18 sawmills employing 41 men in 1871. The largest sawmill belonged to Isaac Turner and had planers and wood turning lathes.²² There were eight shipyards in Albert County employing 105 persons or 7.9% of the New Brunswick total; the county ranked fifth in value of ships produced in 1871.²³ The Brewster shipyard at Harvey Bank, Harvey Parish, employed eight men paying them \$3,000 for 250 tons of vessel output.

Albert County ranked high in stone and mineral production. The gypsum quarry at Hillsborough was the leader in the province, with 12,134 tons or 88.9% of the provincial total.²⁴ The Albert Manufacturing Company employed 100 men with wages of \$32,211 and

²⁰ Grouping together Trades/Industry, Shipbuilding, Lumbering, Quarry/Stone/Miner from Tables in Appendix 1, Albert County Occupations, gives 17.3% of the working population in comparison to the 18.7% given in "Occupations," Census 1871, Table XIII, CSP, Book B, (1875), p. 353.

²¹ "Products of the Forest," Census 1871, Table XXV, CSP, Book B, (1875), pp. 236 & 7. As Graeme Wynn points out in Timber Colony, A Historical Geography of Early Nineteenth Century New Brunswick, (Toronto: University of Toronto, 1981) the focus of timbering was on the Miramichi, St. John and St. Croix rivers. Comments on Westmorland and Albert County sawmilling in relationship to the provincial output before 1850 can be found on pp. 37-41, 97, 106, 109, 163-4.

²² Manuscript Census 1871, Hillsborough Parish, Schedule 2, NAC, mf C-13177.

²³ "Industries, 2nd Series," Table XXXIX, Census 1871, CSP, Volume 3, (1875), pp. 386 & 7.

²⁴ "Raw Mineral Products," Table XXVII, Census 1871, CSP, Vol 3, (1875), p. 285. For a dated history of the Albert Manufacturing Company see "The Albert Manufacturing Company," The Albert Journal, December 18, 1907; and reprinted in The Busy East, XV, 9-10, (April-May 1925), pp. 17-21. The plaster mill finally closed in the early 1980s.

produced \$41,940 worth of gypsum products. The Free Stone Quarries in Harvey Parish employed ten men and two boys for \$2,400 in wages and produced 300 grindstones valued at \$3,000. Albert County was also the provincial leader in coal production for conversion to coal oil at the Albert Mining Company²⁵ amounting to 9,000 tons or 66.7% of the provincial total.²⁶ Most of this coal oil went to the United States. Albert County's merchant and professional class was one and a half percentage points above New Brunswick's average of 11.5%.²⁷ The fisheries were relatively unimportant with only one vessel and 25 boats with 57 men participating. Albert County residents owned no steamships, had 23 sea-going sailing vessels of 4,697 tons, representing 3.6% of the vessels and 2.6% of the tonnage for the province suggesting that the vessels were smaller than average.²⁸ The seafaring labour, including fishermen, concentrated at Hopewell, Harvey and Alma representing 13%, 5.3% and 6.4% of each parishes working population respectively.

The census of 1881 showed increased growth in the county generally despite declines of the shipbuilding and quarrying industries of 27.6% and 20.9% respectively. (See Figures 5-9, p. 110-114) Gypsum production at the Albert Manufacturing Company fell to \$25,500

²⁵ Hugh Grant, "Petroleum Exploration in the Maritimes during the 19th Century," paper presented to the Conference on science and Technology, Mount Allison University, Sackville New Brunswick, October 1988, pp. 1-5. The Albert Mining Company formed in 1851 and extracted coal for conversion into coal oil until the rise of Pennsylvania crude oil in 1865. It was then compressed to form a gas for vapour lamps until the coal ran out in 1883. See also S.B. Starratt, *The Minerals of Albert County*, The Busy East, XV, 9-10, (April-May 1925), pp. 12-3, 16.

²⁶ "Raw Mineral Production," Table XXVII, Census 1871, CSP, Vol 3, (1875), p. 285.

²⁷ Using Tables in Appendix 1, p. 149, only 10.3% are Professional/Merchant/Service Sector. This discrepancy is not clear although a few persons who might be classed Professional or Merchant were classed under specific industries because they were the owner/operators.

²⁸ "Immovable Property and Shipping," Table XX, Census 1871, CSP, Book B, (1875), p. 15.

of output, down from \$41,940 in 1871.²⁹ Increased demand for stone after the Saint John fire of 1877 prompted two new quarries to open. Coal production doubled to 18,368 tons. The number of farmers in the county grew by 31.3% and in Harvey by 51.9%. Land under crops increased slightly (1.8%) for the county but dropped dramatically for Alma (29.6%), Hopewell(16.8%) and Harvey Parish (9.4%) in 1881 and increased dramatically for Elgin (40.3%).³⁰ Lumbering output grew 85.1% in the county but declined in Harvey parish by 28.6%. The number of sawmills declined by two.³¹ Railway workers began to appear with the construction of the Albert Railway, forming 0.9% of the working population.

The outstanding feature of the 1891 census was Albert County's 11% decline in population after it had peaked at 12,239 persons in 1881. (See Figure 10, p. 115 & Table 1, p. 99). The largest exodus was by persons in Albert County reliant on agriculture and lumbering.³² Stone exports were almost non-existent. There was only one quarry open in 1891 employing one person producing \$600 of output. But this decline was more than offset by the strong output of the Albert Manufacturing Company which increased production to

²⁹ "Industries," Table XLIX, Census 1881, CSP, Vol 3 (1884), p. 466.

³⁰ "Occupiers of Lands and Lands Occupied," Table XXII, Census 1881, CSP, Vol 1, (1884), pp. 34-5.

³¹ "Industries," Table XXXIV, Census 1881, CSP, Vol 3, (1884), p. 374.

³² This trend was not exclusive to Albert County. The Maritimes lost 99,959 persons up to 1880 and from 1891-1914 lost another 50,900, 80% of whom stayed in Canada. See Larry McCann, "The 1890s: Fragmentation and the New Social Order," in The Atlantic Provinces in Confederation, E.R. Forbes and D.A. Muise, editors, (Toronto: University of Toronto Press, 1993), p. 140-2 and Figure 6. About 44,000 New Brunswickians left in 1881-1891 and 3/4 went to the US. Judith Fingard, "The 1880s: Paradoxes of Progress," in The Atlantic Provinces in Confederation, pp. 96-7. An Editorial in the local paper suggested that 500 persons more had left than officially reported. "Albert County Census," The Maple Leaf, September 17, 1891, p. 2. It should be noted that this paper was of Liberal bias and opposed Sir John A Macdonald's "National Policy" which was seen as the cause for the exodus.

double the number of workers to 100.³³ Albert County produced 50.6% of Canada's gypsum products for export to the United States.³⁴ Farmers increased by more than one hundred at Hillsborough while losing more than 600 at Elgin. Sawmill operations declined by two but more than doubled the number employed. Overall, however, production was down compared to the previous decade.³⁵ Surprisingly enough, shipbuilding was up both in terms of the value of production and the numbers employed.³⁶

The three census from 1871 to 1891 reflect the vicissitudes of a staple based economy which would directly impinge on the fortunes of Gaius Turner. As one will see in the chapters to follow, the career of this individual would also have a growing impact on the economy of Albert County in general and that of Harvey in particular.

³³ "Industrial Establishments," Table I, Census 1891, CSP, (1894), p. 181.

³⁴ Exports to the United states quadrupled since 1881 to \$45,197. "General Statement of Exports," Trade and Navigation, CSP, 1892.

³⁵ "Industrial Establishments," Table I, Census 1891, CSP, Vol 3, (1894), p. 291-2; and "Products of the Forest," Table V, Census 1891, CSP, Vol 4, (1894), p. 234-5.

³⁶ "Industrial Establishments," Table I, Census 1891, CSP, Vol 3, (1894), p. 34 & 305. The aggregate census lists 86 ship and boat builders.

Chapter 2: Boom and Bust and the 1870s

Gaius Turner's intensity and extent of shipbuilding activity tended to distinguish him from other shipbuilders in Albert County. Locally, others had built vessels of up to 600-700 tons and one as large as 1300 tons, but they did so only when the demand for vessels was particularly high. For example, Hopewell builders turned out three 1000 ton plus vessels in the early 1850s¹ and one of 1297 tons in 1874.² (See Figures 11 & 12, pp. 116 & 117) But, these were rare events with no vessels or much smaller vessels built in the intervening years. The median tonnage for an Albert County vessel over the period 1800-1920 was only 131 tons.³ Turner, with the exception of one year, built large vessels continuously for 18 years.⁴ Despite a decreasing demand in the 1870s due to steam ship competition and a depression beginning in 1873, Turner continued to build large wooden vessels without apparent concern for new competition or the economic cycle. (See Figures 13-17, pp. 118-122) Eric Sager and Gerald Panting in Maritime Capital pose the question of why Maritime shipbuilders and owners continued to invest in an out-moded form of transportation in an age of steam and metal hulled technology. Although not necessarily typical of Albert County shipbuilders,

¹ These were the *Emma*, ship, 1049 tons, built at Hopewell Cape by William Bennett 1853, 182.2x31.6x21.7 feet, Port number 127 of 1853, NAC, RG 12 A1, Port Register, Saint John, Volume (V) 137, mf C-386; *Conquest*, ship, 1046 tons, built at Hamilton Creek, Hopewell Cape, by Azor Betts 1854, 191x38x22 feet, sold to Liverpool 1853, lost 1861, Port number 88 of 1855, Saint John, NAC, RG 12 A1 Port Register, Saint John, V 139, mf C-387; and the *Melicite*, ship, 1147 tons, built at Hopewell in 1854 by Nehemiah Bennett, 189.4x37.8x22.5, Port number 178 of 1854, NAC, RG 12 A1, Port Register, Saint John, V 138, mf C-386, it was sold to Liverpool interests in 1855 and then to Norwegian interests in 1876.

² This was the *King Cedric*, ship, 1297 tons, built at Hopewell Cape in 1874 by 'Little' Jack Calhoun and H.J. Bennett, 195.9x38.7x23.8 feet, Port number 53 of 1874, NAC, RG 12 A1, Port Register, Saint John, V 149, mf C-390. It was bought by the Moran Line out of Liverpool in 1887 and renamed *Prince Henry* before being sold to Norwegian interests in 1888 and wrecked in 1903.

³ Rank ordering Appendix 1, Vessels of Albert County, by net tonnage produces this figure. There are 330 samples, therefore I averaged rank order # 165 and #166.

⁴ Turner's median net tonnage was 846 tons and his average net tonnage built was 911 tons.

Turner's well-documented activities suggest a few answers and allow an intimate view of the business practices and problems of a New Brunswick shipbuilder in the 1870s.

By 1875, when Gaius Turner launched his first vessel, shipbuilding was a well established industry in Albert County. Residents of the county had produced sailing craft ranging from three to 1297 tons and constructed a total of 272 vessels.⁵ In 1874 the New Brunswick shipbuilding industry had reached its last great peak before a final decline and eventual collapse over the next decade and a half. Shipbuilders met local needs as well as responding to a seemingly insatiable British demand for cargo ships to carry the trade of the Empire. The County had economic ties with other communities in the upper Bay of Fundy, and also Saint John, the United States, the Caribbean, the British Isles, Europe and beyond. Places of vessel construction in Albert County included Coverdale, Stoney Creek, Weldon Creek, Hillsborough, Surrey, Edgetts Landing, Hopewell, Demoiselle Creek, Riverside, Harvey Bank, Cape Enrage, Waterside, Alma and Point Wolf. (See Map 1, p. 141) The greatest output came from Hopewell, a three kilometre section of shoreline, that accounted for 52% of the County's tonnage. Local production peaked in 1874 with a total output of six vessels or 2948 tons. (See Figures 11 & 12, pp. 116 & 117)

Vessel construction in Albert County followed the method and pattern of that of the

⁵ Esther Clark Wright, The Petitcodiac, (Sackville: The Tribune Press, 1945), p. 66. The Steeves brothers of Hillsborough are said to have launched a small vessel named *The Brothers* in 1800 at Hillsborough although no record can be found of this vessel for that date or name. *The Three Brothers* was built in 1819 by John, William, Leonard, George Steeves and this may be what Wright refers to. Port Number 52 of 1819, National Archives of Canada (NAC), RG 12 A1, Port Register, Saint John, microfilm (mf) B-3654. If this is the case then the actual first documented vessel to come out of Hillsborough is the *Betsey*, 49 tons, 2 masted schooner built at Hopewell by James Calhoun in 1803, Port number 6 of 1804, NAC, RG 12 A1 Port Register Saint John, mf B-3654. The statistics were compiled from the port registers and using the Maritime History Archive, Ships and Seafarers of Atlantic Canada, CD ROM, (St. John's: Memorial University of Newfoundland, 1998).

mid 19th century in New Brunswick.⁶ They were normally built of wood with iron bolting, reinforcements and bracing. The builder selected the wood and laid the keel in the fall, usually after receiving a contract for construction. During the winter the shipyard workers raised the frame and planked the hull and deck. Launchings usually occurred in the spring or early summer to take advantage of the higher tides caused by the spring run-offs and to free the workers for farming. The workers were of two types. Skilled craftsmen carried out the most difficult tasks, such as joining the frame and shaping the hull planks. Caulkers ensured the cracks between the planks were water-tight. These men tended to go wherever shipbuilding was most active in the Maritimes. They also directed the part-time workers, usually local lumbermen and farmers, who did the rest, such as shaping the ribs, sawing frames and planks and drilling treenail or wooden dowel holes to fasten the pieces together. New Brunswick ownership followed two patterns. The ships could be owned locally and used in the coasting fleet -- although on occasion they also participated in trans-oceanic trade -- or they could be built for Saint John or British commercial interests.

It was into this shipbuilding environment that Gaius Samuel Turner was born to Isaac and Elizabeth Turner (Colpitts) on August 12, 1838. Gaius Turner was the sixth of nine children of a upwardly mobile Baptist family. Isaac had established himself as a farmer and mariner in the New Horton and Harvey Bank area during the War of 1812.⁷ He was

⁶ See John P. Parker, *Sails of the Maritimes*, (Toronto: McGraw-Hill Ryerson, 1960), pp. 46-54; Stanley T. Spicer, *Masters of Sail*, (Toronto: Ryerson Press, 1968), pp. 115-159; Frederick W. Wallace, *Wooden Ships and Iron Men*, (Boston: Charles E. Lauriat Co., 1937), pp. 21-33. The finest and most recent description of wooden shipbuilding, although it describes Quebec City, is Eileen Reid Marcil, *The Charley-Man: A History of Wooden Shipbuilding at Quebec 1763-1893*, (Kingston, Ontario: Quarry Press, 1995), pp. 161-314.

⁷ His grandfather, John Turner, emigrated from New London, Connecticut to Horton, Nova Scotia in 1761 after the British conquest and then moved to New Horton, New Brunswick in the early 1780s. Esther

successful and accumulated land, both agricultural and woodlot, throughout his life, often collecting debts from his store in the form of property.⁸ He also, from 1825 to 1835, bought four small vessels the size of which indicates that they were coasters and likely supported his trade in lumber, store goods and agricultural products.⁹ In 1843 he acquired a Crown land grant on the West River and refurbished a substantial sawmill there. In the next two decades he developed an exporting, lumbering and farming empire. He made most of his fortune in lumber during the heady days of the Crimean War boom. He owned a number of sawmills at Crooked Creek, Cape Enrage (Roshea) and the West River which he expanded to produce both rough and planed lumber.¹⁰ (See Map 2, p.142) In 1861 he was the major financier for the construction of the *Xiaphis*, a modest vessel of 158 tons.¹¹ Isaac had built up his business

Clarke Wright, ***Planters and Pioneers of Nova Scotia, 1749-1775***, (Hantsport, NS: Lancelot Press, 1978), entry for John Turner, p. 302.

⁸ Isaac Turner was extremely litigious and sued on average twice a year from the late 1820s to the early 1840s. See PANB, RS 55 Court of Equity Original Jurisdiction Records and RS 957 Supreme Court in Circuit: Westmorland County.

⁹ *Elizabeth*, schooner, 53 tons, 49x16x7 feet, built 1829 at Hopewell to Isaac Turners order, Port number 14 of 1829, NAC, RG 12 A1, Port Register, Saint John, V 120, mf C-381; *Congress*, schooner, 81 tons, 58x18x8 feet, built 1831 at St. Martin's, bought outright 1834, Port number 9 of 1834, NAC RG 12 A1, Port Register, Saint John, V 123, mf C-382; *Hornet*, schooner, 21 tons, 37x13x6 feet, built 1833 at Clements, NS, bought outright 1834, Port Number 32 of 1834, NAC RG 12 A1, Port Register, Saint John, V 123, mf C-382; *Roebuck*, schooner, 48 tons, 49x16x7 feet, built 1819 at Hopewell, bought outright 1825, Port Number 116 of 1825, NAC, RG 12 A1, Port Register, Saint John, V 119, mf C-380.

¹⁰ Public Archives of New Brunswick (PANB), RS 663, Timber and Sawmill Licences, F1, no. 22, 1855, Mill Reserve no. 14. Isaac Turner owned the mill on Crooked Creek from 1845 and operated it personally for 6 years before giving it to his son John C. Turner March 7, 1851. The deed did not change hands until September 11, 1861. PANB, RS 84B Albert County Registry Office, Book H, p. 555. In that intervening period it was his name that was used to get timber cutting rights on Crown Land. He owned a lumber mill near Cape Enrage (Roshea also known as Rocher) since 1831. See Public Records Office, Colonial Office 193/3 J. Baillies Miscellaneous Papers 1825-33, Statement of Saw Mills and Mill Property in the Province of New Brunswick, December 31, 1831.

¹¹ *Xiaphis*, brigantine, 157 tons, 98x20x11 feet, built 1861 at Hopewell Cape by NH Bennett, Port number 26 of 1861, NAC, RG 12, A1, Port Register, Saint John, V 141, mf C-387. Fifty-six shares were owned by Isaac Turner. (Note: In 1854 registry regulations changed so that share transactions only need be recorded and not a new registration. Thus, beginning in 1855, a vessel is only registered once, with transactions in volumes labelled 'Transactions'. I have just listed the year and registry number. Share transactions can be tracked by annotations on the original registration. This same information can be

through hard work and relatively safe investments in agricultural and timber land.

Little is known about Gaius Turner's early life and upbringing.¹² While locally educated, his diaries indicate literacy and a business orientation. He learned clerking and accounting from working in his father's store. He was conversant in the use of the sextant, a skill which he may have learned from his father or from the local school. He became *de facto* heir-apparent to his father's business despite having three older brothers. John Witter Turner, the eldest son, farmed inland on the north side of the Shepody River in Harvey parish, and operated a lumber mill which his father had given him, but showed little interest in his father's other businesses. William Henry Turner, the second eldest son, started adult life as a teacher, later became a house-joiner in Hillsborough and eventually settled as a farmer in the Dorchester area. George Newton Turner, another son, had tried his hand at sawmilling, store-keeping, shipbuilding and finally became a ship captain before dying in 1872. The other surviving siblings were either younger than Gaius or females.¹³ Unlike his brothers, Gaius stayed in Harvey Bank, becoming directly involved with his father's farm, lumbering and trading operations.

By the early 1870s, in his late seventies, Isaac Turner surrendered most of his business

found in an abridged format for the Port of Saint John in the CDROM, [Ships and Seafarers of Atlantic Canada](#).

¹² I am grateful to Kathleen Turner of Edmonds, Washington, United States, for providing the unpublished Turner genealogy.

¹³ The siblings in order were: Elizabeth Jane, born February 5, 1825, died November 29, 1917; John Witter, born September 17, 1827, died November 1, 1920; William Henry, born March 30, 1830, died sometime after 1891; George Newton, born November 27, 1831, died October 28, 1872; Margaret Almira, born August 13, 1833, died December 29, 1878; Bathsheba Charlotte, born August 23, 1835, died August 12, 1920; Gaius Samuel, born August 12, 1838, died April 25, 1892; Robert Colpitts, born April 9, 1840, died June 27, 1859; Mary Alimry, born May 10, 1842, died August 27, 1865. Kathleen Turner Genealogy.

activities to his fourth son. Gaius had already demonstrated his competence in business. He owned two sawmills, one bought from his older brother John in 1866 and the other from his father in 1869,¹⁴ had shares in several local vessels,¹⁵ and had begun to acquire land for lumbering operations. Successful in the coastal trade, Gaius aspired to larger projects. An attempt at an 1872 partnership in a Peticodiac River steamboat company called the Albert and Westmorland Steamship Company ended in 1874.¹⁶ In 1873 he was one of the initial shareholders in the small schooner the *Harvey* built by Gilbert Brewster at Harvey Bank.¹⁷ In September of 1874 Isaac signed over his inherited properties in Horton, Nova Scotia to Gaius, possibly as capital for his shipbuilding career.¹⁸ A year later, despite the beginning of

¹⁴ PANB, RS 84B, Albert County Registry Office, Book A, p. 461. Lot 52, 1,000 acres, granted to Isaac in 1847 given to George on March 12, 1848. He received the sawmill on Lot 12 including 200 acres on March 7, 1851 although it was not registered until September 11, 1861, PANB, RS 84B, Albert County Registry Office, Book H, p. 555. John had a sawmill which he bought from Isaac Turner on July 13, 1863, PANB, RS 84B, Albert County Registry Office, Book I p. 201. He then sold this mill and 150 acres to Gaius on January 23, 1866 for \$300, PANB, RS 84B, Albert County Registry Office, Book J, p. 902.

¹⁵ He bought the *Lima* outright in July 1872, Port number 28 of 1870, NAC, RG 12, A1, Port Register, Saint John, V 146, mf C-389, schooner, 27.5 tons, built Saint John and was the majority shareholder (owner 26 of 64 shares) in 1873; and he bought into the *Harvey* with 26 shares and acted as the Managing Owner, Port number 38 of 1873, NAC, RG 12, A1, Port Register, Saint John, V 149, mf C-389, schooner, 152 tons, built by Gilbert Brewster, Harvey Bank.

¹⁶ See the Journal of the Legislative Assembly of New Brunswick, 1872, Cap. L., April 11, 1872. The key shareholders in the company were John Calhoun, Henry J. Bennett, Gayes Turner [sic], David Stiles (the Captain), William S. Calhoun and the Saint John interests of John Magee, James A. Moran, Abram Bray, Edward B. Chandler, John Harris and Joseph H. Vaughan. Turner's investment is unknown as the Saint John Port Register only lists John Calhoun as having all 64 shares. *Albert*, steamer-schooner, official number 64636, port number 77 of 1877, NAC, RG 12A, Port Register, Saint John. The vessel was sold to Nova Scotia interests.

¹⁷ J.M. Stevens Store Ledger Book, 1864-1910, in possession of Steven Marshall, Harvey Bank, NB. Entry is for G.S. Turner account August 5, 1873, "buying share 16/64 shares of finishing the schooner *Harvey* besides the hull and owner's bill of outfit \$164.40." An earlier credit entry for Gilbert Brewster (July 28, 1873) lists 16/64 shares in *Harvey*, 294 tons carpenter at \$21 per ton for a total of \$1,538.25.

¹⁸ Public Archives of Nova Scotia, MG 4, Kings County Registry Office, Volume 74, Book 35, page 717. The original deed is in The Bank Museum, Riverside-Albert, NB, Box 5, unaccessioned. The deed was dated September 4, 1874 about the time of year to being construction of vessels over the winter. The amount and value of the property is unknown because there were no subsequent land transfers under his name, or that of his wife even into the 1930s. An examination of John Turner and John Turner Junior's property, the land inherited, indicates there were several holdings amounting to no more than several

a major economic depression, Gaius bought the shipyard and house at Harvey Bank from Brewster.

Gilbert Brewster was the son of James, a descendant of the Massachusetts *Mayflower* Brewsters. James, like Isaac Turner, had also come from Horton, Nova Scotia, and had been a merchant, farmer, lumberman, justice of the peace and shipbuilder. James Brewster had been a cautious builder, limiting construction to coastal vessels of less than 200 tons and only building in periods of high demand. With the onslaught of the economic crisis, James Brewster stopped building ships to concentrate on the more secure and less physically demanding jobs of customs collector and justice of the peace.

Turner had other ideas for the shipyard. His vessels would be much bigger, require more manpower, materials and money and would yield greater profits or loss. From 1874 until his death in April 1892, Turner built 18 wooden sailing ships in 18 years with an average output of about 900 tons a year. Only once in 1888 did his yard remain idle for a whole year. (See Figure 17, p. 122) Turner may have been impressed with the large cargo vessels in the 1,000 ton class being constructed further down the bay at St. Martins and Saint John which he visited in the operation of his father's enterprises. He may also have been tempted by the lack of competition in large vessels locally. Turner controlled a significant supply of timber in Harvey Parish, at a time when good ships timber was becoming scarce.¹⁹ Other builders at Alma, Hopewell and Hillsborough focussed on the coastal trade. Nehemiah Bennett of

hundred acres. An examination of John Turner's Will and Probate indicates that there was only £37 of property, PANS, Kings County Will Papers: "T": 1791-1862, mf 19767.

¹⁹ Sager and Panting comment that shipyards outside of Saint John rarely produced ships for long periods as local supplies were used up. *Maritime Capital*, p. 71 & 76. In Harvey Parish's case, only small vessels had been constructed prior to Turner's shipbuilding activities.

Hopewell had also given up on large vessels.²⁰ However risky the new venture, ocean freight rates were rising in the 1871-74 period and Turner would have the “only game in town”. (See Figure 18, p. 123)

Having leased or ‘borrowed’ the Brewster yard in late 1874, Turner bought it outright on August 3, 1875.²¹ The yard included the only site at the mouth of the Shepody River where large vessels could be launched. The slipway was on the south side of the river, the north being flat marsh. The meandering action of the river had caused a bend, deepening and widening the channel allowing the launch of 1,000 ton vessels at high tide. Other places on the lower river had too steep a bank and further up stream, towards Hopewell Corner, the channel was too shallow for large vessels. The shipyard was also located near the wharf for the Turner store. It was directly across the road from the Turner house. (See Map 3, p. 143 & Photo Harvey Bank, p. 134) The yard was conveniently located but would only allow one large vessel to be built at a time. By leasing the property Turner gained experience before paying out the \$800 purchase price.²² This practice was fairly common among new shipbuilders.²³ Turner hired Charles Frederick Dow, an experienced master shipwright from

²⁰ See “The Bennetts of Hopewell”, University of New Brunswick Archives, The Bennett Collection, no page number but it lists all Bennett built vessels. The Moran family of St. Martin’s also built their last vessel in 1874. Ross N. Hebb, Quaco, St. Martins, (Fredericton: Quaco/Springhill Press, 1997), p. 123.

²¹ PANB, RS 84B, Albert County Registry Office, Book P, p. 86 & 87, deed registered March 3, 1876. No lease has survived in the Registry Office Records. The shipyard, while run by Gilbert, was actually deeded to Charles Brewster.

²² PANB, RS 84B, Albert County Registry Office, Book P, p. 86, purchased August 3, 1875. Three years earlier the shipyard was valued at \$400 in the 1871 Census, Schedule No. 6, Harvey, District 2, p. 4. The remainder of the two acres would account for the \$800 price for the prime waterfront property.

²³ See Reid, The Charley-Man, pp. 73-96. This was a common practice at Quebec whereby shipbuilders came and went but the building sites were few and highly valued.

Saint John, with 24 large vessels to his credit as foreman.²⁴

During the lease period Gaius Turner built one ship, the *Revolving Light*, a vessel of 1317 tons. This proved to be a satisfactory experience.²⁵ This vessel reflected a traditional pattern of financing shipbuilding. (See Figure 19, p. 124 and Table 2, p. 100 & Appendix 5, p. 190) The *Revolving Light* had three key partners; Turner owned 12 shares and Saint John merchants, Winthrop Robinson and Silas McMann, had 10 each. The Captain, George A. Coonan of Harvey, held six. The remaining 26 of 64 shares went to his suppliers in Saint John. Excluding Turner and Coonan only two other shares went to local interests.²⁶

Gaius obtained much of his working capital from his father Isaac who, in turn, obtained the cash by mortgaging part of his property to his brother Charles for \$4,857.40 on January 23, 1875.²⁷ During the winter construction period Gaius sold dyked marshland which he had purchased the previous year for \$1,500.²⁸ No sooner was the ship launched on

²⁴ Charles F. Dow built the *Neptune*, *Mars* and *Perthshire* at Shediac; the *Tip Tree*, *Mornington*, *Forgan Hall* [not confirmed], *Annot Lyle*, *James Kinway* [not confirmed] at Saint John; the *Kingston*, *Arbutus*, *Minnie*, *Volant*, *Signal*, *Natmo*, *Moss Glen*, *John Ellis*, *Hyapatia*, *Artisan*, *Enchantress*, *Seaward*, *Pekin*, *Peacemaker*, *Julia A Merritt* at Moss Glen; *Rothsay*, *Eliza Malligan* at Rothsay; and the *Emblem* at Oromocto. See "Vessels built by Charles F. Dow" by Merrit J. Dow, 1933, Dow Family (CB), Saint John Free Library.

²⁵ *Revolving Light*, ship, 1317 tons, 196.4x38.3x23.9 feet, launched 15 September 1875, official number 72233, pennant letters WTFP, Port number 44 of 1875, NAC, RG 12, A1, Port Register, Saint John, V 149, mf C-390. Named after the Cape Spencer lighthouse at Saint John, it was sold to Norway January 1893 and was still afloat in 1908.

²⁶ For the initial shareholdings see Appendix 2: Turner Built Vessel Registers. Unless otherwise stated in the remainder of the text please refer to this Appendix for more details on each vessel.

²⁷ PANB, RS 84B, Albert County Registry Office, Book O, p. 317. The property included his house, 400 acres and sawmill at Cape Enrage (actually Roshea), 2,700 acres of woodlot at Cape Enrage (actually north of Waterside) and 36 acres on Comstock Creek. No deadline for repayment was given. An entry for August 19, 1885 indicates Charles had received \$1,200. This was 2 years after his father's death. On October 2, 1889 the mortgage was finally paid off. PANB, RS 84B, Albert County Registry Office, Book A-1, p.48.

²⁸ PANB, RS 84B, Albert County Registry Office, Book O, p. 270, December 27, 1874 and Book O, p. 340, January 28, 1875. The property was sold to Elizabeth Knight, George V. Knight's wife and the initial vendor of the property to Turner.

September 15, 1875, than Gaius began selling off his shares to local merchants and farmers to pay bills and provide the working capital for his next vessel.²⁹ He signed one share over to James M. Stevens, a local merchant to whom he owed \$798.48.³⁰ Stevens remained a reliable source of credit for several more years. Turner's financing followed a recognizable pattern as he sold off his shares in a completed vessel in the September-January period while placing orders for ship materials for the next vessel to be built over the winter months. Meanwhile, in a short term speculation on September 18, 1875, he purchased 20 shares in the small schooner *J.M. Stevens*³¹ which sold one month later in Dublin, Ireland. With the *Revolving Light* completed and plans announced for a second vessel Turner had established himself as a substantial shipbuilder.

The financing of Turner's next vessel, the *Serrano*,³² suggests that he was learning caution with experience. The market had turned soft for large vessels that year with the coming of the economic depression. The *Serrano* was to be only one-half the size of the *Revolving Light*. Furthermore, Turner did not wait for long-term and risky profits of ship ownership. He sought his profit in the construction and held no shares in the vessel itself.

²⁹ He sold two shares each to his cousins Charles and John Wilbur, and one share each to James Minor Stevens, a Harvey merchant, and Captain David Stiles of Hopewell Hill, William Henry of Harvey parish, farmer, Alfred Steeves of Harvey, merchant, on October 15, 1875, and 2 shares to Francis Mahoney of Saint John, stevedore, on December 28, 1875 and to his father 3 shares, August 19, 1876. See *Revolving Light*, NAC, RG 12, A1, Port Register, Saint John. From this point on unless other-wise stated information about selling shares comes from the Port Registers, NAC, RG 12 A1.

³⁰ J.M. Stevens Store Ledger, 1864-1910. Entry is for G.S. Turner, book 2, page 10, October 1875. The share was valued as a \$678.88 credit.

³¹ *J.M. Stevens*, schooner, 145 tons, Port number 30 of 1871, NAC, RG 12, A1, Port Register, Saint John, V146, mf C-389, built by Gilbert Brewster at Harvey Bank. It was named after a local merchant. The *J.M. Stevens* cost \$8,168.42 to build and outfit. J.M. Stevens Store Ledger, 1864-1910.

³² *Serrano*, barque, 594 tons, 145.8x31.3x18.2 feet, launched June 24, 1876, official number 72263, pennant letters SVKF, Port number 30 of 1876, NAC, RG 12, A1, Port Register, Saint John, V 274, C-390. It was sold to US interests in November 1893.

Launched June 24, 1876, the *Serrano* was financed by George F. Smith, a merchant and shipowner from Saint John, and Ezekial B. Ketchum, the manager of the Albert Mines, who bought 18 and 16 shares respectively.³³ The Captain, Solomon Edgett of Hopewell, also held eight shares. Ketchum doled out the money for the *Serrano* in drafts of \$900 to \$1,970 through the winter of 1876.³⁴ Turner still experienced cash flow problems as suggested by the suit filed by Joseph H. Reid of Saint John in January 1876 for \$1,000 for the non-payment for copper and other materials used on the *Revolving Light* but settled out of court.³⁵ Turner arranged *Serrano*'s first charter carrying local lumber from Harvey Bank.³⁶ He sold his remaining shares of the *Revolving Light* in the winter of 1875-76 to his father and others to raise the capital for a third vessel.

Turner's diaries and other records give considerable detail on the source and variety of the materials used in his shipbuilding and are suggestive of its role in the local economy. Although not subject to numerical analysis, they tend to support the old "linch-pin" argument on the importance of shipbuilding for other industries in the Maritime region. Perhaps, as

³³ George F. Smith was a second generation ship chandler and owner who was elected in 1879 to the Saint John Council on a reform platform to clean up the city's finances. Newspaper account in "Ward Scrapbook #6," pp. 196-7, Saint John Free Library, Saint John, New Brunswick.

³⁴ G.S. Turner Diary, 1876-78, Albert County Museum, Hopewell, NB, not accessioned. List of payments by E.B. Ketchum: March 2, 1876, \$1,970; March 25, 1876, \$909.55, April 4, \$1,970, May 2, \$2,000; G.F. Smith, April 10, \$800; J. Turner, May 16 \$1,000.

³⁵ PANB, RS 954, Supreme Court in Circuit, Court of Equity, Saint John County, Joseph Reid versus G.S. Turner, 1876. The Supreme Court Judgements list no judgement against Turner. PANB, RS 51B, Book 5, Supreme Court Judgements. Turner had been in equity court twice before. On April 1, 1864 he was sued for the non repayment of \$500 to Michael Keiver, RS 944, Supreme Court in Circuit, Court of Equity, Albert County, Michael Keiver versus G.S. Turner, 1864. On May 1, 1874 G.S. Turner sued Edward Rossiter of Alma for \$1,900, RS 958, Supreme Court in Circuit, Court of Equity, York County, G.S. Turner versus Edward Rossiter, 1874.

³⁶ G.S. Turner Diary, 1876-78, June 13th, 1876. It was chartered at 70 cents freightage for each 1,000 feet of 1"x12" spruce (or standard, 2,000 board feet: 1 board foot is 1"x12" by 1 foot in length). Turner bought the deals (3"x7") at \$19 a standard.

Acheson has suggested in his study of Saint John, McClelland may have underestimated the importance of shipbuilding linkages.³⁷

In the case of the *Serrano* his suppliers were either local or Saint John based.³⁸ Locally, he bought a large piece of oak from Captain E. Pye of Hopewell, a shipbuilder of medium-sized vessels. More large beams came from William Smith, a farmer from New Horton. Solomon Pearson, a sawmill and gristmill owner from Germantown, not only cut large logs for timbers, beams and frames, but acted as the moulder producing the specialty pieces such as frames and garboards. James H. Sherwood and Nelson Jameson of Hopewell Hill fabricated spars as did Bliss Steeves of Hillsborough. James Porter and D.H. Calhoun's sawmill in Harvey provided beams. John Moore's sawmill on Beaver Creek and the Owen Morris sawmill at New Horton cut most of the ships plank. James E. Fownes, a caulker from Alma, caulked the vessel on contract. In Saint John, Turner bought fabricated wood and metal products. The bowsprit came from George Williams, a ship carpenter from Portland. The windlass and timber for the ship's masts came from John Fisher, another shipbuilder. The James Domville foundry provided the iron knees. David V. Roberts, a shipowner, broker and Chandler provided the copper hull sheathing. The oakum came from George F. Smith, a merchant and lumber supplier. Thomas J. McAvity and Sons, hardware wholesalers, supplied the brass fittings. Either James or John Gaynor, both block-makers, made the ship's wheel. Additional cast iron came from Robert R. and Thomas G. Allan of the Allan Brothers Union

³⁷ See above page 4. See also T.W. Acheson, *Saint John: The Making of a Colonial Urban Community*, (Toronto: University of Toronto Press, 1985), pp. 14-18 & 53-5; and T.W. Acheson, "The National Policy and the Industrialization of the Maritimes, 1880-1910," in *Industrialization and Underdevelopment in the Maritimes, 1880-1930*, T.W. Acheson, David Frank and James D. Frost, (Toronto: Garamond, 1985), pp. 25-6.

³⁸ See G.S. Turner Diary, 1876-78, the winter of 1876-77.

foundry. The only other outside suppliers were Peter Leger, moulder, and Donald White, carpenter, of Caanan, Moncton Parish, who together provided the treenails to fasten the planking. These treenails came in full boxcar loads via the Intercolonial, which passed by Caanan, and the Albert Railway. As suggested by his bowsprit and mast purchases, Turner had to buy his long timber pieces from outside Albert County as few tall trees remained.³⁹

As a contract builder Turner normally received bi-monthly payments from his backers. Ketchum advanced over \$13,000 commencing in January 1876 for a portion of *Serrano's* construction period. After the launch of the *Serrano* on June 24, 1876, Turner chartered it to carry deals he purchased locally for shipment to Dublin. He also built a small scow for local use employing it to carry timber and other cargo down the Shepody River to Harvey Bank. The newly completed Shepody marsh portion of Albert Railway had a wharf on the Shepody River just across from Harvey Bank and his store.⁴⁰ A scow also allowed Turner to bring in by railway the increasingly scarce ship's timber.

The building of two large vessels enhanced Turner's standing in the local community. In August 1876 Gaius married Lucy Elizabeth Stiles, a school teacher and the daughter of a

³⁹ Due to over-cutting for the shipbuilding industry there were few easily accessible stands of tall pine trees. New Brunswick shipbuilders were eventually forced to turn to North Carolina for pine masts. This same trend also held true for Maine. Sager and Panting, *Maritime Capital*, p. 67 & 70. A.R.M. Lower comments that pine timber production began to decline appreciably in 1881, *The North American Assault on the Canadian Forest*, (Toronto: Ryerson, 1938), p. 38; S.A. Saunders in the same book comments large square pine timber production began to decline in the Maritimes by 1870, "Forest Industries that in the Maritime Provinces," *The North American Assault on the Canadian Forest*, p. 347; William Armstrong Fairburn, *Merchant Sail*, Volume 3, (Center Lovell, Maine, Fairburn Marine Education Foundation, Inc., 1947), p. 1643; and J.G.B. Hutchins, *The American Maritime Industries and Public Policy, 1789-1914*, (Cambridge: University Press, 1941), p. 559.

⁴⁰ On October 4th, 1877 he attended the grand opening of the Albert Railway at Albert. G.S. Turner Diary, 1876-78. There was a deep draught wharf directly across from the shipyard where the Albert Railway looped across the marshes to provide transshipment access to vessels. The old wharf for Hopewell Corners and Riverside was further upriver at the edge of the village and could only accommodate shallow draft vessels.

wealthy retired ship captain turned farmer named David Stiles residing in nearby Hopewell Hill. Stiles was a minor shareholder in the *Revolving Light*. Gaius built Lucy a new house 200 yards east of the shipyard on the bank of the Shepody River.⁴¹ The consummate businessman, he took her on a honeymoon to Saint John and Boston where he carried on business throughout the trip.⁴² Within the year they also had a son.⁴³

Turner was a mobile executive visiting his various businesses and occasionally becoming actively involved in specific operations. He preferred 'hands-on' contact and control. In 1876 however, he hired Harding E. Graves to run the store allowing him more time for his shipbuilding and political activities.⁴⁴ Turner continued to pay close attention to the shipment of goods and the arrival of materials. On June 12, 1876 he commented, "Went up to Riverside in boat for goods that came in the *Delta*. Came near being killed by stick of pitch pine timber being hauled against me against the rail."⁴⁵ He often could be found in the woods selecting trees for ship timbers. He often aided in the hauling of the logs by driving the teams to the shipyard. He assisted in haying and in the compressing of bales for shipment overseas. He inspected his sawmills frequently. Acting as the local patron, he also loaned \$500 to John Moore and Charles McNulty, both of Hopewell, for their sawmill on Beaver

⁴¹ Lucy Elizabeth Stiles, born October 25, 1839 at Hopewell, died May 26, 1924 at Vancouver, B.C. Daniel F. Johnson, *Vital Statistics From New Brunswick Newspapers*, Volume 137, 1875-6, (Saint John: Private, 1990). She was educated at Mount Allison University, *The Daily Times*, June 3, 1924, p. 7. She was a very strong Methodist and temperance activist in the Methodist movement.

⁴² G.S. Turner Diary, 1876-78, August 24, 1876. He tried to collect a \$250 debt from a emigrant from Albert County.

⁴³ His son Howard Abbot was born at 7 pm May 12, 1877. G.S. Turner Diary, 1876-78.

⁴⁴ G.S. Turner Diary, 1876-78, April 5, 1876.

⁴⁵ G.S. Turner Diary 1876-78, 12 June, 1876. The *Delta* was a coastal schooner, 100 tons, built at Hopewell in 1872 by Captain E. Pye, Port number 29 of 1872, NAC, RG 12 A1, Port Register, Saint John, V 147, mf C-389. The vessel was owned by Senator Abner R. McClelland and captained by Turner's cousin, James Turner.

Creek.⁴⁶

Late in the summer of 1876, in anticipation of building a third major vessel, Turner began selling off assets. He disposed of his three-quarters ownership in the schooner *Wave*.⁴⁷ On August 19, 1876 he sold his remaining three shares of the *Revolving Light* for \$2,700 to his father. Since the launch of the *Revolving Light* the 12 shares had been reduced to seven. Those seven shares had earned \$714.37⁴⁸ or about 5.7% interest per annum. Freight rates had declined steadily since 1874. (See Figure 18, p. 123)

Launched on August 8, 1877 the *Earl Granville* marked a return to large vessels at 1,193 tons.⁴⁹ In this case however, Turner had some difficulty in getting a buyer, conducting negotiations with two possible firms. The firm of Steeves Brothers, comprised of George, Gilbert, Gorham and G. Walter of Saint John and Liverpool, transplanted Albert County shipowners and merchants, sought a vessel of 170 feet keel, 37 feet beam and 22 feet six inches hold but only wanted to pay \$27.50 a ton. Negotiations took place over several months in the late summer and fall of 1876. Gorham Steeves offered to “supply all that I [Turner] might want, import copper and iron and thought that they would buy the ship.”⁵⁰

⁴⁶ Registry Records indicate the mortgage was dated November 10, 1875, PANB, RS 84B, Albert County Registry Office, Book Q, p.566, but his diary indicates that he was not concerned about the matter until April 6, 1876, Diary of G.S. Turner 1876-78. A local branch of the Bank of New Brunswick was not opened until the late 1890s.

⁴⁷ *Wave*, 1 deck, 2 masted schooner, 41 tons, built at St. Martin's in 1863 by John Bradshaw, Port number 12 of 1863, NAC, RG 12 A1, Port Register, Saint John, V 141, mf C-387.

⁴⁸ RS 55, Court of Equity, Turner, Isaac versus McMann, Silas and Winthrop McMann, 1879. The lawsuit arose over Isaac Turner not receiving his dividends from the shares after Gaius Turner sold them to him. The calculation is based upon \$714.37 profit divided by two years divided by an investment of \$900 a share times seven shares.

⁴⁹ *Earl Granville*, ship, 1193 tons, 188.1x37.7x23.1 feet, launched August 5, 1877, official number 72309, pennant letters SVLN, port number 31 of 1877, RG 12, A1, Port Register, Saint John, V 274, mf C-391. It was sold to Norwegian interests, May 1893, and renamed *Malone*.

⁵⁰ G.S. Turner Diary, 1876-78, August 12, 1876.

Despite the fitful pace of negotiations, Turner began assembling keel pieces at the end of August 1876 indicating his confidence that a buyer would be found. Meanwhile, he discussed with D.V. Roberts the building of an eight year insurance classed vessel for \$27.00 a ton. This rate increased with the inclusion of a pitch pine keelson, hatch beams, waterways, strake, rails, masts, topmast, lower yards and jibbons to \$27.50 a ton. Even at that figure Turner backed out, informing Roberts “that I could not build the vessel as the price offered was so low that I could not afford to do so.”⁵¹ Nonetheless, he began raising the stem and frames for a new vessel on October 5th. On October 28th, he again talked with the Steeves Brothers about buying the ship. In a period of declining shipping demand, shipowners could barter to a fine line on the contracts. Turner finally, on December 12th, agreed to build at \$27.50 per ton and received an immediate \$2,000 payment for work already completed. They signed the formal contract on January 5, 1877.⁵²

With this vessel we again see Turner as a contract builder drawing monies on the Steeves Brothers just as he had on Ketchum during the construction of the *Serrano*.⁵³ Turner had a minor investment of only 2 shares in the vessel.⁵⁴ By selling three *Revolving Light*

⁵¹ G.S. Turner Diary, 1876-78, September, 26, 1876. D.V. Roberts ended up building two vessels that year, the *Anglo India*, 1452 tons, 220x40x24 feet, ship, built at Portland and the *Areola* 827 tons, 171x35x21 feet, bark, built Portland. Ships and Seafarers of Atlantic Canada. The *Areola* was the same dimensions as the *Earl Granville*. No information is available as to the cost per ton in comparison to the *Earl Granville*.

⁵² G.S. Turner Diary, 1876-78, January, 5, 1877.

⁵³ Although he has not left behind a record of payments, his 1876-78 diaries, which are complete for the entire construction period, do not indicate payments between the Steeves brothers and himself. For later vessels he has a detailed payments received ledger. This would indicate that he may have forwarded all bills to Saint John. It would also reflect the statement made earlier whereby the Steeves Brothers agreed to allow Turner to draw all necessary supplies from them.

⁵⁴ G.S. Turner Diary, 1878-80, Memoranda pages. These two shares cost \$1,073.56 for the hull and \$434 to outfit, total \$1,507.36. Total cost of construction therefore is \$48,235.52.

shares to his father, he rolled his investment over into a newer vessel. The *Earl Granville*, younger by three years, offered a safer opportunity given the unpredictable life spans of wooden vessels. Ownership of the *Earl Granville* remained with the Saint John firm of Gilbert M. Steeves, which held 27 shares, with eight shares going to Liverpool friends of the Steeves, and most of the remainder spread among smaller Saint John interests. Other than Turner, only two other local investors held a total of four shares and one of these was the vessel's captain.

Meanwhile, Turner carried out a wide variety of business transactions linked to shipbuilding. He contracted out most of the sawing and spar work, and received frames and timbers from lands other than his own. The metal work he bought from Saint John, the iron knees coming from James Harris at \$63 a ton.⁵⁵ He had a close working relationship with another smaller shipbuilder at Hopewell Cape, Captain Edward Pye. His diary noted on one occasion that he had to return some iron to Pye which he had borrowed⁵⁶ and on another that he was looking to borrow some carpenters to speed up the completion of the *Earl Granville*.⁵⁷

Turner also traded actively in land during this period, perhaps acting as the local patron and for his own business interests. He bought farmland from Robert Smith on October 4th and sold it back to him on the 6th.⁵⁸ He bought a 115 acre woodlot in New Ireland for his West River sawmill on January 26, 1877 for \$105 payable \$50 at 5 months and \$55 at nine

⁵⁵ G.S. Turner Diary, 1876-78, February 13, 1877.

⁵⁶ G.S. Turner Diary, 1876-78, March 9, 1877.

⁵⁷ G.S. Turner Diary, 1876-78, June 11, 1877.

⁵⁸ PANB, RS 84B, Albert County Registry Office, Book P, p. 333 & 362, October 4th & 6th, 1876. There are two possible explanations for this rapid transaction: the first was that Smith briefly needed some money and used the farm's value to raise it. The second is that Turner could have realized he did not need it or could not afford it at that time. The first probability is most likely with Turner acting as the local patron.

months.⁵⁹ The deed did not go through until August 17, 1877⁶⁰ suggesting that he was counting on the profits of the vessel to pay for the land. He also sold 50 acres of woodlot behind (south of) Harvey Bank to George W. Oliver for \$150 on February 21, 1877.⁶¹

Turner played a role as international trader buying local timber for export to Great Britain.⁶² He also exported hay to Newfoundland and the United States. Hay was the most valuable staple of the Shepody, Hillsborough and Tantramar marshes and was sometimes exported to the detriment of local winter reserves and animal nutrition.⁶³ Turner also shipped potatoes from the Shepody marshes to Bermuda.

In 1877 Turner weathered a major disruption to trade in the Saint John Fire. On the twentieth of June Turner was in the city purchasing shipbuilding materials when the fire broke out. It was, he commented,

the most calamitous fire that I ever saw. It commenced at York Point slip, spread rapidly from the place of beginning to Dock shed taking all before it to Market slip then around halfway up and thence till it struck King Street East and then to Courtney Bay taking all to the south end except the courthouse and Jail and 4 other buildings, clear to Lower Cove and the Barracks.

Most of his suppliers, including the Allan Brothers foundry, James Domville, John Fisher, the Gaynors, Thomas McAvity and Sons, David Roberts, the Steeves Brothers and George Williams suffered severe losses, some losing their homes as well as businesses.⁶⁴ Even the

⁵⁹ Diary of G.S. Turner 1876-78, January 26, 1877.

⁶⁰ PANB, RS 84B, Albert County Registry Office, Book Q, p. 661.

⁶¹ Diary of G.S. Turner 1876-78, February 21, 1877.

⁶² Diary of G.S. Turner 1876-78, March 24, 1877.

⁶³ E.B. DeMerchant, **From Humble Beginnings: The Story of Agriculture in New Brunswick**, (Fredericton: Department of Agriculture, 1983), p. 18 & 21.

⁶⁴ For a detailed although dated history of the Saint John fire see George Stewart, **The Story of the Great Fire in Saint John, NB**, (Toronto: Belford Brothers, 1877). This work contains extensive lists of businesses and homes destroyed by the fire. **McAlpine's City Directory for Saint John for 1875-76** and

banks he dealt with burnt down. Although most rebuilt, they would have less capital to invest in shipbuilding. The Steeves Brothers, for example, who had been among Turner's leading clients, no longer invested in his ships.⁶⁵

In the final days before the launch of the *Earl Granville* Turner borrowed \$1,000 from his father to finish the vessel.⁶⁶ He also received \$1,000 from the Steeves Brothers. With business disrupted in Saint John he seems to have bought more locally, the putty for caulking came from Atkinson's store and the black paint from Barber & Anderson, both of Hopewell Corner. Although the ship was ready for launching by the 27th of July, Turner received a telegram from the Steeves asking for delay.⁶⁷ No reason was given but it may have involved a problem of insurance given that so many insurance companies had lost their offices in the fire and faced financial ruin from the large number of claims. After the launch on August 8th, Turner had the vessel towed to Saint John for completion with himself aboard to supervise the outfitting.

Turner's fourth vessel, the *Salacia*,⁶⁸ was a barque of approximately 800 tons and that

1878-79, (Halifax & Saint John: D. McAlpine's & Co.) were consulted to see how many firms rebuilt. A Moncton **Daily Transcript** article "Rebuilding St. John," dated June 22, 1882, p. 2, noted in the previous five years 454 stone and brick building rebuilt and 657 wooden for a value of \$5,551,417. (About \$220,000,000 today.)

⁶⁵ Esther Clark Wright has an account of the demise of the Steeves in **The St. John River and Its Tributaries**, (privately published, 1966), pp. 42 & 3. The collapse of the Vaughan shipping company in 1879 also affected the Steeves. Clark states there was over-speculation in the shipping market and most companies borrowed too heavily. In 1882 and 1883 the Steeves were sued five times for overdue notes; see PANB, RS 954, Supreme Court in Circuit, St. John County, Steeves, G. The Saint John based Steeves invested in one more vessel, the *Saint John*, a schooner of 248 tons built at Rothesay, Saint John County, in 1881, Port number 83 of 1881, NAC, RG 12 A1, Port Registers, Saint John. See also Ross N. Hebb, **Quaco, St. Martins**, pp. 124-31.

⁶⁶ G.S. Turner Diary, 1876-78, July 13, 1877.

⁶⁷ G.S. Turner Diary, 1876-78, July 27, 1877.

⁶⁸ *Salacia*, barque, 797 tons, 167.7x35.7x19.1 feet, launched June 15, 1878, official number 72331, port number 15 of 1878, NAC, RG 12, A1, Port Register, Saint John, V 274, mf C-391. It was sold to

construction marked the beginning of a long association with George F. Smith of Saint John. The choice of a barque's rigging shows that Smith appreciated the reduced running costs of a barque which needed fewer men than a ship to operate the sails. Turner erected the stem on October 19th, once again beginning to build before receipt of a firm order. The sale of the shares of the schooner *Harvey* on October 11, 1877 met most of the initial construction costs.⁶⁹ He and master shipbuilder, Dow, went to Saint John together on November 28th to promote their new vessel. On December 6th, Turner "agreed with G.F. Smith to build a bark [of] 160 feet keel, 35 feet 4 inches beam and 19 feet hold for \$28 per ton carpenters measurement vessel to be launched in May."⁷⁰ Payments began December 14th. Also, Turner provided a lease to G.F. Smith for his shipyard on December 12th and signed the shipbuilding contract December 26th. It would appear that Smith required the lease to protect the prospective owner against other creditors in case of financial difficulty on the builder's part.

The construction of the *Salacia* went smoothly and the completed vessel slid down the slipways on June 15, 1878.⁷¹ Like most Turner vessels it received its final outfitting in Saint John after being towed there by steam boat. G.F. Smith and E.B. Ketchum had

Norwegian interests in April 1894. Initially, it was to be named the *Silesia*, a principality in central Europe that had been absorbed by Germany, but by the time of registration the spelling changed to *Salacia*.

⁶⁹ Turner had 24 of 64 shares at the time of sale. When the ship was built three years earlier the shares were worth \$127.63 each. Thus, Turner would have realized a substantial sum on the sale of the *Harvey*, possibly as high as \$3,000. *Harvey*, NAC, RG 12, Port Register, Saint John, Volume 149. For the valuation of the shares see J.M. Stevens Ledger Book 1864-1910, Gilbert Brewster entry, July 28, 1873.

⁷⁰ G.S. Turner Diary, 1876-78, December 6, 1877. The keelson, rails, upper deck water ways and ceilings were specified to be pitch pine.

⁷¹ With the rapid construction of three large vessels at Harvey Bank local suppliers had run out of ready material. With the completion of the Albert Railway in 1878, Turner experimented with obtaining supplies by railway from more distant inland sources. Much of the ship plank and foot hooks came from A.O. Steeves and James Campbell of Salisbury. This must have proven to be an expensive experiment or it prompted local lumber suppliers to search out more timber because Turner switched back to local plank suppliers after the *Salacia*. See G.S. Turner Diary 1876-78, January 17, 1878.

inspected it on March 23, 1878 and agreed to buy it based on what they saw⁷² but Smith reserved the right to withhold final payment on his forty-nine shares until after outfitting.⁷³ The shipping market in the fall of 1877 had been relatively constant for the previous three years. Building a barque of this size cost over \$25,000.⁷⁴ Turner received an unpleasant surprise on launching the *Salacia* to discover that it was 32 gross tons bigger than the contract with G.F. Smith called for. Turner tried to pass the cost of the extra tonnage estimated at \$405.73, on to the new owner.⁷⁵ After three days of fruitless negotiations, in late July 1878, Turner admitted defeat and accepted the loss. It was a frustrating and humiliating experience which cut into his profit margins. This cost overrun may have been a factor in his decision to sell his two shares of the *Earl Granville* to his father-in-law, David Stiles, on July 15, 1878.⁷⁶

Like other entrepreneurs of the period,⁷⁷ Turner saw his business interests as closely intertwined with his political. As a patron in the community he gave employment, loaned

⁷² G.S. Turner Diary, 1878-80, Saturday March 23, 1878.

⁷³ G.F. Smith would eventually manage six Turner vessels and one other. Lloyd's Register, 1889.

⁷⁴ Turner's Diary for 1876-78 contains a complete payments received list. Disbursements were \$23,250 at two week intervals for the vessel before outfitting and he notes the cost of discounting notes cost him \$398.47. G.S. Turner Diary 1876-78, back cover.

⁷⁵ G.S. Turner Diary, 1878-80, Friday July 26, 1878. The vessel sold for \$28.00 a ton but was four inches wider and nine inches longer than contracted for. Gaius Turner was paid \$27,109.66 for the vessel. Ships of the period were made from templates derived from a half model of the hull that would usually be three to six feet in length. It is possible to make a consistent scale translation error. It is possible also that less thick frames and planking were used on the interior of the hull thus easily accounting for the extra internal volume.

⁷⁶ G.S. Turner Diary, 1878-80, July 15, 1878. The *Earl Granville* proved to be a profitable vessel. Costing \$1,507.36 for two shares, it earned 8.3% on its first voyage across the Atlantic and in 1878 earned Turner 7.8%.

⁷⁷ See T.W. Acheson, "The Great Merchant and Economic Development in St. John 1820-50," Acadiensis, VIII, 2, (Spring 1979), pp. 3-27. Later businessmen such as "Boss" Gibson of Marysville cotton fame are also illustrative of this trend.

money and provided favours to his supporters.⁷⁸ In return he expected political loyalty. His diaries tell of his letting local bills owing slide and even loaning mortgage money when he, too, was low on cash.⁷⁹ They also reveal a direct political involvement. During the first province-wide municipal-style elections of 1877, which replaced the justices of the peace system, his diaries comment, “29 May, Attended the first Municipal Elections at Harvey Corner. Got our man elected Guilford R Smith 181 votes and Asael Wells 170, Joseph W. Turner 125, Copp 118.”⁸⁰

Turner had sought a seat in the provincial legislature as early as 1874 without success. He was again defeated in 1876.⁸¹ A four week campaign in 1878 finally brought victory as a supporter of the winning Liberal-Conservative party.⁸² The key issues in New Brunswick politics in this period usually involved railways.⁸³

⁷⁸ In 1875 he was a shareholder in the formation of the Harvey Corner Institute with authority to buy or lease properties; however no building was erected until 1886. **Acts of the Province of New Brunswick**, 1875, Cap. CXXVI, April 10, 1875. The Harvey Hall was erected in 1886 under a separate charter and remains standing to this day.

⁷⁹ See G.S. Turner Diary, 1878-80, The Bank Museum, Riverside-Albert, NB, Accession number 994.02.48, Memorandum of Property Bought and Sold February 1, 1878, and also PANB, RS 84B, Albert County Registry Office, 1856-1900, Gaius S. Turner. He loaned out mortgage money in 1879 and 1887-8..

⁸⁰ G.S. Turner Diary, 1876-78, May 29, 1877.

⁸¹ His previous attempts at political office had been unsuccessful in 1874 and 1876, losing to Liberals Alexander Rogers and James Ryan, Directors of the Albert Railway in Hillsborough

⁸² G.S. Turner Diary, 1878-80, Friday, June 21, 1878. Turner received 1131 votes, Dr. W. Lewis of Hillsborough received 1170 votes, and merchant Rogers 750 and farmer Hopper 639. He spent four weeks electioneering. The launch of the *Salacia* in the middle of the campaign would have improved his chances due to the publicity.

⁸³ Two other issues were apparent in the 1878 election: voter approval of the 1876 Municipalities Act and the 1877 Education Act which gave all schools, even denominational, government support. For an overview of New Brunswick politics at this time see Robert Garland & Gregory Machin, **Promises, Promises...An Almanac of New Brunswick Elections, 1870-1980** (Saint John: University of New Brunswick, Saint John, 1979), pp. 11, 14-17, 19; and Legislative Library, **Elections in New Brunswick, 1784-1984**, (Fredericton: Legislative Library, 1984), pp. 1-15. For a history of the Premiers and coalition building see Arthur T. Doyle, **The Premiers of New Brunswick** (Fredericton: Brunswick Press, 1983). Railways became an even more contentious issue in the 1880s.

The Albert Railway had been incorporated in 1863, surveyed from Salisbury to Hopewell Corner by 1869, authorized a provincial subsidy in 1872,⁸⁴ with construction beginning in 1874.⁸⁵ The railway served Hillsborough interests in gypsum and lumber who were unenthusiastic about an extension to Hopewell Corner.⁸⁶ Local Liberals in Hopewell Corner, (Riverside-Albert) Hopewell Cape and Albert Mines successfully agitated for the extension of the Albert Railway to Hopewell Corner⁸⁷ and this was completed by October 4, 1877.⁸⁸ However, Harvey and Alma remained unconnected. Despite several petitions by a

⁸⁴ PANB, RS 22/70a, Provincial Secretary: Railway Administration Records, Albert Railway Company, Memorandum of Agreement Between Her Majesty the Queen and the Albert Railway Company, April 11, 1872. The delays in the 1860s had to do with attempts by the Legislature to repeal the Act once it was discovered how many railroads were desirous of subsidies. The Dominion Government was also hesitant in assuming all the railway debt as part of confederation. The death of the foremost promoter, Charles D. Archibald in 1869 also delayed organization. The Moncton Daily Times, October 6, 1877, p. 2.

⁸⁵ PANB, RS22/70a, Provincial Secretary: Railway Administration Records: Albert Railway Company, Surveyors bills, April 22, 1877. There were other railways in the county. See G.R. Stevens, Canadian National Railways, Volume 2, (Toronto: Clarke, Irwin & Co., 1962), pp. 307-9; David Nason, Railways of New Brunswick, (Fredericton, New Ireland Press, 1992), p. 72-6; and Shirley E. Woods, Cinders and Saltwater: The Story of Atlantic Canada's Railways, (Halifax: Nimbus, 1992), pp. 165-6. These three works lack any sort of detail and have many facts in error. See Art Clowes, "Mostly Railways: Historical Data on Albert County and Its Railways," Privately published, Riverview, NB, September 1998. While this work is a collection of newspaper clippings and government documents it shows the story is much more complex than at first believed. The northern part of the county had four railways: the Albert Railway, The Elgin and Havelock railway, the Hillsborough Branch Railway and the Albert Plaster and Railroad Company. The Albert Railway was originally incorporated in 1864. The Elgin and Petitcodiac was originally incorporated in 1874. See the Acts of the Province of New Brunswick, 1863-1918. The Hillsborough Branch Railway Company never seems to have actually built anything but served as a vehicle to garner support for various railways to radiate from Hillsborough. See Acts of the Province of New Brunswick, "Hillsborough Branch Railway Company," 1876, Cap. LVII, 1877, Cap XLVII, 1883, Cap LXXXVII, 1888, Cap. LIV, "The Moncton and Harvey Short Line Railway," 1889, Cap LXVI, 1894, Cap LXVI.

⁸⁶ PANB, RS 22/70a, Provincial Secretary: Railway Administration Records, Albert Railway Company, Henry F. Perley, Government Engineers to J. J. Fraser, Provincial Secretary, October 24, 1874. Delays between 1872 and 1874 were several including rival attempts at gaining the subsidy and Senator A.R. McClelland's (of Hopewell Corner) attempt to dissuade English bond holders from investing in order to keep the railway under local control for political partisan reasons. The Daily Times, October 6, 1877, p. 2.

⁸⁷ The Albert Railway Company passed final Government Engineer inspection in July 1878 and received its final subsidy money soon after. PANB, RS 22/70a, Provincial Secretary: Railway Administration Records, Albert Railway Company, Henry F. Perley to J.J. Fraser, July 22, 1878.

⁸⁸ The Daily Times, October 5, 1877, p. 2.

bi-partisan group of businessmen and farmers on both sides of the Shepody River⁸⁹ no subsidy was forthcoming for further extensions, although two surveys were undertaken by the Albert Railway.⁹⁰ A longtime supporter of the Albert Railway, in 1877 Turner withdrew from its board of directors⁹¹ and became a conspicuous champion of the Harvey Bank-New Horton extension. He dispatched Asael Wells and Guilford R. Smith, two local Liberal-Conservative political supporters, to Fredericton to seek a railway subsidy.⁹² The mission proved unsuccessful but made for an important local issue in the provincial election of the following year. On April 18th, just weeks before the 1878 call for election, the government appeased supporters of both political factions by approving both the Harvey Branch Railway Company

⁸⁹ PANB, RS 22/70a, Provincial Secretary: Railway Administration Records, Albert Railway Company, Petition by Asael Wells and G.R. Smith to Executive Council, March 15, 1876; Petition by W.C. Pipes, Jr, et al, May 17, 1877. This second petition was mislaid by the local MLA, J.S. Atkinson for three months.

⁹⁰ One survey examined a route from Hopewell Corner to Alma via the north side of the Shepody River and another route which favoured Turner's business interests left Hopewell Corner for Harvey Bank and New Horton through very difficult terrain before going onto Alma. The Moncton Museum, File folder A-052, (photocopies, originals source unknown), Preliminary Survey from Hopewell Corner to Harvey Bank and Salmon River, by A.E. Killam, certified by Walter M. Beck Chief Engineer, July 22, 1878 and Preliminary Survey from Hopewell Corner to "Harvey Bank" (with subsequent location and Extension to Salmon River, Parish of Alma, via the Germantown lake, and partially via the Horn Brook from Harvey Corner, Surveyed by W.W. Buck and certified by Walter W. Beck, July 22, 1878. Turner also comments on escorting W.W. Buck from Hopewell Corner to Mary's Point for the purpose of the survey. G.S. Turner Diary, 1878-80, August 1, 1878.

⁹¹ The Chignecto Post, June 14, 1877, p. 3. Turner's Diary makes no mention of a Directors' meeting on June 5, 1877.

⁹² During the debates about constructing the Intercolonial Railway, the New Brunswick Legislature would only agree to fund it if other parts of the province also received equal opportunity at subsidies. The 1864 Railway Facilities Act, also known as the "Lobster Act" because the money often went to aid local patronage, encouraged many branch lines off of the Intercolonial and the European and North American Railway. Without access to large sums of capital, construction for most railways did not occur until the 1870s. Confederation saw the Dominion assume the provincial government's debt but the issue of railway bonds was contentious. W.S. MacNutt, New Brunswick, A History: 1784-1867, (Toronto: Macmillan, 1963), p. 413. See also Woods, Cinders & Saltwater: The Story of Atlantic Canada's Railway's, pp. xi-xii, 157-174. For case studies of each of New Brunswick's railways see Nason, Railways of New Brunswick.

and the Albert Southern Railway Company (ASR).⁹³ Both Acts were purposely vague about the routes, although the Harvey Branch Charter specifically mentioned serving Harvey Parish only, whereas the ASR Charter mentioned the connection of Hopewell Corner to Alma. (See Map 4, p. 144)

Meanwhile, Turner's businesses appeared to prosper. He began the construction of a new store at Harvey Bank in the summer of 1878.⁹⁴ Turner also secured the extension of the telegraph to Harvey Corner in January 1878 which was of great convenience to his trading and shipbuilding activities.⁹⁵ He also sought improvements to his shipyard. In the fall of 1878 he lined the slipway base with stone, from the Mary's Point quarry in which he had an interest.⁹⁶ He also laid iron pipe to bring water to the steam box for shaping planks, put in new foundations for an oakum loft⁹⁷ and moved 'the old house' to the wharf to serve as an oakum loft.⁹⁸

⁹³ Acts of the Province of New Brunswick, 1878, Cap. XCIV, Cap. XCVIII. The Harvey Branch had as shareholders Gaius S Turner, Gideon Vernon, C.A. Peck, J.M. Stevens, W. Robinson, A.E. Killam, W.H.A. Casey, G.R. Smith, James W. Reed, John C. Smith, J. Alfred Stevens, A. Wells, Allen West, Gilbert Brewster, Chipman Reed, Warren Oliver, David Barber and James A. Smith, all southern Harvey Parish interests. The ASR had Robert Wright, Edwin Copp, Chesley Anderson, James A. Smith, Alexander McRae, William McGibbon, David C. Cleveland, James A. Tingley, Winthrop Akerley, Nathaniel H. Foster, Stephen S. Hoar, D. Harris Calhoun, Thomas Matthews, and John Kelly, all Shepody River and Alma interests.

⁹⁴ G.S. Turner Diary, 1878-80, August 1878.

⁹⁵ G.S. Turner Diary, 1878-80, January 17, 1878.

⁹⁶ On the soft clay soil of the Petitcodiac River this was an important consideration that would prevent warping of the ship while on the ways. See G.S. Turner Diary, 1878-80, October 14, 1878. Turner leased the Mary's Point quarry for five years at \$1 including all equipment on April 13, 1878. Bank Museum, Accession # 994.02.63, Lease of Mary's Point to G.S. Turner from Charles W. Archibald, of Blackheath, England, 28 May 1879.

⁹⁷ G.S. Turner Diary, 1878-80, July 19, 1878.

⁹⁸ G.S. Turner Diary, 1878-80, November 8 and 25, 1878. Oakum was unravelled hemp rope that was used to make the seams between planks water tight. It would need to be stored dry.

The planning of the construction of his next vessel, the *Coringa*,⁹⁹ a ship of 1343 tons, began with the mortgaging of the shipyard for \$1,500.¹⁰⁰ Instead of obtaining a contract from Saint John interests, possibly because of fire reconstruction,¹⁰¹ he found a buyer in Bennett Dewolf Smith of Windsor, Nova Scotia.¹⁰² Turner, in October 1878, contracted the sale of the vessel for a lump sum of \$35,250 or \$26.50 a ton and received an advance of \$6,200 for work already completed.¹⁰³ This later increased to “\$27.90 per ton finished for sea so far as the carpenter work goes.”¹⁰⁴ Smith further secured his investment with a lease of the shipyard.¹⁰⁵ Since this was Bennett Smith’s first dealing with Turner and the property was

⁹⁹ *Coringa*, ship, 1343 tons, 193x38.7x23.5 feet, launched April 25, 1879, official number 78290, pennant letters SPDH, port number 3 of 1879, NAC, RG 12, A1, Port Register, Windsor, NS, V 308, mf C-2457. It was condemned and sold to foreigners (non British Empire) at Buenos Aires, April 2, 1900.

¹⁰⁰ G.S. Turner Diary, 1878-80, Saturday, September 23, 1878. He mortgaged the ‘Charles Brewster place’ to Henry Calhoun for \$1,500 on September 28, 1878 and a farm on November 18, 1878 for \$150. The Albert County Registry Office, PANB, RS 84B, does not record any mortgages for this year for Turner.

¹⁰¹ For example Robert Domville had initial investments in new vessels for a total of 20 shares in ships in 1876, 12 in 1877 and only 4 in 1878. It is known he spent a considerable sum building the Domville building (the Maritime Bank, of which he was founder and President) with Mary’s Point stone. David A. Roberts held 64 shares in 1875, 40 in 1876 and 56 in 1877. Gilbert Steeves held 23 in 1877 and only 16 in 1878. Although he had moved to Liverpool, England in 1876-77, he was still a major investor in the family firm. By contrast G.F. Smith actually increased his annual new ship investments from 16 shares in 1876 to 52 in 1878, 29 in 1879 and 42 in 1880. This was in spite of getting burned out also. It would appear that Smith was taking advantage of a surplus market of shipbuilders. Maritime Research Unit, **Ships and Seafarers of Atlantic Canada**. Note: this is not total share ownership but rather a brief examination of the change in intensity of new investment by a select few businessmen linked to Turner. A study needs to be made on the impact of the Fire on New Brunswick ship ownership and the general economic impact on New Brunswick.

¹⁰² Bennett Dewolfe Smith was a shipbuilder and shipowner from Windsor, NS. In 1877 he closed his shipyard due to a labour dispute, thus necessitating the contracting out of building for his own fleet. He had built 27 vessels and had another 9 built for him. He died June 11, 1886 with 2 vessels and an estate worth \$600,000. Charles Armour, “Bennett Smith,” **Dictionary of Canadian Biography, 1881-1890**, Volume 11, Frances G. Halpenny, ed., (Toronto: University of Toronto Press, 1980), p. 834.

¹⁰³ G.S. Turner Diary, 1878-80, October 12, 1878.

¹⁰⁴ G.S. Turner Diary, 1878-80, September 8, 1878.

¹⁰⁵ G.S. Turner Diary, 1878-80, Monday, October 21, 1878. It is not entirely clear whether this was to protect Bennet in the increasingly unsettled economy of the late 1870s. A lease would protect Bennett so that work would continue if there were financial difficulties; however no such lease was ever registered in the Albert County Registry Office.

mortgaged, it was not an unusual precaution.

The construction of the *Coringa* drew less from Turner's own timber properties than previous vessels. The foot hooks and top planking came from Joseph Gould of Hillsborough. The treenails came from Shediac. The ship timber came from Murray and John McAmous of Harvey.¹⁰⁶ These timber men were not Turner's clients in the truck system. Their commercial interchange dealt in cash or promissary notes rather than goods. This method of building a ship was more capital intensive, which in Turner's case only became possible by regular advances from his buyer. The vessel came close to disaster during its launching when it stuck in the mud on the north side of the Shepody. Luckily, though resting on its side in the mud, the vessel was not permanently damaged.¹⁰⁷ Smith registered the *Coringa* in Windsor, Nova Scotia, holding 31 shares with another 21 distributed among his relatives. This was the only Turner-built vessel to be contracted for from outside the province and registered in Nova Scotia.

Turner followed the early spring launch with another vessel built over the summer. This proved to be a financial mistake. The *Egeria*,¹⁰⁸ a barque of almost nine hundred tons was launched on Sept 15, 1879, just five and a half months after the *Coringa*. (See Appendix

¹⁰⁶ G.S. Turner Diary, 1878-80, February-April 1879.

¹⁰⁷ The Moncton **Daily Times**, April 26, 1879, p. 3.

¹⁰⁸ *Egeria*, barque, 897 tons, 173.1x35.9x19.5 feet, launched September 15, 1879, official number 80008, pennant letters SWHP, Port number 35 of 1879, NAC, RG 12, A1, Port Register, Saint John, V 274, mf C-391. It was sold to Americans and disappeared in 1906. His two shares cost \$851.80 for the hull. The *Egeria* was also yellow metalled in Saint John, a certain rarity as most New Brunswick vessels were plated later in life or while in England where it was cheaper. The sheeting cost 12 3/4 cents a lb. at six months payment. G.S. Turner Diary, 1878-80, August 26, 1879. This *Egeria* is not to be confused with the one launched at Miramichi in 1859, 1,066 tons and presently located in Port Stanley, Falkland Islands. Eric Lawson, "Egeria: The Nineteenth Century Canadian Built Sailing Ship at Port Stanley," **The Falkland Islands Journal**, 1986, p. 15.

7, p. 216 for a copy of her Lloyds survey of construction and notations.¹⁰⁹) Turner may have been tempted into this departure from normal practice by the availability of a customer. In launching the venture George F. Smith contracted for 25 shares. Turner wound up with 10 shares suggesting that he may have had difficulty finding other shareholders. Saint John shareholders invested less and Albert County shareholders invested more in this vessel, perhaps the continuing influence of the fire. The *Egeria* contributed to Turner's cash flow problem with much of his capital tied up in the vessel. In 1879, Turner was active in quarrying, building a new store and sawmill,¹¹⁰ farming, trading, lumbering, and agitating for a railway extension to Harvey Bank.¹¹¹ Each of these activities tied up time and capital to the point that it became difficult to raise money. The new store also diluted his available cash. A rough guide of his worth is indicated in his tax assessments in Table 3, p. 104, but a truer indication of his financial worth, but not liabilities, is in Figure 19, p. 124. After launching almost completely outfitted, the *Egeria* left for Dublin from Saint John on September 30 carrying Albert County lumber.¹¹²

¹⁰⁹ The Lloyds ship surveys at the National Maritime Museum, Greenwich, England, are particularly useful because they describe the measurements and types of wood in each of the major parts of the vessel. Unfortunately, the other two major ship surveyors, American Bureau of Shipping and Bureau Veritas have destroyed their records. The *Egeria* was the only Turner vessel surveyed by Lloyds thus being the only known exact description of a Turner vessel.

¹¹⁰ G.S. Turner Diary, 1878-80, September 27, 1878. The new sawmill was at Roshea and he complained, "[I] did not like the foundation nor the way she was boarded in [showing] no exhibition of workmanship in either."

¹¹¹ PANB, RS 22/70a, Provincial Secretary: Railway Administration Records, Albert Railway, Petition of Ratepayers of Albert County for Subsidy for Railway from Terminus of Albert Railway at Hopewell Corner to Harvey Bank, April 15, 1879. The petition has 108 signatures starting with Isaac Turner. Gaius's name is missing, likely because he was now a politician and wanted to avoid overt influence, but the preamble is in his handwriting. The petition specifically comments on the need for a railway to service the shipyard at Harvey Bank and asks for a \$5,000 a mile subsidy.

¹¹² Ship Ledger Book and Voyages, belonging to Joshua M. Steeves 1874-1901, Albert County Museum, Hopewell Cape, NB. *Egeria*, pp 26, 33, 49 & 71. This Ledger book contains detailed ship accounts for the *Annie E* and a travel log for the *Alert*, *Arianna*, *Constance*, *Egeria*, *Enterprise*, *Ethandune*, *Galatea*,

The necessity of having to borrow extensively on promissary notes to build his two vessels played havoc with his personal finances. Turner liquidated eight of his *Egeria* shares to G. F. Smith and James Down in Saint John and Captain George F. Coonan of Harvey in October 1879. He obtained \$800 from Coonan for two shares. He sold his last two shares to his father on November 26th for an unspecified sum. He also mortgaged property for \$1,500 at 7% interest. These measures kept him afloat only for a few months.¹¹³ Meanwhile, New Brunswick's exports of stone, deals and hay declined markedly in the face of another economic crisis. (See Figures 6-9, pp. 111-114) Lumber prices had declined by 22.1% since 1875, the most recent good year.¹¹⁴ Ship owners also faced low freights.¹¹⁵ (Figure 18, p. 123) With bankruptcy looming for Turner, his father-in-law bought his new store on October 31st, 1879 for \$1,700¹¹⁶ and continued Harding E. Graves as the manager. The insolvency problems became public when John Harris of Saint John successfully sued Turner in December 1879 for \$2,000 for repayment of a three month note.¹¹⁷ As a measure to protect

Hattie C., Keewaydin, Latona, Magellan, Maggie Woods, St. Olaves, Vandalia, Wascano, WNH Clements and Wawbeek. The Egeria cost \$851.80 for two shares for the hull only. Using a ratio of outfitting costs for the Earl Granville, a slightly larger vessel, the outfitting cost would come to \$344.41 for two shares. The Egeria would have, therefore, earned about 10.8% on her first voyage across the Atlantic. See G.S. Turner Diary, 1878-80, back cover.

¹¹³ George Bishop attributes his bankruptcy to his involvement in railways; however no reference of his direct involvement in railways can be found in his diary for 1879/80. George Bishop, Chairman, "Still the Gentle Breezes Blow": Essays on the History of Harvey Parish, (Albert, NB: Harvey Parish Bicentennial Committee, 1984), p. 8. It is possible Bishop confused this bankruptcy with that of Turner's 1892 bankruptcy.

¹¹⁴ See M.C. Urquhart, editor, Historical Statistics of Canada, (Toronto: Macmillan, 1965), Export Price Indexes, p. 299, Column 90, Wood Products.

¹¹⁵ Turner's vessels were not large earners. For example, the *Egeria* only brought in \$191.99 to Turner between September 1878 and April 1882, a rate of return of less than 8%. Ship Ledger Book, J.M. Stevens, *Egeria*.

¹¹⁶ PANB, RS 84B, Albert County Registry Office, Book R, p. 378, October 31, 1879

¹¹⁷ PANB, RS 954, Supreme Court in Circuit, Court of Equity, Saint John County, James Harris versus G.S. Turner, 1879. The note dated August 26, 1879 was for \$1,879 due for goods, materials and cash.

themselves, Thomas G. & Robert G. Allan of Hillsborough placed a lien against his land and sawmill on the West River.¹¹⁸ Meanwhile, he lost money that January when a cargo of his deals was damaged when a schooner, the *Ettawanda*,¹¹⁹ went aground in the Bay of Fundy.¹²⁰

On February 14, 1880, Turner had to face financial defeat and according to the Act of Insolvency his estate went into trust under the supervision of George Calhoun.¹²¹ He surrendered his store.¹²² The Bank of Nova Scotia refused to extend further credit and recommended a creditor's meeting.¹²³ With Grave's help Turner eventually established that he owed \$15,000. After several weeks of negotiation with his Saint John creditors, which included some of his shipping associates and material suppliers, Turner settled with the creditors for 50 cents on the dollar on his father's security with a 3, 6, 9, and 12 month repayment schedule.¹²⁴

This setback did not spell the end of his business affairs because most businessmen realized that cash flow problems were a normal business hazard. Between 1875 and the end

¹¹⁸ PANB, RS 84B, Albert County Registry Office, Book R, p. 500, January 13, 1880.

¹¹⁹ *Ettawanda*, schooner, 80 tons, official number 72218, built June 1876 at Greenwich, NB by T. Boyle, registered Saint John, **Ships and Seafarers of Atlantic Canada**.

¹²⁰ G.S. Turner Diary, 1878-80, January 20, 1880. The **Northern Shipwreck Database** records the loss at \$300, an indication of at least some insurance.

¹²¹ PANB, RS 84B, Albert County Registry Office, Book R, p. 500, February 14, 1880.

¹²² G.S. Turner Diary, 1878-80, January 23, 1880. It would appear that Turner had only sold the physical building to David Stiles and the lien was against the stock in trade and this is why he had to turn the keys over to Calhoun. Turner had run a store that his father owned and it would appear that Isaac still controlled it or had closed it up when Gaius built the new one. When Turner and J.M. Stevens opened up a quarry at Mary's Point they had a store there and it is possible the old Turner store was moved. See G.S. Turner Diary, 1878-80.

¹²³ G.S. Turner Diary, 1878-80, December 1 & 2, 1879. Mr. Lewis, the head cashier recommended that "I [Turner] had better call a meeting of my creditors."

¹²⁴ G.S. Turner Diary, 1878-80, January 29, February 10 & 12, 1880. Saint John creditors included E. Lisher, Parchard, Jardine, Masters, McAuley, Hean, J.M. Steeves, S. White, G.S. Thompkins & Sons. Local creditors included Vincent S. White, Thomas McAvity and Alexander C. Jardins.

of 1879, bankruptcies in Canada had almost doubled.¹²⁵ Turner's financial difficulties were by no means unusual. Many shipowners worried about insolvency as freight rates reached their lowest levels since the late 1850s. (See Figure 18, p. 123) Prominent firms, such as the Steeves Brothers and the Vaughan's of Saint John also faced bankruptcy in 1880.¹²⁶ Turner's situation was aggravated by the outstanding debts of Albert County residents which he could not collect without forcing them into bankruptcy court.¹²⁷ In the end, he kept all but his new store and ship shares, which he had sold off, under the repayment plan. A Saint John lawyer, merchant, friend and confidant during this financial crisis, Montesque MacDonald, invested his own money on Turner's behalf, to purchase the small coastal schooner the *P.W.* in April, 1880.¹²⁸ Turner eventually repaid the \$215 purchase price, but the vessel remained registered in MacDonald's name, a possible protection from future creditors.¹²⁹

The 1870s were for Gaius Turner a memorable decade. They opened with him learning the merchandising and lumber business from the perspective of his father's store. His success in this made him heir apparent to the family business. Particularly interested in shipping and shipbuilding, he did not hesitate on taking over the business to move into the annual construction of sea-going vessels. When Turner began shipbuilding, the shipping and shipbuilding industry looked promising from the vantage point of the early 1870s. Wheeling

¹²⁵ The Moncton Daily Times, January 5, 1885, p. 2. Bankruptcies in Canada decreased from 1,902 in 1879 to 907 in 1880 to 657 in 1881.

¹²⁶ Wright, The St. John River and its Tributaries, p. 43. Ross N. Hebb, Quaco, St. Martins, p. 131.

¹²⁷ G.S. Turner Diary, 1878-80, September 8, 1879. "H.I. Bennett was here and plead poverty. Wanted me to put him into Bankruptcy Court."

¹²⁸ G.S. Turner Diary, 1878-80, February 28, March 3, and March 3-9, 1880.

¹²⁹ The ship registries record no further transactions after MacDonald purchased it. *P.W.*, schooner, 75 tons, 75x24x7.2 feet, built at Alma, launched June 5, 1867, official number 59117, port number 83 of 1867, NAC, RG 12, A1, Port Register, Saint John V 145, mf C-388.

and dealing with the onslaught of a depression proved more difficult than anticipated and he gradually settled into a niche as a contract builder of ships with other investors taking the risks of ownership. He was fortunate that he had the backing of his father who bought out his vessel shares at key moments. He was fortunate also in his choice of his wife who brought him not only a son but a father-in-law who also rallied around in difficult circumstances.

The details of Turner's activities as a shipbuilder, especially his widespread purchases of materials, tend to support those historians like Innis, Sager and Panting who argue the importance of the ship-building industry to the New Brunswick economy. His activities also show the uncertainties of doing business in an industry in which a few unexpected developments could leave the participant with critical cash flow problems. This decade also shows his growing role as a patron of the community. By his own reckoning Turner was steadily amassing wealth. Yet by the end of the decade he was fortunate to escape from bankruptcy with only the loss of his vessel shares and new store. But with his entrepreneurial optimism still intact, he entered the 1880s confident of finding success in both marine and land-based activities.

Chapter 3: The Pinnacle: the *Annie E Wright* and the Harvey Branch

The depression of the 1870s wiped out many New Brunswick businessmen. Others felt the commercial repercussions of the Saint John fire. For shipbuilders, shortages in capital aggravated the difficulty of finding buyers for wooden vessels in a sharply declining international market. Cheap English metal vessels allowed steam vessels to dominate the high value trade routes leaving to the wooden sailing vessels low value, long haul bulk cargoes. Some Maritime investors sold out to the growing mercantile fleet of Norway, which seemingly prospered with second hand wooden sailing hulls, low wages and a concentration on hauling wheat, lumber, nitrates and cotton.¹ Others transferred their capital to manufacturing enterprises which, behind the protection of the “National Policy”, proliferated throughout the Maritimes in the 1880s.² Thus, in continuing shipbuilding through the decade, Turner bucked powerful regional, national and international trends. His response was to build even larger ships, including the *Annie E Wright*, the third largest wooden vessel built in New Brunswick. The death of his father in 1883 gave Turner the additional capital to launch a three mile railway at Harvey Bank. Success in these two fields, in addition to elevation to the provincial cabinet, brought Turner to the pinnacle of his business career in 1880-85. In seeking to re-establish his solvency in 1880 Turner turned again to shipbuilding as export prices began to

¹ Sager & Panting, Maritime Capital, pp. 127, 139, 196, 204, 209-10; See also, Helge W. Nordvik, “The Shipping Industries of the Scandinavian Countries, 1850-1914,” in Change and Adaptation in Maritime History: The North Atlantic Fleets in the Nineteenth Century, Fischer and Panting, editors, pp. 117-148.

² See Acheson, “The National Policy and the Industrialization of the Maritimes, 1880-1910.” For a study of the development of heavy industry in Nova Scotia see L.D. McCann, “The Mercantile-Industrial Transition in the Metals Towns of Pictou County, 1857-1931,” Acadiensis, X, 2, (Spring 1981), pp. 29-64. See also R.T. Naylor, The History of Canadian Business, Volume 1, The Banks and Finance Capital, (Toronto: James Lorimer, 1975), pp. 35-59 and Volume 2, Industrial Development, pp. 70-73, 78-83, 104-124, 144-5.

rise. The economy seemed to be on the upswing. (See Figure 8, p. 113) Newspapers reported trade revival with the United States in cattle, hay and lumber.³ Exports of New Brunswick lumber rose from \$3.59 million for the year ending in June of 1879 and increased to \$4.06 million in 1880. Exports of New Brunswick stone increased from \$29,018 in 1879 to \$40,469 in 1880.⁴ The several quarries in the county expanded operations for the American trade.⁵ Agricultural and wood prices halted their six year decline.⁶ (See Figures 6-8, pp. 111-113)

Turner found a reliable and familiar customer in George F. Smith, a shipowner and merchant from Saint John, who proposed a barque of 948 tons in which he would hold 34 shares.⁷ Begun in March 1880 and completed in August, the *Latona*'s⁸ rapid construction suggested that Turner still had solid financial backing from Saint John interests. His own contribution amounted to 10 shares or \$2,732.46 for the hull and \$1,159.92 for its outfitting.⁹

³ Daily Times, March 11, 1880. The paper also commented, "Our vessels are getting ready for the summer work, and we expect business to be very brisk." See also the Chignecto Post, April 15, 1880, p. 3. The newspaper article specifically comments on the ability of the Albert Railway to get the hay quickly to market.

⁴ Canadian Sessional Papers, Trade and Navigation, General Statement of Exports, 1880 & 1881. Note the statistics are compiled for the year ending June 30 and are one year in arrears as to publication.

⁵ See the Moncton Daily Times, March 11 & May 14, 1880. The Bay of Fundy Quarrying Company at Mary's Point erected a new store, employed 60 men and the newspaper suggested double that would be hired in the spring. They also operated a quarry at Wood Point. The Steven's Quarry (Freestone Quarry) in which Turner invested at Mary's Point had 30 men working providing material for the United States.

⁶ M.C. Urquhart, editor, Historical Statistics of Canada, (Toronto: Macmillan, 1965), p. 299 Export Price Index. Wood products had declined 22.3% in price 1874-79 and agricultural products 25.0%.

⁷ Daily Times, March 11, 1880. It reported "It is rumoured that the keel for a much larger ship than any built heretofore, will be laid in the building yard of Gaius S. Turner Esq. at Harvey." However, the newspaper proved wrong with the *Latona* only measuring in at 948 tons, less than the *Revolving Light*.

⁸ *Latona*, barque, 948 tons, 180.1x36.3x20.1 feet, launched August 21, 1880, official number 80039, pennant letters TBGS, Port number 35 of 1880, NAC, RG 12 A1, Port Register, Saint John, V 274, mf C-391. It was condemned and sold at Valparaiso, Chile, and no record existed after 1899 in Lloyds Register, Bureau Veritas, or Record of American Shipping.

⁹ G.S. Turner Diary 1878-80, back cover, Bank Museum, Riverside-Albert, NB, Document 994.02.48. This means the vessel cost \$41,519.44 complete or was worth \$648.73 a share. Turner notes having 6

The fact that he was able to buy several pieces of land after the launching without the sale or mortgaging any of his property also suggests that his reputation was again secure.¹⁰

Turner followed the *Latona* with the *Galatea*,¹¹ a larger barque of 1178 tons, reflecting the coming of better economic times and his continued business relationship with George F. Smith. The economy continued to do well with lumber export prices jumping 14.3% in 1881.¹² Once again, G. F. Smith was the chief backer, with 18 shares, along with other Saint John investors for a total cost of \$50,879.36. Turner pursued his usual practice of unloading six shares in the *Latona* and acquiring 12 valued at \$9,539.88 in the new vessel.¹³ Launched on September 9, 1881 the *Galatea* sailed for London on October 1st with a load of Albert County timber.¹⁴ Meanwhile, he secured significant pieces of woodlot that spring and summer, totalling 1,200 acres including two free grants from the provincial government.¹⁵

shares or \$3,892.38 invested; he sold 2 for \$1,304.37 or \$652.18 a share on December 11, 1880. On its first voyage it earned Turner \$217.72 or 8.4% return on shares held.

¹⁰ PANB, RS 272, Land Petitions, Gaius S. Turner, AL 1881, p. 13. On February 16, 1880 he petitioned for 350 acres on south side of Shepody Road and at Mt. Gideon. This was reduced to 140 acres (Lot 95 and south part Lot 16 of Block 14), and Turner paid \$140 on March 31, 1881. On April 17, 1880 he applied for 250 acres but this was reduced to 200 acres of Lot 65 & 67 of Block 14 and he paid \$160 for it on August 28, 1880. He also petitioned for 250 acres April 17, 1880 and received 176 acres of lot 54 Block 14 for \$140.80, paid August 28, 1880.

¹¹ *Galatea*, barque, 1178 tons, 194x38.3x22.7 feet, launched September 8, 1881, official number 80089, pennant letters TBHQ, Port number 40 of 1881, NAC, RG 12 A1, Port Register, Saint John, V 274, mf C-391. Lost at sea February 15, 1899. It was built at \$27.50 a ton carpenter for the hull and was 1330 10/94 tons carpenter or \$36,575.00 for the hull. A carpenter ton was an old volume measurement used prior to 1854 which was less precise in measuring the volume of a vessel. Because it was less precise it tended to inflate the size of the vessel. Many shipwrights continued to use this term up to the end of the 19th century.

¹² Urquhart, Historical Statistics of Canada, p. 299.

¹³ G.S. Turner Diary, 1878-80, back cover. It was 1330 tons carpenter and \$749.99 a share.

¹⁴ Ship Ledger Book, J.M. Stevens, *Galatea*, pp. 31, 43, 57 & 76. It was employed on the New York/Philadelphia to Antwerp/Amsterdam route carrying cased oil and after 1890 on the Manila and Newcastle, Australia routes.

¹⁵ PANB, RS 686, Land Grants, (Microfilm), F-16404, April 4, 1881 and F-16405 June 10, 1881. He paid \$575 for this land. Interestingly he applied for a 50 acre parcel of land at the head of the West River (lot 17 & 18) but this was not granted until 1888. PANB, RS 272, Land Petitions, Gaius S. Turner, AL 1881, p. 243 & PANB, RS 686, Land Grants, F-16425 March 19, 1888. He also paid for a property from

With a slack shipping market in late 1881, Turner was unable to find a buyer for another large vessel. He resolved to keep his work force occupied and financed construction himself of a much smaller vessel, the *Argyll*, a brigantine of 299 tons, which cost \$15,701.76 to build.¹⁶ Between September 1881 and January 1882 he sold six shares of the *Galatea* to finance construction. He also tried something new in mortgaging four shares for \$2,000 to George F. Smith.¹⁷ Mortgaging shares would raise almost as much money as selling but would still entitle him to his share of profits on his original investment. Not only was a relatively small brigantine cheaper to build, it was cheap to operate and well suited for the east coast and Caribbean trades.¹⁸ Turner was the major shareholder with 35 shares and a total investment of \$8,586.90. His wife bought six additional shares. The success of this vessel, of which he was still the majority shareholder in 1892, helped put Turner back on his feet.

By the summer of 1882 the large ship market was looking better than it had in the previous four years. In July Turner sold eight shares of the *Argyll*, valued at \$1,760, in preparation for his next vessel, the *Vandalia*, a large ship of 1482 tons.¹⁹ Its size was an

the previous year.

¹⁶ *Argyll*, brigantine, 299 tons, 119.2x29.9x12.1 feet, launched June 1, 1882, official number 85975, pennant letters WMRD, Port number 25 of 1882, NAC, RG 12 A1, Port Register, Saint John. It was sold to Norway, October 20, 1891, and no longer listed after 1898 in Lloyds, Bureau Veritas, or Record of American Shipping. This meant a share was worth \$245.34. G.S. Turner Diary, 1878-80, back cover.

¹⁷ Turner minimized his land purchases during the construction of the *Argyll* buying only one piece of property worth \$75. PANB, RS 84B, Albert County Registry Office, Book T, p. 298, December 1, 1881.

¹⁸ Shares only cost \$229.72 a piece completely outfitted for sea, one quarter the capital needed for a large 1,000 ton plus vessel, G.S. Turner Diary, 1878, back cover.

¹⁹ *Vandalia*, ship, 1432 tons, 210.2x40x24.2 feet, launched August 20, 1883, official number 85605, pennant letters TNQB, Port number 44 of 1883, PAC, RG 12 A1, Port Register, Saint John, V 278, mf C-392. It was condemned after a collision in which the steamer *Duke of Buccleuch* sank in the English Channel. It was later sold to Norway as the *Hauger* and no longer listed after 1897 in Lloyds, Bureau Veritas, or Record of American Shipping. The *Vandalia* shipped for London September 25, 1882 and was employed on the New York to Montevideo/Valparaiso and later to the Antwerp/Amsterdam/London run. Ship Ledger Book, J.M. Stevens, *Vandalia*, pp. 36 & 55.

indication of a rebounding ship market, but also that ships needed to be larger for Saint John owners to make a profit in the low value cargo routes to which their sailing vessels were relegated.²⁰ George F. Smith and his associates provided most of the money holding 54 shares. There was also one New York investor and the remainder of the shares sold locally. The launch of the *Vandalia* on August 20, 1883 drew a special excursion train from Moncton to witness the ceremonies.²¹

As the economy continued to improve Turner invested in more timberland and another sawmill. In October 1882 he bought the James W. Wallace sawmill and property on Turtle Creek at Berryton in Coverdale Parish for a \$4,500 mortgage.²² Less profitable were his ventures in the building stone industry.²³ A five-year lease on the Mary's Point quarry beginning in 1878 in response to the demand for stone after the Saint John fire turned sour. The United States imposed a duty on building stone in 1880 to protect their own industry and American construction firms increased their use of concrete.²⁴ (Figure 8, p. 113) Turner set

²⁰ For a detailed discussion on the economics of shipping see Martin Stopford, *Maritime Economics*, 2nd Edition, (New York: Routledge, 1997).

²¹ "The Harvey Excursion," *Daily Times*, August 21, 1883, p. 3.

²² PANB, RS 84B, Albert County Registry Office, Book U, p. 78 & 103. Turner was later accused of buying the mill for political gain, ie employment=votes, in a predominately Liberal parish, and was also accused of buying the mill to deny Hillsborough businessmen the profits from the mill. *The Maple Leaf*, April 17, 1886, p. 2.

²³ The Mary's Point Quarry was known for its rose coloured hue and was in high demand at the time when large edifices of several stories height were under construction on the east coast. The quarry employed 40-50 workers at peak periods. The Stone was used to construct buildings in Halifax, Saint John, (after the 1877 fire), Boston and New York. See Gwen L. Martin, *For the Love of Stone*, Volume 2, (Fredericton, Department of Natural Resources, 1990), pp. 46-7.

²⁴ The Moncton *Daily Times* of March 11, 1880 and May 14, 1880 noted that the quarry had shut down in 1878 originally due to high US tariffs. According to Martin, *For the Love of Stone*, pp. 38-47, Reciprocity had ended the tariff on stone but Mary's Point had shut down in 1862 for lack of sales. It reopened in 1877 after the Saint John fire. However, by 1883 the US had increased tariffs to 20% and by 1890 it was at 40% thereby limiting its potential market. The rival Bay of Fundy Quarry at Mary's Point was especially hard hit by the decline in demand and faced many lawsuits in 1882-3 over their promissary notes being unredeemable. Maine granite production dramatically increased as the American tariff rose. William Hutchinson Rowe, *The Maritime History of Maine*, (New York: W.W. Norton, 1948), pp. 262-

out for New York sometime in 1883 to find new buyers for the stone,²⁵ but he was unsuccessful and did not renew his lease on the quarry.²⁶

Politically, Turner continued to thrive. The 1882 election became confused with a federal election in the same year. Provincial politics emphasized a combination of alliances of personal loyalty and promises of local patronage more than the party system. The parties were better known as the Government and the Opposition as individuals changed their support depending on how issues affected their home riding. Turner was re-elected as a Liberal-Conservative supporter²⁷ of Premier Daniel L. Hannington but his support for Hannington ended a few months into the administration. In a vote of non-confidence, Turner gave his support to the Opposition leader Andrew G. Blair. On becoming premier in March of 1883, Blair appointed Turner Minister Without Portfolio. While no Turner or Blair correspondence has survived for this period, the key to the switch was probably the question of the Albert Railway extension.²⁸ The Liberal-Conservative provincial government had failed to subsidise an extension to Harvey Bank.²⁹ Blair may have promised support for Turner's schemes.

During the building of the *Vandalia*, Turner's father, Isaac, died on March 31, 1883

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²⁵ George Bishop, Chairman, **"Still the Gentle Breezes Blow": Essays on the History of Harvey Parish, Albert County, New Brunswick**, (Albert, NB: Harvey Parish Bicentennial Committee, 1984), p. 7.

²⁶ The Bank Museum, 995.2.27a, C.A. Palmer (Saint John lawyer), to G.S. Turner, September 24, 1883.

²⁷ The Moncton **Daily Times**, June 23, 1882, p. 2. The vote was: Lewis, 1214, Turner, 1191, Taylor, 499, W. West, 494, D. Cleveland, 21.

²⁸ D.M. Young notes the crossing of the floor and specifically mentions Turner but states that an accusation of bribery was likely gossip. "Andrew G. Blair," **Dictionary of Canadian Biography, 1901-1910**, Vol XIII, p. 77.

²⁹ See petition of Ratepayers of Harvey Parish, PANB, RS 22, Provincial Secretary, Railway Administration, 70B, Albert Railway, March 1, 1879.

naming Gaius the chief beneficiary and administrator. As the favoured son, he inherited the old store, his father's timber lands and sawmills, three shares in the *Revolving Light* and two shares in the *Egeria*. The estate was worth about \$17,000 after settlement.³⁰ This inheritance made Turner the single largest landholder in Albert County, with real property valued at over \$10,000.³¹ (See Table 3, p. 104 and Figure 19, p. 124) With the confidence bred of increased capital, Turner not only pushed ahead with shipbuilding but ploughed substantial sums into local railways.

Sager and Panting in Maritime Capital follow T.W. Acheson's portrayal of local ship-builders and ship owners as transferring their capital away from the low and risky returns on ship owning to safer returns in manufacturing and railroading in central Canada.³² D.L. Poynter points out that the "National Policy" "had left out the song of the sea and the sound of the lumberman's axe," as tariffs and taxes rose.³³ Sager and Panting also suggest that for a brief period in the 1880s and 1890s landward investments offered better returns than shipping, thus encouraging the expansion of sugar and cotton mills, public utilities, the Nova

³⁰ PANB, RS 61, Albert County Probate, Isaac Turner 1883.

³¹ He also invested in four shares in the *Carlotta*, a Hopewell Cape built vessel. *Carlotta*, schooner, 210 tons, 104.9x27.7x11.3, launched June 19, 1882, built by Joseph Cook of Hopewell Cape, official number 85977, registered Port number 27 of 1882, NAC, RG 12 A1, Port Register, Saint John, V 274, mf C-391. The key shareholder was Joseph Cook with 52 shares. However, during the same period Turner also sold fifteen shares of the *Argyll* in January and two in March 1883 and sold his five remaining shares in the *Galatea* during the spring and summer of 1883 for working capital. The year went well enough that he bought a 100 acre farm beside his new sawmill at Turtle Creek for \$900. PANB, RS 84B, Albert County Registry Office, Book V, p. 260, June 13, 1883.

³² Sager, Maritime Capital, p. 120. They cite statistics that 19.5 % of Saint John investment went to the railways, 12.8% into finance, 9.6% into overseas trade and vessels 10.1% into steam vessels and 31.5% into public services. T.W. Acheson, "The National Policy and the Industrialization of the Maritimes, 1880-1910," in Industrialization and Underdevelopment in the Maritimes, 1880-1930, T.W. Acheson, David Frank and James D. Frost, (Toronto: Garamond Press, 1985), pp. 1-26.

³³ D.L. Poynter, "The Economy and Politics of New Brunswick, 1878-83," MA Thesis, University of New Brunswick, 1968, p. 13.

Scotia metals industry and branch railways. The difficult question they acknowledge was who invested locally and who invested in central Canada and to what extent their investment portfolio moved out of shipbuilding and shipping. Turner did transfer some of his money into railways but he retained it within the local economy. As a free-trader Turner usually did not think much beyond what was good for his county. In the end his investment in the new technology of railway construction would prove to be at least as risky as his investments in ship-building and shipping.

A railway extension from Hopewell Corner to Alma was a contentious issue in southern Albert County. The Albert Southern Railway (ASR) represented mostly the Alma interests of Frederick Talbot, Reverend D. Cleveland and Hopewell Hill lawyer Charles A. Peck. The early investors were predominately Liberals, except Peck,³⁴ and their plan was to go from the terminus of the Albert Railway at Hopewell Corner to Alma via the north side of the Shepody River and then south of the Germantown marsh and thence on to West River and Alma. (See Map 4, p. 144) The cost of construction would be reduced by an already completed 3/4 mile spur to the Albert Lumbering Company on Crooked Creek.³⁵ The other route, promoted by Turner and his southern Harvey Parish supporters, left Hopewell Corner for West River via Harvey Bank and New Horton in the extreme south of the parish. This would allow Turner access to his shipyard, timberland and sawmills at New Horton and Roshea in addition to the West River sawmill property. He believed that once Alma became

³⁴ Peck was a Liberal-Conservative lawyer from Hopewell Hill with a reputation for independence and stubbornness. See the *Moncton Weekly Transcript*, March 21, 1883, p. 1 and August 15, 1883, p. 1. Peck utilized his provincial and Dominion political clout to prevent the Harvey Branch from receiving any subsidies in 1883.

³⁵ PANB, RS 22/70a, Provincial Secretary: Railway Administration, Albert Railway, Henry A. Perley, Government Engineer to J.J. Blair, Provincial Secretary, July 22, 1878.

linked by railroad it offered shipbuilding potential and a port for the export of his West River timber as well as freight and passenger traffic from local settlers.³⁶ The railway also had the possibility of continuing on to Saint John.³⁷

At the time railroads symbolized prosperity and an economic investment in the future and most wanted in on the patronage and prestige that went along with railway construction.³⁸ Both routes had been surveyed in 1878 as part of the Albert railway construction process. Turner was particularly concerned that whichever alternative was adopted would cross the Shepody River alongside the road to Harvey Bank thereby bringing rail service to his shipyard.³⁹ The fact that the county voted Liberal from 1878 to 1887 almost ensured no subsidies from Sir John A. Macdonald's federal government. Party organizer Charles Peck, disliked Turner's route because it would cost more and would only benefit Turner's interests

³⁶ Maimie Steeves, Fundy Folklore, Hopewell Cape: Albert County Historical Society, undated (1970s), p. 30.

³⁷ The Maple Leaf, October 25, 1888, p. 2. R.J. Griffiths, a British lawyer sent to investigate the Albert Railway bankruptcy in 1888, comments at length in an English Bond holders meeting of the Albert Railway, October 11, 1888, "The possibilities of the Albert Railway do not end where they are now. [ie Salisbury to Hillsborough to Albert] Without considering the section from Salisbury to Hillsboro, there is the other section from Harvey to Hopewell Corner. From Hopewell Corner a new line is being constructed about 16 or 18 miles long, and sooner or later certainly that there will be built right around the banks of the Bay of Fundy a railway to Saint John, forming a complete circuit, trapping one of the richest lumber countries in the world - a district richer in possibilities probably than any other county in Canada." His flowery description was probably intended to convince the bond holders to allow a depreciation of bonds so as to gain control of the Albert Railway.

³⁸ A reporter for the Daily Times on October 6, 1877 reporting on the opening of the Salisbury to Hopewell portion of the Albert Railway comments: ". . . Henceforth, Albert will have the very best facilities for traffic amongst her own people and with her neighbours, and as a consequence the volume of trade, which always increase with the increase of facilities, will be immeasurably swelled. Hereafter, the transaction of business of all kinds will become easier and more pleasant, money will circulate more freely, . . . The railway was worth fighting for: it is today and always will be good value a thousand times repeated for all the money the taxpayer contributes and for all the anxiety, toil and time which its friends and advocates have expended during the progress of the great work."

³⁹ The Moncton Museum, The Albert Railway, A-052, "Preliminary Survey from Hopewell Corner to Harvey Bank and Salmon River," and "Preliminary Survey from Hopewell corner to Harvey Bank with subsequent location and extension to Salmon River, Parish of Alma via the Germantown Lake and partially via the Horn Brook from Harvey Corner," Surveyed by W.W. Buck and Certified by Walter W. Beck, Chief Engineer Albert Railway, July 22, 1878.

at Harvey Bank and New Horton rather than gain new supporters in the Liberal-dominated Shepody River area. Turner, therefore, developed plans for a much shorter railway to Harvey Bank.

The Harvey Branch Railway was basically Turner's project.⁴⁰ In an 1880 organizational meeting he acted as chairman and J.M. Stevens was secretary.⁴¹ He abandoned his plans for the complete New Horton route temporarily when the government railway engineers recommended the Shepody route and Alma interests and Peck became virulent in their attacks on Turner for withholding his support. Instead, Turner announced that a short railway to Harvey Bank from Hopewell Corner would meet his immediate needs and had a survey carried out in December 1881 to demonstrate his conversion.⁴² Turner's interim plan in 1882, while waiting for the route to Alma to be settled, called for a three mile branch from the Albert Railway terminus at Hopewell Corner to Harvey Bank with a station, turntable and railway to the wharf and to Turner's shipyard. This extension would allow Turner to bring in shipbuilding material by rail directly to the yard without the additional hazard of crossing the ice choked Shepody river in winter.⁴³ Six hundred shares were issued to Turner's friend,

⁴⁰ Turner's name was not on the original charter. Officers of the Harvey Branch were all local men and Liberal-Conservatives, W.H. Casey, President, 10 shares, was from Riverside and his former protégée, H.E. Graves, 10 shares, the secretary. Others included Charles F. Dow, 10 shares, Guilford Robert Smith, 10 shares, and Captain George Coonan, the contractor, 600 shares. Coonan signed all his shares over to Turner on September 18, 1883 likely in return for the money to carry out the construction. Turner then became the Business Director. In total 650 shares were issued to just 6 people. For shareholder information see photocopy of Harvey Branch stock certificate in the private hands of David Christie, Mary's Point, Riverside-Albert, NB. The reverse side has a typed inscription by George Bishop of Albert dated July 1982 who had the original share book and stubs. This stock book has since disappeared.

⁴¹ *Daily Times*, October 16, 1880, p. 3.

⁴² *Chignecto Post*, December 1, 1881, p. 3.

⁴³ On February 18, 1878 he notes having lost 3 sticks of pitch pine plank (for a vessel under construction) lost in the ice choked river. G.S. Turner Diary, 1876-78. His diary indicates it often took 2-3 days to tranship 200 metres a simple load of timber from the Railway wharf on the north side of the river to the south side where his shipyard was. This was a major inconvenience in time and potential loss of timber.

Captain George A. Coonan, formerly of the *Revolving Light*, for his role as chief contractor. Coonan signed over those shares to Turner in 1883 in return for Turner providing the cash for construction. Turner held 600 of 980 shares giving him 61.2% ownership.⁴⁴ Turner obtained his cabinet post and but the government failed to keep its commitment to the subsidy it had authorized, \$3,000 per mile for three miles.⁴⁵ Liberal pressure, in the form of Senator Abner Reid McClellan of Hopewell Corner, who favoured the ASR route, caused Premier Blair to delay subsidy payments authorized by the Legislative Assembly.⁴⁶ As a form of compensation for the failed subsidy, Turner then convinced the Provincial Public Works Department to contribute \$7,000 for a combined railway-carriage bridge across the Shepody River.⁴⁷ Although still doubtful of the Shepody route, Turner introduced a bill in 1883 in the Legislature to continue the ASR charter.⁴⁸

The official sod-turning for the Harvey Branch extension occurred on September 21, 1882 but progressed slowly.⁴⁹ A.E. Trites of Salisbury, an experienced railroad contractor,

A railway would greatly simplify the process of moving timber from the north side into Harvey Bank.

⁴⁴ NAC, RG 12, Department of Transport, Vol 1849, File 3268.7 Part 2, W.H.A. Casey to Department of Railways and Canals, April 3, 1888.

⁴⁵ PANB, RS 22/21B, Provincial Secretary, Railway Administration, Harvey Branch Railway, Contract Agreement between Harvey Branch Railway and George A. Coonan, May 6, 1882.

⁴⁶ Peck may have even indirectly lent his support to the Liberal cause. Peck is also known to have extremely disliked Turner after Turner entered the Blair government.

⁴⁷ The Bank Museum, 994.02.14, Dr. Lewis to G.S. Turner August 7, 1882. The Shepody River Bridge was not built satisfactorily, possibly due to Coonan's seafaring rather than contracting experience and also possibly due to him being a 'yes' man to Turner trying to reduce construction costs. Coonan placed the piles too closely together and canted them outwards rather than inwards thereby weakening the structure. Railway Engineer, Richard Boxall stated that all railway traffic should be stopped until it was repaired. The Moncton Museum. Richard Boxall to G.S. Turner, September 21, 1883. The repairs were done according to a photo of the bridge taken in 1894 but only a few new piles were driven next to the abutments. PANB, Photo 69-14.

⁴⁸ Journal of the Legislative Assembly of New Brunswick, p. 122 and p. 153.

⁴⁹ There was a shortage of men. Maple Leaf, September 27, 1882, p. 3 and October 2, 1882, p. 3. The chief engineer was R.C. Boxall Esquire, C.E. See also The Harvey Branch Directors Guarantee of Coonan's financial stability, The Moncton Museum, A-052, M. Steeves, et al to Lieutenant Governor,

carried out most of the construction work.⁵⁰ The plan for the railroad was not an extravagant investment in equipment. The railroad would have one engine and several cars. The road itself went across level ground with only the need for one trestle bridge. (See Photo Shepody Bridge, p. 133) Delayed subsidy payments forced the company in 1882 to attempt a \$10,000 bond issue to British shareholders. However, the Liberals caught wind of the plan and with the opposition of Levitt Wood, the editor of the Hopewell Corner Liberal newspaper Maple Leaf, ended that idea and the bonds were never issued.⁵¹ As a result Turner wound up with a greater proportion of personal investment in the railway than was normal for that period.⁵²

The inheritance from Turner's father eased construction worries and Turner did not push the issue of the failed subsidy. The Harvey Branch roadbed opened in September 1883 and also included a railway wharf.⁵³ The Legislature re-approved the Harvey Branch Railway charter on September 20, 1883 with an authorized capital of \$60,000 but the subsidy still did

May 6, 1882. Documents from The Bank Museum indicate excavation work began in July. The Bank Museum, 994.02.02, Harvey Branch Railway, Measurement of Earthwork Executed by A.E. Trites for G.A. Coonan, July 2, 1883.

⁵⁰ The Bank Museum, Agreement between A. E. Trites and George A. Coonan. April 5, 1883.

⁵¹ The Legislature authorized the Harvey Branch to issue bonds but did not specify the amount, Acts of New Brunswick, 1883, Cap. LXXXIII, May 3, 1883. Due to missing Maple Leaf issues for the years 1881-5, the first inference of this appears during the election of 1886. The Weekly Observer, December 11, 1886, p. 2. The fact that a bond issue was contemplated is confirmed by a Harvey Branch Railway Bond in British currency, The Moncton Museum, accession number, 98757.4. Reference is also made to a \$10,000 bond issue in an incomplete document from George Robinson, Superintendent of the Albert Railway, to G.S. Turner, undated but likely 1883, The Moncton Museum A-052. Robinson had just successfully negotiated a Albert Railway British bond issue. The Moncton Daily Times, June 23, 1882, p. 2 "The Albert Railroad." Bond issues were fairly common after the completion of a railway in New Brunswick. The bond money would provide operating capital for normally five years while the railways built up a clientele and returned any profits to the initial shareholders.

⁵² Compare Turner's sources of capital funds with that of the Albert Railway as outlined in C.R. Stevens, Canadian National Railroad, Vol 2, pp. 307-8. Extra sources of funds included municipal subsidies, bonds on the open market, and a much higher mileage rate for construction.

⁵³ PANB, RS 22/21B, Provincial Secretary, Railway Administration, Harvey Branch Railway, Report of Richard C. Boxall to Directors of Harvey Branch Railway, September 15, 1883. Sheriff Asael Wells, a supporter of Turner's, sold the right of way over the wharf, and gave room for sidings and buildings for \$300. Deed, 10 June, 1883, Asael Wells to Harvey Branch Railway, The Moncton Museum, A-052.

not come.⁵⁴ Turner tried to minimize the costs by building with used iron rails,⁵⁵ purchasing an old engine from the Intercolonial⁵⁶ and delaying construction on the station house, engine house and turntable until the fall of 1883.⁵⁷

Turner's rapid construction of the Harvey Branch, practically forced the ASR supporters to consider having their railway routed along the south side of the Shepody before heading to Alma. Liberal ASR supporters, however, accused him of abandoning them for the Harvey Branch project.⁵⁸ The **Daily Sun** of Saint John even accused him of depriving Albert County of a railroad.⁵⁹ But the Liberal faction of the company would continue to put up a fight for the northern Shepody route.

Meanwhile, with the Harvey Branch nearing completion in the summer of 1883, Turner had another large ship, named the *Constance*,⁶⁰ on order for George F. Smith. Lumber export prices remained high. Demand for beef from Albert and Westmorland Counties for Britain developed with the advent of refrigerated steamships. The Intercolonial

⁵⁴ PANB, RS 22/21A, Provincial Secretary, Railway Administration, Harvey Branch Railway. Turner was not listed as a director or executive. This may have been because he was an elected official and on the Executive Council and therefore wanted to avoid overt charges of influencing the government.

⁵⁵ Bank Museum, 994.02.06, J. Harris Co., Saint John to Gaius S. Turner, 1887.

⁵⁶ G.S. Turner Diary 1888, New Brunswick Museum, S 155-4, see entries for August to December 1887.

⁵⁷ PANB, RS 9, Executive Council Meeting, Petition for Station on Harvey Branch Railway, Petition # 6, March 26, 1886. However, there is disagreement over whether there was a station house built. A petition was sent by 94 Harvey men to the provincial government to hold the Harvey Branch Railway up to its subsidy obligation in 1887. In the **Weekly Transcript**, December 12, 1883 "Albert County News," p. 1, comments that "the station house at Harvey Bank is completed and the engine house and turntable are nearly done." Therefore it is not known what prompted the petition. There are no records of the station house being burnt down although it is possible the station house was too small and a new one was required.

⁵⁸ Steeves, **Fundy Folklore**, p. 39.

⁵⁹ Cited in the **Maple Leaf**, April 24, 1886.

⁶⁰ *Constance*, ship, 1592 tons, 221.3x41.1x24.3 feet, launched July 23, 1884, official number 88673, pennant letters TNQS, Port number 30 of 1884, NAC, RG 12 A1, Port Register, Saint John, V 278, mf C-392. It was sold to Norwegian interests August 28, 1897 and wrecked in October 1903.

Railway also aided in the movement of goods.⁶¹ Turner's timber crews were in the woods selecting timber for the *Constance* even before the *Vandalia* launching.⁶² The Moncton **Weekly Transcript** commented "The frame of the new ship of 1,800 tons in Turner's shipyard Harvey Bank, is being put up so fast that it is thought it will be completed by the first of January [1884]."⁶³ Turner sold three shares of the *Argyll* in July 1883, another four in September, and four more to his father-in-law, Captain David Stiles, in October, likely to help finance construction for both the railway and the vessel. The vessel slid down the ways on July 23, 1884 and went to Saint John for outfitting.⁶⁴ Turner took just four shares showing that he had little difficulty finding investors. The vessel was reportedly built for \$30.25 a ton for her hull, or \$48,158 total. At \$752.47 a share, Turner's investment was \$3,009.88.⁶⁵

Turner continued his normal financing methods while building the *Constance*. In the spring of 1884 he sold some cut over properties totalling \$246 and bought fresh timber properties beside his Turtle Creek sawmill for \$550.⁶⁶ He mortgaged a further 15 shares of the *Argyll* to George F. Smith. Turner also sued the Sackville hay brokerage of Eatons for \$1,093.82 for failing to repay their notes on the Halifax Banking Company in October 1884.⁶⁷

⁶¹ Poynter, "The Economy and Politics of New Brunswick, 1878-83," p. 33 & 64.

⁶² "The Harvey Excursion," **Daily Times**, August 21, 1883, p. 3.

⁶³ The Moncton **Weekly Transcript**, "Albert County News," December 12, 1883, p. 1.,

⁶⁴ Ship Ledger Book, J.M. Stevens, *Constance*, pp. 40, 54 & 74. It was employed on the New York to UK/Antwerp and Rotterdam route until 1890 when it was employed on the NY to Manila/Hong Kong run. It carried mainly cased oil.

⁶⁵ A.S. Bishop, "Selected Biographies: Honourable Gaius Turner," **The Busy East**, p. 103. A.S. Bishop cites a diary from 1884 that has not survived.

⁶⁶ PANB, RS 272, Land Petitions, Gaius S. Turner, AL 1884, p. 499 and F 16416, September 18, 1884. This property was beside his Turtle Creek sawmill, Lots 7 & 8; PANB, PS 84B, Albert County Registry Office, Book V, p. 82, February 4, 1884.

⁶⁷ PANB, RS 949, Court of Equity, Kings County, G.S. Turner versus Charles F., Edgar, Horace and Frederick Eaton, 1885.

Turner sold his shares in the *Constance* during the winter of 1884-5 to finance another vessel, the *Annie E. Wright*.⁶⁸ At 1846 tons, this was the largest ever built in Albert County and the third-largest of New Brunswick's wooden sailing ships.⁶⁹ It was built for George Wright, 23 shares, a sea captain from Coverdale, at \$30.25 a ton, or \$55,841.50 at \$872.52 a share.⁷⁰ John Nelson Smith of Coverdale also had 12 shares.⁷¹ Turner took four shares for himself at a value of \$3,490.08. The launch caused quite a stir locally and a special excursion steamer ran down from Moncton to witness the event. Two special trains came down from Hillsborough and Moncton. Unfortunately for the onlookers high winds delayed the launch for two days until June 17th, 1885.⁷²

The year 1885 was for Turner a tumultuous year. Besides launching his largest vessel, he picked up another sawmill for \$450 and bought the bankrupt Caledonia Mining and Manufacturing property for \$350.⁷³ He also had to rebuild the *P.W.* which Montesque

⁶⁸ *Annie E. Wright*, ship, 1846 tons, 237.9x43x24.3 feet, launched June 17, 1885, official number 79916, pennant letters KBNQ, Port number 1 of 1885, NAC, RG 12 A1, Port Register, Dorchester. It was the largest vessel built in New Brunswick dimension-wise but third largest tonnage-wise. It was condemned and sold and renamed *Madras* after running aground near Grindstone Island, N.B. June 1897. It finally ran aground, broke apart and was condemned October 1897 at Stavenger, Norway.

⁶⁹ Two other vessels were larger, the *White Star* and the *Morning Light*. Both had been built by William and Richard Wright of Saint John, in 1854 and 1855 respectively and 2377 tons and 2339 tons. Charles Armour & Thomas Lackey, *Sailing Ships of the Maritimes*, (Toronto: McGraw-Hill Ryerson, 1975), p. 57.

⁷⁰ A.S. Bishop, "Selected Biographies: Honourable Gaius Turner," *The Busy East*, p. 105.

⁷¹ John Nelson Smith was a modest ship owner eventually owning two Turner vessels, the *Annie E. Wright* and the *Howard A Turner* and one other non Turner vessel. *Lloyds Register*, Index of Shipowners, 1892.

⁷² Others accounts say it was stuck on the ways, but the high winds and poor seas match the descriptions given by the passengers of the steamer of the run down to Harvey Bank. "The *Ripples* Excursion and the New Ship at Harvey," *Daily Times*, June 15, 1885, p. 3.

⁷³ PANB, RS 108, Land Petitions, F 16416, Gaius S. Turner, September 18, 1884, paid \$200. PANB, RS 108, Land Petitions, F 16405, Gaius S. Turner, December 10, 1884, paid \$450. PANB, RS 84B, Albert County Registry Office, Book X, p. 25, March 18, 1885. The Caledonia Mining and Manufacturing and mined oil bearing coal and shale. The company formed in 1859 but had closed down in 1873.

Macdonald had helped him buy in 1880.⁷⁴ He also bought into the Peticodiac, Elgin and Havelock Railway, a northwestern Albert County Railway for \$250.⁷⁵ He suffered a major loss in May 1885 when arsonists burned his sawmill at Turtle Creek. The next day they burnt the house beside the sawmill.⁷⁶ The loss of the mill prompted him to begin liquidating his Turtle Creek properties over the next several years. Turner also had difficulty with James Campbell of Salisbury, a contract lumberman for the West River mill, who sued Turner for \$2,000 over various issues.⁷⁷ He chose to settle out of court for an undisclosed sum.⁷⁸ Turner finished off the year by buying back four shares of the *Argyll* in November.

Turner's political career was also well on its way by 1885. Premier Blair appointed him a Commissioner of the Saint John Lunatic Asylum in 1884, a position that came with an expense account for travel to Saint John where he conducted most of his business. The **Maple Leaf** quipped, "There is hope for the Observer crowd [Turners newspaper] and a prospect of a home. Turner has been appointed a commissioner of the Provincial lunatic asylum.⁷⁹ He will be good to his own."⁸⁰ In 1885 Turner helped finance the Harvey Bank based **Weekly Observer**, a federally Liberal-Conservative paper but which supported Turner

⁷⁴ **Maple Leaf**, July, 9, 1885, p. 3.

⁷⁵ PANB, RS 22/14A, Provincial Secretary: Railway Administration, Peticodiac, Elgin and Havelock Railway, List of Shareholders, March 7, 1885.

⁷⁶ **Daily Times**, May 4 & 5, 1885.

⁷⁷ PANB, RS 957, Supreme Court in Equity, Westmorland County, James Campbell versus G.S. Turner, 1885. The reasons included: failing to pay the full value of 500,000 superficial feet of logs, for not paying for river improvements in the form of driving dams, for not providing provisions, money, and a log scaler as per their lumbering/saw-milling contract for the 1884-5 season.

⁷⁸ Comparing the records of RS 957 with those of RS 51, Supreme Court Judgments shows no judgement between Turner and Campbell. PANB, RS 51b,6, Supreme Court Judgements.

⁷⁹ See Report of the Superintendent, Saint John Lunatic Asylum in **Journals of the Legislative Council of New Brunswick**, Fredericton, 1884-1890. Turner held this post from 1885 to 1889 when he resigned.

⁸⁰ **Maple Leaf**, September 3, 1885, "Editorial Notes", p. 2. The reference to the **Observer** crowd is a slight against the local conservative paper that supported Turner and that Turner had a partnership in.

in provincial politics to counter the Maple Leaf.

At this point Turner appeared to be in the soundest financial position of his life. Despite his 1880 bankruptcy he had rebounded well. His inheritance solidified his real estate holdings and his investments in lumbering. The shipping market recovered and he had built three large ships consecutively without straining his capital. The completion of the Harvey Branch also looked favourable for his shipping needs. As Figure 19, p. 124, illustrates, Turner now had over \$68,000 in investments. Figures 19 & 20, p. 125, also indicate that although Turner's total ship shares were worth more than in the 1870s, he was now directing a greater proportion of his investment capital towards land based activities. This included agricultural and timber properties, but most significantly railways. His political hold on the southern part of the county also seemed secure, although he had aroused the wrath of the Liberals who were still clamouring for a railway to Alma.

Chapter 4: Railway Reefs and Political Shoals, 1886-92

Turner entered into the second half of the 1880s as a well established businessman and politician. However, the combination of his politics and the Albert Southern Railway (ASR) would cause him trouble for the next seven years. Manipulations of the routing of the ASR politicized that railway and eventually caused a split between Turner and the Blair government in 1889. As a key investor from 1889 in the ASR, Turner's fate became increasingly tied to local railways. At a time when ship ownership and shipbuilding were proving less profitable, the railways offered a new form of investment in the county. Since so much of the ASR was built on subsidy, however, payments from the government could be delayed by any offended party thereby tying up Turner's capital. The Harvey Branch also failed to pull its weight because it was poorly built and required significant repairs in 1887. When Turner died in 1892 he was bankrupt again, this time with railways as the cause. His death also meant that Harvey Bank would suffer economically with the loss of its principal advocate.

Turner had difficulty raising capital in 1886 during the construction of the *Howard A Turner*, a barque of 504 tons named for his son.¹ He sold two shares of the *Annie E Wright*, two shares of the *Constance* and \$181 in land during the winter of 1885-6.² He still held 32

¹ *Howard A. Turner*, barque, 504 tons, 158.5x33.5x13.2 feet, launched May 18, 1886, official number 90756, Port number 1 of 1886, NAC, RG 12 A1, Port Register, Dorchester and Port number 14 of 1886, NAC, RG 12 A1, Port Register, Saint John, V 278, mf C-392. It was abandoned at sea near Dublin, June 1890. It was named after his son who was born May 13, 1877.

² He also sold the 120 acre farm at Turtle Creek in November 1885 for \$650 PANB, RS 84B, Albert County Registry Office, Book W, p. 518, November 12, 1885, but accepted a mortgage for that amount in January 1886 PANB, RS 84B, Albert County Registry Office, Book W, p. 570, January 29, 1886. He received \$200 for an 80 acre mortgage in December 1885, PANB, RS 84B, Albert County Registry Office, Book W, p. 469, December 11, 1885. He loaned out a \$292 mortgage on property he sold on Station Road just a year before PANB, RS 84B, Albert County Registry Office, Book W, p. 570, March 21, 1886. He sold 85 acres for \$300 in December PANB, RS 84B, Albert County Registry Office, Book W, p. 469,

shares when the vessel was launched, in May of 1886. A hostile Maple Leaf spread the rumour in October 1885 that Turner would be forced to sell his store³ This did not turn out to be true. However, Turner did lack capital to begin construction and was unable to obtain it from his usual backers. As bridge financing Turner obtained a mortgage from the Halifax Banking Company on his vessel during its final stages of construction.⁴ Banks rarely loaned money to shipbuilders, preferring to accept third party promissary notes and allowing overdrafts. This large share holding by Turner translated most of his liquid assets into investment capital. When John N. Smith became the other significant shareholder, the mortgage was paid off. This was the only case where Turner obtained money from the bank to build a vessel. The smaller size of the *Howard A Turner* reflected a declining large ship market.

Meanwhile, with the Harvey Branch under construction, the future of the ASR was uncertain. The ASR, under its Liberal directorship, had reorganized at a public meeting March 15, 1883, the same month Turner was appointed to the provincial Liberal cabinet. The meeting raised over \$86,500 in capital⁵ and obtained right of ways, including Turner's,⁶ but

December 11, 1885. He sold 24 rods for \$81 in February PANB, RS 84B, Albert County Registry Office, Book W, p. 469, December 11, 1885, accepting a \$200 mortgage, turned over a small parcel to the Harvey Parish School District, PANB, RS 84B, Albert County Registry Office, Book W, p. 325, November 4, 1885, 60 rods at Mt. Gideon for an unknown sum.

³ The Maple Leaf, October 8, 1885, p. 3.

⁴ *Howard A Turner*, Port number 1 of 1886, NAC, RG 12 A1, Port Register, Dorchester. The mortgage was for \$9,000 at 7% interest.

⁵ The initial investors of the Albert Southern Railway were: F.O. Talbot, 210 shares \$10,500, D.D. Lutwick, 110, \$5,500, N.H. Foster, 110, \$5,500, C.A. Peck, 110, \$5,500, Thomas Mc Henry, 110, \$5,500, Warren Oliver, 510, \$25,500, John Wallace, 30, \$1,500, D.H. Calhoun, 210, \$10,500, A.J. Foster, 100, \$5,500, David Cleveland, 110, \$5,500, John Shields, 100, \$5,00, George A. Coonan, 10, \$500, A.E. Trites, 10, \$500; total 1730 shares of 3,00 authorised and \$86,500 of \$150,000 capital authorised. NAC, RG 12, Department of Transportation, Vol 1863, File 3268-34, Thomas McHenry, Secretary ASR to Minister of Railways, June 23, 1883. Directors were C.A. Peck, F.O. Talbot, D.D. Lutwick, D. Cleveland, N.H. Foster, D.H. Calhoun, and John Wallace, M.P. At a directors meeting F.O. Talbot was named

the route had not yet been decided due to Turner's pressure. Turner wanted the Harvey Branch to be extended through New Horton. The ASR wanted the northern Shepody route. (See Map 4, p. 132) Not until April 1884 did the House of Commons authorize a subsidy for the ASR.⁷ Senator McClellan was able to stall the ASR subsidies at the federal level while he assisted the Liberals in an attempt to gain control. This issue, of course, caused Premier Blair headaches because he was denying Liberal supporters a railroad, and because he needed Turner's support in the government. A Legislative attempt to break the impasse authorized the Albert Railway, which was run by Liberals, the right to take over any existing branches or lines.⁸

The issue dragged on into 1885 with no construction having yet begun. In April 1885, William C. Pipes, President of the ASR, and Warren Oliver,⁹ the chief contractor and acting solicitor, wrote to Premier Blair complaining that a "determined enemy" could not have done them greater harm than the provincial government.¹⁰ In a further letter in September 1885, Pipes and Oliver protested that the government seemed to be following the wishes of

president, Warren Oliver solicitor, R.F. Boxall Engineer-in-Chief and Thomas McHenry as secretary, the Moncton Daily Transcript, March 21, 1883, p. 1. See also PANB, RS 22/2A, Provincial Secretary, Railway Administration, Albert Southern Railway, Thomas M. Henry, June 23, 1883 lists shareholders.

⁶ PANB, RS 84B, Albert County Registry Office, Book W, p. 191, March 17, 1883. Interestingly, the right-of-way was not registered to the ASR until August 18, 1885. This was possibly due to the machinations that occurred after the 1883 meeting over the route. The right of way was given by B.H. Newcomb, John McNulty, Hiram Fillmore, Solomon Fillmore, Solomon Pearson, James McNulty, Pearse Kinnie, John McNulty, Edward Berrymore, Phillip McNulty, William C. Pipes, Gaius S. Turner, William Cleveland, Daniel Sinclair, Matthew Mitchell and James Sinclair. This list represents both Liberals and Liberal-Conservatives. The document does not describe any route but it was presumably the Shepody because no New Horton family names were mentioned.

⁷ Journal of the House of Commons of Canada, Vol. XVIII, 1884, April 12, 1884.

⁸ Acts of New Brunswick, 1884, Cap. XXVIII, April 1, 1884.

⁹ Oliver had been a former sea captain, had built Turner's schooner, the *P.W.*, and had worked in Turner's shipyard.

¹⁰ PANB, RS 22/2A, Provincial Secretary, Railway Administration, ASR, William C. Pipes and Warren Oliver to the Attorney General, February 10, 1886.

Turner.¹¹ To counter Turner's influence, Warren Oliver, with the aid of the Liberal M.P. from Albert County, John Wallace, entered into a financing agreement with Josiah Wood, a Liberal-Conservative M.P. from Sackville and owner of the Moncton Daily Times.¹² The provincial government received petitions asking for the speedy completion of the ASR with the signatures of 632 persons from Harvey (189 signatures), Alma (219), and Hopewell (224) on July 18, 1885.¹³ However, a counter-petition submitted while the other was in circulation, noted that

whereas a petition has been circulated in Harvey and elsewhere by which many of us have been deceived and made to express our satisfaction and approval of the Germantown Lake Route [Shepody River] in the proposed construction of the Albert Southern Railway - where we considered we were only expressing our willingness for the speedy construction of the said railroad and for the Route which would pass through and be most advantageous to the several sections of Harvey Bank, Harvey Corner, New Horton and Roshea - and therefore humbly pray that you will not be guided by such petitions but will investigate the matter in order that justice may be done to all sections and that the interests of Harvey may be considered and not made to suffer by such inadvertent action on the part of those who signed said petition.¹⁴

This petition had the names of Harvey Bank and New Horton residents, suggesting Turner's influence. A comparison of names on the lists indicates that only 48 persons in Harvey parish supported the Shepody route and 93 supported the Harvey Bank-New Horton route. With

¹¹ PANB, RS 22/2A, Provincial Secretary, Railway Administration, ASR, September 12, 1885, W.C. Pipes and Warren Oliver to A.G. Blair.

¹² NAC, RG 13, Department of Justice, Vol. 79, File 1890-1264, A.P. Bradley, Secretary to Minister of Justice to R. Sedgewick, Minister of Justice, December 9, 1890. See also NAC, RG 12, Department of Transport, Vol 1863, File 3268-34, D.H. Calhoun to Minister of Railways and Canals. Calhoun had an axe to grind being a Liberal.

¹³ PANB, RS 22/2A, Provincial Secretary, Railway Administration, ASR, Petition to Lt. Governor from the residents of Albert County, July 18, 1885. Noticeably, there were no Brewsters and only a few of the Turners who signed who lived on the north side of the Shepody where politics were liberal biased.

¹⁴ PANB, RS 22/2A, Provincial Secretary, Railway Administration, ASR, Petition to Lt. Governor, 18 March 1885. The list appears to be primarily those interests in Harvey Bank, New Horton and Roshea headed up by Turner's friend Harding E. Graves. It also reads like a who's who of employees of the Turner shipyard.

public pressure mounting locally,¹⁵ the ASR finally received a federal subsidy for \$3,200 per mile or \$51,200 total with completion deadline of July 1, 1887.¹⁶ However, the manipulations continued in Fredericton and without a provincial subsidy the construction of the ASR languished.

During the election campaign of April 1886 the railway issue came to the fore and Turner's involvement in the provincial contract's delay became a source of public controversy. During the election campaign the Liberal Maple Leaf, Saint John Sun, and Moncton Daily Transcript warned the electors to not support Turner. The newspapers referred to Turner as a sly old fox dragging Dr. Lewis, the other Liberal-Conservative county representative, down to his level.¹⁷ Charles A. Peck, now a Hillsborough lawyer accused

¹⁵ Joseph H. Dickson, at a March 1885 meeting of the Liberal-Conservative faction of the ASR shareholders threatened the Liberal McHenry-Pipes faction of the Albert Southern with an injunction against any possible subsidies after Thomas McHenry and William Pipes assumed control and threw Charles Peck out. NAC, RG 12, Department of Transport, Vol 1863, File 3268-34, telegram W.C. Pipes *et al* to John Wallace M.P., March 26, 1885. However, publicly he denied that such a faction existed not wanting to publically humiliate Peck by exposing his manipulations within the company. The Hillsborough Weekly Observer, March 28, 1885, p. 2. Letters to the editor by Joseph H. Dickson, C.A. Price, 'Squinter' and reply by the Editor. McHenry and Pipes were respectively President and Secretary of the ASR. McHenry was General Manager of the Albert Manufacturing and Plaster Company. Joseph H. Dickson had once placed an injunction against Turner and Dr. W. Lewis but no reason was given why.

¹⁶ PANB, RS 22/2A, Provincial Secretary, Railway Administration, ASR, Agreement for Federal Government and ASR, May 23, 1885; and NAC, RG 12, Department of Transport, Vol 1863, File 3268-34, Privy Council to Minister of Railways, May 8, 1885. It was estimated the railway would cost \$16,200 per mile to build for a total of \$259,000.

¹⁷ Maple Leaf, "A TRUE FABLE", April 24, 1886, p. 3. The Saint John Sun, that same week and as reported in the Maple Leaf, April 22, 1886, warned Dr. Lewis, "It is reported that Mr. Turner is endeavouring to form an alliance with his colleague in the local house, the purpose being to secure the election of both without opposition. It is well known that Mr. Turner cannot be elected without the help of Dr. Lewis and his friends, while Dr. Lewis, unencumbered by Mr. Turner, is safe. Dr. Lewis was a member of the ministry which Mr. Turner assisted out of office, after pledging his support of it. He has opposed the Blair government up to now, and certainly has no good grounds for a change of opinion. The axes to be ground so far as known are all Turner's axes and if Dr. Lewis has a level head he will keep clear of the grindstone. Mr. Turner's railway schemes and his connection with the local government are very closely connected. Mr. Turner, and the local government for Mr. Turner's benefit, are depriving Albert County of a railway which is much needed, and which but for them might be by this time have been nearly completed."

Senator Abner R. McClellan of Hopewell Corner of accepting financial favours in return for delaying the railway.¹⁸ The Maple Leaf told its readers that the interference was solely by Turner and that if they wanted the ASR built they should get rid of him in the approaching election by voting “[Alexander] Rogers and Jonah, the friend of this work.”¹⁹ Turner’s motivation it said was simply to build up Harvey Bank at the expense of Alma.²⁰

By this time Turner had come to accept the fact that the Shepody route supporters were too strong. He would have to back the ASR to make sure that it used the Harvey Branch railway.²¹ The ASR therefore applied to have the southern Shepody route approved as a compromise within the company and with the government.²² The Chief Commissioner of Railways in New Brunswick, P.G. Ryan, also supported Turner’s route from Derry’s Corner along the south side of the Shepody.²³ Turner insisted though as part of the running rights over the Harvey Branch that a ‘Y’, or switch, in the Harvey Branch be placed so that all rail traffic would first be required to come into Harvey Bank,²⁴ making Harvey Bank the

¹⁸ Maple Leaf, April 24, 1886, p. 3. Peck said McClellan accepted \$1,400 in expropriation fees for his property in Hopewell Corner from the Harvey Branch, an amount much more than the land was worth, in an attempt to say that McClellan had been bought, but McClellan was able to prove that the land was donated free of charge.

¹⁹ Maple Leaf, April 24, 1886, p. 3.

²⁰ Maple Leaf, April 24, 1886, p. 3, “Electors of Alma.”

²¹ George Bishop, chairman, “Still the Gentle Breezes Blow”, p. 7. The Government Engineer D.F. Maxwell in one of his inspection reports to the Provincial Secretary, comments that the first three miles on the north side are being abandoned despite being graded and only lacking culverts in favour of connecting at Derry’s Corner. PANB, RS 22/2A, Provincial Secretary, Railway Administration, ASR, October 12, 1886.

²² NAC, RG 12, Department of Transportation, Vol 1863, File 3268-34, John McGee, Clerk, Privy Council to Minister of Railways, April 21, 1887; and R.C. Weldon to Minister of Railways, April 18, 1887.

²³ PANB, RS 22/2A, Provincial Secretary, Railway Administration, ASR, P.G. Ryan to Executive Council, May 23, 1885.

²⁴ NAC, RG 12, Department of Transportation, Vol 1863, File 3268-34, Henry MacLeod, engineer to Collingwood Schriber, September 9, 1891.

de facto terminus of two lines. This concession on Turner's part brought him into the good graces of both factions in time for the 1886 election. Turner then, according to newspaper reports, arranged through Charles Peck to have the Sheriff declare the Liberal candidates disqualified on the technicality that they had not been properly nominated.²⁵ Turner and Lewis were elected by acclamation. The Moncton **Daily Times** reported that Sheriff Wells and Peck were burnt in effigy after the election by a crowd of 200 at Hopewell Cape.²⁶

Following the election Turner emerged as an important player in the ASR. With the election over, local and provincial politicians had to face the fact that Turner was a force to be reckoned with. Contract terms were finally agreed to by the province.²⁷ However, the building contract for the ASR was not let until September 1, 1886, but the original provincial deadline remained. The federal government delayed subsidies which, in turn, led to missed construction deadlines. Although the figures are not available, it is clear that, with the beginning of construction, Turner became more and more financially involved with the new road. He was, after all, interested in linking his West River sawmill to his Harvey Bank shipyard. He was also interested in control. In October 1886 he mortgaged property for \$6,000 to Senator Amasa E. Botsford of Sackville likely to pay for construction costs.²⁸ Since Turner dealt with the same suppliers for all his business activities it is impossible to

²⁵ **Maple Leaf**, April 24, 1886, p. 2 and April 21, 1886, p. 2. Despite this polls were held in some locations.

²⁶ **Moncton Daily Times**, April 29, 1886, p. 3.

²⁷ The route is described by James Brown, Engineer, ASR to John Wallace, M.P., and Brown notes the local Legislature approves of this route also. RG 123, Department of Transportation, Vol 1863, File 3268-34, Brown to Wallace, October 21 1886.

²⁸ PANB, RS 84B, Albert County Registry Office, Book X, pp. 185-9. The property mortgaged included the Turtle Creek sawmill, the Isaac Turner homestead, the shipyard, the store, 148 acres in New Ireland, and 1208 acres of land scattered over Harvey Parish.

determine how much he invested in the ASR alone.

Meanwhile, the shipbuilding continued. Turner's next vessel was the small 205 ton schooner *Arabella*,²⁹ built for Captain William Buck of Dorchester. Started late in the winter of 1886-7 for \$18 a ton to be paid by Buck taking over a Bank of New Brunswick note due March 18, 1887,³⁰ Turner, in effect, built the vessel in order to pay a debt incurred in railway construction. This was also a year of plummeting ship prices. Buck put up 20 shares and other Dorchester interests such as Alexander Black, a Dorchester stove fitter, another eight shares. Henry R. Emmerson, a Dorchester lawyer and a provincial Liberal candidate for Westmorland County in the 1886 election, bought four shares initially and another 10 shares for others. Turner invested in 22 shares.³¹

To meet the expenses of both the ASR and the *Arabella*, Turner had to sell off assets and borrow. In the process he became financially linked to H.R. Emmerson. Turner mortgaged 18 of his 24 shares in the *Howard A. Turner* to Emmerson. He mortgaged his two shares in the *Constance* and mortgaged an additional 16 shares of the *Argyll* to George F. Smith.³² Turner even obtained a note from the Chief Controller of the Legislature for \$654

²⁹ *Arabella*, schooner, 205 tons, 100x28.3x10.7 feet, official number 79918, Port number 1 of 1887, NAC, RG 12 A1, Port Register, Dorchester, V 102, mf C-376. It was lost in a gale on December 12, 1887.

³⁰ G.S. Turner Diary, 1888, March 11, 1887. This diary is dated 1888 but the entries include 1887 and 1888.

³¹ Unfinished the total cost of the vessel was \$3,690. Finishing would double this figure. Unfinished a share was worth \$57.65; therefore Turner invested \$1,268.44. We later find out he sold 10 shares for \$3,000, or \$300 a share, implying the vessel was worth \$19,500 at \$93.56 a share. (It is also possible other items were 'bundled' to the shares inflating the selling price.) He sold 42 shares for \$4,830 or \$7,360 total at \$115 a share making Turner's investment \$2,530. The financial information is questionable on this vessel although the \$7,360 figure appears to be a valid figure. G.S. Turner Diary, 1888.

³² G.S. Turner Diary, 1888, June 25, 1887.

at six days repayment to pay the Halifax Banking Company.³³ He borrowed from John Wilbur \$100 at 14 days³⁴ and even borrowed \$97 from his wife's grandmother!³⁵ On May 16, 1887 he borrowed \$1,000 from Emmerson.³⁶ He sold four shares of the *Argyll* and two of the *Egeria* in July 1887. He also obtained notes from Charles S. Lumms of Dorchester for \$1,173 which he used to partially pay a shipbuilding bill.³⁷ On July 16, 1887 he asked H.R. Emmerson to keep one note he owed on until the launching of the *Arabella* on the 23rd.³⁸ With the sale of the 42 shares³⁹ of the *Arabella* for \$4,830 after the launching in July of 1887 he paid his most pressing shipbuilding debts,⁴⁰ but then sold another 10 shares of the *Howard A Turner*,⁴¹ the proceeds of which probably went into the ASR.

Turner tried unsuccessfully to find new investors for the ASR when the chief contractor, Warren Oliver, encountered financial difficulties. He assisted Oliver in an attempt to sell the building contract of the ASR to Saint John interests between April 26 and 30, 1887.⁴² On May 23, 1887 he tried to persuade W.A. Emmerson, a relation of H.R.

³³ G.S. Turner Diary 1888, March 22, 1887. This amount would have been equal to two sessions of attendance in the Legislature. The day before he had used his sessional pay to cover a Bank of New Brunswick note and had borrowed \$44 from a fellow MLA.

³⁴ G.S. Turner Diary, 1888, May 5, 1887.

³⁵ G.S. Turner Dairy, 1888, May 3, 1887.

³⁶ G.S. Turner Diary, 1888, May 16, 1887.

³⁷ G.S. Turner Diary, 1888, July 5 & 6, 1887.

³⁸ G.S. Turner Diary 1888, July 16, 1887. He took Capt Buck with him so this likely indicates that upon launch, Turner would get money from Buck to pay Emmerson. Buck's presence would convince Emmerson of the sincerity of the promise.

³⁹ H.R. Emmerson, Dorchester, took 4, Alexander Black, Dorchester, shipowner 8, captain William Edward Buck, 20, William Yates, Dorchester, farmer, 6 and Gideon Buck, Dorchester, farmer 4.

⁴⁰ G.S. Turner Diary, 1888, June 22, 1887. He valued these 42 at \$4,830.

⁴¹ G.S. Turner Diary, 1888, July 26, 1887.

⁴² G.S. Turner Diary, 1888, April 26-30, 1887. It is not clear whether they were successful as the diary entry is cryptic. Warren Oliver, former shipyard worker of Turner's and contractor for the ASR was also experiencing extreme financial pressures and was unable to pay his men. He had received no government subsidy money since December 16, 1886. He asked Turner's help in selling his interest in the ASR. G.S. Turner Diary, 1888, April 26 & 27, 1887.

Emmerson, to invest in the scheme.⁴³ With no buyer for the ASR, Turner agreed to provide financing, thus tying up capital he would normally have invested in building another ship.⁴⁴

Meanwhile, Turner finally broke through the obstacles to subsidies on the Harvey Branch at the federal level.⁴⁵ With the election of Richard Chapman Weldon, a Liberal-Conservative lawyer, in the 1887 Dominion election the federal subsidy finally became available. The subsidy agreement gave Turner \$9,000 which he immediately used in improvements for the Harvey Branch.⁴⁶ The belated subsidy was justified on the grounds that it should have been paid five years before. Turner used steel rails from the Intercolonial Railway to replace the poorly laid iron ones from 1883.⁴⁷ Additions included a new siding and a platform built by the station house.⁴⁸ A pre-subsidy inspection by Collingwood Schriber, Chief Engineer and General Manager of the Intercolonial, noted several continuing deficiencies despite the improvements.⁴⁹ Turner merely relaid the rails with newer ones and

⁴³ G.S. Turner Diary, 1888, May 23, 1887.

⁴⁴ Also, Lucy Turner's father, Captain David Stiles, died that summer and Gaius Turner became the executor. Lucy received 1/5 of a modest estate which allowed her to invest in her own real estate and ships to support Turner's operations. PANB, RS61, Albert County Probate, Stiles, David, 1887. Future Prime Minister R.B. Bennett's mother also received part of this estate.

⁴⁵ Journal of the House of Commons of Canada, Vol XXI, 1887, June 23, 1887.

⁴⁶ Bank Museum, 994.02.88, Harvey Branch Railway Contract, October 3, 1887. The President was W.H.A. Casey and the Secretary H.E. Graves. The subsidy was for \$3,200 per mile and not to exceed \$9,600. They had until June 13, 1888 to finish the railway or forfeit the subsidy. Earlier complaints about the Harvey Branch were that the Shepody River Bridge was built incorrectly and the old iron rails had not been bent on the curves. Moncton Museum, A-052, Richard Boxall to G.S. Turner, September 21, 1883.

⁴⁷ G.S. Turner Diary, 1888, October 10, 1887. In his Diary 1888 for October 19, 1887 he refers to the arrival of rails as "8 cars rails from the Government for Harvey Branch" implying that he finally obtained the Dominion subsidy and used it to refurbish the railway. The old rails were sold for scrap to Saint John to James Harris (October 31, 1877) and shipped out by schooner, a less costly method than by rail.

⁴⁸ G.S. Turner Diary, 1888, December 6, 1887

⁴⁹ The Bank Museum, 994.02.08d. Collingwood Schriber to A.P. Bradley, Secretary to the Department of Railways and Canals, December 7, 1887. It was reported that the fencing and farm gates were unfinished, that the construction of the Shepody bridge was of inferior spruce and the piers were not ballasted and could be affected by the ice, the culverts were in poor condition, the railway siding at the Harvey Bank

did little to upgrade the other structures of the railway. The railway never passed final inspection because of insufficient equipment, fencing, overhead clearance on the railway bridge and failure to use masonry in the bridge foundation.⁵⁰ Turner, however, had obtained the new rails which he wanted. Rick Boxall of Sackville, a Railroad Inspector and chief engineer for the ASR, reported that “the large wharf erected on the riverside near the terminus will be of great service to shippers as soon as the you have laid the track...I am confident that this railway will be very favourable comparable with other subsidized roads in the province.”⁵¹

Turner moved to openly control the ASR in late 1888. Up to the end of 1888 the ASR received \$36,500 in cash from the province and \$19,428 in rails. (See Table 4, p. 105) But this was not enough to cover Chief Contractor Oliver’s debts. Turner refused further money without a greater degree of control. Oliver signed over his rights to the construction subsidy to Turner on December 6th, 1888.⁵² There would be little construction in 1889 as Liberal shareholders tried one last time to maintain control over the ASR. The delay was with the provincial subsidy which was issued in cash and paid for such things as the men’s labour. The federal subsidy came in the form of rails. The firm of Slipp and Harding from Saint John sued for \$2,417.35 and placed injunctions against the ASR subsidy for Oliver’s unpaid bills on June

station was not finished, that not enough ties had been laid, the curves were too sharp and no rolling stock had been provided.

⁵⁰ NAC, RG 12, Department of Transport, Vol 1849, File 3268.7 Part 2, Collingwood Schreiber, Chief Engineer and General Manager, Canadian Government Railways to A.P. Bradley, Secretary, Department of Railways, December 1, 1888.

⁵¹ Bank Museum, 994.02.12d, Report of the Railroad Inspector, 1888.

⁵² PANB, RS 22/2A, Provincial Secretary, Railway Administration, ASR, Bank of Montreal Assignment letter, December 6, 1888. This was likely in return for Turner absolving Oliver of his railway debts. Josiah Wood had proven to be a limited source of funds and had not pushed the cause of the ASR, also being susceptible to Senator McClellan’s pressure.

21, 1889.⁵³ In June 1889 Oliver sold his interest in the railway to Amasa E. Killam of Moncton, a Liberal-Conservative, who had built the Albert Railway, the Gunningsvale Bridge across the Peticodiac at Moncton and several other major bridges and small railways.⁵⁴ A **Weekly Observer** article reporting on the Killam assumption of ASR leadership implied that the Liberal backers were untrustworthy and bereft of capital, whereas the Liberal-Conservatives would do the job properly.⁵⁵ The election of Directors of the ASR in July 1889 saw Liberal-Conservative influence in ascendancy.⁵⁶ With this new board came the definitive decision to abandon the construction on the north side of the Shepody in favour of the southern route from Derry's Corner.⁵⁷ Sanction was sought and approved from the federal cabinet agreeing that the southern Shepody route would save costs now that the ASR had running rights over the Harvey Branch and would eliminate four trestle bridges over streams.⁵⁸

⁵³ PANB, RS 954, Supreme Court in Equity, Saint John County, Charles W. Skinner versus the ASR 1889, and RS 51b,7, Supreme Court Judgements.

⁵⁴ NAC, RG 43, Department of Railways and Canals, Vol 21, File 954, A.E. Killam, Managing Director, ASR, and J.M. Stevens, President, to Sir John A. Macdonald, Minister of Railways and Canals, October 20, 1890; and for a brief biography of A.E. Killam see the **Moncton Transcript**, August 21, 1922.

⁵⁵ **Weekly Observer**, June 6, 1889, p.3.

Much sympathy is felt and expressed for Mr. Warren Oliver the contractor of the A.S.R. Co., for the heavy financial loss he has sustained, and from the many obstacles he has had to contend with since he first entered upon the work. It is understood that Mr. Oliver has sold his interest to Mr. A.E. Killam, and the public are pleased to learn that so substantial and successful a Railway Contractor has secured control of the work which will be vigorously pushed to completion. Mr. Killam bears the reputation of always seeing his employees promptly paid.

⁵⁶ **Maple Leaf**, July 11, 1880, p. 3. This included Turner, and Bliss and J.M. Steeves from Hillsborough.

⁵⁷ The Moncton Museum, A-052, W.H.A. Casey, Charles W. Anderson and E.H. Robinson to Warren Oliver, July 28, 1889. Oliver was concerned over the additional financial cost of the southern route. He was also facing litigation over non payment of supplies used on the northern route and did not want to see his investment go to waste. The Directors reminded Oliver that the southern route was the preferred route because of local political considerations.

⁵⁸ Privy Council Order. No. 2486, October 24, 1889; and NAC, RG 12, Department of Transport, Vol 1863, File 3268-34, A.E. Killam, President ASR to Collingwood Scriber, Chief Engineer, Canadian Government Railways, August 20, 1889.

The provincial government had halted subsidies to the ASR in the spring of 1889 on the grounds that little construction had taken place in the preceding six months. The Executive Council reminded the ASR of the clause by which they could to take over a railway at six months notice.⁵⁹ David Cleveland, newly appointed president, received this warning on May 4th 1889.⁶⁰ The Sheriff, Asael Wells, had received the notice from Turner who was not present at the cabinet meeting in Fredericton at which the fate of the railway was discussed.

With the ASR's decision to build along the southern Shepody, it became clear that the compromise as to the route which had ensured provincial and federal support for the ASR had broken down. In fact, that compromise had unravelled several months before as the result of a dispute between Turner and H.R. Emmerson over the dispensation of patronage. Turner had supported Emmerson's election in the by-election of September 1888 and January 1889,⁶¹ as a potential ally in seeking provincial railway subsidies. Emmerson, a young Liberal lawyer was appalled to discover that under Turner's control the provincial patronage of Albert County routinely went to Liberal-Conservatives.⁶² His own conflicting nominations drew the wrath of his senior colleague. Blair offered to mediate the dispute but warned that if this failed he would support the Liberal and Turner's cabinet position would be forfeit.⁶³ Turner

⁵⁹ PANB, RS 9, Executive Council Minutes, April 20, 1889.

⁶⁰ PANB, RS 9, Executive Council Meeting, May 14, 1889, #7, Asael Wells.

⁶¹ Maple Leaf, September 27, 1888, p. 2 & December 12, 1888, p. 2. The Maple Leaf found itself in an uneasy alliance with Turner over Emmerson's candidacy.

⁶² Wendell E. Fulton, "Henry R. Emmerson," DCB, XIV, 1998, p. 340. Emmerson also supported women's suffrage.

⁶³ The Bank Museum, Unaccessioned, Bishop Donation Box 1, A.G. Blair to G.S. Turner, July 15, 1889. Blair implied in the letter that if the rift could not be solved Turner's seat on the council would be at the government's disposal as Blair needed to have the House's support and Emmerson was a good Liberal.

resigned from the cabinet in October, 1889. Not only did this weaken his ability to obtain subsidies but it implied a significant loss of income of about \$500 to \$600 per year.

Little construction took place in the second half of 1889 while the factions argued. The Dominion Minister of Railways and Canals, Joseph Henry Pope, resisted paying subsidies due the new ASR backers out of concern for Slipp & Harding's case and under pressure from Senator McClellan.⁶⁴ The Blair government did not release the provincial subsidy until just before the January 1890 provincial election.

These disputes left Turner and his railway dangerously isolated. Turner had angered Peck and a faction of the Liberal-Conservatives when he supported H.R. Emmerson against Dr. Lewis in the by-election of 1888.⁶⁵ Turner thought Emmerson would assist in securing the ASR's provincial subsidy. Peck then blocked Emmerson's personal investment in the ASR. Emmerson won this election and again in 1889 when the Liberal-Conservatives divided over the nomination. Turner discovered his new protégée was seldom willing to take direction.⁶⁶ The controversy between Turner and Emmerson became public during the provincial election of January 1890. When Emmerson had a new Liberal probate judge appointed in Albert County, Turner became upset.⁶⁷ Emmerson also did not like the fact the Liberal-Conservative Weekly Observer received all the public auction notices from the

⁶⁴ NAC, RG 13, Department of Justice, Vol 79, File 1890-1264, R.C. Weldon, M.P. to R. Sedgewick, Minister of Justice, January 1, 1890. Weldon states: "If the Steeves had not taken hold of it or if the road lay burdened with Slipp & Harding claim it would have lain until doomsday, no claims would have been paid and the county would have been without the railway. The position of Slipp & Harding and Senator McClellan was a senseless, dog-in-the-manger one."

⁶⁵ One such letter to the editor of the Maple Leaf from C.A. Peck stated, "I brought Turner out of the woods and made him what he is and, ---him, I'll put him back in the woods with his brother John, where he belongs," Maple Leaf, September 27, 1889.

⁶⁶ Maple Leaf, January 9, 1890, p. 2.

⁶⁷ Emmerson had Joseph H. Dickson appointed.

sheriff and the Liberal **Maple Leaf** received none. The final break occurred when Emmerson had an injunction issued against disbursement of provincial subsidies to the ASR when Oliver proved unable to pay his workers.⁶⁸ Despite a hard fought contest along party lines, Turner and Lewis defeated the Liberal candidates, Emmerson and Charles Osman, by less than 15 votes.⁶⁹

In opposition, Turner became one of the fiercest critics of the Blair government. He denounced the reduced stumpage fees in an era of fiscal shortages and opposed further railway subsidies as increasing the provincial debt.⁷⁰ Premier Blair replied that “he had no sympathy for a member who after his county had got everything it could possibly want absolutely refuse[d] to extend fair treatment to other less fortunate counties.”⁷¹

Partisan politics stalled any provincial subsidies in 1890. In May R.C. Weldon, M.P. for Albert County, floated the idea in the House of Commons that the Intercolonial take over some of the branch lines including the ASR. Sir John A Macdonald, however, could not be

⁶⁸ **Maple Leaf**, January 16, 1890, p. 2.

⁶⁹ This was Albert County’s first complete ‘party’ election with Turner and Lewis opposing the government having been traditionally Liberal-Conservatives, and Emmerson and Charles Osman supporting the government and being Liberals. The vote was: Lewis, 1159, Turner, 1110, Osman, 1104, Emmerson, 1095. **Maple Leaf**, January 30, 1890, p. 2. The voter turnout was almost 100% with both party machines encouraging voter participation and parishes voted according to their resident candidates, on the railway issue and how the candidates supported the ASR. During the election Emmerson was also able to prevent Sheriff Wells from being appointed the returning officer so as to prevent any election fraud or events like those that occurred in 1886. There was even evidence of vote buying on Turner’s part. E.H. Blakney complained to Turner on February 19, 1890 of an election bill “which is the first one I ever made and I hope it will be the last I will ever be under the painful necessity of construction.” Bank Museum, 995.2.25a. Emmerson suffered defeat in the 1891 Dominion election at the hands of R.C. Weldon in Albert County. Emmerson won the provincial by-election after Turner died in 1892 and Emmerson became premier in 1897. See Arthur T. Doyle, **The Premiers of New Brunswick**, (Fredericton: Brunswick Press, 1983), pp. 21-3.

⁷⁰ **Synoptic Report of the House of Assembly of New Brunswick**, 1890, p. 52. **Synoptic Report of the House of Assembly of New Brunswick**, 1891, p. 93. See Also **Daily Times**, April 25, 1892, p. 1

⁷¹ **Synoptic Report of the New Brunswick House of the Assembly**, 1891, April 14, 1891, p. 93.

persuaded.⁷² Weldon continued to lobby Macdonald for subsidies, noting that \$30,000 of personal money had been spent since that last subsidy payment the year before

As the work has passed from the hands of our political enemies into those of our warm friends and from the shysters into the hands of honourable men (excepting Killam who has little to do with it and through whom the new men bought) much party advantage will accrue from the speedy completion of the road by the present Company.⁷³

Telegrams from Weldon turned to pleading after Josiah Wood, the Sackville Liberal-Conservative M.P., came out against to the subsidy payment.⁷⁴ Macdonald stalled. Weldon noted that little had been accomplished on the road bed in 1890 “after my own personal and political friends were this summer induced to buy the wreck and finish the road it is most unfair to withhold payment.”⁷⁵ The Liberal-Conservatives had gained full control of the ASR, but at a high political cost that delayed the construction and proved fatal within the year. Macdonald eventually denied Slipp & Harding’s claim with the legal argument that the Dominion government only had ties with the ASR, and whoever was running it at the time of the financial problems was not his concern.⁷⁶

Meanwhile, mired in a morass of railway politics and heavy expenses, involving an engine, switches, rails, spikes and buildings, Turner was in no position to absorb the disappearance of the *Arabella* on a coal run between New York and Halifax in early

⁷² Debates of the House of Commons of Canada, 1890, p. 4891-2. Macdonald did not want to set a precedent for other failing railways, nor did he want to increase the indebtedness of the Intercolonial.

⁷³ NAC, MG 26A, Sir J.A. Macdonald Papers, Volume 133, mf C-1559, Railway Papers, #9, Albert Railway, R.C. Weldon to Sir J.A. Macdonald, October 9, 1890.

⁷⁴ NAC, MG 26 A, Sir J.A. Macdonald Papers, V 133, mf C-1559, Josiah Wood to Sir J.A. Macdonald, November 9, 1890. Wood also noted the Oliver was bankrupt.

⁷⁵ NAC, MG 26 A, Sir J.A. Macdonald Papers, V133, mf C-1559, R.C. Weldon to Sir John A MacDonalD, October 28, 1890.

⁷⁶ NAC, RG 12, Department of Transport, Vol 1863, File 3268-34, Slipp & Harding to Minister of Railways, November 13, 1890.

December 1887.⁷⁷ His loss was about \$9,000. In 1888 the shipyard remained idle. With railway subsidies payable only upon completion of specific sections, Turner chose to channel his capital into railway construction.

The years 1887 and 1888 saw Turner in a scramble to stay afloat. He sold the remains of the burnt Turtle Creek sawmill in May 1887 for \$400,⁷⁸ and sold the surrounding land including driving dams for another \$400.⁷⁹ He borrowed \$2,000 from G.I. Smith in January 1888⁸⁰ and in February sold off two shares of the *Annie E Wright* to J. N. Smith of Coverdale for \$1,500.⁸¹ He then repaid H.R. Emmerson \$1,050.⁸² He managed to buy a \$230 property in the winter of 1888 but sold a \$175 property in May and placed a \$502 mortgage on another in August.⁸³ He mortgaged 16 shares of the *Argyll* in May and a further eight shares in October. He traded his inherited shares of the *Revolving Light* for 12 shares of the newly built *Demozelle* in July of 1888 but sold all the shares within four months.⁸⁴ Turner lost a large cargo of laths when the schooner, *Clara*, wrecked on a reef in the Shepody River. Since

⁷⁷ **Maple Leaf**, January 12, 1888, p. 3. "Last heard from December 22, 1887. A good deal of anxiety is felt for the safety of the schooner *Arabella*." The *Arabella's* cargo was insured for \$10,600 but the hull was not, **Northern Shipwreck Database**.

⁷⁸ G.S. Turner Diary 1888, May 27, 1887. He sold it to Gilbert Berry for \$200, accepting a \$80 waggon as payment and two small payments plus interest. See also PANB, RS 84B, Albert County Registry Office, Book C-1, p. 37, August 15, 1889. It would appear the deed did not change hands until Berry paid off the debt.

⁷⁹ G.S. Turner Diary, 1888, December 7, 1887. To be paid in four annual instalments at 3.5% interest.

⁸⁰ G.S. Turner Diary, 1888, January 11, 1888.

⁸¹ G.S. Turner Diary, 1888, February 5, 1888. The *Annie E Wright* had been worth \$2,450 for two shares just three years previously, a depreciation rate of 12.9% a year, an indication the large ship market had fallen off dramatically.

⁸² G.S. Turner Diary, 1888, February 6, 1888.

⁸³ PANB, RS 272, Land Petitions, Gaius S. Turner, AL 1888, p.73 and RS 686, Land Grants, F 16425, Gaius S. Turner, March 19, 1888. PANB, RS 84B, Albert County Registry Office, Book Z, p. 403, May 14, 1888. PANB, RS 84B, Albert County Registry Office, Book Z, p. 13, August 23, 1888.

⁸⁴ *Demozelle*, schooner, 163 tons, 94x28.1x9.2 feet, built by Simon F. Rose of Hopewell Cape, registered 30 June 1888, official number 92380, Port number 16 of 1888, PAC, RG 12 A1, Port Register, Saint John, V 278, mf C-392, all 64 shares owned by S.F. Rose initially.

there was no insurance his losses were heavy.⁸⁵ His trading business also began to decline in 1888 with only \$8,043 worth of deals and hay⁸⁶ shipped on which he would be lucky to make 5% commission. As a shareholder of the Albert Railway he had reason for concern when English bondholders foreclosed on its assets in November 1888 with plans to sell.⁸⁷ The English bondholders ran the railway briefly as the Salisbury and Albert. At the Albert Railway public auction in early 1889 the National Improvement Company of New York bought the Railroad and renamed it the Salisbury and Harvey after negotiating running rights over the Harvey Branch.⁸⁸

With A.E. Killam taking over the ASR as president and chief contractor in early 1889 providing much needed stability to the railway, Turner turned back to real estate investment and shipbuilding. He bought the estate of George Bishop for \$2,400 in May 1889.⁸⁹ Turner was particularly interested in its 10 acres of prime hay growing marsh as a source of supply

⁸⁵ "The Captain, who thought he could pilot the vessel out of the [Shepody] river himself and therefore save one dollar and fifty cents, is a heavy loss," Weekly Observer, December 6, 1888, p. 3. Weekly Observer, December 13, 1888, p. 3. 350,000 laths were under deck and 250,000 were above. Even though there were deck load laws at the time they did not apply to coastal trade to the United States.

⁸⁶ "Albert County Exports," Weekly Observer, January 3, 1889, p. 2.

⁸⁷ Maple Leaf, August 16, 1888, p. 2. Turner accompanied the chief representative of the English bondholders R.J Griffiths on his inspection tour of the Albert Railway. The English bond holders discovered in 1888 that the bonds they had were of dubious legal standing in that the Albert Railway was funded solely by shares and government subsidies. No bonds had been issued by the company. However, some bonds were issued from Saint John under the trusteeship of J.W. Domville, T.R. Jones and Z. Ring and with the full knowledge and authorization of the President and Secretary. "Albert Railway Prospectus," Salem and Hillsborough Railway Archives, Hillsborough, NB. The English bond holders were able to obtain legal right to regain control over the railway which they did accepting a 1/4 reduction in bond equity to ensure the sale. See Maple Leaf, October 25, 1888, p. 2, for a detailed report of his address to the English bondholders October 11, 1888. The Railway was renamed the Salisbury and Albert Railway. The history of Albert County Railways is complicated and warrants its own study.

⁸⁸ Moncton Museum, A-052, C.A Harmon, President, The National Improvement Company to G.S. Turner, December 14, 1891. This document only establishes the identity of the buyer. Harmon bought it on November 15, 1889

⁸⁹ PANB, RS 84B, Albert County Registry Office, Book Z, p. 446, May 29, 1889. Turner had loaned this money out to Morris Driscoll two years earlier to pay for Driscoll's emigration to the U.S. and Turner had never been repaid. PANB, RS 84B, Albert County Registry Office, Book A-1, p. 446, May 1, 1889.

for exports. The sale of the shares of the *Argyll* assisted him with the construction of the 599 ton barque, the *Carrie L Smith*,⁹⁰ launched June 15, 1889 and built for J. N. Smith of Coverdale who bought 21 shares. Turner also wound up with 21 shares. Turner re-mortgaged all of his property for \$6,000 to Mount Allison University on October 1, 1889 to keep afloat.⁹¹ He used this mortgage to repay the \$6,000 mortgage held by A.E. Botsford from October 6, 1886, five days later.⁹²

Political divisions forced Turner out of the newspaper business in the summer of 1889. Turner had invested in the Liberal-Conservative Weekly Observer in Harvey Bank in 1885, and which later moved to Hillsborough, to counter the Liberal paper, the Maple Leaf. The Observer suffered drastic reductions in circulation after the by-elections of 1888 and 1889 in which Turner formed an alliance with the Maple Leaf to elect H.R. Emmerson in return for Emmerson's support for the ASR. The newspaper folded in July 1889 amid pending litigation over bills.⁹³

The year 1890 started badly. The *Howard A Turner* disappeared at sea in January, after having received extensive repairs in October.⁹⁴ The cargo was only insured for \$3,700

⁹⁰ *Carrie L Smith*, barque, 599 tons, 162.9x34.5x15 feet, launched June 15, 1889, official number 96744, pennant letters SLKH, Port number 24 of 1889, NAC, RG12 A1, Port Register, Saint John, V 283, mf C-393. It was wrecked near San Francisco, December 2, 1908. It was named after Smith's daughter.

⁹¹ PANB, RS 84B, Albert County Registry Office, Book B-1, pp. 49-52, October 1, 1889. Lucy Turner had obtained a teaching certificate from Mount Allison College and likely used her personal influence to obtain the mortgage since she was also active in the Methodist movement which was headquartered in Sackville and allied with Mount Allison.

⁹² PANB, RS 84B, Albert County Registry Office, Book X, pp. 185-6, October 6, 1886 & Book A-1, p.69, November 28, 1889

⁹³ Bank Museum, 994.02.95, J.A. Wells to G.S. Turner, July 1889. A. Wells advised Turner, one of the shareholders, to "protect himself." The printing press was sold off in 1891, and Wells moved on to Saint John. Turner assisted Wells by buying the old Weekly Observer office in Harvey Bank. PANB, RS 84B, Albert County Registry Office, Book Z, p. 451, May 29, 1889.

⁹⁴ Maple Leaf, October 3, 1889. It went aground in the fog.

and the hull for \$7,000, the latter a fraction of its value.⁹⁵ He sold 13 shares of the *Carrie L Smith* to finance the next vessel. June saw the launch of the *Alert*,⁹⁶ a barque of 576 tons, a month late.⁹⁷ It was built for J.N. Smith and other Albert County, Saint John and Nova Scotia investors. Turner sold the *Lima* outright in July 1890 to pay bills along with 18 shares of the *Argyll*. Turner accepted two shares in the *Alert* but immediately sold these after its launch.

The ASR problems continued to haunt Turner. Henry A. Powell sued Turner, A.E. Killam, Joseph E. Killam and H.R. Emmerson on May 2, 1890 for non payment of a one thousand dollar note dated 10 June, 1889, but settled out of court.⁹⁸ As his financial position worsened, he sold the Bishop estate for its \$2,400 value on November 24, 1890,⁹⁹ and sold six shares in the *Argyll* in December. He then paid off his 16 mortgaged shares on the *Argyll* held by Emmerson. However, this was not enough to pacify the politically and personally disgruntled Emmerson who sued Turner in 1890 for the latter's failure to repay a \$2,000 note which had come due in February 1889.¹⁰⁰

During the winter of 1890/91 Turner built the *Alexander Black*,¹⁰¹ a barque of 575 tons for Alexander Black of Dorchester without any apparent financial difficulty. Alexander

⁹⁵ Northern Shipwreck Database, January 1890, and Maple Leaf, January 23, 1890, p. 3. Only partial insurance coverage was common in those days.

⁹⁶ *Alert*, barque, 531 tons, 163.3x34.6x13.3 feet, launched June 6, 1890, official number 96950, pennant letters SWFG, Port number 14 of 1890, NAC, RG 12 A1, Port Register, Saint John, V 284, mf C-394. Wrecked Balia Blanca Argentina, January 26, 1900.

⁹⁷ The Maple Leaf, May 8 and 22, 1890, p. 3. No reason was given.

⁹⁸ PANB, RS 957, Court of Equity, Westmorland County, Henry A. Powell versus A.E. Killam, Joseph E. Killam, H.R. Emmerson and G.S. Turner, 1890. Powell claimed that they had an account owing \$3,200 on judgment already.

⁹⁹ PANB, RS 84B, Albert County Registry Office, Book B-1, p. 372, November 24, 1890.

¹⁰⁰ PANB, RS 958, Court of Equity, York County, Henry R. Emmerson Versus Gaius S. Turner, 1890. This note was 1888 funds for the ASR there being no vessel built that year.

¹⁰¹ *Alexander Black*, barque, 575 tons, 168.8x34.9x13.3 feet, launched May 23, 1891, official number 79920, pennant letters, MGHB, Port number 11 of 1891, NAC, RG 12 A1, Port Register, Dorchester, V 102, mf C-376. It was abandoned at sea March 6, 1913.

Black took 22 shares, Turner had five and Lucy Turner two. The *Alexander Black* cost \$27.80 a ton for the hull, or \$247.07 a share implying a Gaius Turner investment of \$1,235.35 and Lucy Turner another \$494.14. The rest of the shares went to Albert, Moncton and New York investors. Turner's monthly wage bill for April 1891, the only Turner wage bill known to exist, came to approximately \$763.83 for 43 men.¹⁰² He also noted that up to May 8, 1891, the ship materials, not including wages, had cost \$13,531.62.¹⁰³ This reduced building was a far cry from the 100 men he used to employ in the early 1880s. During the construction of the *Alexander Black* Turner sold no ship shares although it is possible the sale of the Bishop estate served the same purpose.

By 1891 Turner was in dire financial straits. The Harvey Branch Railway, since its completion in 1883, had not proven a success. Despite increasing exports through Harvey the railroad could not attract sufficient traffic to turn a profit.¹⁰⁴ It was still easier to unload and load on the north side of the River and more convenient to use the Albert Railway to access Albert County markets. Further, the Salisbury and Albert Railway imposed a one year temporary injunction in early 1888 to prevent the ASR from running freight trains across the Harvey Branch unless they were given similar privileges.¹⁰⁵ Freight shipments out of Harvey fell drastically that year. Passenger traffic was also less than expected and could not offset

¹⁰² Bank Museum, 995.1.6.2, G.S. Turner Payroll April 1891. No grand total was given but their daily wage was included as was the number of days they worked, forming the basis of this calculation.

¹⁰³ Bank Museum, 995.1.6.4, *Alexander Black* Costs, May 8, 1891.

¹⁰⁴ Exports through Harvey were \$8,083 for 1888, \$852 in 1889 (the year of the injunction), \$19,763 in 1890 and \$59,600 in 1891 (the year the ASR was finished). The number of exporters had increased from eight to 14 in that same period. Turner was unable to monopolize the ship traffic. "Exports of Albert County," *Maple Leaf*, January 7, 1891, p. 3 and January 8, 1892, p. 2.

¹⁰⁵ G.S. Turner Diary, 1888, December 31, 1887. W.W. Wells and Joseph H. Calhoun, two Liberal supporters of northern Shepody route, placed the injunction on December 31, 1887. G.S. Turner Diary, 1888. Unfortunately no injunction records exist in the PANB.

the freight losses. The decline of traffic could not have been forecast ten years before because Albert County had experienced consistent long term population growth. (See Figure 10, p. 115) Beginning in the early 1880s many Albert County natives left to seek their fortunes in the west. This, combined with the railroad's maintenance costs, meant that it operated at a loss each year. Turner also did not receive the final portion of his Harvey Branch subsidy. A Dominion engineer classed the railroad as inferior.¹⁰⁶ The Harvey Branch problems were by no means unique as all the Albert County railroads had experienced financial difficulties from 1888 to 1892.

The final deterioration in railway finances began in September 1891 when Henry A. Powell of Saint John sued for the non-payment of a bill totalling \$8,202.88.¹⁰⁷ The ASR had amassed costs of \$202,894.90 in construction, of which less than half had been paid by federal subsidies (\$51,200) and provincial subsidies (\$46,500).¹⁰⁸ The initial construction estimate of the ASR had been \$16,000 a mile or a total of \$259,200.¹⁰⁹ Shareholders' costs increased dramatically as political infighting prevented a \$120,000 bond issue.¹¹⁰ The political delays

¹⁰⁶ Bank Museum, 994.02.06, Engineer's Report December 7, 1887. The road was "very inferior for that called by the contract...including fencing, public road crossings, timbers of the bridges and no rolling stock has been provided." It would appear that Turner sold the Harvey Branch engine and some of the cars to the ASR.

¹⁰⁷ PANB, RS 84B, Albert County Registry Office, Book C-1, p. 160. The judgement was for \$8,152 in a lawsuit by Powell against Turner, J. Steeves, Bliss Steeves and John Beatty. PANB, RS 51b,7, Supreme Court Judgements, February 27, 1892.

¹⁰⁸ PANB, RS 22/2A, Provincial Secretary, Railway Administration, ASR, Engineers Report Summary and Provincial Debentures Issued, no date, but appears both reports were done up by the same person in the summer of 1891 in an attempt to get an additional \$6,000 in subsidies by arguing the railway was longer than the government believed. See also the Maple Leaf, January 14, 1892, p. 2.

¹⁰⁹ The money was to have been raised by Dominion subsidy, \$51,200, provincial subsidy, \$48,000, bonds, \$120,000 and shares \$40,000. NAC, RG 12, Department of Transport, Vol 1863, File 3268-34, William Pipes, President ASR, to John H. Pope, Minister of Railways, March 16, 1885.

¹¹⁰ The shareholders had committed \$86,500 as their portion of a budget that called for only \$40,000 in share capital. With no bonds, shareholders had to raise another \$73,500. Share figures in NAC, RG 12, Department of Transport, Vol 1863, File 3268-34, Thomas McHenry, Secretary ASR to A.P. Bradley,

and the abandonment of two graded sections added significant cost. The ASR, in April 1891, had outstanding debts of \$37,353.31 and receivables of \$24,500 leaving a net debt of \$12,953.31.¹¹¹ However, Turner was not being held accountable for any cost over runs, but just the unpaid bills. Unfortunately even R.C. Weldon's successful negotiation of a final \$6,000 direct payment to the ASR from Ottawa came too late.¹¹²

In spite of the railway troubles, Turner had started to build a vessel in August 1891. Warren Dixon of Hopewell Cape had launched a barque of 471 tons in June 1891 and this may have convinced Turner that there was still a market in vessels.¹¹³ Lumber and agricultural export prices continued to remain high as they had been for the previous three years.¹¹⁴ However, financial problems in the fall forced a work slow down. The slowdown in the Turner yard prompted Malcolm McLane, normally a worker in the yard, to build his own small vessel with the surplus local labour at Albert, just a mile across the river.¹¹⁵ Gilbert Brewster did the same thing on his property in Harvey Bank.¹¹⁶ It was the railway problems and declining ocean freight rates, which gradually choked off Turner's ability to build ships.

It was the railways, too, which led to his bankruptcy. The provincial government once

Secretary Ministry of Railways and Canals, 18 March 1885.

¹¹¹ The Bank Museum, 995.1.80, Memorandum, Liabilities Albert Southern Rail Road Co., April 1, 1891.

¹¹² Moncton Museum, A-052, T. Trudeau, Deputy Secretary, Department of Railways, to G.S. Turner, September 1891.

¹¹³ *WW McLaughlin*, barque, 471 tons, launched 6 June 1891, 160.3x38.4x13.2, official number 100070, Port number 20 of 1891, NAC, RG 12 A1, Port Register, Saint John, V 285, mf C-394.

¹¹⁴ Urquhart, Historical Statistics of Canada, p. 299.

¹¹⁵ Malcolm McLane of Harvey Bank started building a small schooner for Isaac Prescott, Captain John Wilbur and J.S. Atkinson, named *Susie Prescott*, 99 tons, 79.2x25.7x7.6 feet, official #100435, Port number 2 of 1892, NAC, RG 12 A1, Port Register, Moncton, V 359, mf C-401. See also the Maple Leaf, October 15, 1891, p. 3.

¹¹⁶ The *Velina A* was launched April 7, 1892, schooner, 9 tons, 32.6x12.1x4.4 feet, official number 100036, Port number 1 of 1892, NAC, RG 12 A1, Port Register, Moncton, V 359, mf C-401. In 1905 it was rebuilt to 42.5x12.2x4.4 and renumbered 100434. It was destroyed by fire at Sackville, N.B., 1907.

again cut off subsidies in late May 1891, leaving the Bank of New Brunswick with an outstanding balance of \$5,324.28 against the ASR.¹¹⁷ Senator A.R. McClellan placed a freeze of \$2,500 on Dominion ASR bonds in early November 1891 while ownership of a train engine was sorted out.¹¹⁸ Powell again sued the ASR directly on November 16, 1891 and received a judgement for \$7,180.¹¹⁹ Turner, in an attempt to save his own investment, also sued the ASR for \$35,000, receiving a judgment for \$33,000 the day after Powell's.¹²⁰ Attempts at gaining an additional \$6,000 in subsidies based on the company's estimate of the railway's length of 17.5 miles met with failure when A.G. Beckwith, Department of Public Works engineer, determined the ASR was 16.2 miles long including sidings.¹²¹ R.C. Weldon's negotiations for extra subsidy in September released over \$15,000 in cash from the Dominion government but the provincial government was slow to contribute. The subsidy was also still contested between the ASR, Slipp & Harding and Warren Oliver and Slipp & Harding secured an injunction in December 1891.¹²² Oliver claimed the money belonged to him since he had the contract at the time the subsidies were due. Slipp & Harding put in their claim

¹¹⁷ PANB, RS 22/2A, Provincial Secretary, Railway Administration, ASR, Letter dated June 1, 1891 from George A. Schofield, Bank of N.B. to G.N. Babbitt, Deputy Receiver General, N.B.

¹¹⁸ Moncton Museum, A-052, Lawsuit between A.R. McClellan, the ASR, Josiah Wood and Warren Oliver, November 5, 1891. This was between the ASR and the Elgin, Petitcodiac and Havelock railway. See also NAC, RG 12, Department of Transport, Vol 1863, File 3268-34, Collingwood Schriber, Chief Engineer, Canadian Government Railways to Secretary, Railways and Canals, January 28, 1892. The letter contains a newspaper clipping from the Saint John Sun.

¹¹⁹ PANB, RS 51b,7, Supreme Court Judgements, November 18, 1891.

¹²⁰ PANB, RS 957, Supreme Court in Circuit, Westmorland County, Gaius S. Turner Versus the ASR Company, 1891. PANB, RS 51b,7, Supreme Court Judgements, November 20, 1899. Joshua M Steeves also sued the same day and received a judgement for \$22,000. Thomas E Anderson sued and received a judgement for \$2,500.

¹²¹ PANB, RS 22/2A, Provincial Secretary, Railway Administration, ASR, A.G. Beckwith to James Mitchell, April 22, 1892.

¹²² NAC, RG 13, Department of Justice, Vol 83, File 1891-1316, T. Trudeau, Acting Secretary to the Minister to R. Sedgewick, Minister of Justice, December 9, 1891.

because of debts owed them by Oliver. The ASR contended the subsidy was theirs because Oliver did not finish the railway. In a court judgement, the ASR kept the subsidy and agreed to pay Oliver's debts.¹²³ Turner, as president of the ASR, acknowledged the railway's completion and requested a settlement of subsidy accounts by the provincial government on February 17, 1892.¹²⁴ Here Turner's claim was supported by George A. Schofield of the Bank of New Brunswick who noted that, as of September 5, 1892, the provincial government still owed \$1,100 on the 16.2 miles constructed.¹²⁵

With Powell's civil action and the problems with the subsidies both the ASR and Turner found it difficult to meet their financial obligations. Despite real property valued at \$10,450,¹²⁶ a personal estate estimated at \$1,500 for tax purposes, shares in five vessels, a shipyard with plans for another vessel to be launched in the spring of 1892, a store, a railway, two lumber mills, and the income from the House of Assembly, Turner was seriously over-extended. The Bank of New Brunswick called in \$4,350 in loans and overdrafts on September 24, 1891.¹²⁷ Five days later Turner received a consolidated statement from the

¹²³ Maple Leaf, January 14, 1892, p.2. The court action had begun in 1890 when the Saint John firm of Slipp and Harding tried to get their money back for an advance to Oliver when he was contractor. The judge ruled in favour of Slipp and Harding and the ASR was ordered to pay \$2,523.55 on behalf of the debt incurred by Warren Oliver.

¹²⁴ PANB, RS 22/2B, Provincial Secretary, Railway Administration, ASR, G.S. Turner and W.A. Trueman to Lt Governor in Council, February 17, 1892.

¹²⁵ PANB, RS 22/2A, Provincial Secretary, Railway Administration, ASR, George A. Schofield to James Mitchell, Provincial Secretary, September 5, 1892.

¹²⁶ This figure was a considerable underestimate because this was based on county tax assessments which often does not take into consideration improvements to property. See *Albert County Tax Assessments for the Parishes of Harvey, Hopewell, and Coverdale, 1874-1892*, PANB, RS 146C, Albert County Council.

¹²⁷ Bank Museum, 995.1.65a, B. Boyd, Cashier, Bank of New Brunswick, Saint John, to G.S. Turner, September 24, 1891. Boyd sought payment of the interest on the \$4,350. He also stated "your current account is also overdrawn." The amount was mostly for a used locomotive bought on Turner, Steeves and Killam's account for the ASR. PANB, RS 22/2A, Provincial Secretary, Railway Administration, ASR, Letter from George A. Schofield, Manager Bank of New Brunswick, Saint John to A.G. Blair, Attorney General, February 10, 1892. Banks in the Maritimes were reputedly reluctant to loan to shipbuilders and other unsecured businesses because of high failure rates in the late 1870s and 1880s. A rapid decline in

Bank of New Brunswick which outlined his difficulties. He owed the bank \$13,950 for notes due in August and September and was overdrawn by \$24.57. Interest charges on all the notes for the year came to \$83.79.¹²⁸ The Bank of Nova Scotia, Saint John, also put pressure on Turner. It noted debts of \$1,029 and \$1,976.16, that the latter figure was overdue by 18 months in December 1891¹²⁹ and demanded immediate repayment of \$2,000 with additional security on the rest.¹³⁰ Turner sold his remaining shares in the *Alexander Black, Argyll, Egeria* and *Latona*.¹³¹ He then offered the ASR to C.W. Harman of New York who owned the Salisbury to Harvey Railway under the title of The National Improvement Company but Harman declined, noting the poor market for railways at the time.¹³² On January 8, 1892 the Bank of Nova Scotia sued Turner and his railway associates for an overdue note of \$1,976.16.¹³³ Although the defendants denied all knowledge of this note, the court found in favour of the Bank.¹³⁴ In January, T. McAvity and Sons, hardware merchants from Saint

the P.E.I. shipbuilding industry forced the Merchants Bank in Charlottetown to foreclose on a shipbuilder in October 1878 and this caused a run on the bank. Nicholas J. de Jong and Marven E. Moore, ***Shipbuilding in Prince Edward Island***, (Ottawa: Canadian Museum of Civilization, 1994), pp. 158-60. In New Brunswick and Nova Scotia the Bank of Nova Scotia was particularly concerned with unsecured additional loans and overdrafts from the mid 1880s due to the economic crisis of 1882-84. They therefore reduced available credit when it was most often needed. James D. Frost, "The Nationalization of the Bank of Nova Scotia, 1880-1910," in T.W. Acheson, David Frank, James D. Frost, contributors, ***Industrialization and Underdevelopment in the Maritimes, 1880-1930***, (Toronto: Garmond Press, 1985), pp. 33, 35, 37-43.

¹²⁸ Bank Museum, 994.1.65a, B.C. Boyd, Bank of New Brunswick to G.S. Turner, September 29, 1891.

¹²⁹ Bank Museum, 994.02.61, Bank of Nova Scotia to G.S. Turner, December 5, 1891.

¹³⁰ The Bank of Nova Scotia took him and five others to court for the repayment in April 1892. PANB, RG 84B, Albert County Registry Office, Book C-1, p. 220, April 2, 1892.

¹³¹ The *Argyll* was sold to George Ball of Dublin for L1,400, 20 October 1891, PAC, RG 12 A1, Port Register, Saint John, and the ***Maple Leaf***, October 22, 1891, p. 3. This would be about \$5,600 for a nine year brigantine.

¹³² Moncton Museum, A-052, C.A Harman to G.S. Turner, September 14, 1891. Harman's company owned a number of US public utilities and local railways. His first investment in Albert County was the manganese mine at Dawson Settlement, Hillsborough Parish.

¹³³ PANB, RS 954, Supreme Court in Circuit, Saint John County, The Bank of Nova Scotia versus A.E. Killam, G.S. Turner, Bliss Steeves, Joshua M. Steeves, John A. Beatty, 1892.

¹³⁴ PANB, RS 51b,7, Supreme Court Judgements, April 2, 1892.

John, noted non-payment of a note and politely asked for one-third repayment.¹³⁵ Henry A. Powell launched another suit against the personal estates of the ASR directors on February 27, 1892 in order to get back \$8,152 loaned to Turner, Bliss Steeves, Joshua M. Steeves and John A. Beatty in April 28, 1891.¹³⁶ Powell further noted a judgement of \$7,180 from November 1891 which had yet to be paid.¹³⁷

J.M. Stevens and Turner spent early February trying stave off bankruptcy with bank loans but the banks were unprepared to accept further risks.¹³⁸ On March 22, 1892, James C. Robertson of J. Harris & Co., Saint John, sued Turner for \$2,000.¹³⁹ Mount Allison University also called in the mortgage it held for \$6,000 on Turner's property. The ASR's rolling stock sold at public auction on February 24, 1892 for \$3,000 to H.A. Powell.¹⁴⁰ By Turner's own calculation he owed \$14,228.00 in promissary notes coming due between March 28th and April 19, 1892.¹⁴¹ Turner's judgement against the ASR for \$33,000 remained unpaid as of his official bankruptcy on April 1, 1892.¹⁴² Nothing could be paid because Turner was the key shareholder and the railway had no further borrowing capacity. This

¹³⁵ The Bank Museum, Unaccessioned, The Bishop Donation, Box 1, T. McAvity & Sons to G.S. Turner January 21, 1892. It is suspected this referred to a shipbuilding bill.

¹³⁶ PANB, RS 51b,7, Supreme Court Judgements, February 27, 1892. Found in Powell's favour.

¹³⁷ PANB, RS 957, Supreme Court in Circuit, Westmorland County, Henry A. Powell versus Gaius S. Turner, Bliss Steeves, Joshua M. Steeves and John A. Beatty, 1892.

¹³⁸ The Bank Museum, Unaccessioned, Bishop Donation Box 1, J.M. Stevens to G.S. Turner, February 5, 1892. The Bank of Nova Scotia, Merchants Bank of Halifax and Bank of New Brunswick were all approached.

¹³⁹ PANB, RS 954, Supreme Court in Circuit, Saint John County, James Robertson, versus G.S. Turner, 1892. This was never settled because Turner died before the court date.

¹⁴⁰ The Maple Leaf, March 3, 1892, p. 3.

¹⁴¹ The Bank Museum, Unaccessioned, The Bishop Donation, Box 1. This document is not identified or dated but the handwriting is Turner's and the amounts listed correspond to amounts owing in the same period of March 1892. It would appear this was a rough worksheet that Turner used to form the basis of declaring bankruptcy.

¹⁴² PANB, RS 55, Court of Equity, Graves, Harding versus Wells, W. Wilberforce, 1902.

manoeuvre merely provided legal protection and a claim on the railway if sold at public auction.

The Harvey Branch did not escape the breakup of Turner's business interests. Turner had signed over his 600 shares to H.A. Powell of Sackville on October 23, 1891 to settle outstanding court judgements.¹⁴³ Part of the problem with the Harvey Branch was that it had yet to receive its full subsidy from 1887. Some work had not been completed to the Dominion government engineer's satisfaction and \$4,046.43 was still outstanding.¹⁴⁴ The rolling stock sold at public auction February 24, 1892 and the railway experienced a similar fate in June.¹⁴⁵ The sale of the rolling stock raised only \$3,000. Turner finally declared bankruptcy on April 1st to seek protection from his creditors.¹⁴⁶ George A. Coonan bought his store the same day.¹⁴⁷ On April 15th W.A. Trueman bought the four shares of the *Carlotta*. Unlike his previous bankruptcy, Turner no longer had a rich father to offer security on a repayment plan. Further, virtually every piece of property he owned was mortgaged to its maximum, giving him little room to negotiate.

Along with the dissolution of his business empire in the spring of 1892 Turner faced

¹⁴³ See photocopy of Harvey Branch Stock Certificate, private possession of David Christie, Mary's Point, Riverside-Albert, NB. Turner still retained control because he obtained 10 shares from Charles F. Dow the same day.

¹⁴⁴ NAC, RG 43, Department of Railways and Canals, Vol 231, File 1136, April 1902.

¹⁴⁵ **Maple Leaf**, March 3, 1892, p. 3. The rolling stock consisted of one engine and tender, 2 box cars, 8 flat cars and 2 trolleys. H.A. Powell, M.P.P bought them for \$3,000. After Turner's death Harding Graves was hired by W.A. Trueman to be the Superintendent. The failure to receive the remainder of the 1887 subsidy placed the railway in dire straights and as early as 1893 there were warnings that it might have to shut down because the Salisbury and Harvey Railway was considering eliminating Harvey Bank as its terminus. NAC, RG 43, Railways and Canals, Vol 10, File 880, W.H.A. Casey, to Minister of Railways and Canals, October 28, 1893.

¹⁴⁶ PANB, RS 84B, Albert County Registry Office, Book C-1, pp. 206-9.

¹⁴⁷ PANB, RS 84B, Albert County Registry Office, Book C-1, p. 583. He received two acres and the store for \$430 suggesting that there was little stock in the store.

the decline of his health. He had suffered from a hernia since 1887¹⁴⁸ and in March 1892, he entered Fredericton's Victoria Hospital during the session of the House. He spent six weeks in serious condition before an abscess burst and he died of sepsis April 25th.¹⁴⁹

The death of Turner brought the fragmentation of his business empire to pay off his railway incurred debts. The remainder of his personal property sold at public auction to settle his estate on September 13, 1892,¹⁵⁰ after being delayed four times to allow creditors to register their claims and to ensure enough potential buyers.¹⁵¹ Alexander Black bought the unfinished *Westmorland* that was on the stocks and Harding Graves arranged to have it finished.¹⁵² C.F. Dow, Turner's shipyard foreman, bought the shipyard for \$230.¹⁵³ The West River property and mill sold for \$5,345.¹⁵⁴ Lucy Turner purchased the house she lived in down the road from the shipyard.¹⁵⁵ Bathsheba Dow, C.F. Dow's wife and Turner's sister, bought 1 ½ acres which included the house she and "Boss" Dow lived in.¹⁵⁶ The auction of Turner's property raised \$8,770.¹⁵⁷ Since he owed more than \$22,500 just to the major

¹⁴⁸ Turner visited the Saint John asylum in October 1887 to consult with the doctor there "who told me the trouble in my side is caused by a small rupture and that I would have to wear a truss." G.S. Turner Diary, 1888, October 6, 1887.

¹⁴⁹ See the Maple Leaf, March & April, 1892, p. 3. A.S. Bishop has mistakenly said that he died from pneumonia contracted while hauling timber, "Selected Biographies," The Busy East, p.106. This story has been repeated by his descendants, contrary to the newspaper reports. The death certificate says 'inflammation of the pericardium.'

¹⁵⁰ Unfortunately, Turner left no will so it was difficult to determine precisely what he owned. Thus, shipping registers and land records have been used to determine his major capital assets and liabilities. The Bank Museum though does have his promissary notes, invoices and checkbooks from 1887-1892 but their completeness is suspect.

¹⁵¹ See the Maple Leaf, April-September, 1892.

¹⁵² Maple Leaf, November 10, 1892, p.3.

¹⁵³ The Albert County Registry Office records do not list C.F. Dow purchasing anything that year. His wife, Bathsheba, purchased the property.

¹⁵⁴ Maple Leaf, September 15, 1892, p. 3

¹⁵⁵ PANB, RS 84B, Albert County Registry Office, Book J-1, p. 12, for \$960.

¹⁵⁶ PANB, RS 84B, Albert County Registry Office, Book C-1, p. 522.

¹⁵⁷ Maple Leaf, September 15, 1892.

creditors, few received full re-imbusement. His brother John placed a notice in the Maple Leaf in the summer of 1892 warning would be purchasers of auctioned Turner property that Gaius had not paid John his inheritance of \$1,000 from Isaac's estate of 1883.¹⁵⁸

The auction was not a fire sale despite so many assets being placed on the market at the same time, and with the exception of the rapidly depreciating shipyard everything sold for close to its original purchase value. Turner's death caused a delay in the opening of the ASR that year after the normal winter closure.¹⁵⁹ As its president and chief shareholder, his personal finances would have been necessary to provide the operating expenses, the lack of which led to a frantic search for a new patron. The new president was J.M. Stevens, a prosperous Harvey Bank merchant and coastal vessel owner.¹⁶⁰ On December 6, 1892, W.A. Trueman bought the rolling stock and assumed the position of manager. Despite financial difficulties, the ASR opened its first complete run of the track on June 15, 1892.¹⁶¹

Gaius Turner's death brought much eventual hardship to Harvey Bank. He had been the key economic engine in the community for almost 20 years. As one of the single largest

¹⁵⁸ Maple Leaf, June and July, 1892. Gaius Turner's 1878 Diary indicates that John actually had received his legacy by November 9, 1888 but it is quite possible Turner borrowed the money back to pay for railway bills.

¹⁵⁹ Maple Leaf, June 2, 1892, p. 3 "In consequence of the death of Gaius S. Turner, and owing to other causes, the ASR is not yet opened. We are thus deprived of a great convenience. The picnic season will soon be here, and it is hoped that the road will be passed and opened in the very near future."

¹⁶⁰ Maple Leaf, June 2, 1892, p. 3. In the reorganization of the company, J.C. Butcher and W.W. Wells were appointed directors and W.A. Trueman was appointed manager.

¹⁶¹ Esther Clark Wright in The Petitcodiac, (Sackville: The Tribune Press, 1945), p. 68, laments the ineffective railroading efforts in Albert County as

the lower part of the river made valiant efforts to maintain its slippery hold on commence by building its own railroad. 'A poor thing but mine own,' each parish might have said fondly as it gazed upon the uncertain toddler for whose creation it had assessed itself. Much of the money made in building ships, especially in the case of Gaius Turner, was lost in the construction of these lines.

employers in Harvey Bank and the parish, Turner was missed by his friends and opponents.¹⁶² During the peak period in 1878 with the operation of a quarry and a shipyard he had employed a major portion of the male population in Harvey Bank in addition to the many woodsmen and other businessmen from whom he bought materials. Although he 'ran' most things in Harvey Bank as a community patron with a fairly heavy hand, Turner seems to have been well respected. The politicization of the railways, however, cost him much in local cooperation. His funeral had 600 people in attendance and 150 carriages jammed the narrow road outside the church.¹⁶³ His Masonic lodge colleagues buried him¹⁶⁴ and special trains ran for the day of the funeral.¹⁶⁵

The death of Gaius Turner ended large scale wooden shipbuilding on an annual basis at Harvey Bank. Charles F. Dow and Harding Graves finished the *Westmorland*¹⁶⁶ in 1893 and the two of them built two major vessels after this, the *Ethyl B. Sumner* in 1900 and the *Edna M. Smith* in 1903.¹⁶⁷ It was not Turner's bankruptcy that caused the eventual decline of shipbuilding at Harvey Bank, but rather the general trends of the shipbuilding and ship owning industry.¹⁶⁸ Turner's bankruptcy and death did, however, end the annual production

¹⁶² He employed anywhere from 75 to 100 men in the shipyard and at various times many others in his sawmills, quarry and on the railway. See "Biographies: Gaius Turner," *The Busy East*, XV, 9-10, (April-May 1925), p. 105.

¹⁶³ *Maple Leaf* reported on May 5, 1892, p. 2, that the funeral was "the largest ever witnessed" in that part of the county.

¹⁶⁴ *Maple Leaf*, May 5, 1892, p. 2.

¹⁶⁵ *Daily Times*, April 25, 1892, p. 1.

¹⁶⁶ *Westmorland*, barque, 698 tons, 164.4x35.3x18.4, launched May 16, 1893, official number 100551, flag letters NCVD, Port number 1 of 1893, PAC, RG 12 A1, Port Register, Dorchester, V 102, C-376. It ended up a hulk in New York, May 1910.

¹⁶⁷ C.F. Dow carved a half model for a vessel to be built in 1904 but no backers were found. The half model in the NB Museum. See also "Merrit Dow, CB," The Saint Joint Free Library, Reference Department.

¹⁶⁸ The commercial reporting agency, Dun & Bradstreet, had never given Gaius Turner's business enterprises a good rating, although it notes his rise back from his first financial troubles with assets of

of ships in Harvey Bank. With a decreasing market for wooden sailing ships there was no other person with the financial resources, experience and energy to replace him.

between \$10,000 and \$20,000 in 1886. He was never assigned a risk factor indicating a high degree of financial instability. **Dun and Bradstreet Commercial Index**, June 1886, Dalhousie University Archives.

Chapter 5: Conclusion

Turner's fall from economic grace was dramatic in the context of the local community. Here was a man who had constructed 18 sailing ships, two railways, operated several saw mills, owned several coastal vessels and invested in another railway and many other vessels not of his own construction. He was *the* economic engine for Harvey Bank and much of the parish. Farmers relied upon him to export their agricultural products. Farmers and lumbermen relied upon him to buy their timber for his ships or for export. Turner acted as both an independent merchant/exporter and as broker in the lumber and shipbuilding industries.¹⁶⁹ Politics revolved around his projects for 14 years as he developed the railways for the area. The end of the Turner era was the end of Harvey Bank's dominance of Harvey Parish. Soon thereafter many of the industries that Turner participated in declined dramatically. After the *Westmorland* it would be eight more years before another major vessel slid down the ways. The Harvey Branch shut down in 1900. The Albert Southern closed in 1908. The stone quarries never reopened at Mary's Point. The economic activities which remained were agriculture and lumbering focussed on steam-powered saw mills.

At first glance Turner appeared to be the victim of two factors. The first was the decline of the shipbuilding industry that also felt the decline of staple exports.¹⁷⁰ This was, in part, caused by the depletion of staple resources, the increase in ship yard wages and ships timber costs. The decline of freight rates was itself a factor. So too was the greater safety

¹⁶⁹ For a discussion of the various kinds of mercantile relationships in the timber industry see Graeme Wynn, *The Timber Colony*, pp. 113-137.

¹⁷⁰ T. W. Acheson, "The National Policy and the Industrialization of the Maritimes, 1880-1910," in *Industrialization and Underdevelopment in the Maritimes, 1880-1930*, T.W. Acheson, David Frank & James D. Frost, (Toronto: Garamond Press, 1985), p. 1, 2, 10-11

that steam vessels now afforded.¹⁷¹ There was an over supply of sailing vessels that were now lasting much longer due to improved navigation aids, knowledge of weather patterns and new shipboard aids such as steam powered donkey engines, wire rigging and metal masts.¹⁷² The telegraph also sped up communications which, by themselves, tended to level profits.

There were still advantages to building a vessel, loading it with local timber and sending it to England especially in Albert County in the 1870s and 1880s. The profits may not have been as high as they were at mid-century but in a era of low taxation a moderate return could be profitable over the increasing life span of Maritime vessels. Here, the local owner chose the wooden hull over the much more expensive metal ship.¹⁷³ The steam and metal hulled vessels had not yet entered the staples trade in significant numbers because of higher initial outlay, operating and machinery costs. Coal consumption limited the routes they could profitably exploit until the wide-spread adoption of the compound steam engine in the 1870s or the triple expansion engine of the 1880s.¹⁷⁴ If metal sailing ships were expensive, metal steam ships were even more so until the development of more efficient steel production techniques in 1884.¹⁷⁵ This level of technological ownership was beyond the resources of the merchant-capitalists of Albert County, none of whom Dunn and Bradstreet rated above \$40,000.¹⁷⁶

¹⁷¹ Douglas C. North, "The Role of Transportation In the Economic Development of North America," Les Grandes Voies Maritimes Dans Le Monde Xve-XIXe siecles, (Paris: Ecole Pratique des Hautes Etudes, 1965), p. 220.

¹⁷² Gerald S. Graham, "The Ascendancy of the Sailing Ship 1850-85," The Economic Review, IX, 2nd Series, 1, (1956), p. 81-2, 85.

¹⁷³ Peter McClelland, "The New Brunswick Economy in the Nineteenth Century," pp. 224-5.

¹⁷⁴ Graham, "The Ascendancy of the Sailing Ship 1850-85," pp. 82-4, 86-8.

¹⁷⁵ Graham, "The Ascendancy of the Sailing Ship, 1850-85," p. 86.

¹⁷⁶ Dunn and Bradstreet Commercial Index, Dalhousie University Archives, 1882, 1886, 1892. Senator Abner R. McClellan was wealthier than Turner but proved less important to the local economy, operating

In the 1880s it became more profitable to invest in new provincial or dominion industrial enterprises. But an Albert County merchant owning a wooden sailing ship could still earn good money in such specific trades as timber, fertilizer, case oil and wheat. The declining costs of a wooden ship, the lower wages needed to pay sailors and the larger hulls and simpler sail plans tended to keep the vessels profitable.¹⁷⁷ Wooden sailing ships could also earn money servicing routes not catered to by steam vessels.¹⁷⁸ Turner rarely stated what factors influenced his decision-making, but his actions in building larger vessels in the 1880s suggest that he was following the pattern which Eric Sager has outlined. Despite McClelland's assertion that the profits earned from ship ownership were inconsequential in the overall picture of the New Brunswick economy,¹⁷⁹ they were certainly important for Turner and his community. However, Turner's investment in smaller vessels in the late 1880s suggests that he had largely abandoned the trans-oceanic trades.

The second factor in Turner's financial demise was his over investment in railways. Because Turner was the majority shareholder in the Harvey Branch, owning 600 of 650 shares, and a significant shareholder in the Albert Southern of which he was President, much of his capital became tied to projects whose completion, like railways elsewhere in the province, would show that they could not be run at a profit. Yet he had very good reasons for making such investments. Railways were beneficial for his other business activities and for the local community. If he did not build the railways or they would not be built. Yet in

less commercial concerns.

¹⁷⁷ Eric W. Sager, *Seafaring Labour: The Merchant Marine of Atlantic Canada 1820-1914*, (Montreal & Kingston: McGill-Queen's University Press, 1989), p. 221.

¹⁷⁸ Eric W. Sager & Lewis R. Fischer, "Patterns of Investment in the Shipping Industries of Atlantic Canada, 1820-1900," *Acadiensis*, IX, 1 (Fall 1979), p. 37.

¹⁷⁹ Peter McClelland, "The New Brunswick Economy in the Nineteenth Century," pp. 231-2, & 272-8.

retrospect, one can now see that he had become enmeshed in projects which in themselves were not economically viable. Albert County relied heavily on transportation of staple materials which fluctuated in international markets. Even passenger traffic was less than expected as its people left in large numbers in the 1880s. This in turn would affect the trade of goods brought in from elsewhere. Only an unusual degree of government largess could have allowed Turner's railway to break even in the early 1890s.

But the political game was a risky one and government aid cumbersome and uncertain. The politics that surrounded the Albert Southern and its route enticed Turner into greater investment in the Harvey Branch than was prudent at the time. Potential subsidies for the ASR drew him in further only to find these blocked in part by political infighting. Subsidy payment delays meant economic difficulties for contractors whose limited capital resources vanished into the construction. Warren Oliver declared bankruptcy. So too did Turner. Turner never did collect the total subsidy for the Harvey Branch. Railways were one of the reasons Turner participated in politics and it is ironic that politics was one of the reasons he was unable to meet his financial obligations in 1892.

It would be easy to criticize Turner for his investment failures. Bank shares, cotton mills, sugar refineries, all within the province, offered significant investment opportunities.¹⁸⁰ Outside the province, the Ontario and Prairie economies boomed under the spending brought

¹⁸⁰ For a study of landward and seaward local investments see T. W. Acheson, "The National Policy and the Industrialization of the Maritimes, 1880-1910," pp. 1-26; and Lewis R. Fischer & Gerry Panting, "Harbour and Metropolis: The Shipping Industry of Saint John and the Urban Economy, 1820-1914," in Merchant Shipping and Economic Development in Atlantic Canada, Lewis R. Fischer and Eric W. Sager, editors, (St John's: Maritime History Group, Memorial University of Newfoundland, 1982), pp. 139-55.

about by the Canadian Pacific Railway and Macdonald's "National Policy".¹⁸¹ Or he could have pursued the cautious investments in agriculture, timber and land which would have allowed him to pass on intact the moderate fortune which he had inherited from his father. But Turner was a dedicated entrepreneur. Money was to be used to make money. In the process it created jobs and developed the local community. Turner was a localist. His focus was on his own small community where he played the role of patron and identified its economic interests as his own. His investment in timber and agricultural land, quarries and even railways were long term projects from which he expected both he and his community would ultimately benefit. Moncton and Saint John did not interest him as places of investment because they were beyond his span of control both politically and financially. There were wealthier men than Gaius Turner in Albert County in the last decades of the nineteenth century and there were several with much stronger credit ratings. But none came close to exerting the economic impact of this ambitious builder of wooden ships and railways.

¹⁸¹ GNP grew from \$710 million in 1873 to \$1,800 million in 1900 at a time when prices only rose 13%. See Peter B. Waite, Canada 1874-1896, Arduous Destiny, (Toronto: McClelland & Stewart, 1971), pp. 74-5; and Naylor, The History of Canadian Business, 1867-1914, Volume 1, The Banks and Finance Capital, pp. 55-57. In 1882 the government spent \$7.2 million on the CPR and this was paid for in part by western land sales (\$1.7 million) and the duties from the "National Policy". The governments consolidated fund had a surplus of \$6.3 million..

Table 1: Population of New Brunswick, Albert County and Parishes

Place	1840	1851	%Δ	1861	%Δ	1871	%Δ	1881	%Δ	1891	%Δ	1901	%Δ
Alma	n/a, a	n/a, a	-	955	-	1112	+16.4	1263	+13.6	1091	-13.6	1041	-4.6
% total	-	-		10.1		10.4		10.2		9.9		9.5	
Coverdale	625	902	+44.3	1233	+36.7	1350	+9.5	1480	+9.6	1307	-11.7	1400	+7.1
% total	14.9	14.3		13.1		12.6		12		11.9		12.8	
Elgin	n/a, b	748	-	1331	+77.9	1768	+32.8	2621	+48.2	2422	-7.6	2234	-7.8
% total	-	11.8		14.1		16.6		21.3		22.1		20.4	
Harvey	1488 a	2009 a	+35.0	1597	-	1606	+6	1900	+18.3	1614	-15.1	1402	-13.1
% total	35.5	31.8		16.9		15		15.4		14.7		12.8	
Hillsboro	1052	1496	+42.2	2640	+76.5	2995	+13.4	3012	+6	2677	-11.1	2907	+8.6
% total	25.1	23.7		28		28		24.4		24.4		26.6	
Hopewell	1021	1158	+13.4	1688	+45.8	1841	+9.1	2047	+11.2	1780	-13.0	1960	+10.1
% total	24.4	18.3		17.9		17.3		16.6		16.2		17.9	
Albert Co.	4186	6313	+50.8	9444	+49.6	10672	+13.0	12329	+15.5	10971	-11.0	10925	-4
% total	2.7	3.2		3.7		3.7		3.8		3.4		3.2	
NB	156162	193800	+24.1	252047	+30.1	285594	+13.3	321233	+12.5	321263	0.0	331120	+3.1

Note: a: Harvey was split into Harvey and Alma in 1855. b: Elgin parish was set off from Salisbury, Westmorland County in 1847.

Sources: Journal of the Legislative Assembly of New Brunswick, 1841, 1852, 1862; Canadian Sessional Papers, Census 1871, 1881, 1891, 1901.

Table 2: Ship Shares

Previous vessel investment:

JM Stevens 20, \$2552 (1871) ; Lima 64, \$400 (1873); Harvey 24, \$2307 (1873); Wave 48, \$200 (1860s)

Year	1/4	Buy-build (# shares, value)	Sell (# shares, value)	Net \$
1874	3			6154
	4			6154
1875	1		Lima depreciation \$100	6054
	2			6054
	3	Revolving Light 12, 8100	JM Stevens 20, 2552	11602
	4		Revolving Light 5, 3375	8227
1876	1			8227
	2	Serrano 0	Revolving Light 1, 675; Wave 48, 200	7352
	3		Revolving Light 3, 2025	5327
	4		Revolving Light 2, 1350	3977
1877	1			3977
	2		Revolving Light 1, 675	3302
	3	Earl Granville 2, 1507	Harvey 24, 2307	1782
	4			1782
1878	1			1782
	2			1782
	3	Salacia 0	Earl Granville 2, 1507	275
	4			275
1879	1			275
	2	Coringa 0		275
	3	Egeria 10, 5950 (calc)		6225
	4		Egeria 10, 5950 (calc), (2000 depreciation from share info)	275

1880	1	PW 64, 200		475
	2			475
	3	Latona 10, 6487	Latona 6, 3892	3070
	4		Latona 2, 1297	1773
1881	1			1773
	2			1773
	3	Galatea 12, 9539	Galatea 2, 1590	9722
	4		Galatea 2, 1590	8132
1882	1		Galatea 6 (Mortgaged 4, 2000), 1590	4562
	2	Galatea 4 (Mortgage Discharged), 2000; Carlotta 4, 750	Galatea 4, 3180	4112
	3	Argyll 35, 8586	Argyll 8, 1963	10735
	4	Argyll 2, 491		11226
1883	1	Revolving Light 2, 800calc	Galatea 1, 795; Argyll 17, 4170	7071
	2	Argyll 4, 981	Revolving Light 1, 400calc	7642
	3	Revolving Light (inherit)3, 1200; Vandalia 0	Revolving Light 4, 1600; Galatea 1, 795	6447
	4	Egeria (inherit)2, 570calc	Argyll 4, 981	6036
1884	1		Argyll (Mortgaged) 12, 2400	3636
	2			3636
	3	Constance 4, 2260		5896
	4		Constance 2, 1130	4766
1885	1			4766
	2	Argyll (Mortgage Discharged) 12, 2400	Constance 2, 1130	6036
	3	Annie E Wright 4, 4900		10936

	4	Argyll 2, 491	Annie E Wright 2, 2450	8977
1886	1			8977
	2	Argyll 2, 491 ;Howard A Turner 34, 5808	Howard A Turner (Mortgage) 18, 1000	14276
	3	Constance 2, 1130	Constance (Mortgage) 2, 1130	14276
	4			14276
1887	1			14276
	2		Argyll (Mortgage) 16, 1000;Howard A Turner 14, 2391;Howard A Turner (Mortgage) 18, 1000; Howard A Turner (Mortgage) 18, 1075; Howard A Turner 10, 342	8468
	3	Arabella 22, 3975 (calc)		12443
	4		Arabella (lost at sea) 22, 3975; PW \$0 (-200)	8268
1888	1		Annie E Wright 2, 2450 (1500)	5818
	2	Argyll 4, 410 (calc)		6228
	3	Demozelle 12, 2155 (calc)	Argyll (Mortgage Sold) 8, 1963 residual; Demozelle 6, 1078	5343
	4		Demozelle 6, 1078	4265
1889	1			4265
	2			4265
	3	Carrie L Smith 21, 5750 (calc)	Carrie L Smith 11, 3012	7003
	4		Carrie L Smith 10, 2738	4265
1890	1		Howard A Turner (lost at sea) insured 7000, all mortgaged 10, 3075 (already debited)	4265
	2	Alert 2, 463calc	Lima 64, 275	4453

	3	Argyll (Mortgage Discharged) 16, 1000	Alert 2, 463	4990
	4		Argyll 6, 1472 (630)	3518
1891	1			3518
	2	Alexander Black 5, 2625		6143
	3		Alexander Black 2, 1050	5093
	4	Argyll (inherited) 4, 420	Argyll 10, 1320; Alexander Black 3, 1575	2617
1892	1		Egeria 2, 570 (300calc); Latona 2, 1297 (340calc)	750
	2		Carlotta 4, 750 (400calc)	0

Calc=calculation based upon the information on ship shares and vessels in the A.P. Shand Ledger, Dalhousie University Archives, MS 4-247, pp. 100-114, 1883-1893. Annual depreciation was not factored in unless Turner made a specific note about it. With Shand's Ledgers depreciation rates were calculated at 0% for 1-3 year old vessels, 4-5% for 4-7 year old, 10% for 7-14 year old vessels for the period 1883-92. Shand's depreciation does not match Turner's. Turner sold Annie E Wright shares in 1888 for 38.8% less than they were worth in 1885. This is a steep decline for a 3 year old vessel. As such, this table has inflated values especially for the period 1885-8.

Sources: NAC, RG 12 A1, Port Registers, Various; G.S. Turner Diaries, 1876-80 and 1887-8; and J.M. Stevens Store Ledger Book and Vessel Ledger.

Table 3: G.S. Turner Tax Assessments

PANB, RS 146, C4/2-C4/7, Albert County Tax Assessments, Harvey Parish, 1874-1880 is:

	Harvey Value of Property (\$)	Harvey Value of Personal Estate (\$)	Total Worth
1874	1,000	3,000	4,000
1875	400	1,000	1,400
1877	800	1,500	2,300
1878	1,700	1,500	3,200
1879	2,500	1,500	4,000
1880	2,500	1,500	4,000

PANB, RS 146 Albert County Council, Tax Assessments, 1884 for Harvey (C4), Hopewell (C6) and Coverdale (C2).

Year	Harvey Property (\$)	Harvey Personal Estate (\$)	Hopewell Non Resident Property (\$)	Coverdale Non Resident Property (\$)	Total Worth (\$)
1881	2,700	1,500	4,200		
1882	3,000	2,000		3,000	8,000
1883	3,000	2,500		3,000	8,500
1884	10,000	3,000		2,500	15,500
1885	10,000	3,000		3,100	16,100
1886	10,000	2,000		1,000	13,000
1887	10,000	2,000		400	12,400
1888	10,000	1,000	400		11,400
1889	10,000	3,000	450		13,400
1890	10,500	3,000	450		13,950
1891	10,500	3,000	450		13,950
1892	10,500	1,500	450		11,950

Table 4: ASR Subsidy Payments and Expenditures

Albert Southern Railway: List Debenture Payments					
Province of New Brunswick			Dominion of Canada		
Date of Issue		Amount	Date	For	Amount
1886	November 4	\$ 5,000	1887 June 20	Rails	\$ 1,000.00
	December 18	\$ 2,000	1888 April 4	Rails	\$18,428.57
1887	August 16	\$ 4,000	1889 July 1	Rails	\$ 1,387.06
	October 17	\$ 5,000	1890 Nov 8	Rails	\$10,633.95
	December 13	\$ 5,000	Nov 8	Fishplates	\$ 50.42
1888	March 28	\$ 2,000	1891 Sept 22	Rails	\$ 5,564.83
	May 25	\$ 1,000	Sept 22	Cheque	\$ 6,235.17
	September 15	\$ 7,500	Oct 1	Cheque	\$ 3,800.00
	October 1	\$ 5,000	1892 Feb 25	Cheque	\$ 2,926.97
1890	January 1	\$ 5,000	Feb 25	Rails	\$ 433.03
1891	April 13	\$ 5,000			
Total Subsidy Paid		\$46,500			\$50,460.00

According to this estimate [Mr. Beckwith's Report] the road will be entitled to \$52,500. Estimated balance coming to the Company say \$6,000.

The Bank of NB by letter dated 1 June 1891 notifies the Receiver General that it has outstanding advances to the Albert Southern Railway amounting to \$5,324.28

Source: PANB, RS 22/2A, Provincial Secretary: Railway Administration, Albert Southern Railway, "List of Provincial Debentures," Summer 1891. [Notes cited as in the original]; and NAC, RG 12, Vol 1863, File 3268-34, Address to Senate asking for a return showing subsidy paid to the Albert Southern Railway, June 15, 1892, Leonard Shannon, Accountant.

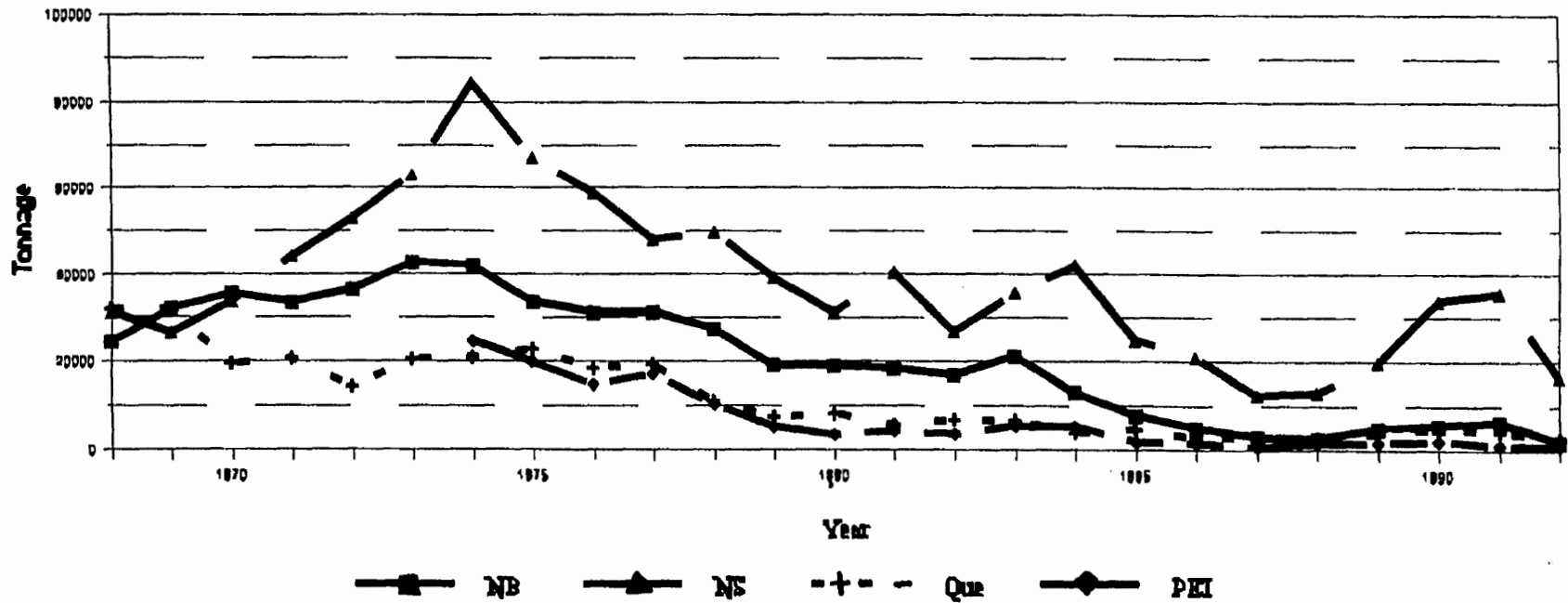
Estimates of Work Completed: Albert Southern Railway

Engineer	Date	Total Estimate
D.F. Maxwell	October 12, 1886	\$23,260
D.F. Maxwell	December 8, 1886	\$29,420
G.F. Beckwith	August 12, 1887	\$44,839.90
G.F. Beckwith	October 13, 1887	\$66,089.90
G.F. Beckwith	December 12, 1887	\$88,069.90
G.F. Beckwith	August 10, 1888	\$126,229.90
G.F. Beckwith	October 4, 1888	\$146,289.90
G.F. Beckwith	December 12, 1889	\$182,319.90
G.F. Beckwith	January 26, 1891	\$202,894.90

In the report of August 10, 1888 "one new locomotive" is included, valued at \$8,000. Also in report of January 26, 1891 "one second hand locomotive" is included, valued at \$4,500.

Source: PANB, RS 22/2A, Provincial Secretary, Railway Administration, Albert Southern Railway, "List of Engineer's Reports," Summer 1891. [Comments cited as in the original.]

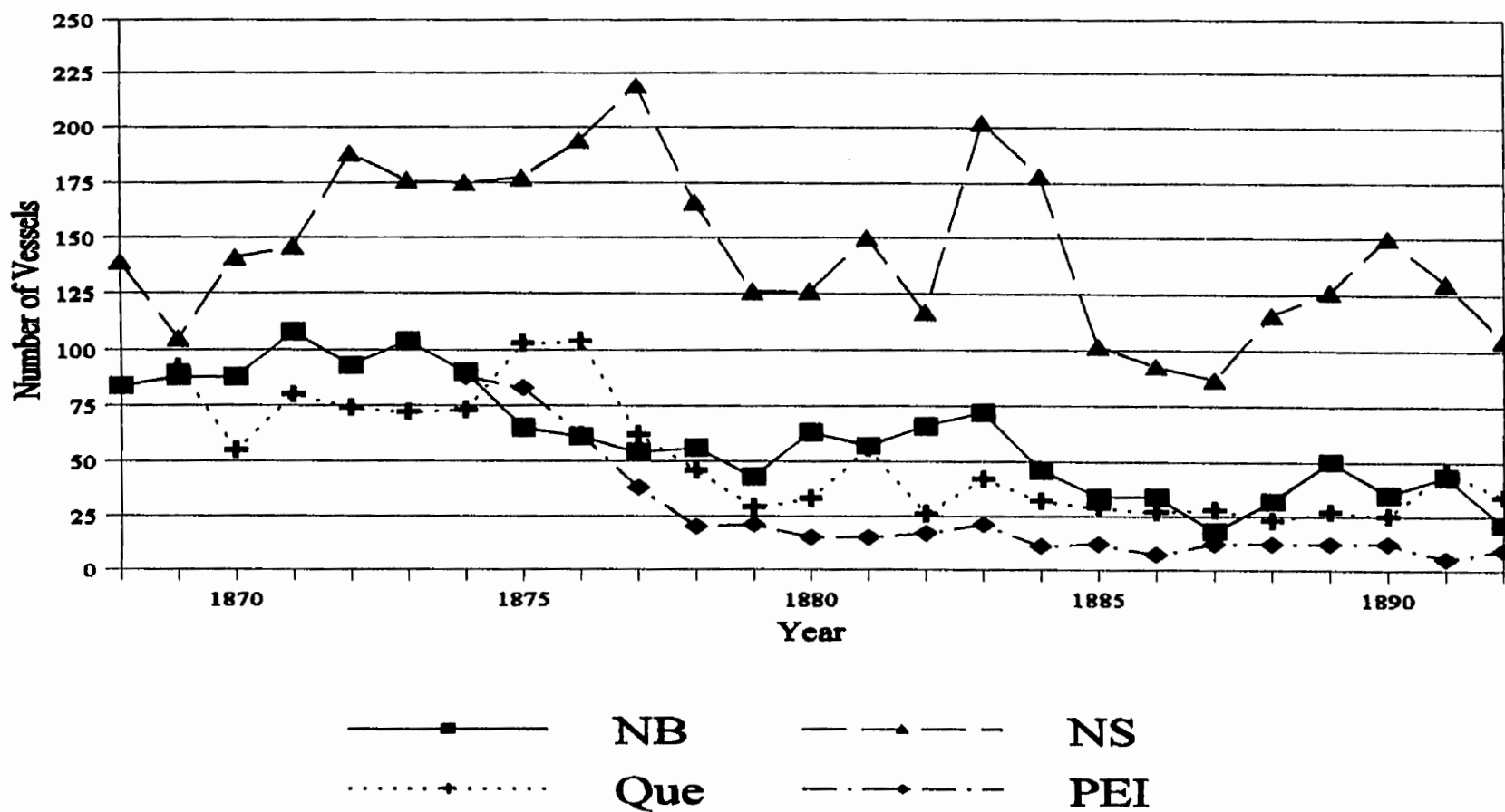
Figure 1: Ship Output of Four Provinces, 1868-92



Note : PEI has no statistics prior to her confederation listed. From 1868-73 statistics were compiled as of fiscal year end 30 June. From 1874 statistics were compiled as of 31 December. This total does not include vessels built under Governor's Pass.

Source: Canadian Sessional Papers, Report of Trade and Navigation, "Comparative Statement of New Vessels Built", 1869-93.

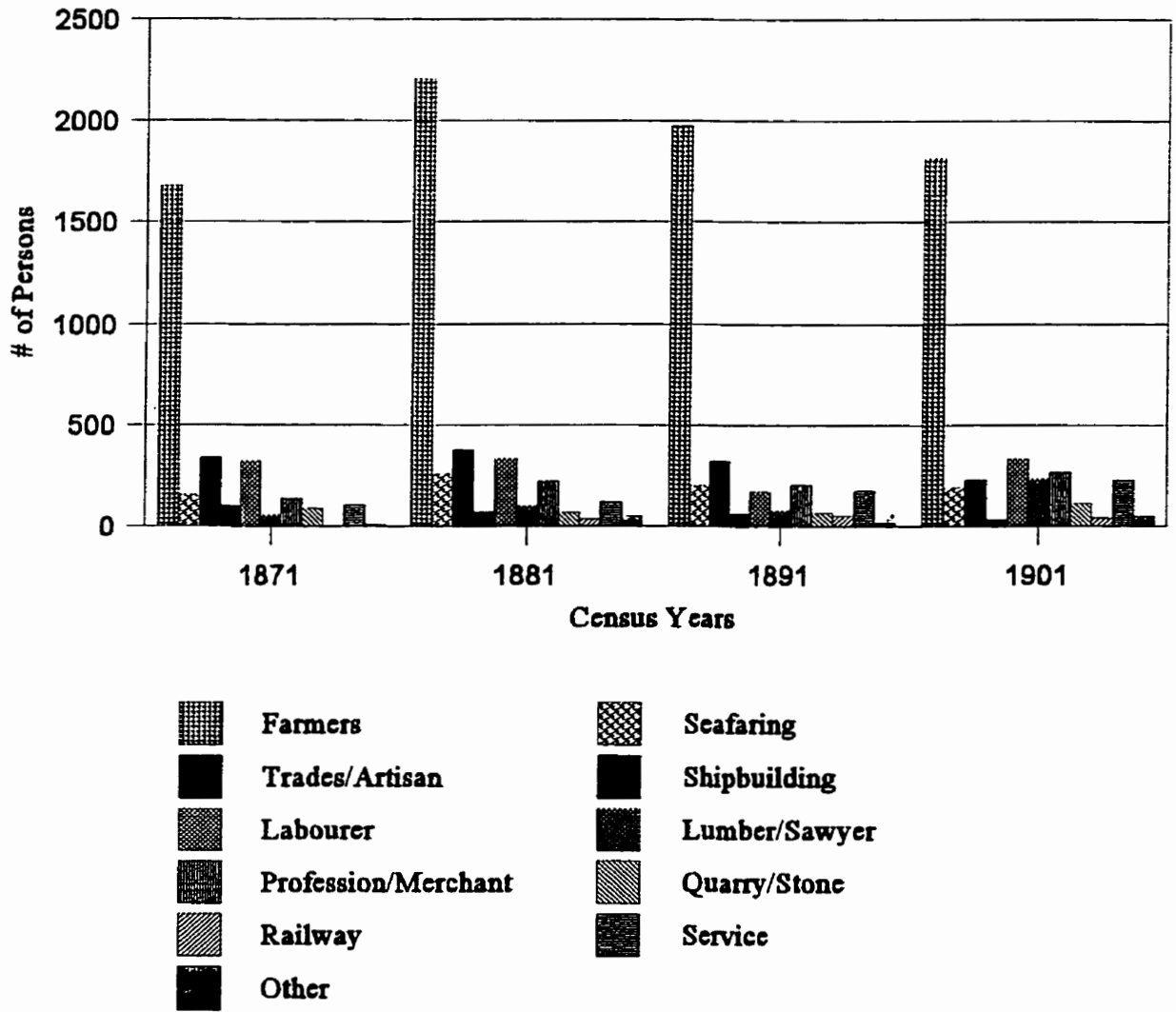
Figure 2: Number of Vessels Built in Four Provinces, 1868-92



Note : PEI has no statistics prior to her confederation listed. From 1868-73 statistics were compiled as of fiscal year end 30 June. From 1874 statistics were compiled as of 31 December. This total does includes vessels built under Governor's Pass only for Quebec. Vessels attributed to Canada built under Governor's pass were 6 in 1874, 3 in 1876, 2 in 1877, 1 in 1878, and 1 in 1882.

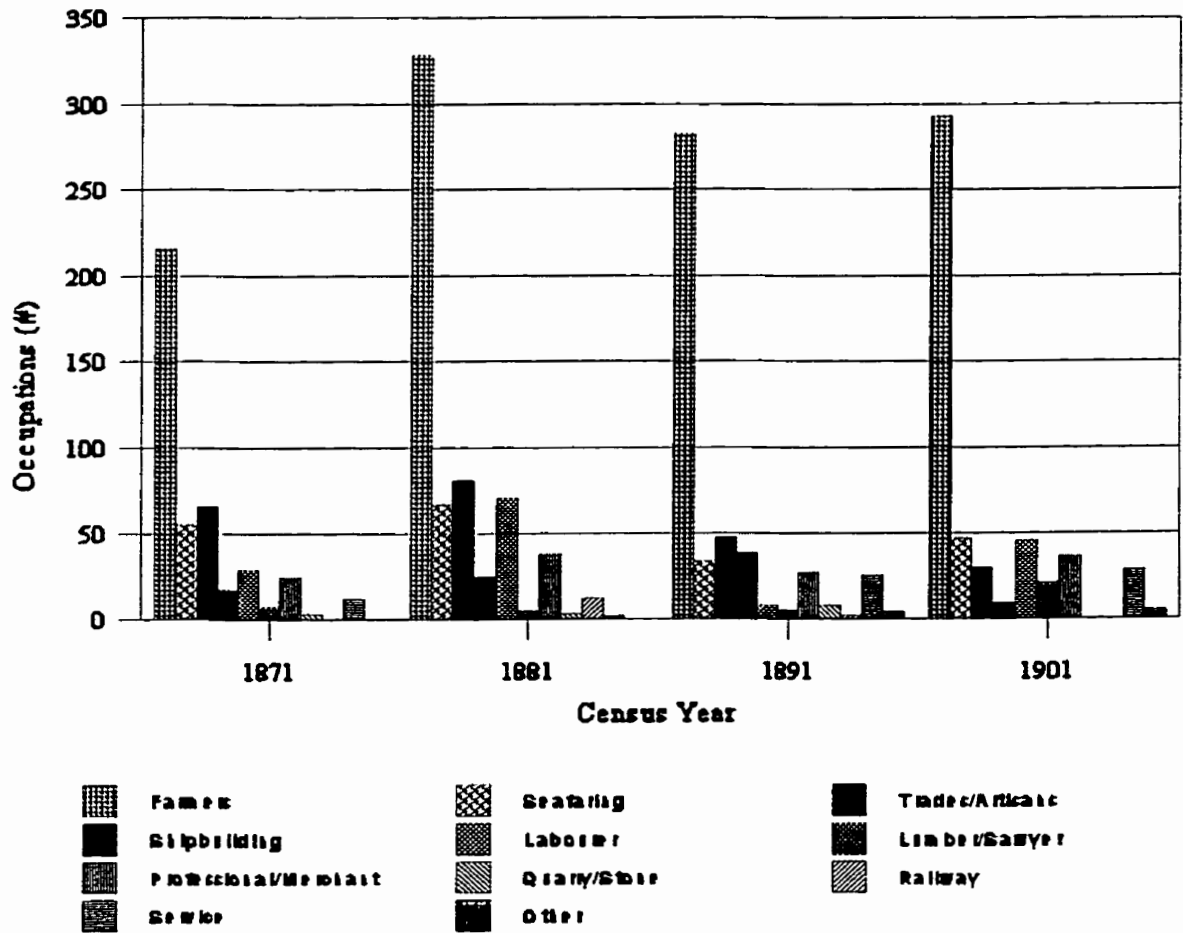
Source: Canadian Sessional Papers, Report of Trade and Navigation, "Comparative Statement of New Vessels Built", 1869-93.

Figure 3: Albert County Occupations, 1871-1901⁰⁸



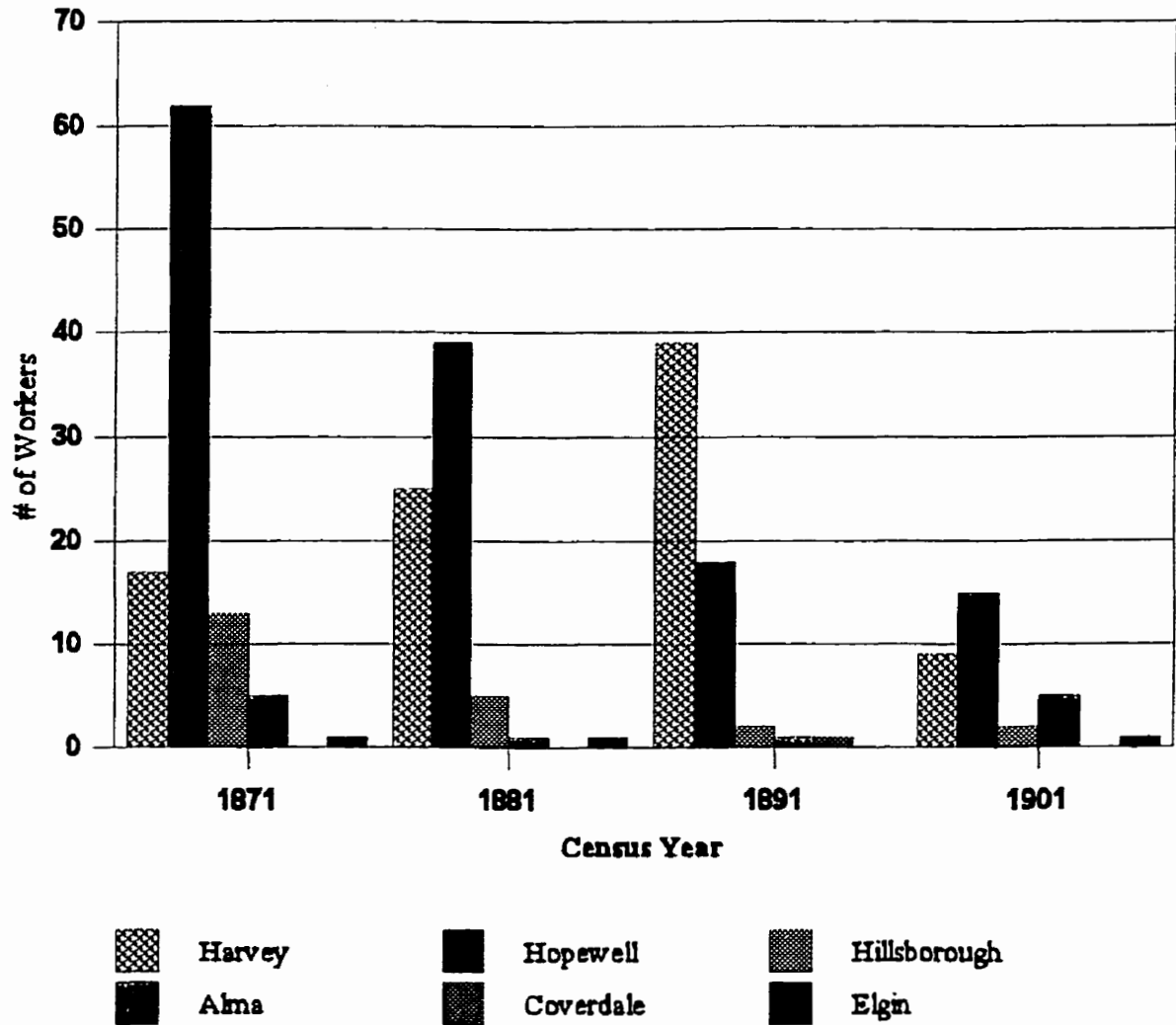
Source: Manuscript Census, Schedule 2, Albert County, NAC, C-10394, C-10395, C-13177, T-6297, T-6439. See also Appendix 1, Albert County Occupation Tables.

Figure 4: Harvey Parish Occupations, 1871-1901¹⁰⁹



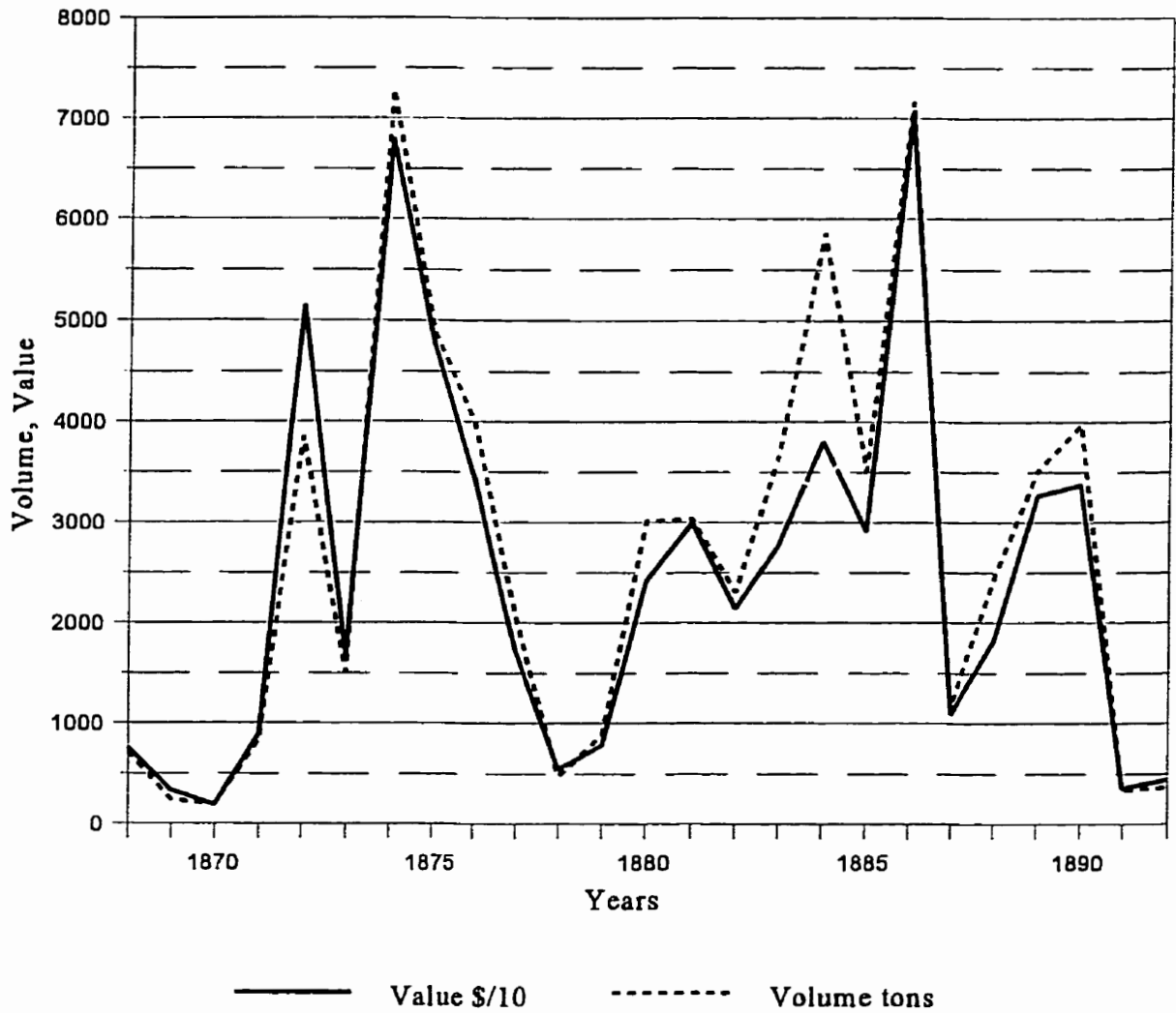
Source: See Appendix 1, Occupation Tables.

Figure 5: Shipbuilding Workers in Albert County,¹¹⁰
1871-1901



Source: See Appendix 1, Albert County Occupations Tables.

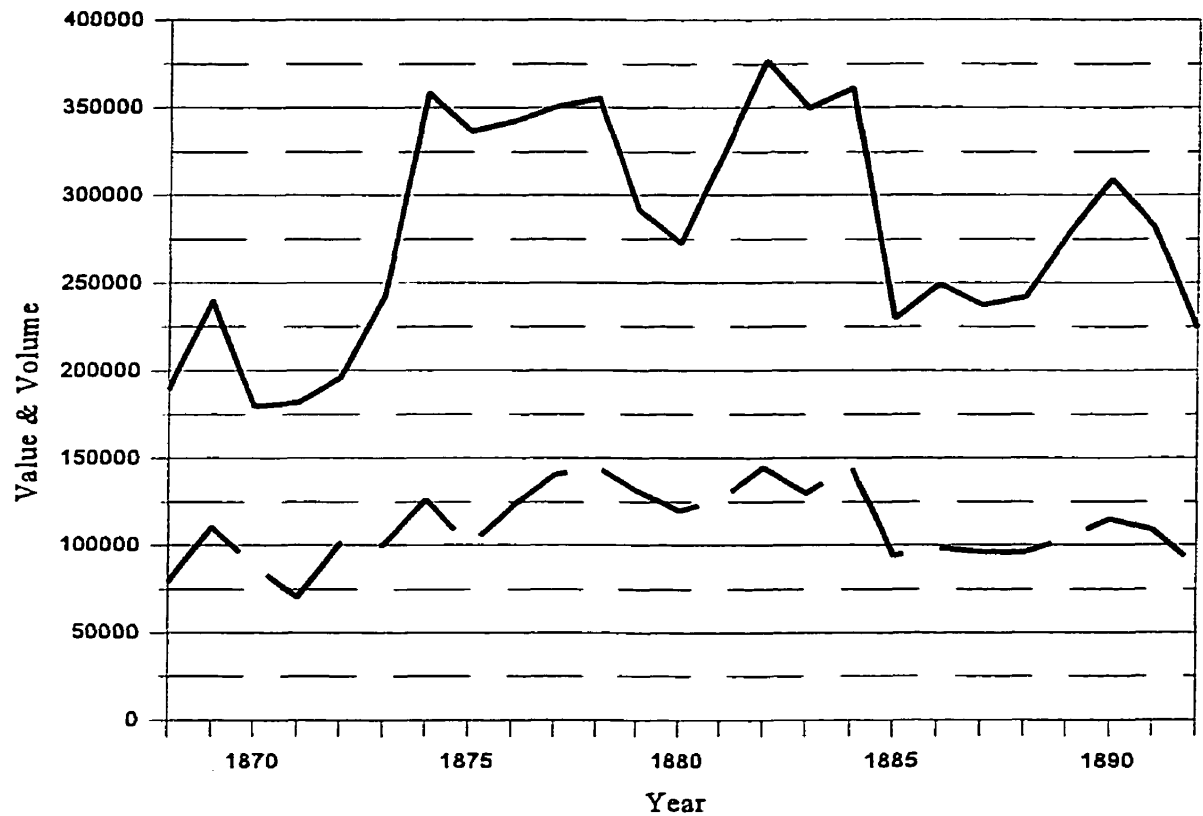
Figure 6: NB Hay Exports, 1868-92



Note: Statistics are compiled for the fiscal year ending 30 June.

Source: Canadian Sessional Papers, Report of Trade and Navigation, "General Statement of Exports", 1869-93.

Figure 7: NB Deal Exports, 1868-92

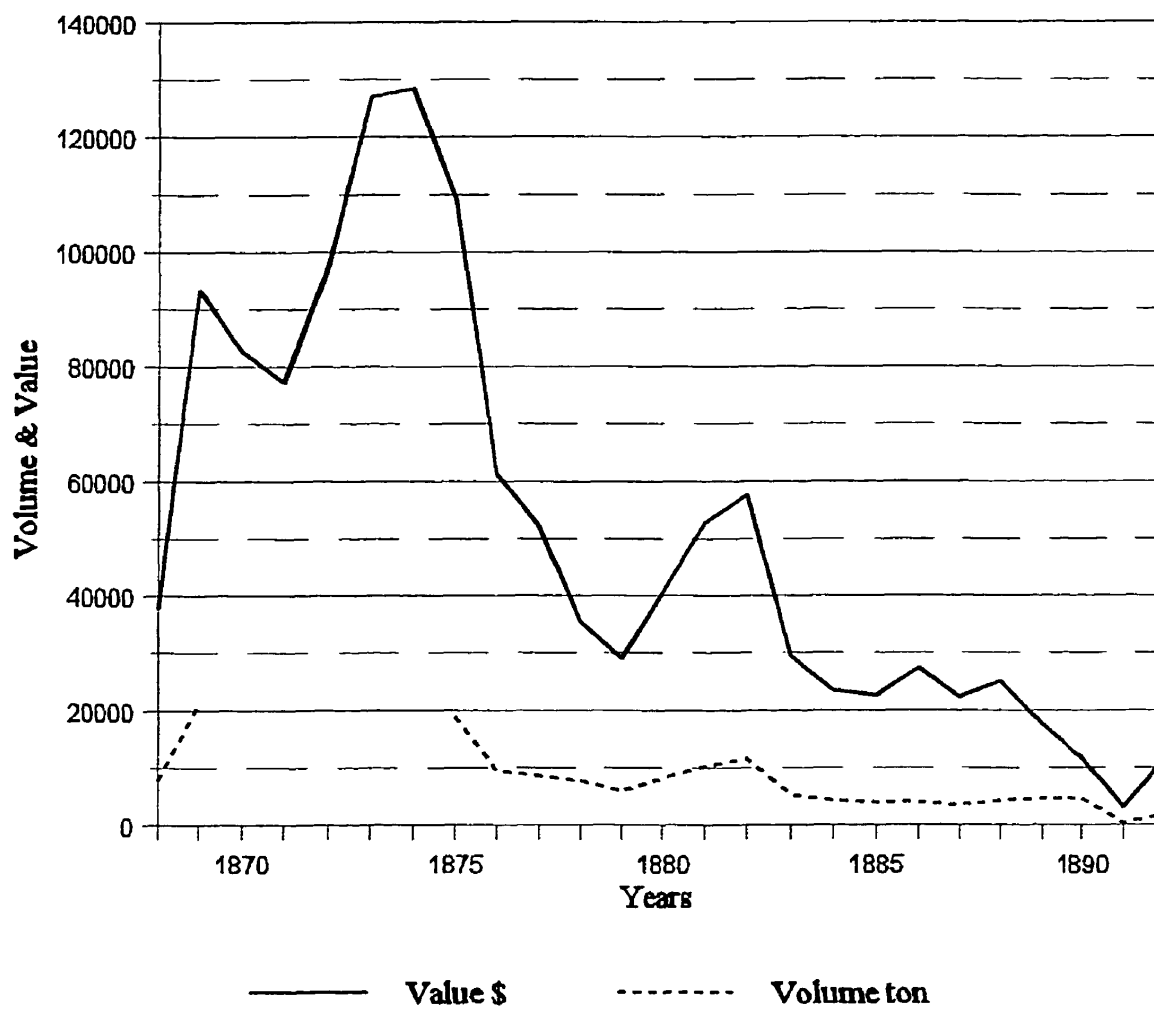


— Value \$x10
 - - - Volume, Standard Hundred (100,000 feet x 1" x 12")

Note: Statistics are compiled to fiscal year end 30 June.

Source: Canadian Sessional Papers, Report of Trade and Navigation, "General Statement of Exports," 1869-93.

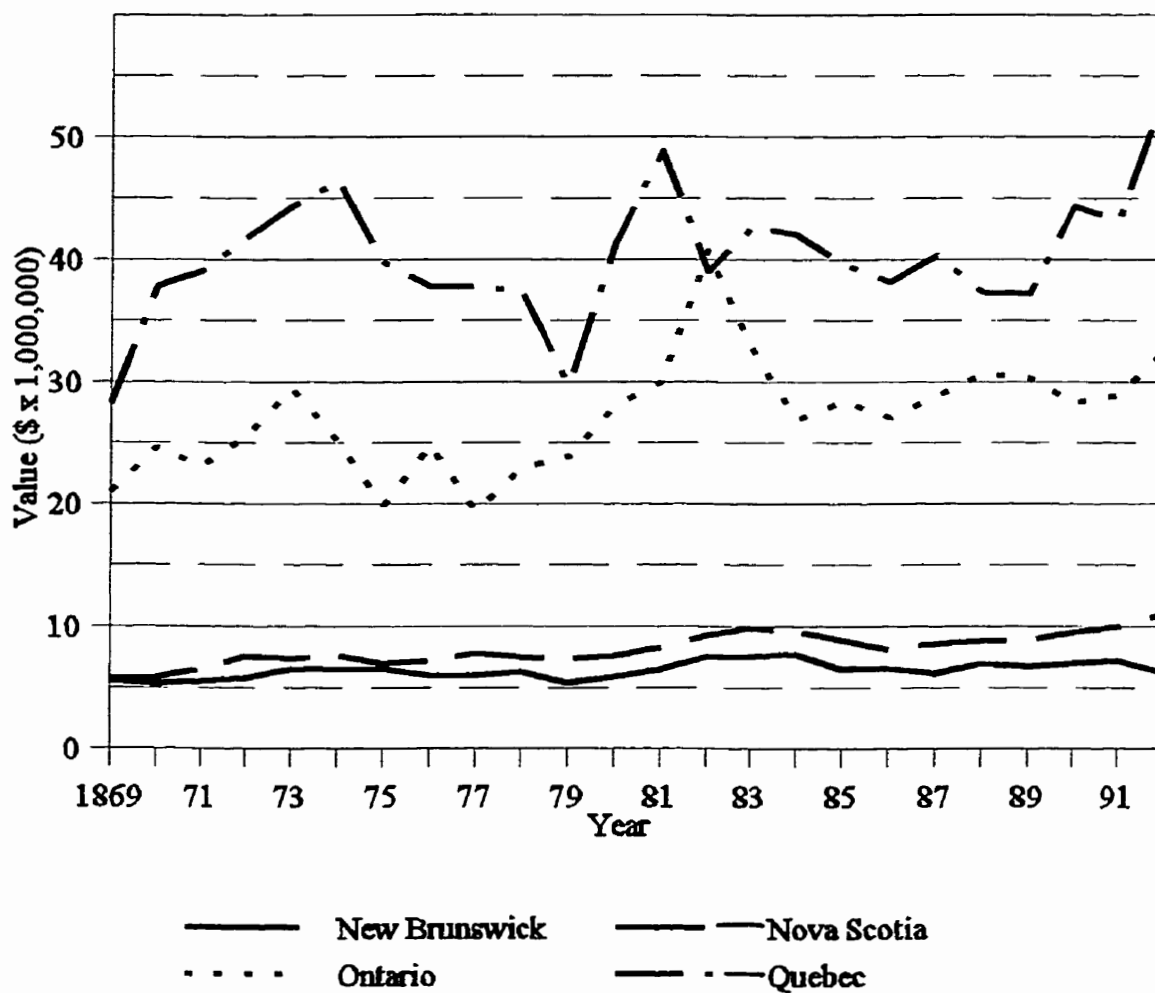
Figure 8: NB Stone Exports, 1868-92



Note: Statistics are compiled for fiscal year end 30 June. There were no volumes reported from 1870-74.

Source: **Canadian Sessional Papers**, Report of Trade and Navigation, "General Statement of Exports," 1869-93.

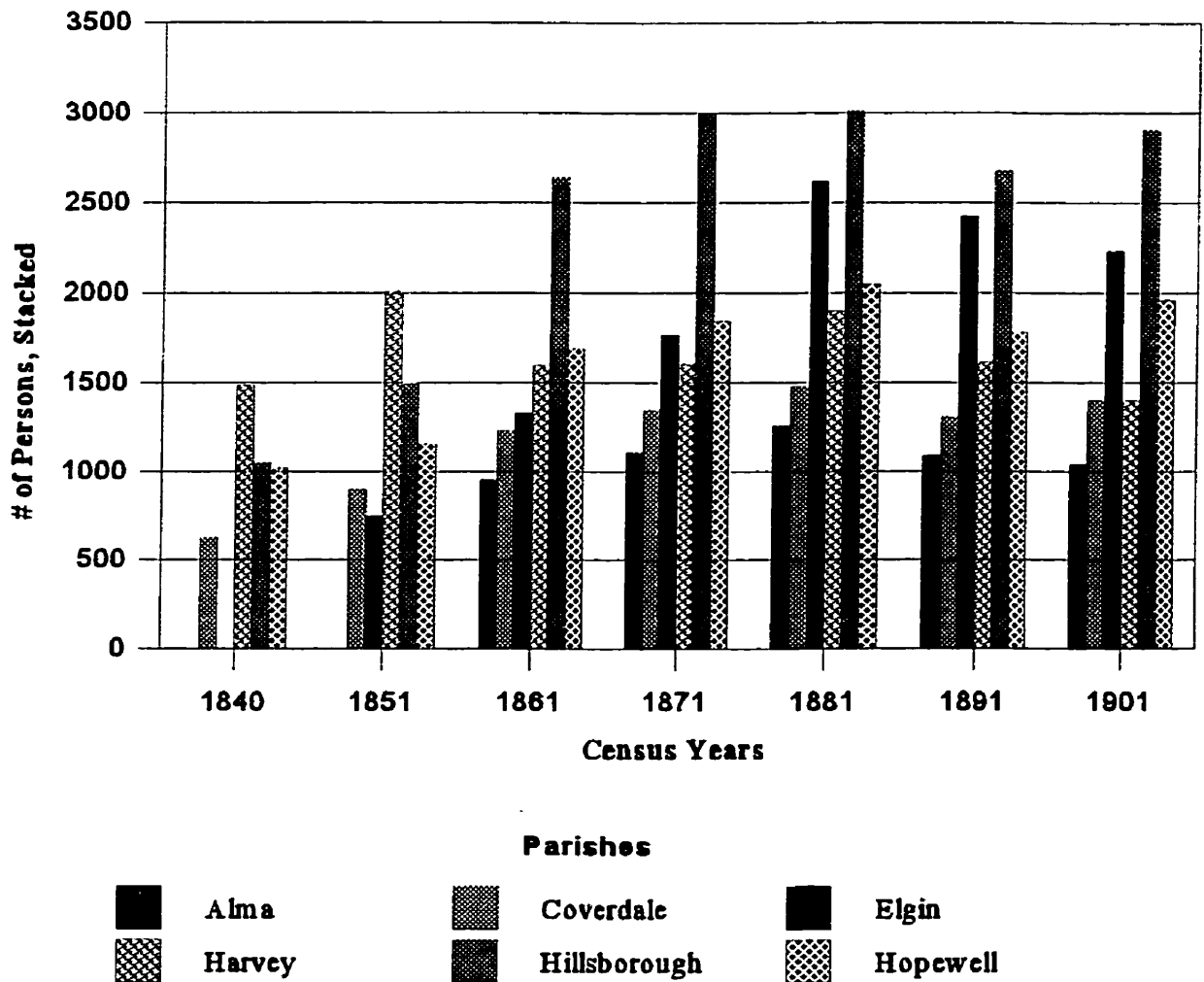
Figure 9: Value of Exports, Four Provinces, 1869-92



Note: 1. Yearly totals are for year end 30 June.
 2. Export values have not been deflated to export price index.
 3. Exports are by location of exportation, ie ports, rather than province of origin.

Source: **Canadian Sessional Papers**, 1893, Number 5, (Trade and Navigation), Table no. 11, p. 514.

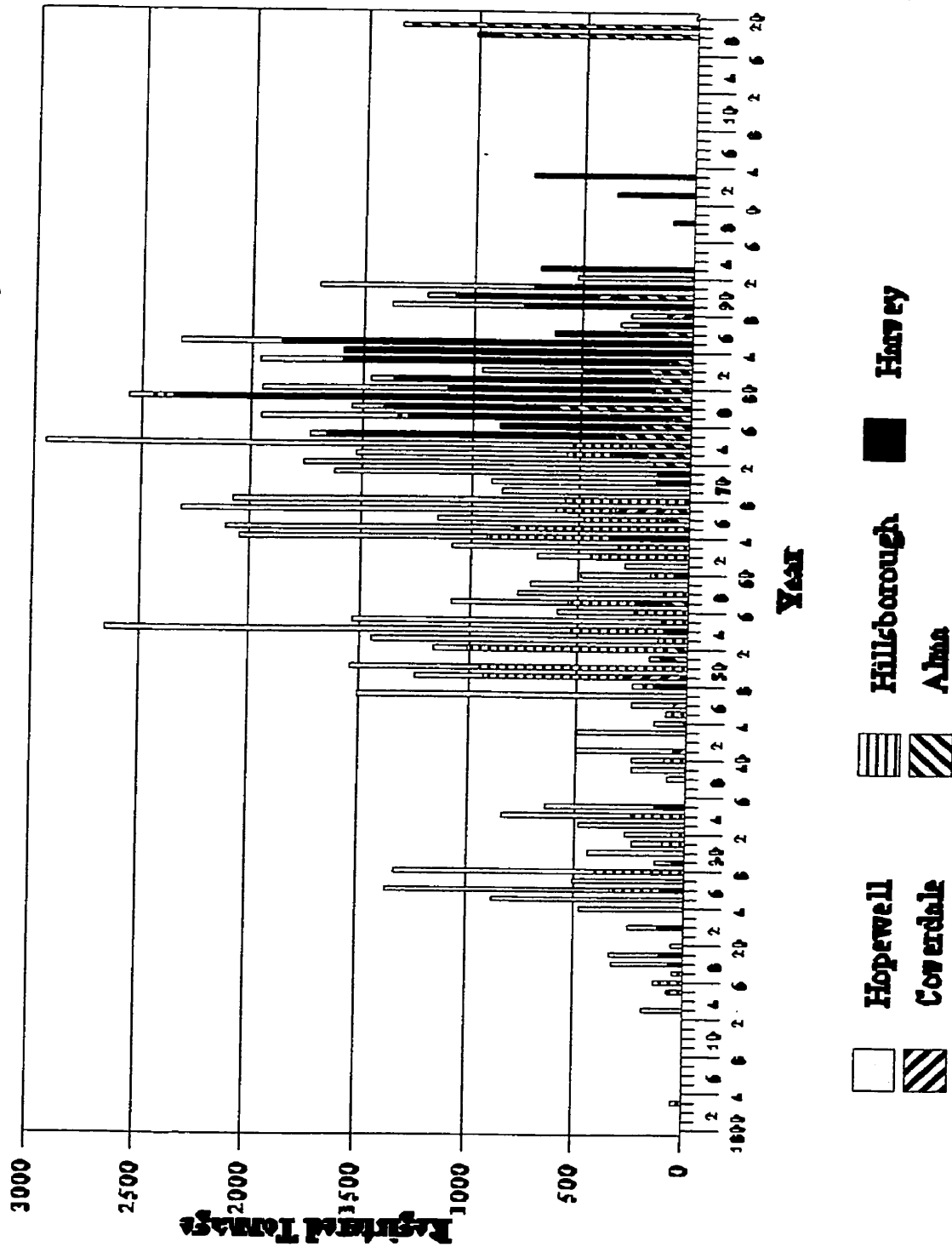
Figure 10: Albert County Population, 1840-1901¹⁵



Note: Elgin became a parish in 1847 after separating from Salisbury, Westmorland County and Harvey and Alma were one parish until 1853.

Source: **Journal of the Legislative Assembly of New Brunswick**, 1852, 1862; **Canadian Sessional Papers**, Censuses of 1871-1901.

Figure 11: Tonnage Built in Albert County, 1800-1920



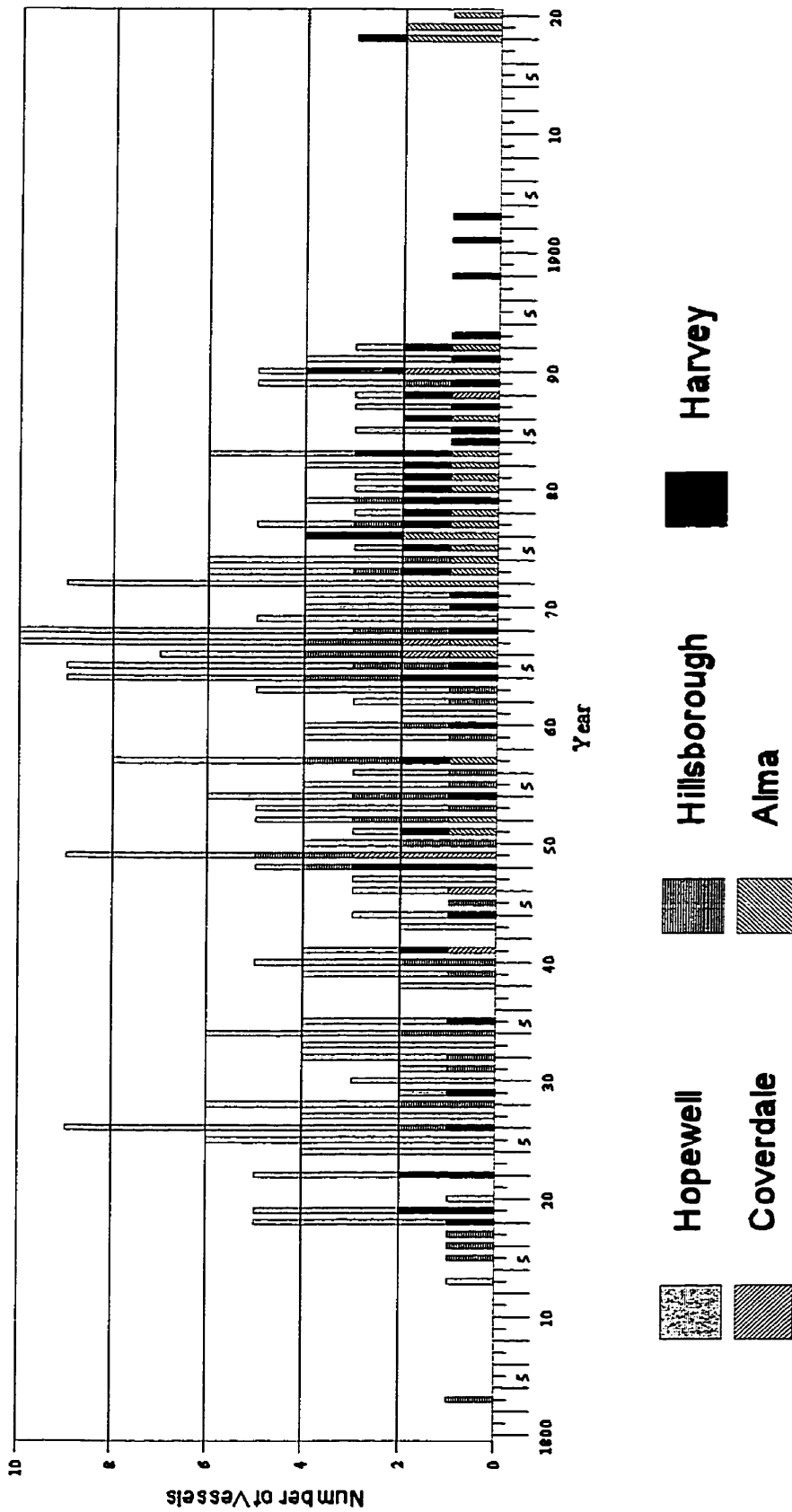
Note:

1. Elgin parish did not build ships.
2. Ships were assigned to post 1847 parish boundaries.
3. Two scows built in 1930 and 1937 were not included because they were more akin to flat bottomed barges.

Source: NAC, RG 12A, Port Registers, various ports NB and NS.

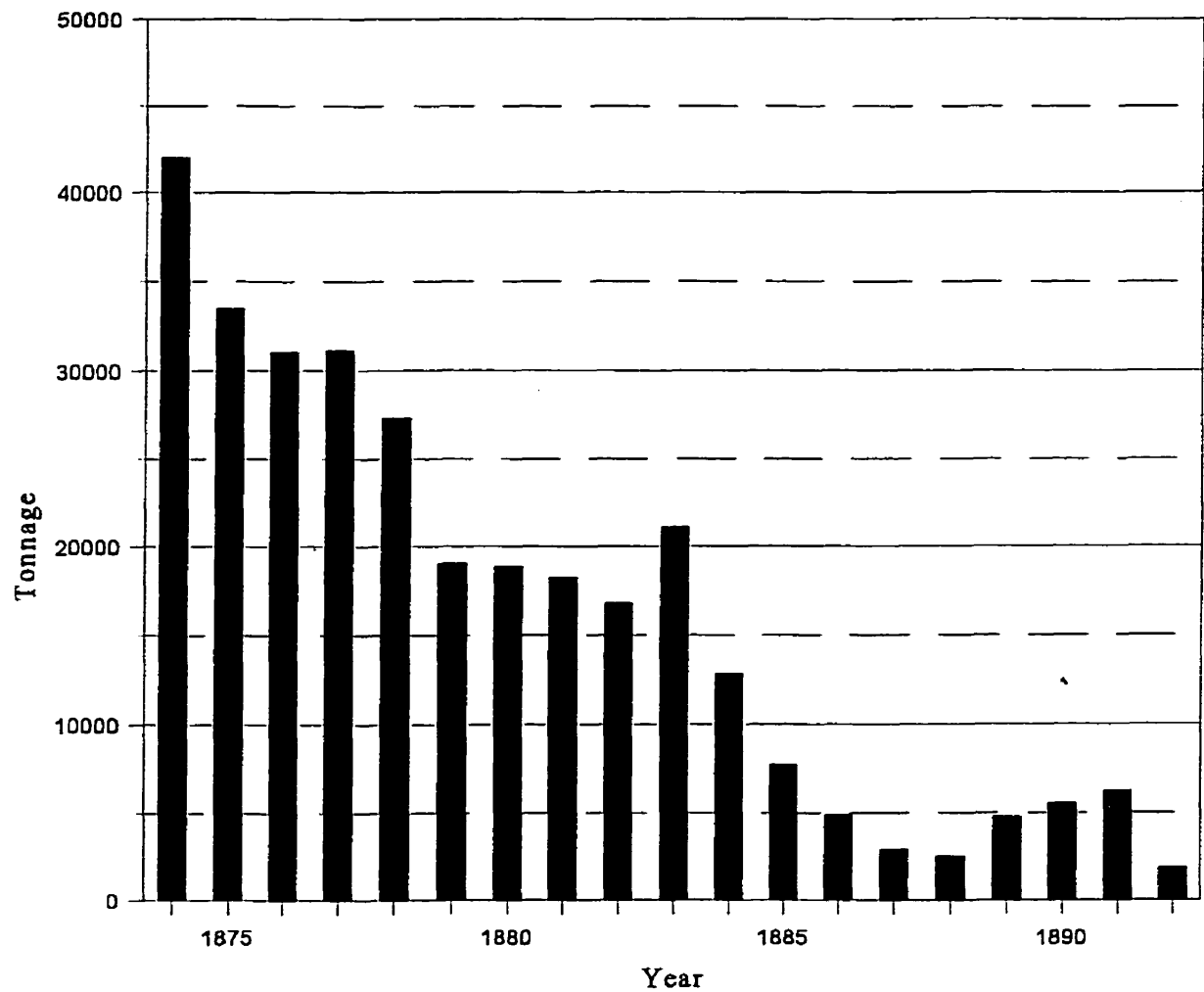
See Appendix 3, Vessels of Albert County By Year.

Figure 12: Numbers of Vessels Built in Albert County, 1800-1920



Note: 1. Elgin parish did not build ships.
 2. Ships were assigned to post 1847 parish boundaries.
 3. Two scows built in 1930 and 1937 were not included because they were more akin to flat bottomed barges.
 Source: NAC, RG 12A, Port Registers, various ports NB and NS. See Appendix 3, Vessels of Albert County By Year.

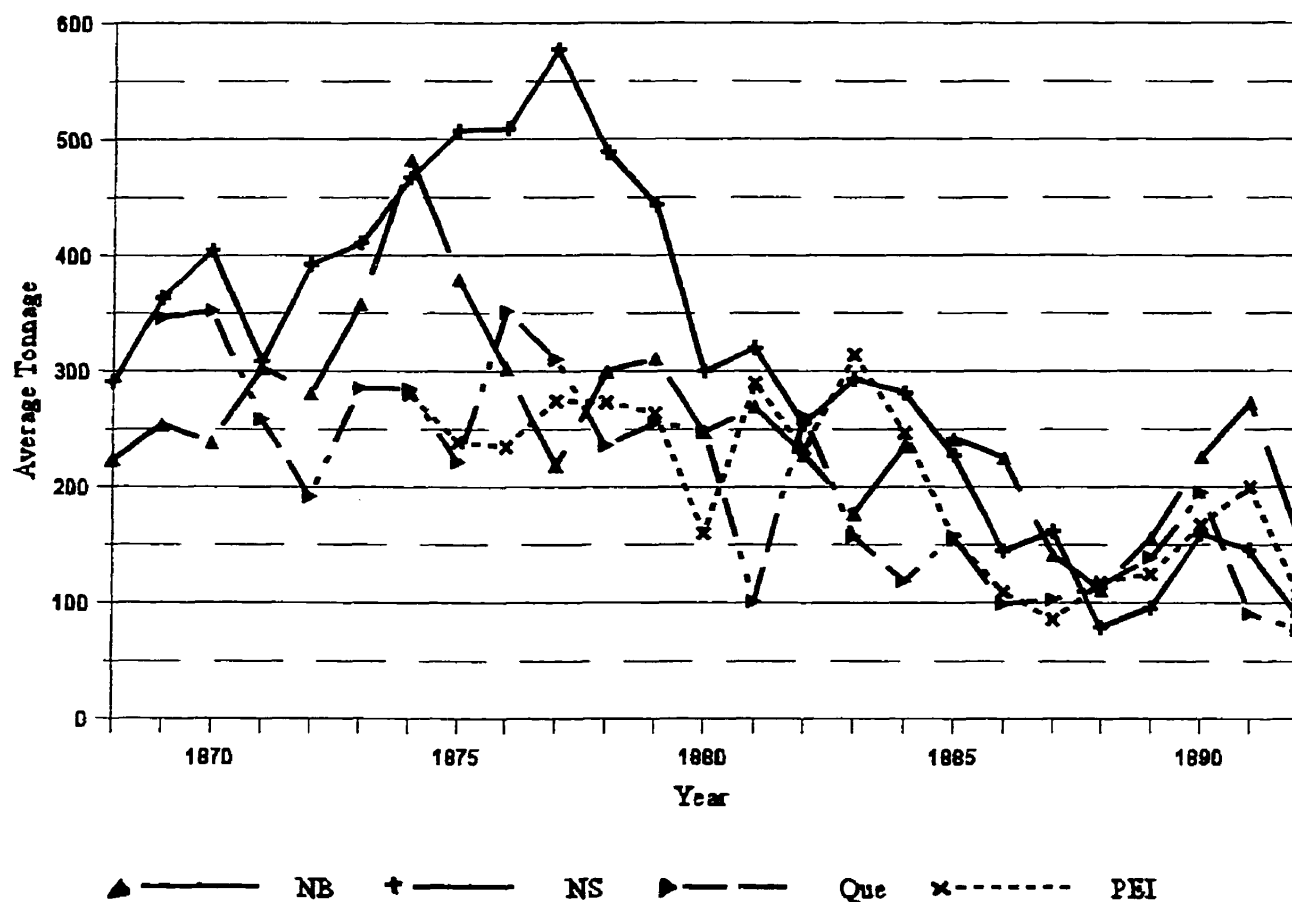
Figure 13: NB Ship Tonnage Output, 1874-92¹¹⁸



Note: Shipbuilding statistics are compiled as of 31 December each year. This total does not include vessels built under Governors Pass.

Source: **Canadian Sessional Papers**, Report of the Department Of Marine and Fisheries, Steam-boat Inspection, "Comparative Statement of New Vessels Built", 1893.

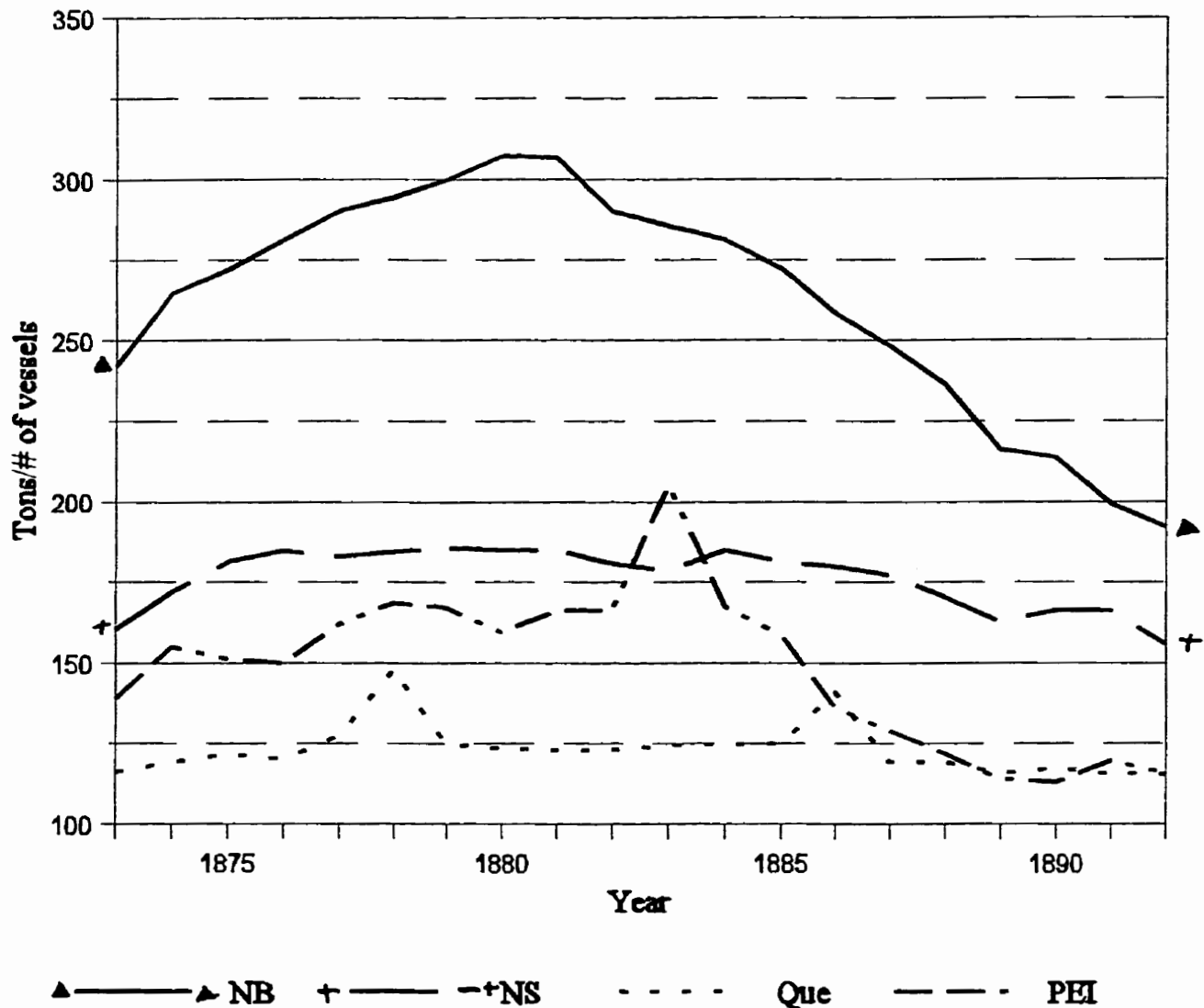
Figure 14: Average Tonnage Built, Four Provinces, 1868-92



Note: Statistics are as of 31 December each year. Quebec and Ontario were combined for 1868 and statistics for PEI were not available until 1874. The chart reflects new tonnage built for each province divided by the total number of new vessels for each province. This does not include any built on Governor's Pass. See also Figures 1 & 2.

Source: Canadian Sessional Papers, Report of Trade and Navigation, "Comparative Statement of New Vessels built and registered in the Dominion of Canada," 1869-93.

Figure 15: Average Registered Tonnage 1873-92

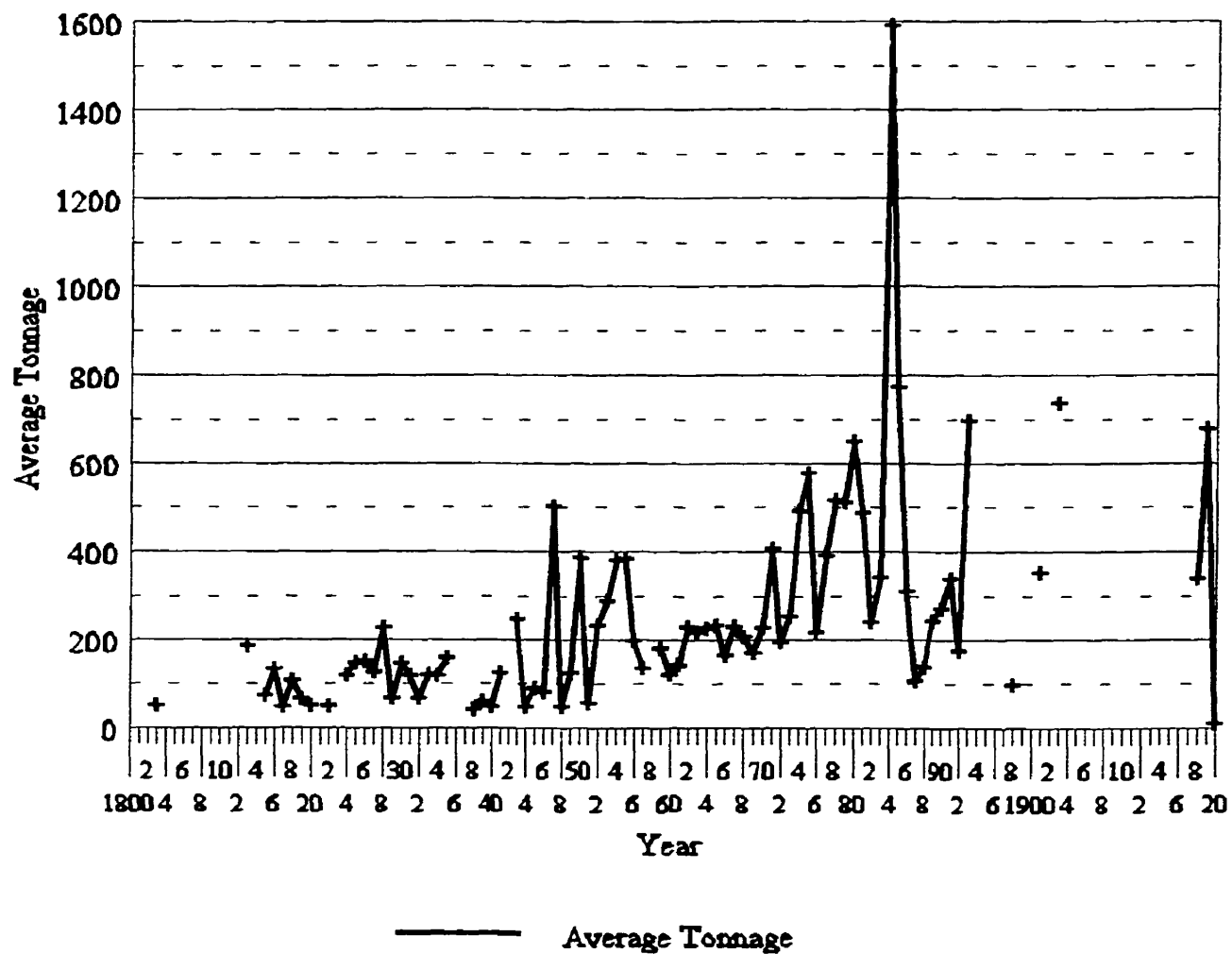


This graph shows that in New Brunswick's case the number and size of vessels owned is decreasing after 1881.

Note: Statistics are as of 31 December each year. Data presented here is Total Registered Tonnage for each province divided by the number of registered vessels for each province.

Source: **Canadian Sessional Papers**, Report of Trade and Navigation, "Comparative Statement showing the Number of Vessels and Number of Tons on the Registry Books.

Figure 16: Average Tonnage Built in Albert County,
1800-1920

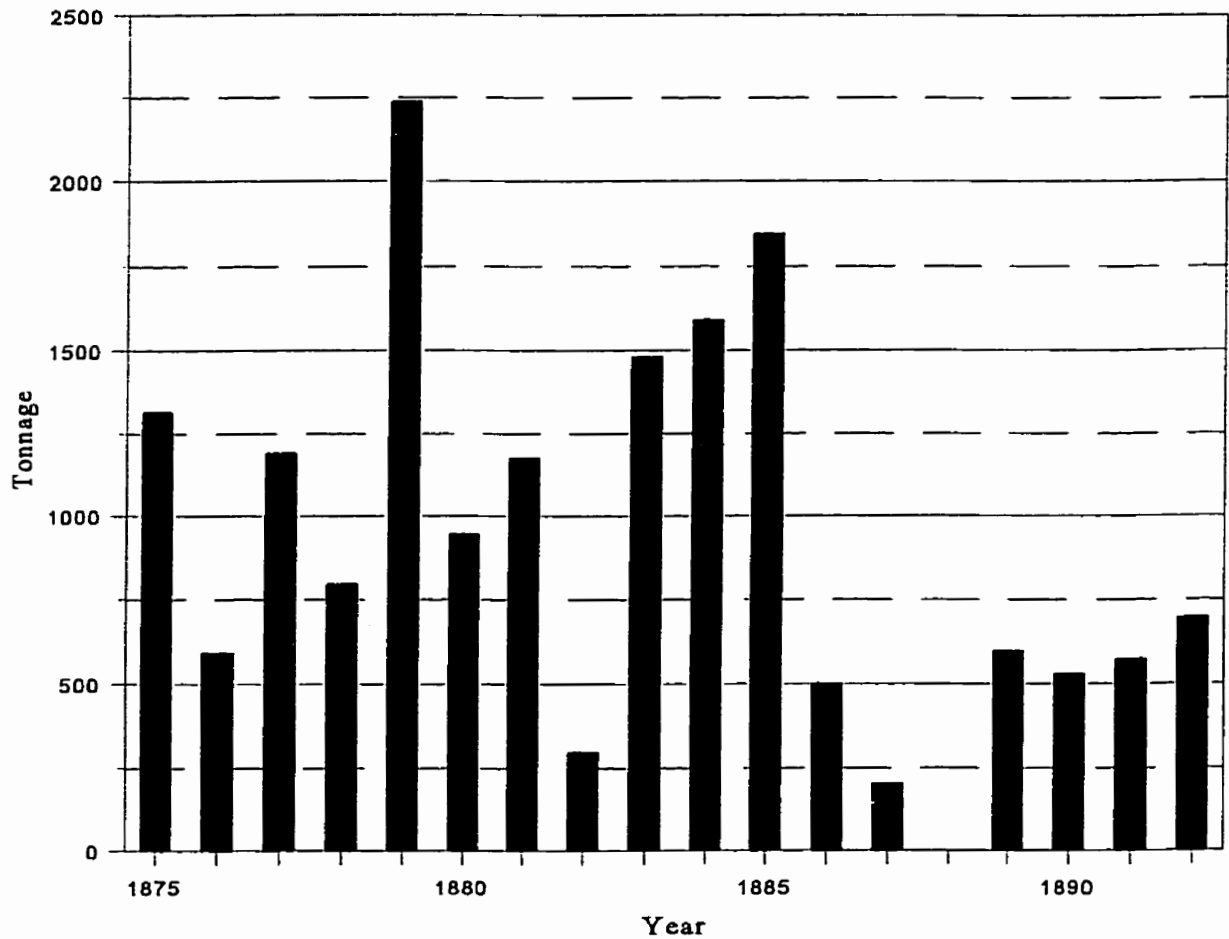


See also Figure 12.

Note: The two scows built in 1830 and 1837 are not shown.

Source: NAC, RG 12 A1, Port Registers, (Various). See Appendix 3, Albert County Vessels By Year.

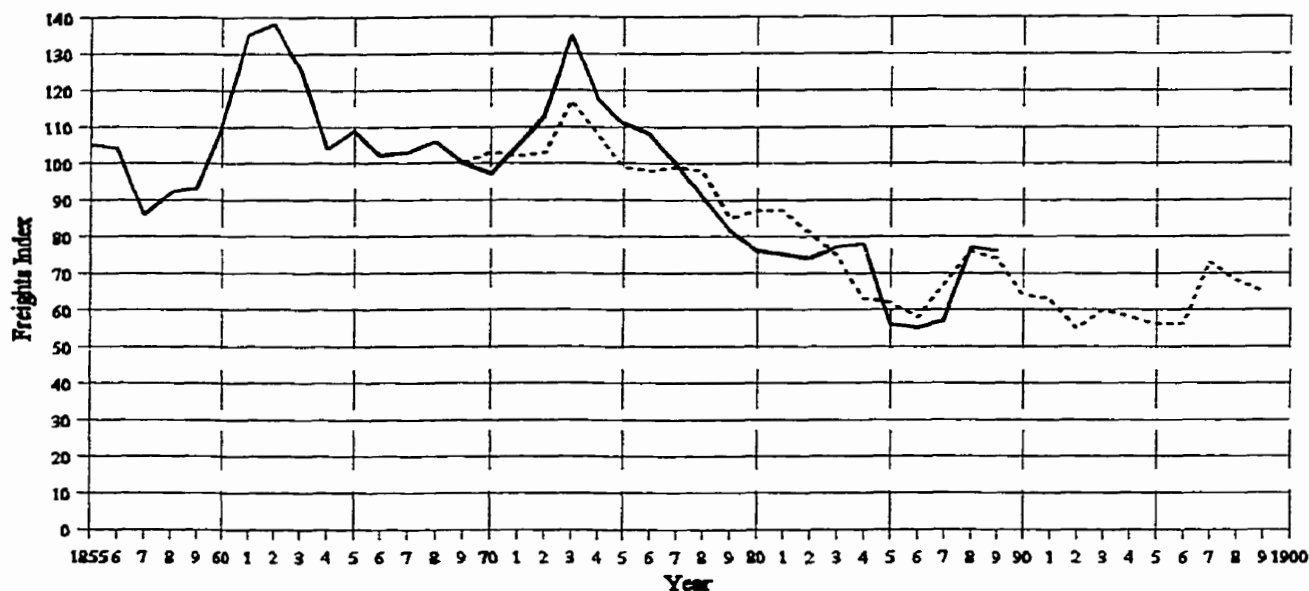
Figure 17: Turner Tonnage Output, 1875-92 ¹²²



Note: Two vessels were built in 1879, none in 1888 and one planned for completion in 1892 before he died.

Source: NAC, RG 12 A1, Port Registers, Ports of Saint John, Dorchester, Moncton, NB, and Windsor, NS for the years concerned.

Figure 18: Tramp Shipping Freights & Selected North Atlantic Sailing Freights, 1855-99



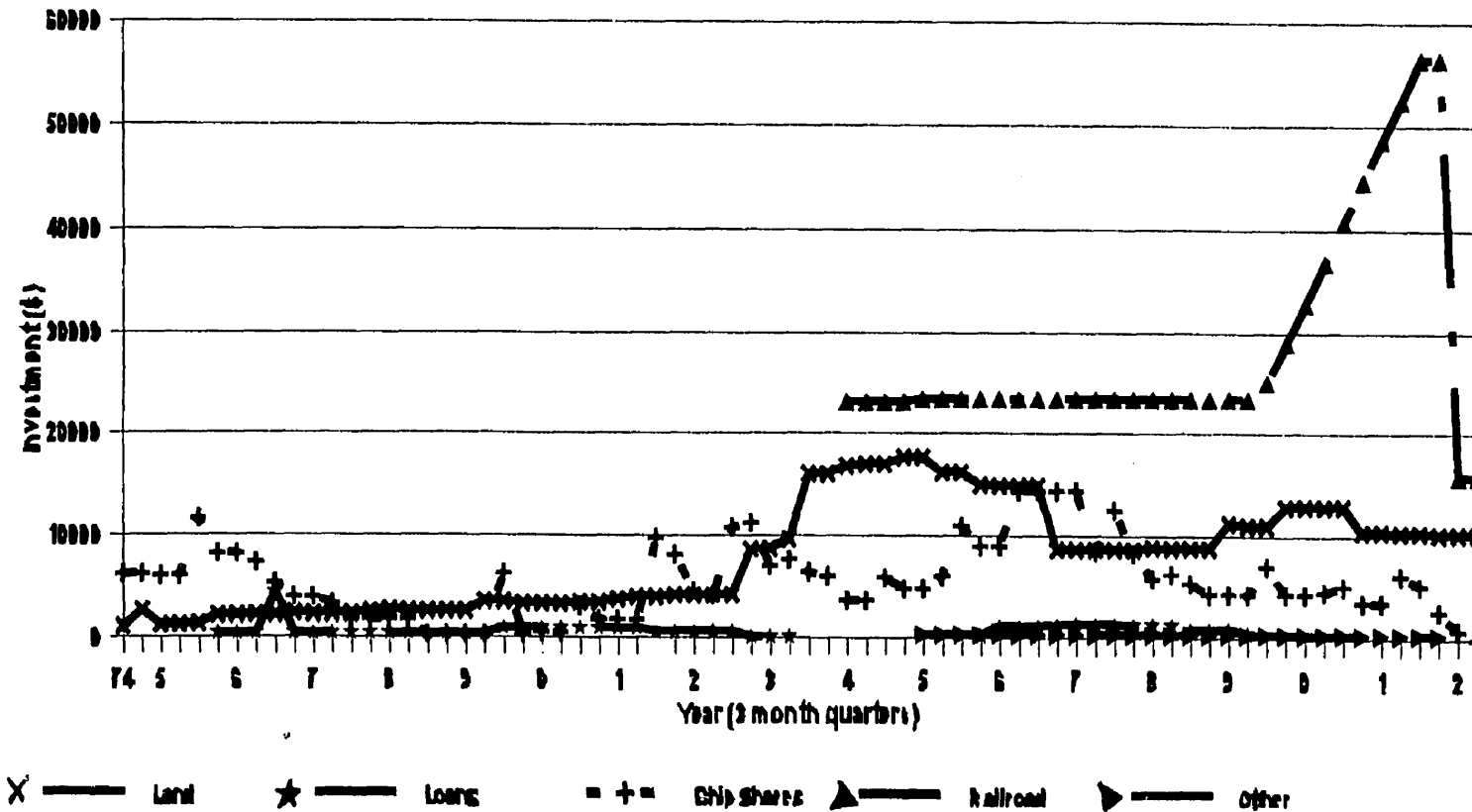
----- Isserlis Index ——— Matthews Index

Sources: Eric W. Sager, *Seagoing Labour: The Merchant Marine of Canada, 1820-1914*, (Montreal & Kingston: McGill-Queen's University Press, 1989), Graph 10, p. 165.

"Based upon L. Isserlis, "Tramp Shipping Cargoes and Freights," *Journal of the Statistical Society*, (1938), reprinted in B.R. Mitchell and P. Dean, *Abstract of British Historical Statistics*, (Cambridge: University Press, 1962), p. 224; the Keith Matthews index was constructed from the following rates given in the *New York Maritime Register*: Cotton, New York-Liverpool; grain, New York-Liverpool; cotton, New Orleans-Liverpool; deals Saint John-Liverpool. For each of these the average of monthly highs and lows was calculated; the annual rate is an unweighted average of the monthly figures. The index is simply an unweighted average of the annual rates. The method is crude, but the result is close to the Isserlis index.

Note: 1869 = 100."

Figure 19: Turner Investments, 1874-92

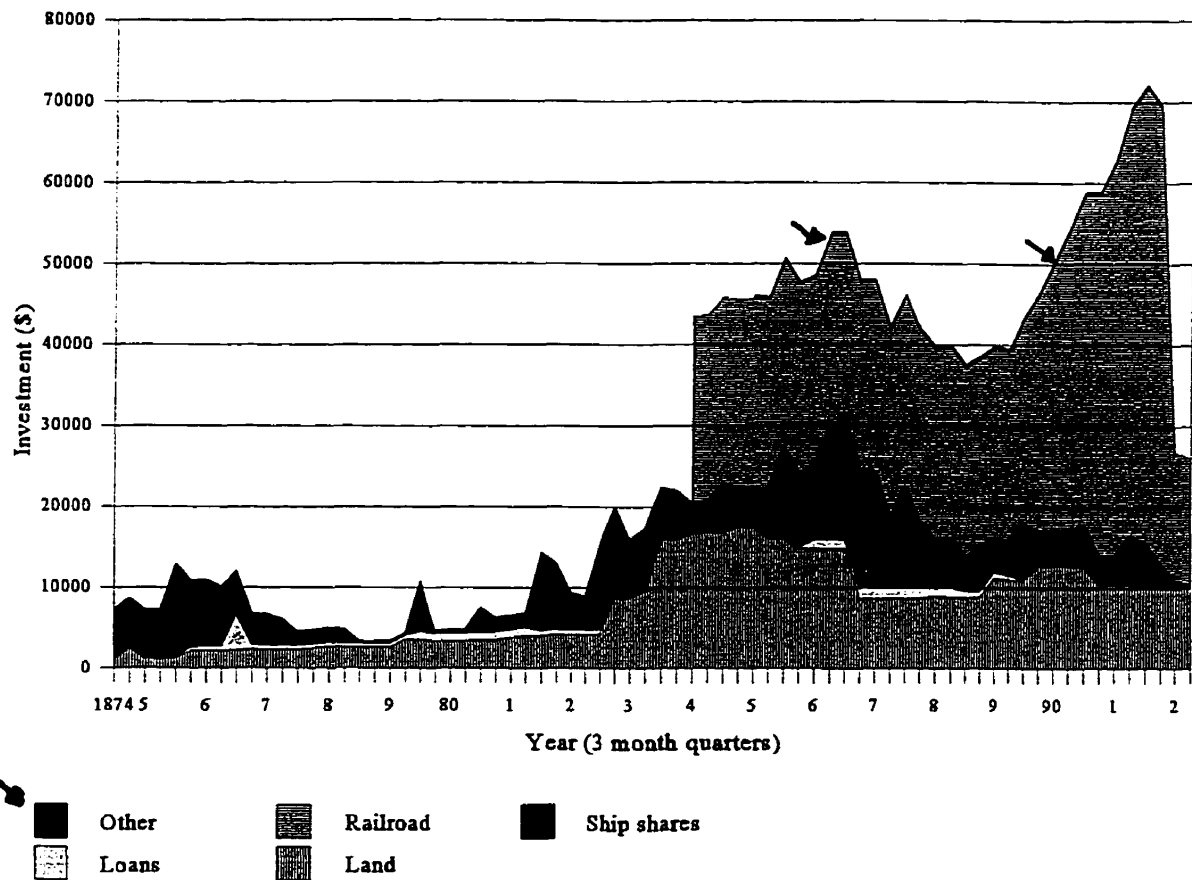


Note: Investment portfolio does not reflect price index nor depreciation of ship shares. Figures were unavailable for his investments in the Mary's Point Quarry. His investment in 1883 in railways was the Harvey Branch and he received a \$7,000

subsidy. This railway value is a calculation completed in Table 2 and excludes the subsidy. The rise in railway investment in 1889 is actual dollars invested.

Sources: See Appendix 5, Turner Investment Portfolio; NAC, RG 12 A, Port Registers; PANB, RS 84, Albert County Registry Office, PANB, RS 22, Provincial Secretary, Railway Administration, Elgin, Havelock and Petitcodiac; G.S. Turner Diaries, 1876-80, 1887-8, NB Museum, Albert County Historical Society, Bank Museum, David Christie "Harvey Branch Stock Certificate," Steven Marshall, "J.M. Stevens Ledger Book."

Figure 20: Total Turner Investments, 1874-92



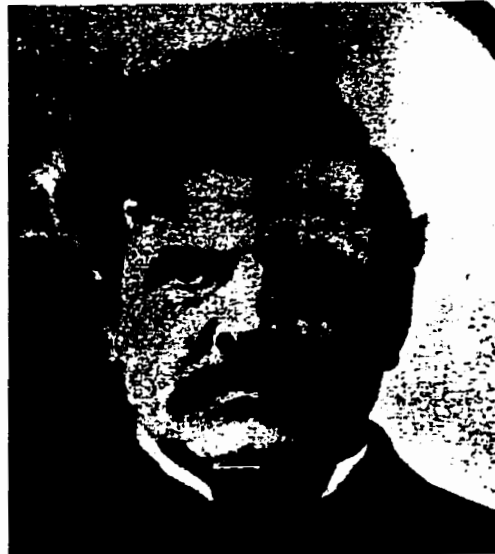
Note: Investment portfolio does not reflect price index nor depreciation of ship shares. Does not include investments in the Mary's Point Quarry.
 Sources: See Appendix 3, Turner Investment Portfolio; NAC, RG 12 A, Port Registers; PANB, RS 84, Albert County Registry Office, PANB, RS 22, Provincial Secretary, Railway Administration, Elgin, Havelock and Petictodiac; G.S. Turner Diaries, 1876-80, 1887-8, NB Museum, Albert County Historical Society, Bank Museum, David Christie Harvey Branch Stock Certificate, Steven Marshall, J.M. Stevens Ledger Book.



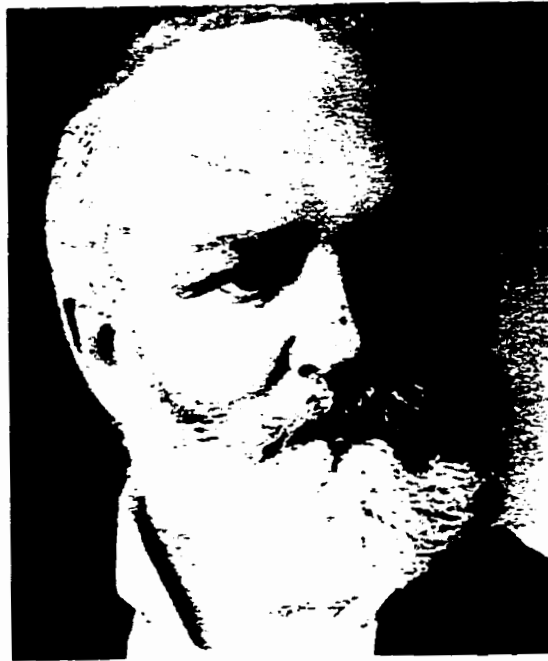
Gaius Samuel Turner, farmer, shipbuilder, trader, lumberman, quarry owner, railway promoter, Liberal-Conservative MLA for Albert 1878-1892, b. 1838, d. 1892, circa early 1880s. (Courtesy of Kathleen Turner, Edmonds, Washington, United States.)



Charles Archibald Peck, Lawyer, Liberal-Conservative MLA for Albert 1867-70, b. 1840, circa 1890s. (The Busy East, XV, 9-10, (April-May 1925), p. 95.)



Henry Robert Emmerson, Lawyer, Liberal, MLA for Albert 1888-90, 1892-1900, Premier of New Brunswick 1897-1900, MP for Westmorland 1900-14, b. 1853, d. 1914, circa 1890s. (PANB, P-37/117.)



Andrew George Blair, lawyer, Liberal MLA for York 1878-92, 1893-96, Premier of New Brunswick 1883-, MP 1896-1903, b. 1844, d. 1907, circa 1880s. (PANB, P-37/398.)



William James Lewis, Doctor, Liberal-Conservative MLA for Albert 1878-1888, 1890-96, MP for Albert 1896-1904, b. 1830, d. 1910, circa 1880s. (The Busy East, XV, 9-10, (April-May 1925), p. 89.)



Abner Reid McClellan, shipowner and trader, Liberal MLA for Albert 1854-67, Senator 1867-1896, Lt. Governor of New Brunswick 1896-1902, b. 1830, d. 1917. (The Busy East, XV, 9-10, (April-May 1925), p. 91.)



John Wallace, farmer, trader and manufacturer, Liberal MP for Albert 1867-78, 1883-7, b. 1821, d. 1898. (The Busy East, XV, 9-10, (April-May 1925), p. 107.)



Amasa E. Killam, bridge and railway contractor, circa 1874, Liberal-Conservative MLA 1878-97 for Westmorland, b. 1824, d. 1922. (Courtesy the Bank Museum, Riverside-Albert, NB.)



Charles Frederick Dow and Bathsheba Dow (Turner), 1903, master ship wright. (Courtesy Maritime Museum of the Atlantic, Halifax, NS, N-14,391.)



George Frederick Smith, ship-chandler and ship owner, including iron and steel vessels, Alderman of Saint John, Captain of Artillery, b. 1839, d. 1894. (Jack's **Biographical Review of the Province of New Brunswick**, p. 109.)



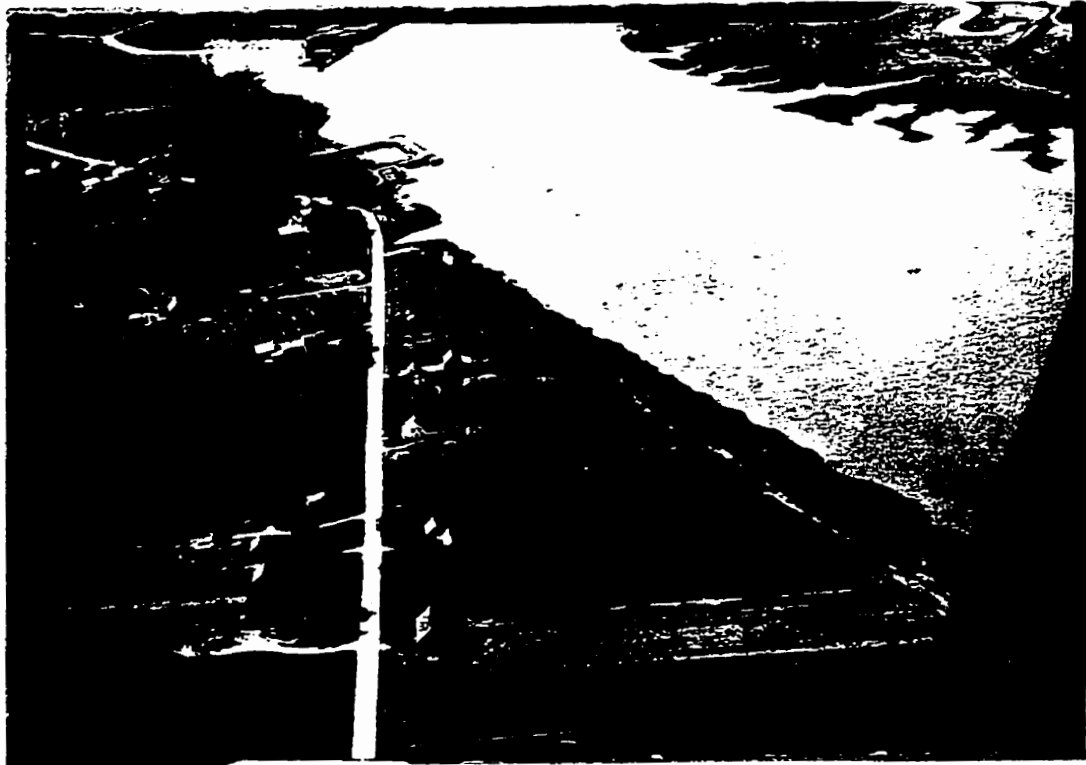
Josiah Wood, merchant, banker, cattle trader, Director Eastern Trust Co. and Record Foundry Co., Mayor of Sackville, investor in the Moncton Sugar Refinery, the Moncton Gas and Water Works, the Moncton Cotton Manufacturing Co., Liberal-Conservative M.P. for Westmorland 1882-95, Senator 1895-1912, Lt-Governor of NB 1912-17, b. 1843, d. 1927. (Jack's **Biographical Review of the Province of New Brunswick**, p. 52.)



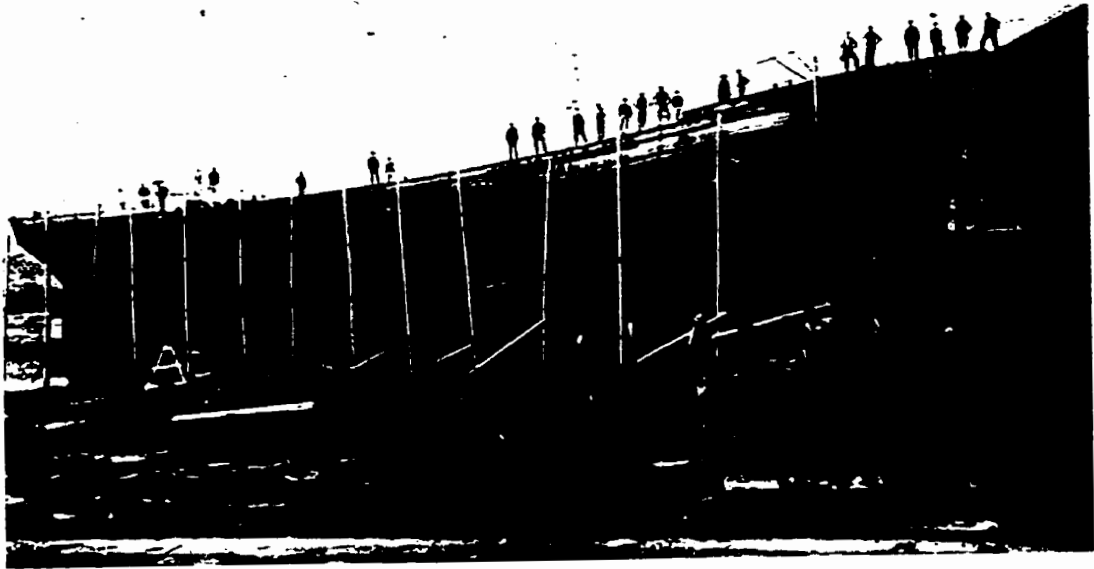
Richard Chapman Weldon, lawyer and law professor/Dean of Law Dalhousie University 1883-1914, Liberal-Conservative M.P. for Albert 1887-96, b. 1841, d.1925. (PANS 34975.)



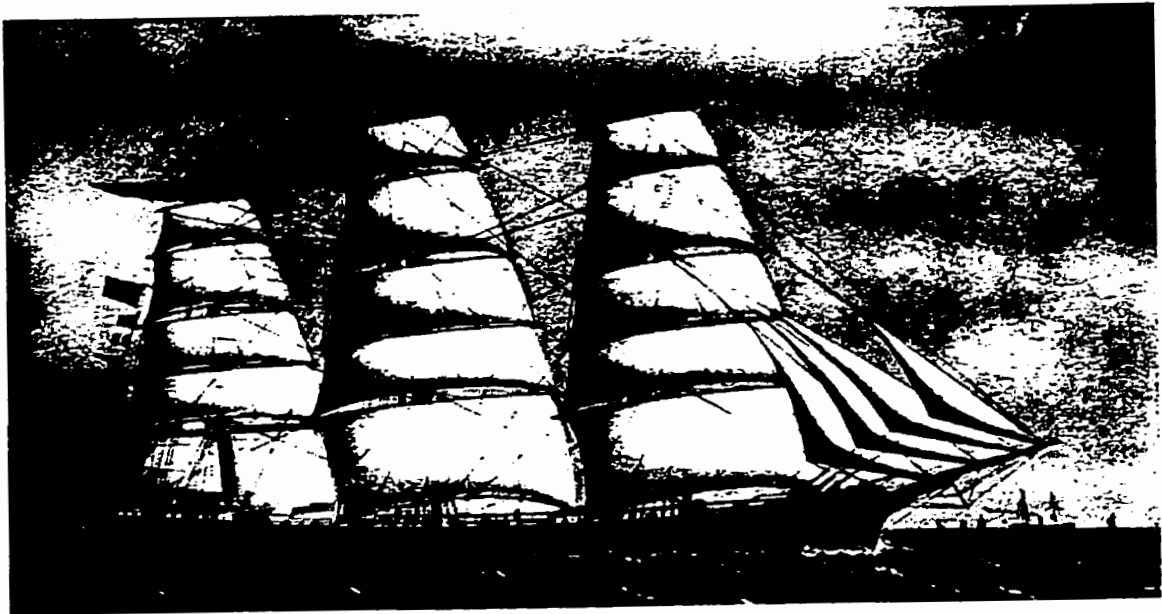
Harvey Branch Railway Bridge over Shepody River, collapsed June 29, 1894, two cars wrecked, six injured, none killed. (PANB, P-69-14.)



Harvey Bank, aerial shot 1952. High tide. The ship yard was below the wharves. Isaac Turner's house is on the bend in the road on the left. Gaius Turner's house is last house on the right hand side of the road before the bend. Note Turner's store and 'Boss' Dow's loft barn are no longer at the bend in the road. The Harvey Branch Railway right-of-way can barely be seen in the top left hand corner of the photo. (Courtesy The Bank Museum, Riverside-Albert, NB.)



Revolving Light, under construction 1875, loft barn ('Boss' Dow's barn) in background, Turner store is to the right of the barn (unseen). (PANB, P-69-3.)



Revolving Light, Ship, 1248.35 tons, launched September 15, 1875. (Courtesy Peabody Essex Museum, Salem, MA, Negative 9757.)



Serrano, Barque, 593.85 tons, launched June 24, 1876. (Half model, Moncton Museum, Moncton, NB, 991.35.4, photo author's collection.)



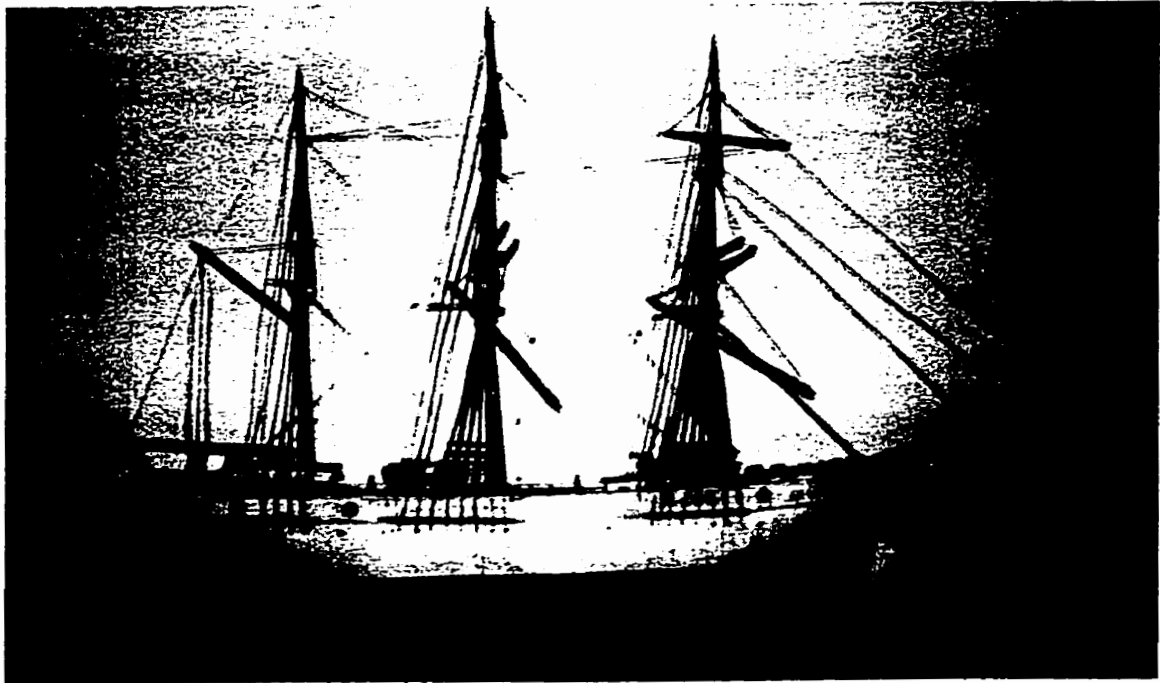
Earl Granville, Ship, 1138.74 tons, launched August 8, 1877. (Courtesy Peabody Essex Museum, Salem, MA, Negative 7313.)



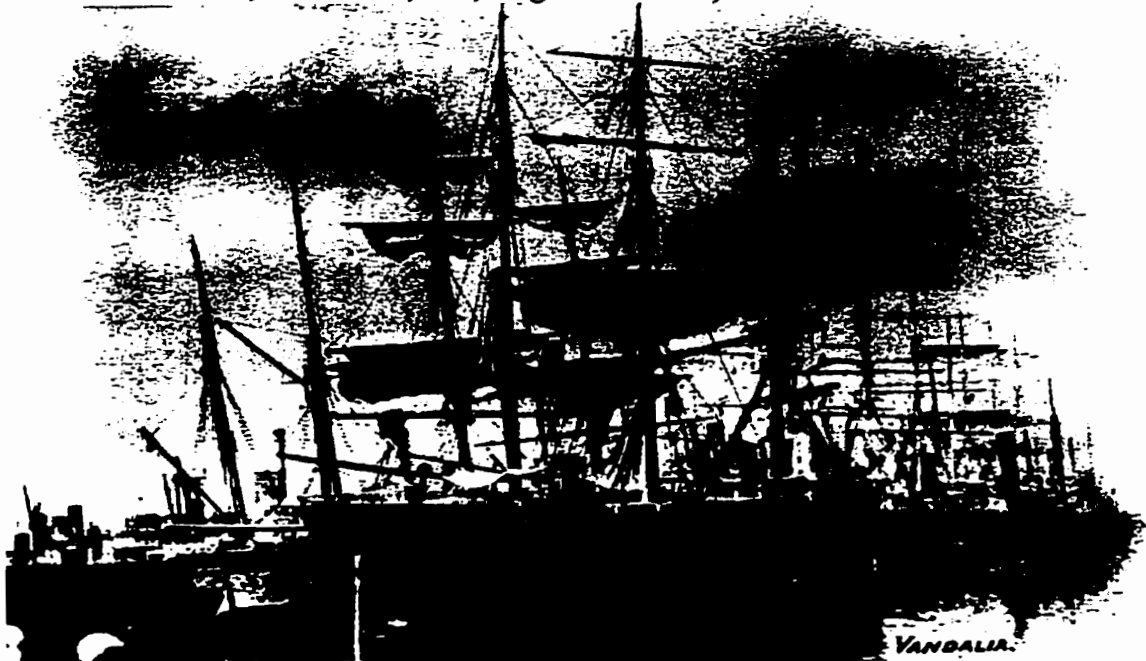
Coringa, Ship, 1289.05 tons, launched April 24, 1879. (Courtesy Maritime Museum of the Atlantic, Halifax, NS, N -14,089.)



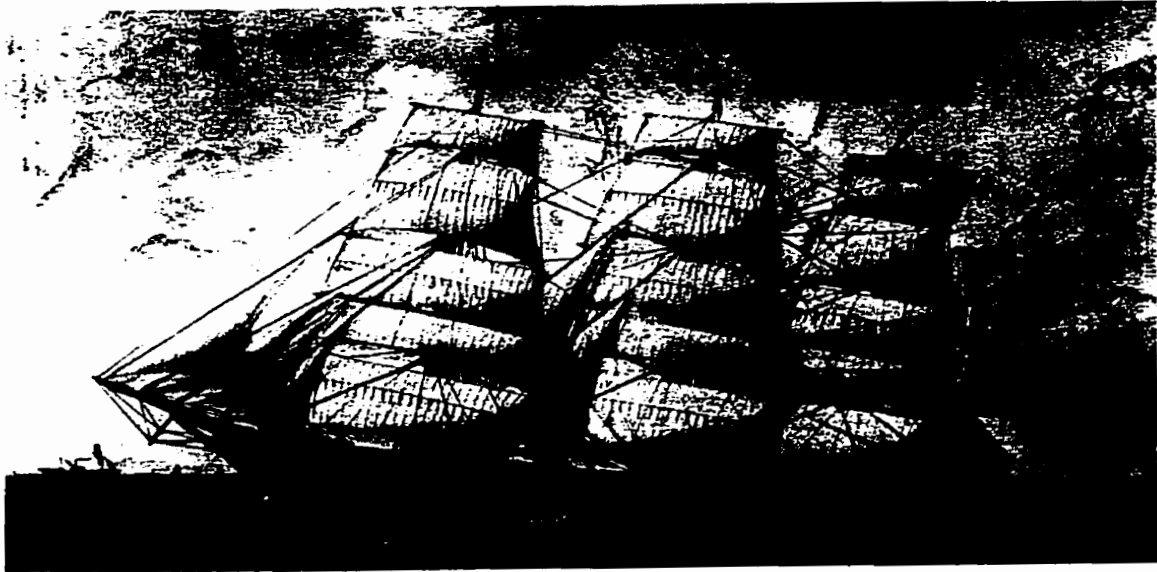
Latona, Barque, 948.16 tons, launched August 21, 1880. (Courtesy Maritime Museum of the Atlantic, N-11,885.)



Galatea, Barque, 1178.37 tons, launched September 8, 1881. (Full model, courtesy New Brunswick Museum, Saint John, NB, Negative 42005.)



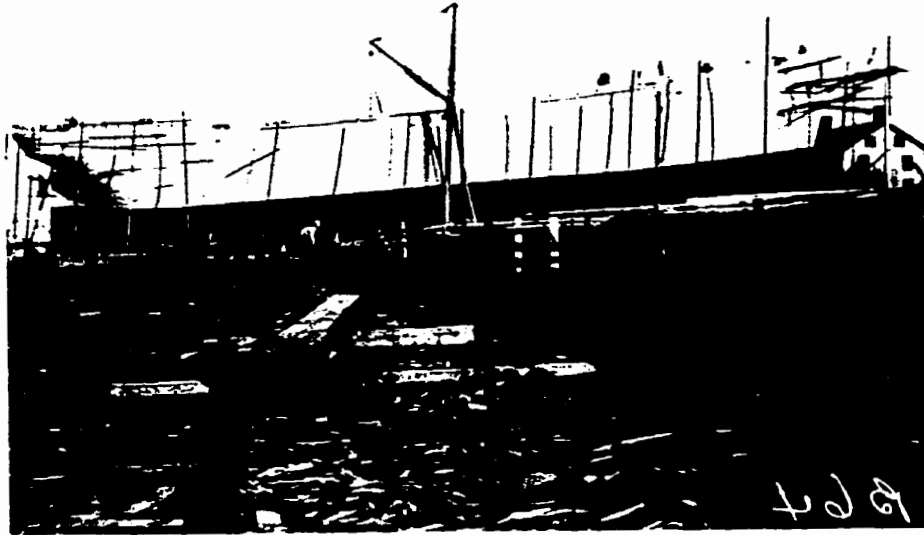
Vandalia, Ship, 1432.05 tons, launched August 20, 1883. (Courtesy Maritime Museum of the Atlantic, N-24,561.)



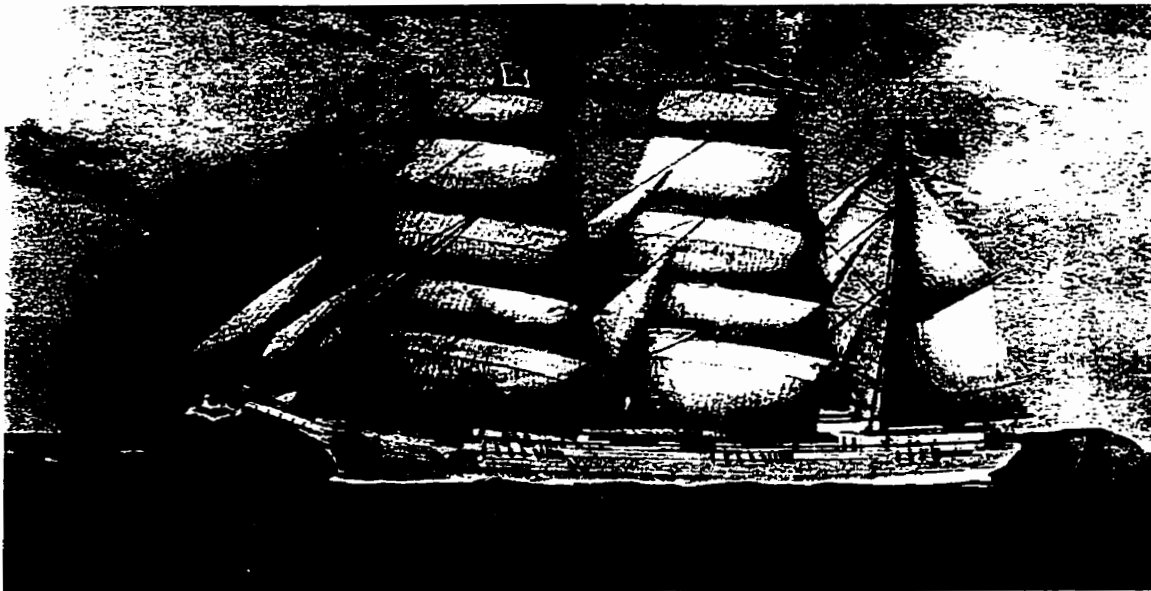
Annie E Wright, Ship, 1863.51 tons, launched June 17, 1885. (Courtesy New Brunswick Museum, Saint John, NB.)



Carrie L Smith, Barque, 597.75 tons, launched June 15, 1889, note the keel has warped. (Courtesy Peabody Essex Museum, Salem, MA, Negative 19740.)



Westmorland, Barque, 697.69 tons, launched May 16, 1893. (Courtesy PANB, P-61-63.)



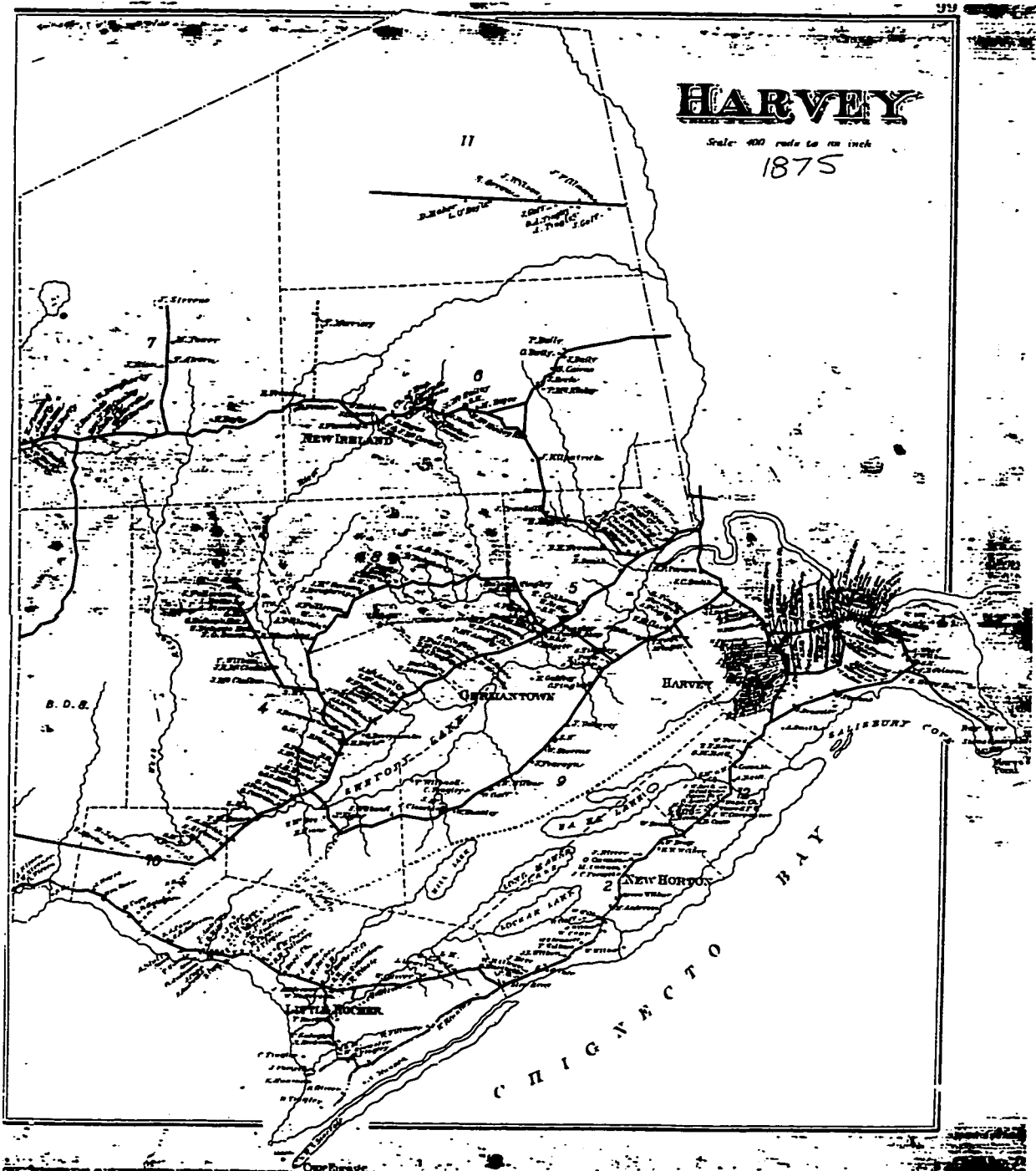
Edna M Smith under construction in 1903, showing the end of the Harvey Branch Railway. (Courtesy Maritime Museum of the Atlantic, N-14,388.)

Map 1: Albert County ¹



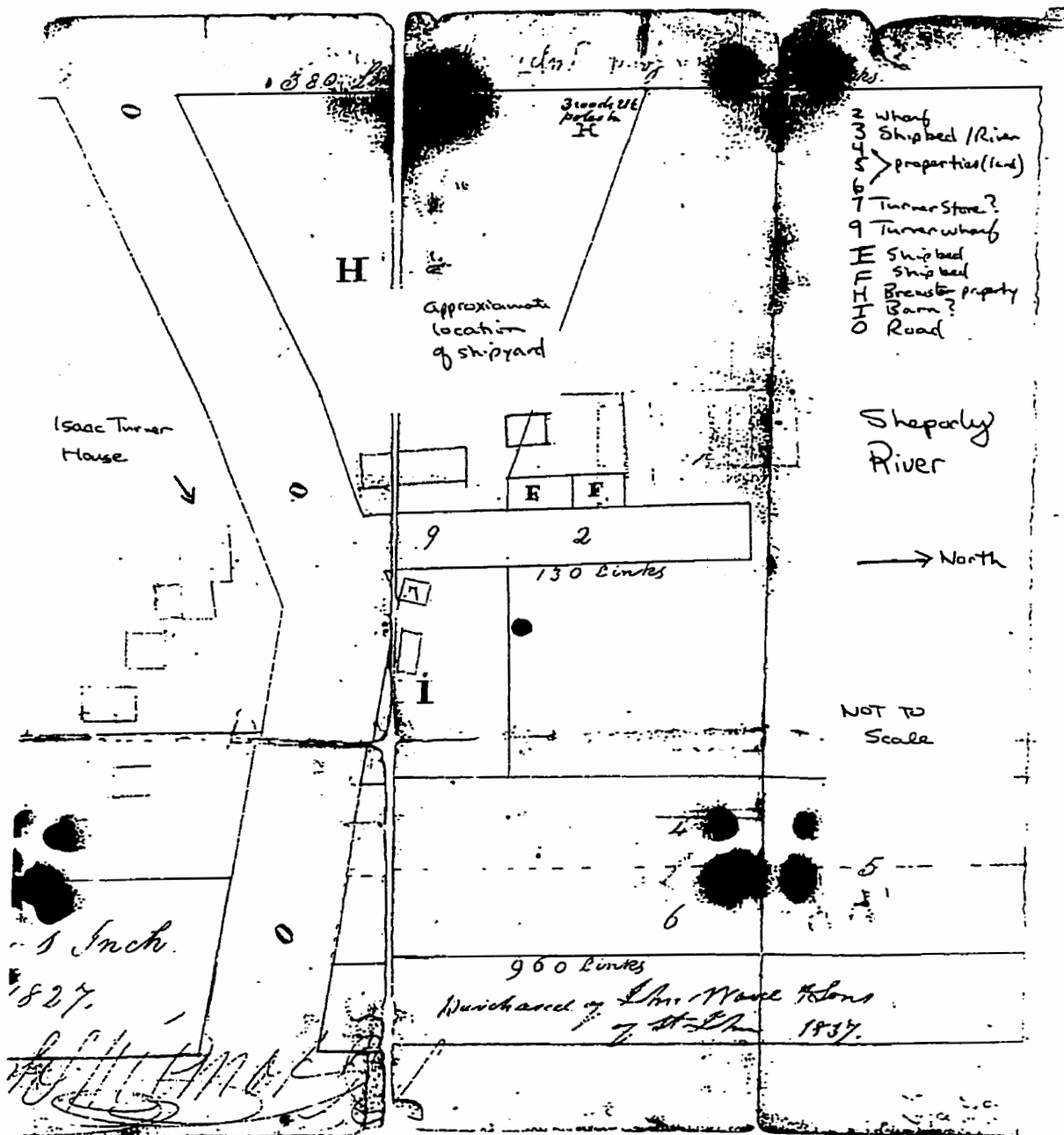
¹ Canada, Department of Natural Resources, Map 21-H Amherst & 21-I Moncton, 1:250,000, 1972.

Map 2: Harvey Parish, 1875²



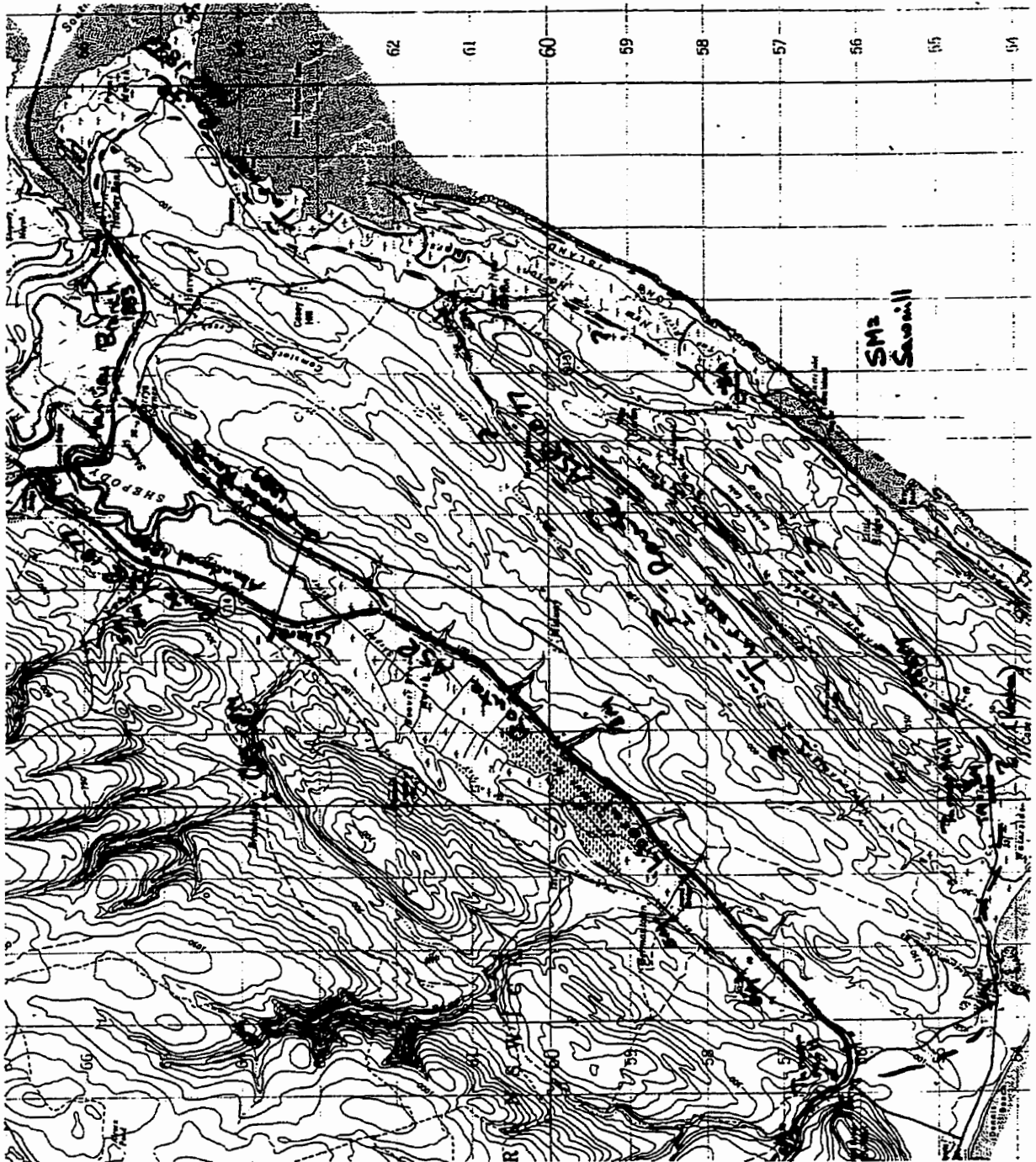
² Source unknown.

Map 3: Isaac Turner House and Wharf at Harvey Bank, 1837³



³ The Bank Museum, unaccessioned, Bishop Box #5.

Map 4: Harvey Parish Railway Routes 1877-91 ⁴



⁴ Canada, Department of Natural Resources, Map 21-H/10, Alma, 1:50,000, 1980.

Appendix 1: Albert County Occupations Tables

Albert County Occupations

Trade	1871	1881	%Δ	1891	%Δ	1901	%Δ
Farming	1679	2205	+31.3	1975	-10.4	1816	-8.1
<i>% of work force</i>	<i>56.3</i>	<i>54.9</i>		<i>56.7</i>		<i>49.6</i>	
Seafaring	156	261	+67.3	203	-22.2	190	-6.4
<i>% of work force</i>	<i>5.2</i>	<i>6.5</i>		<i>5.8</i>		<i>5.2</i>	
Trades/Industry	341	379	+11.1	325	-14.2	230	-29.2
<i>% of work force</i>	<i>11.4</i>	<i>9.4</i>		<i>9.3</i>		<i>6.3</i>	
-blacksmith	53	59	+11.3	49	-16.9	42	-14.8
<i>% of work force</i>	<i>1.8</i>	<i>1.5</i>		<i>1.4</i>		<i>1.1</i>	
-carpenter	53	60	+13.2	67	+11.7	78	+16.4
<i>% of work force</i>	<i>1.8</i>	<i>1.5</i>		<i>1.9</i>		<i>2.1</i>	
-joiner	38	47	+23.7	35	-25.5	0	---
<i>% of work force</i>	<i>1.3</i>	<i>1.2</i>		<i>1.0</i>		<i>0</i>	
Shipbuilding	98	71	-27.6	61	-14.1	32	-47.5
<i>% of work force</i>	<i>3.3</i>	<i>1.8</i>		<i>1.8</i>		<i>.9</i>	
General Labourer	323	337	+4.3	171	-49.3	337	+97.1
<i>% of work force</i>	<i>10.8</i>	<i>8.4</i>		<i>4.9</i>		<i>9.2</i>	
Lumbering	54	100	+85.1	78	-22	236	+202.6
<i>% of work force</i>	<i>1.8</i>	<i>2.5</i>		<i>2.2</i>		<i>6.4</i>	
Profession/Merchant	139	224	+61.2	207	-7.6	267	+29.0
<i>% of work force</i>	<i>4.7</i>	<i>5.6</i>		<i>5.9</i>		<i>7.3</i>	
Quarry/Stone/Miner	86	68	-20.9	67	-1.5	113	+68.7
<i>% of work force</i>	<i>2.9</i>	<i>1.7</i>		<i>1.9</i>		<i>3.1</i>	
Railway	0	35	---	52	+48.6	40	-23.1
<i>% of work force</i>	<i>0</i>	<i>.9</i>		<i>1.5</i>		<i>1.1</i>	

Service	104	119	+14.4	174	+46.2	231	+5.5
<i>% of work force</i>	<i>3.4</i>	<i>2.9</i>		<i>5</i>		<i>6.3</i>	
Other	9	49	+444.4	16	-67.3	49	+206.3
<i>% of work force</i>	<i>.3</i>	<i>1.2</i>		<i>.5</i>		<i>1.3</i>	
Total Work Force	2984	4014	+34.5	3480	-13.3	3661	+4.1

Source: NAC, Census of New Brunswick, mf C-994, 1851; mf C-999, 1861; mf C-10394 & 10395, 1871; mf C-13177, 1881; mf T-6297, 1891; mf T-6439, 1901; and, **Canadian Sessional Papers** (CSP), Census 1871, Book B, (Volume 2), 1875, Table XIII; Census 1881, Book A, (Volume 1), 1884, Table XIV. Categorizations were as follows: Trades included all apprentice type industry, mining, railway, tailors/esses, milliners and dressmakers; Seafaring included mariners, seamen, Captains, fishermen and stevedores; Professional/Merchants included doctors, lawyers, teachers, clergy, managers, surveyors, merchants, traders, storekeepers, clerks; Service included housekeepers, servants, cook; Other included adult male students and male retirees.

Alma Parish Occupations

Trade	1871	1881	%Δ	1891	%Δ	1901	%Δ
Farming	215	168	-21.9	126	-25	143	+13.4
<i>% of work force</i>	<i>57.5</i>	<i>40.1</i>		<i>53.8</i>		<i>40.4</i>	
Seafaring	24	45	+87.5	14	-68.9	21	+50
<i>% of work force</i>	<i>6.4</i>	<i>10.8</i>		<i>6.0</i>		<i>5.9</i>	
Trades/Industry	33	18	-45.4	16	-11.1	12	-25
<i>% of work force</i>	<i>8.8</i>	<i>4.3</i>		<i>6.8</i>		<i>3.4</i>	
-blacksmith	5	2	-60	7	+250	4	-42.9
<i>% of work force</i>	<i>1.3</i>	<i>.5</i>		<i>3.0</i>		<i>1.1</i>	
-carpenter	4	4	0	1	-75	5	+400
<i>% of work force</i>	<i>1.1</i>	<i>1.0</i>		<i>.4</i>		<i>1.4</i>	
-joiner	0	1	---	4	+400	3	-25
<i>% of work force</i>	<i>0</i>	<i>.2</i>		<i>1.7</i>		<i>.8</i>	
Shipbuilding	5	1	-80	1	0	5	+400
<i>% of work force</i>	<i>1.3</i>	<i>.2</i>		<i>.4</i>		<i>1.4</i>	
General Labourer	36	79	+119.4	2	-97.5	13	+550
<i>% of work force</i>	<i>9.6</i>	<i>18.9</i>		<i>.9</i>		<i>3.7</i>	
Lumbering	16	42	+162.5	40	-4.8	96	+140
<i>% of work force</i>	<i>4.3</i>	<i>10.0</i>		<i>17.1</i>		<i>27.1</i>	
Profession/Merchant	7	20	+185.7	15	-25	20	+33.3
<i>% of work force</i>	<i>1.9</i>	<i>4.8</i>		<i>6.4</i>		<i>5.6</i>	
Quarry/Stone/Miner	7	0	-100	0	0	2	-
<i>% of work force</i>	<i>1.9</i>	<i>0</i>		<i>0</i>		<i>.6</i>	
Railway	0	0	---	0	0	0	-
<i>% of work force</i>	<i>0</i>	<i>0</i>		<i>0</i>		<i>0</i>	
Service	21	45	+114.3	20	-55.6	40	+50

<i>% of work force</i>	5.6	10.8		8.6		11.3	
Other	1	0	-100	0	0	2	-
<i>% of work force</i>	.3	0		0		.6	
Total Work Force	374	418	+11.8	234	-44.0	354	+51.3

Source: NAC, Census of New Brunswick, mf C-994, 1851; mf C-999, 1861; mf C-10394 & 10395, 1871; mf C-13177, 1881; mf T-6297, 1891; mf T-6439, 1901.

Coverdale Parish Occupations

Trade	1871	1881	%Δ	1891	%Δ	1901	%Δ
Farming	311	311	0	250	-19.6	225	-12.5
<i>% of work force</i>	<i>71.2</i>	<i>71.8</i>		<i>70.4</i>		<i>63.6</i>	
Seafaring	12	4	-66.7	2	-50	4	+100
<i>% of work force</i>	<i>2.7</i>	<i>.9</i>		<i>.6</i>		<i>1.1</i>	
Trades/Industry	30	27	-10	21	-22.2	29	+38.1
<i>% of work force</i>	<i>6.9</i>	<i>6.2</i>		<i>5.9</i>		<i>8.2</i>	
-blacksmith	5	8	+60	7	-12.5	4	-42.9
<i>% of work force</i>	<i>1.1</i>	<i>1.8</i>		<i>2.0</i>		<i>1.1</i>	
-carpenter	2	7	+250	4	-42.9	10	+150
<i>% of work force</i>	<i>.5</i>	<i>1.6</i>		<i>1.1</i>		<i>2.8</i>	
-joiner	11	1	-90.9	1	0	0	-100
<i>% of work force</i>	<i>2.5</i>	<i>.2</i>		<i>.3</i>		<i>0</i>	
Shipbuilding	0	0	---	1	-	0	-100
<i>% of work force</i>	<i>0</i>	<i>0</i>		<i>.3</i>		<i>0</i>	
General Labourer	31	34	-9.7	58	+70.6	11	-81.0
<i>% of work force</i>	<i>7.1</i>	<i>7.9</i>		<i>16.3</i>		<i>3.1</i>	
Lumbering	18	22	22.2	4	-81.8	15	+275
<i>% of work force</i>	<i>4.1</i>	<i>5.1</i>		<i>1.1</i>		<i>4.2</i>	
Profession/Merchant	13	10	-23.1	9	-10	26	+188.9
<i>% of work force</i>	<i>3.0</i>	<i>2.3</i>		<i>2.5</i>		<i>7.3</i>	
Quarry/Stone/Miner	0	1	---	0	-100	1	-
<i>% of work force</i>	<i>0</i>	<i>.2</i>		<i>0</i>		<i>.3</i>	
Railway	0	4	---	6	+50	12	+100
<i>% of work force</i>	<i>0</i>	<i>.9</i>		<i>1.7</i>		<i>3.4</i>	
Service	22	13	-40.9	4	-69.2	27	+575

<i>% of work force</i>	5.0	3.0		1.1		7.6	
Other	0	7	—	0	-100	4	-
<i>% of work force</i>	0	1.6		0		1.1	
Total Work Force	437	433	-9	355	-18.0	354	-.3

Source: NAC, Census of New Brunswick, mf C-994, 1851; mf C-999, 1861; mf C-10394 & 10395, 1871; mf C-13177, 1881; mf T-6297, 1891; mf T-6439, 1901.

Elgin Parish Occupations

Trade	1871	1881	%Δ	1891	%Δ	1901	%Δ
Farming	288	633	+119.8	504	-20.4	519	+3.0
<i>% of work force</i>	86.2	82.9		84.7		70.7	
Seafaring	0	0	---	2	-	2	0
<i>% of work force</i>	0	0		.3		.3	
Trades/Industry	27	39	+44.4	36	-7.7	40	+11.1
<i>% of work force</i>	8.1	5.1		6.1		5.4	
-blacksmith	4	6	+50	6	0	5	-16.6
<i>% of work force</i>	1.2	.8		1.0		.7	
-carpenter	3	1	-66.7	8	+700	12	+50
<i>% of work force</i>	.9	.1		1.3		1.6	
-joiner	0	9	---	1	-88.9	0	-100
<i>% of work force</i>	0	1.2		.2		0	
Shipbuilding	1	1	0	0	-100	1	-
<i>% of work force</i>	.3	.1		0		.1	
General Labourer	4	32	+700	6	-81.3	64	+966.7
<i>% of work force</i>	1.2	4.2		1.0		8.7	
Lumbering	0	8	---	5	-37.5	27	+440
<i>% of work force</i>	0	1.0		.8		3.7	
Profession/Merchant	6	23	+283.3	20	-13.0	35	+75
<i>% of work force</i>	1.8	3.0		3.4		4.8	
Quarry/Stone/Miner	0	0	---	1	-	2	+100
<i>% of work force</i>	0	0		.2		.3	
Railway	0	1	---	7	+600	3	-57.1
<i>% of work force</i>	0	.1		1.2		.4	
Service	8	11	+37.5	15	+36.4	36	+140

<i>% of work force</i>	2.4	1.4		2.5		4.9	
Other	0	16	--	0	-100	5	-
<i>% of work force</i>	0	2.1		0		.7	
Total Work Force	334	764	+128.7	595	-22.1	734	+23.4

Source: NAC, Census of New Brunswick, mf C-994, 1851; mf C-999, 1861; mf C-10394 & 10395, 1871; mf C-13177, 1881; mf T-6297, 1891; mf T-6439, 1901.

Harvey Parish Occupations

Trade	1871	1881	%Δ	1891	%Δ	1901	%Δ
Farming	216	328	+51.9	283	-13.7	293	+3.5
<i>% of work force</i>	<i>50.1</i>	<i>51.9</i>		<i>58.5</i>		<i>56.7</i>	
Seafaring	56	67	+19.6	34	-49.3	47	+38.2
<i>% of work force</i>	<i>13.0</i>	<i>10.6</i>		<i>7.0</i>		<i>9.1</i>	
Trades/Industry	66	81	+22.7	48	-40.7	30	-37.5
<i>% of work force</i>	<i>15.3</i>	<i>12.8</i>		<i>9.9</i>		<i>5.8</i>	
-blacksmith	8	12	+50	5	-58.3	5	0
<i>% of work force</i>	<i>1.9</i>	<i>1.9</i>		<i>1.0</i>		<i>1.0</i>	
-carpenter	7	16	+128.6	11	-31.3	12	+9.1
<i>% of work force</i>	<i>1.6</i>	<i>2.5</i>		<i>2.3</i>		<i>2.3</i>	
-joiner	11	16	+45.5	6	-62.5	0	-100
<i>% of work force</i>	<i>2.6</i>	<i>2.5</i>		<i>1.2</i>		<i>0</i>	
Shipbuilding	17	25	+47.1	39	+56	9	-76.9
<i>% of work force</i>	<i>3.9</i>	<i>4.0</i>		<i>8.1</i>		<i>1.7</i>	
General Labourer	29	71	+144.8	8	-88.7	46	+475
<i>% of work force</i>	<i>6.7</i>	<i>11.2</i>		<i>1.6</i>		<i>8.9</i>	
Lumbering	7	5	-28.6	5	0	21	+320
<i>% of work force</i>	<i>1.6</i>	<i>.8</i>		<i>1.0</i>		<i>4.1</i>	
Profession/Merchant	25	38	+52	27	-28.9	37	+37
<i>% of work force</i>	<i>5.8</i>	<i>6.0</i>		<i>5.6</i>		<i>7.2</i>	
Quarry/Stone/Miner	3	3	0	8	+166.7	0	-100
<i>% of work force</i>	<i>.7</i>	<i>.5</i>		<i>1.6</i>		<i>0</i>	
Railway	0	12	---	2	-83.3	0	-100
<i>% of work force</i>	<i>0</i>	<i>1.9</i>		<i>.4</i>		<i>0</i>	
Service	12	2	-83.3	26	+1200	29	+11.5

<i>% of work force</i>	2.8	0.3		5.3		5.6	
Other	0	0	---	4	---	5	+25
<i>% of work force</i>	0	0		.8		1.0	
Total Work Force	431	632	+46.6	484	-23.4	517	+6.8

Source: NAC, Census of New Brunswick, mf C-994, 1851; mf C-999, 1861; mf C-10394 & 10395, 1871; mf C-13177, 1881; mf T-6297, 1891; mf T-6439, 1901.

Hillsborough Parish Occupations

Trade	1871	1881	%Δ	1891	%Δ	1901	%Δ
Farming	390	467	+19.7	595	+27.4	406	-31.8
<i>% of work force</i>	<i>46.0</i>	<i>52.2</i>		<i>54.0</i>		<i>44.8</i>	
Seafaring	45	61	+35.6	105	+72.1	28	-73.3
<i>% of work force</i>	<i>5.3</i>	<i>6.8</i>		<i>9.5</i>		<i>3.1</i>	
Trades/Industry	101	121	+19.8	118	-2.5	65	-44.9
<i>% of work force</i>	<i>11.9</i>	<i>13.5</i>		<i>10.7</i>		<i>7.2</i>	
-blacksmith	19	20	+5.3	17	-15	11	-35.3
<i>% of work force</i>	<i>2.2</i>	<i>2.2</i>		<i>1.5</i>		<i>1.2</i>	
-carpenter	10	21	+110	22	+4.8	25	+13.6
<i>% of work force</i>	<i>1.2</i>	<i>2.3</i>		<i>2.0</i>		<i>2.8</i>	
-joiner	15	7	-53.3	18	+157.1	0	-100
<i>% of work force</i>	<i>1.8</i>	<i>.8</i>		<i>1.6</i>		<i>0</i>	
Shipbuilding	13	5	-61.5	2	-60.0	2	-94.7
<i>% of work force</i>	<i>1.5</i>	<i>.6</i>		<i>.2</i>		<i>.2</i>	
General Labourer	98	76	-22.4	29	-61.8	156	+438.0
<i>% of work force</i>	<i>11.6</i>	<i>8.5</i>		<i>2.6</i>		<i>17.2</i>	
Lumbering	3	7	+133.3	16	+128.6	30	+87.5
<i>% of work force</i>	<i>.4</i>	<i>.8</i>		<i>1.5</i>		<i>3.3</i>	
Profession/Merchant	47	72	+53.2	74	+2.8	53	-28.4
<i>% of work force</i>	<i>5.5</i>	<i>8.0</i>		<i>6.7</i>		<i>5.8</i>	
Quarry/Stone/Miner	71	38	-46.5	53	+39.5	93	+75.5
<i>% of work force</i>	<i>8.4</i>	<i>4.2</i>		<i>4.8</i>		<i>10.3</i>	
Railway	0	15	---	27	+80	14	-48.1
<i>% of work force</i>	<i>0</i>	<i>1.7</i>		<i>2.5</i>		<i>1.5</i>	
Service	29	40	+37.9	76	+90	49	-35.5

<i>% of work force</i>	3.4	4.5		6.9		5.4	
Other	7	19	+171.4	6	-68.4	10	+66.7
<i>% of work force</i>	.8	2.1		.5		1.1	
Total Work Force	848	895	+5.5	1101	+18.7	906	-20.3

Source: NAC, Census of New Brunswick, mf C-994, 1851; mf C-999, 1861; mf C-10394 & 10395, 1871; mf C-13177, 1881; mf T-6297, 1891; mf T-6439, 1901.

Hopewell Parish Occupations

Trade	1871	1881	%Δ	1891	%Δ	1901	%Δ
Farming	259	298	+15.1	218	-26.8	230	+5.5
<i>% of work force</i>	46.3	42.2		38.9		33.8	
Seafaring	64	84	+31.3	46	-45.2	88	+91.3
<i>% of work force</i>	11.4	11.9		8.2		12.9	
Trades/Industry	84	93	+10.7	86	-7.5	58	-32.6
<i>% of work force</i>	15	13.2		15.4		8.5	
-blacksmith	12	12	0	7	-41.7	12	+71.4
<i>% of work force</i>	2.1	1.7		1.3		1.8	
-carpenter	27	17	-37.0	21	+23.5	16	-23.8
<i>% of work force</i>	4.8	2.4		3.8		2.4	
-joiner	1	6	+500	5	-16.7	0	-100
<i>% of work force</i>	.2	.8		.9		0	
Shipbuilding	62	39	-37.1	18	-53.8	15	-16.7
<i>% of work force</i>	11.1	5.5		3.2		2.2	
General Labourer	27	45	+66.7	68	51.1	47	-30.9
<i>% of work force</i>	4.8	6.4		12.1		6.9	
Lumbering	10	16	+60	8	-50	47	+487.5
<i>% of work force</i>	1.8	2.3		1.4		6.9	
Profession/Merchant	41	61	+48.8	62	+1.6	96	+54.8
<i>% of work force</i>	7.3	8.6		11.1		14.1	
Quarry/Stone/Miner	5	17	+240	11	-35.3	15	+36.4
<i>% of work force</i>	.9	2.4		2.0		2.2	
Railway	0	12	---	4	-66.7	11	+175
<i>% of work force</i>	0	1.7		.7		1.6	
Service	12	34	+183.3	33	-2.9	50	+51.5

<i>% of work force</i>	2.1	4.8		5.9		7.4	
Other	1	7	+600	6	-14.3	23	+283.3
<i>% of work force</i>	.2	1.0		1.8		3.4	
Total Work Force	560	706	+26.1	560	-20.7	680	+21.4

Source: NAC, Census of New Brunswick, mf C-994, 1851; mf C-999, 1861; mf C-10394 & 10395, 1871; mf C-13177, 1881; mf T-6297, 1891; mf T-6439, 1901.

Appendix 2: Vessels of Albert County ⁵

Notes:

Rigging:

Bark: Barque
 Bgtn: Brigantine
 Bktn: Barquentine
 Brig: Brig
 Mbt: Motorboat
 MSlp: Motor Sloop
 Schr: Schooner
 Ship: Ship
 Slp: Sloop
 Stm: Steamer

Ports:

A: Amherst, NS
 D: Dorchester, NB
 H: Halifax, NS
 M: Moncton, NB
 P: Parrsboro, NS
 SJ: Saint John, NB
 W: Windsor, NS

Building Locations:

Alma: Alma
 Point Wolf

Coverdale:

Gunningsvale (Riverview)
 Lower Coverdale
 Stoney Creek

Harvey:

Harvey Bank
 Cape Enrage
 Roshea
 Waterside

Hillsborough:

Weldon Creek
 Gray's Island
 Hillsborough
 Surrey
 Edgetts Landing
 Bennett's Creek

Hopewell:

Hopewell Cape
 Lower Cape
 Calkin's Creek
 Demoiselle Creek
 Hamilton Creek
 Shepody
 Hopewell Hill
 Hopewell Corner (Albert/Riverside-Albert)

⁵ National Archives of Canada, RG 12 A1, Port Registers, various.

Builders Name	Year	Vessels Name	Rig	RegTon	(L,W,Depth, feet)	Location	Strike	Initial Captain	Port	#	Year	Managing Owner
Allison, Edward	1854	Thalia	Bark	221.49	105.6x22.9x10.7	Hillsborough	1855	Boddie, David	SJ	166	1854	Holden, John
Armstrong, Cyrus	1826	Leslie Gault	Brig	245.54	92.6x24.3x14.1	Hillsborough	1835?	Cock, William Rome	SJ	155	1826	Gault, Henry
Armstrong, Cyrus	1827	William	Bgtn	161.45	78.75x21.8x12.1	Hopewell	1834?	Brown, Charles	SJ	105	1827	Hughson, Joshua
Benjamin, Silas	1891	Scud	Schr	10.8	34.8x12.1x5.1	Hopewell	1912	Edgett, John Abiel	M	4	1891	Edgett, John Abiel
Bennett, Edwin	1864	William Bennett	Bgtn	177.81	101.9x25.7x11	Hillsborough	1864		SJ	30	1864	De Mill, Nathan Smith
Bennett, George	1826	Susan	Brig	214.97	86.5x23.9x10.6	Hopewell	1826	Bennett, Nathan	SJJ	161	1826	Kirk, James
Bennett, Henry	1874	Romola	Bgtn	298.22	116.5x28.9x12	Hopewell	1885	Edgett, Hiram	SJ	2	1875	Smith, George F
Bennett, Joel	1864	Jane Brundage	Bgtn	166.05	96.8x26.1x10	Hopewell	1868	Fitzpatrick, David	SJ	66	1864	Bennett, Joel
Bennett, Joel	1868	Barracouta	Bgtn	381.31	116.2x28x17	Hopewell	1874	Kinney, Samuel A	SJ	48	1868	Bennett, Joel
Bennett, Joel	1871	Henrietta	Bark	562.37	135x32.5x19.2	Hopewell	1880	Bennett, Albert	SJ	65	1871	Calhoun, John
Bennett, Joel	1871	Silver Cloud	Bark	489.28	133.6x31x18.1	Hopewell	1880	Taylor, Thomas H	SJ	37	1871	Bennett, Joel
Bennett, Josiah	1859	Osprey	Bgtn	139.89	88x25x10.3	Hopewell	1870?	Cole, Martin	SJ	22	1859	Cole, Martin
Bennett, Nathan M	1839	Temiscouata	Brig	124	70.6x19x11.4	Hopewell	1840?	Bell, John	SJ	183	1839	Willard, Asa
Bennett, Nathan M	1846	Peruvian	Schr	79.32	65x16.8x8.7	Hopewell	1860?	Cole, Martin	SJ	106	1846	Cole, Martin
Bennett, Nathan M	1849	Albert	Schr	51.38	56.8x15.3x7.6	Hopewell	1860	Dickson, Alfred	SJ	58	1849	Allison, Joseph H
Bennett, Nathan M	1849	Celeste	Schr	69	66x16x8	Hopewell	1870		H	111	1849	Seaman, Job
Bennett, Nathan M	1850	Alice Bentley	Barq	538.95	127.4x28x18.7	Hopewell	1850	Steel, William	SJ	3	1850	De Mill, Nathan Smith
Bennett, Nathan M	1850	Thomas	Schr	49.07	61.4x13.3x6.7	Hopewell	1880?	Buck, George Jr	SJ	62	1850	Buck, George Jr
Bennett, Nathan M	1853	Eliza	Schr	105.08	71.1x18.2x8.4	Hopewell	1854?	Wright, William J	SJ	56	1853	Short, William
Bennett, Nathan M	1854	Clarence	Brig	200.71	97.5x22.2x11	Hopewell	1854	Spasie, John	SJ	14	1854	De Mill, Nathan Smith
Bennett, Nathan M	1854	Favorite	Ship	787	157.3x33x20.2	Hopewell	1866?		SJ	179	1854	De Mill, Nathan Smith
Bennett, Nathan M	1856	Charles	Bgtn	183.09	102.6x27.2x10.3	Hopewell	1859?		SJ	61	1856	Bennett, Nathan M
Bennett, Nathan M	1857	Mary Ann	Brig	165.31	93.9x25.7x10.6	Hopewell	1862?	Cole, Martin	SJ	36	1857	Cole, Martin
Bennett, Nathan M	1860	PJ Nevins	Bgtn	176.6	102x25.95x10.75	Hopewell	1868?	Cole, Mariner, L	SJ	29	1860	Bennett, Nathan M
Bennett, Nathan M	1863	Lapwing	Bgtn	160.2	90.6x25.5x10.45	Hopewell	1863	Cremor, Bart	SJ	58	1863	Cremor, Bartholomew
Bennett, Nathan M	1864	Hyack	Bark	430.17	136.3x30.7x17	Hopewell	1875	Robinson, William C	SJ	85	1864	Masters, Arthur W
Bennett, Nathan M	1867	Bonito	Bgtn	197.67	94x27.4x11.4	Hopewell	1876?		SJ	31	1867	Byers, John
Bennett, Nathan M	1868	John Macdonald	Bgtn	241.85	97x27.3x14.4	Hopewell	1873	Stiles, David	SJ	12	1868	Stiles, David
Bennett, Nathan M	1870	Parana	Bgtn	293.15	111.4x27.6x12.2	Hopewell	1881	Edgett, Solomon	SJ	40	1870	Ketchum, Ezekial B
Bennett, Nehemiah	1839	Lavinia	Schr	45.55	50x15.4x5.6	Hopewell	1861	Bennett, Nehemiah	SJ	15	1839	Bennett, Nehemiah
Bennett, Nehemiah	1843	Perseverance	Bark	489.83	121x24.5x19.3	Hopewell	1843	Bennett, William	SJ	51	1843	De Mill, Nathan Smith
Bennett, Nehemiah	1844	Brothers	Schr	71	57.4x17.6x8	Hopewell	1849	Bennett, Nehemiah	SJ	47	1844	Bennett, Nehemiah
Bennett, Nehemiah	1847	British Empire	Brig	157	84.1x19.9x12.1	Hopewell	1855?	Read, Joseph	H	178	1847	Read, Joseph B
Bennett, Nehemiah	1854	Melicete	Ship	1147.62	186.8x32.9x22.4	Hopewell	1876?	Stanton, George	SJ	178	1854	De Mill, Nathan Smith
Bennett, Nehemiah	1856	Elizabeth	Bgtn	174.6	102.5x27.5x9.8	Hopewell	1861?		SJ	63	1856	Bennett, Nehemiah
Bennett, Nehemiah	1859	LM Arnold	Bgtn	110.31	81.55x22.9x9.7	Hillsborough	1864		SJ	28	1859	Bennett, Nehemiah
Bennett, Nehemiah	1872	Albert	Stm	87.07	92x27.3x8.1	Hopewell	1881	Stiles, David	SJ	77	1872	Calhoun, John
Bennett, William	1835	Hopewell	Schr	74.52	57.25x17.5x7.9	Hopewell	1840?	Bennett, Nehemiah	SJ	54	1835	Bennett, Nathan M

Bennett, William	1838 Dove	Schr	27.57	29x12.3x7.3	Hopewell	1857 Bennett, William	SJ	88	1838 Bennett, William
Bennett, William	1841 Hopewell	Bark	392.14	108.5x23.8x18.3	Hopewell	1852 Kinnear, HG	SJ	102	1842 Kinnear, John
Bennett, William	1847 Elizabeth Bentley	Ship	867.1	162x32x21.6	Hopewell	1857 Bennett, William	SJ	3	1848 De Mill, Nathan Smith
Bennett, William	1849 Albert	Brig	170.03	92.5x20.2x12.4	Hillsborough	1856 Isaac, Abel	SJ	137	1849 Bennett, William
Bennett, William	1849 William Allen	Bgtn	132.25	81.1x19.2x10.6	Hopewell	1853? Bennett, William	SJ	72	1849 Bennett, William
Bennett, William	1850 Refuge	Ship	825.91	135x30x21.7	Hillsborough	1868? Bennett, William	SJ	113	1850 Bennett, William
Bennett, William	1852 Lady Westmoreland	Ship	870.2	159.9x30.9x21.4	Hillsborough	1875 Bennett, William	SJ	98	1852 Bennett, William
Bennett, William	1853 Emma	Ship	1049.23	182.3x31.6x21.7	Hopewell	1861 Beyea, William W	SJ	127	1853 De Mill, Nathan Smith
Bennetts	1867 Enoch Arden	Bark	679.94	148.2x34.5x19.5	Hopewell	1869 Calhoun, John	SJ	30	1867 Calhoun, John
Betts, Azor	1855 Conquest	Ship	1046.75	191.1x38.8x22.3	Hopewell	1861 Brewer, Jacob	SJ	88	1855 Purdy, John Dean
Betts, Azor	1859 Anagace	Bark	407.04	130x28.3x17.05	Hopewell	1861 Henney	SJ	64	1859 Turnbull, William W
Bishop, John	1822 Morning Star	Schr	64.11	49.25x18x7.4	Hopewell	1869 Levin, William	SJ	49	1822 Peck, Ezra
Bishop, John	1848 Friends	Schr	51.73	56.5x16.9x7.7	Shepody	1874 Bishop, Charles E	SJ	82	1848 Purdy, John Dean
Bishop, John	1853 Robert Robinson	Schr	68.52	64.8x16.2x8	Hopewell	1855 Lee, William	SJ	90	1853 Lee, William
Bishop, John	1855 Alma	Brgn	165.14	86.6x24.8x11.1	Hopewell	1864 Fitzpatrick, David	SJ	60	1855 McLaughlin, CW
Bishop, John	1859 Ocean Wave	Schr	66.54	70.4x20.5x8.2	Hopewell	1864 Bishop, John	SJ	62	1859 Bishop, John
Bishop, John	1861 DR Dewolf	Schr	129.19	82.7x26x9.5	Hopewell	1867 Fitzpatrick, David	SJ	50	1861 Masters, Arthur W
Bishop, John	1863 Frank	Schr	87.59	75.7x22.1x9.3	Hopewell	1868	SJ	70	1863 Eaton, George
Bishop, John	1866 Shooting Star	Bgtn	135.93	93.7x23.7x9.3	Hopewell	1867	SJ	74	1866 Hamilton, James
Bishop, John	1868 Mariner	Schr	55.29	66.7x19.8x7.11	Hopewell	1873 Bishop, John	SJ	74	1868 Taylor, Charles T
Bishop, John	1883 Loyalist	Schr	86.55	74.0x23.9x7.6	Lower Cape	1884 Bishop, Clifford N	SJ	29	1883 Whiting, William Isaac
Bishop, Mariner	1867 Welcome Home	Schr	73.43	69.2x19.3x8.45	Hopewell	1871 Hatfield, James	SJ	7	1868 Taylor, Charles T
Bishop, Mariner	1869 Cyclone	Schr	90.27	82.4x21.5x8.6	Hopewell	1872 Bishop, Mariner	SJ	43	1869 Taylor, Charles T
Bray, Abraham	1867 Charlotte	Bgtn	160.24	90.5x25.9x10.7	Hopewell	1867 Carter, Benjamin	SJ	55	1867 Bray, Abraham
Bray, Abraham	1869 JR Lawrence	Schr	106.42	80x25.8x8	Hopewell	1872	SJ	34	1869 Bray, Abraham
Brewster, Charles E	1918 Margery Austin	Schr	112.35	86.2x27.8x8.6	Harvey Bank	1950 Brewster, Charles E	SJ	12	1918 Robinson, Clifford W
Brewster, Gilbert	1857 SL Tilley	Schr	117.65	89.8x22.9x9.2	Harvey Bank	1863	SJ	60	1857 Brewster, Gilbert
Brewster, Gilbert	1864 AL Palmer	Bgtn	278.65	114.9x29.2x11.6	Harvey Bank	1873	SJ	108	1864 Brewster, Gilbert
Brewster, Gilbert	1871 JM Stevens	Schr	145.42	94.4x26.4x9.2	Harvey Bank	1884? Edgett, Arthur	SJ	30	1871 Turner, Gaius S
Brewster, Gilbert	1873 Harvey	Schr	145.53	98.7x22.2x9.3	Harvey Bank	1922 Bishop, James Ed	SJ	38	1873 Turner, Gaius S
Brewster, Gilbert	1876 Flora McLeod	Schr	48.49	39.1x18.7x6.9	Harvey Bank	1876 Stevens, Samuel T	SJ	24	1876 Brewster, Gilbert
Brewster, Gilbert	1892 Velina A	Schr	8.83	32.6x12.1x4.4	Harvey Bank	1907 Derry, James A	M	1	1892 Derry, James A
Brewster, James	1826 James	Schr	89.51	62x18.7x8.5	Harvey Bank	1829? Calhoun, James	SJ	115	1826 Calhoun, James
Brewster, James	1835 James Sayre	Brig	138.57	75.2x27x10.4	Harvey Bank	1838 Calhoun, James	SJ	100	1835 Newcombe, Beverly
Brewster, James	1848 Amanda	Schr	62.24	60.8x17.1x7.7	Harvey Bank	1864 Wells, James E	SJ	66	1848 Brewster, James
Brewster, James	1848 Harvest Home	Schr	30.46	48.5x13.2x6.2	Harvey Bank	1870 Copp, Obediah	SJ	2	1849 Brewster, James
Calhoun, James	1818 Beaver	Schr	61	49.2x17.2x8	Hopewell	1836 Calhoun, James	SJ	26	1818 Calhoun, James
Calhoun, James	1830 Ruth	Schr	72.68	56x17.8x8	Hopewell	1837 Calhoun, James	SJ	59	1830 Calhoun, James
Calhoun, James	1841 Peru	Schr	52.66	56.5x16.9x7.8	Hopewell	1845? Calhoun, James	SJ	132	1841 Calhoun, James

Calhoun, John	1824 Union	Schr	53.02	50x16.25x7.4	Hopewell	1831 Calhoun, James	SJ	76	1824 Calhoun, James
Calhoun, John	1825 Adelphi	Brig	189.1	100x29x18	Hopewell	1825 Wright, John	SJ	89	1825 Stirling, Robert
Calhoun, John	1825 Glorat	Brig	215.03	87.25x23.7x5.75	Hopewell	1840 Phillips, John	SJ	15	1826 Stirling, Robert
Calhoun, John	1826 Deliverance	Schr	50	50x16x7	Hopewell	1836 Calhoun, John	SJ	67	1826 Calhoun, John
Calhoun, John	1873 Zingu	Bgtn	199.59	103x28.9x10.8	Hopewell	1882 Golloghy, Dennis	SJ	76	1873 Keichum, Ezekial B
Calhoun, John	1874 Harry Bailey	Bark	713.79	152.2x34.3x19.4	Hopewell	1903 Smith, James Ed	SJ	28	1874 Leonard, John
Calhoun, John	1874 King Cedric	Ship	1297.48	195.9x38.7x23.8	Hopewell	1889? Berry, Joseph T	SJ	53	1874 Vaughn, David M
Calhoun, John Jr	1826 Westmorland	Brig	261.61	94.5x25.1x11.5	Hopewell	1847 Bill, Robert	SJ	118	1826 Barlow, Ezekial Sr
Calhoun, John Jr	1828 Freedom	Schr	81.28	59.75x17.9x8.75	Hopewell	1836? Calhoun, John Jr	SJ	51	1828 Calhoun, John Jr
Calhoun, John Jr	1830 Charity	Brig	208.83	86.6x23.25x10.75	Hopewell	1839? Clark, Samuel	SJ	38	1830 Calhoun, John Jr
Calhoun, John Jr	1832 Martha Grace	Schr	95.21	63.2x18.6x8.25	Hopewell	1845? Cole Martin	SJ	56	1832 Calhoun, John Jr
Calhoun, John Jr	1833 Ophir	Schr	61.02	52.25x16.6x7.5	Hopewell	1858 Calhoun, John Jr	SJ	20	1833 Calhoun, John Jr
Calhoun, William	1839 Western Trader	Schr	67.96	60.7x15.8x8.6	Hopewell	1841 Calhoun, William	SJ	138	1839 Robinson, Charles
Calhoun, William	1844 Grace Darling	Bgtn	67	63x17.5x7.8	Hopewell	1850? Calhoun William Jr	SJ	77	1844 Calhoun, William
Campbell, Samuel	1831 Hannah	Bgtn	100.16	66.75x18.7x9	Hillsborough	1836? Milton, Branch	SJ	70	1831 Milton, Branch
Campbell, Samuel	1834 Margaret	Schr	77.27	54.25x17.25x18.1	Hopewell	1844 Peck, Thomas	SJ	61	1834 Peck, Thomas
Carlisle, Milner	1848 Chancellor	Schr	46.75	52.7x16.1x7.6	Hillsborough	1869 Carlisle, Milner	SJ	64	1848 Milner, William
Chambers, James	1846 Olive Branch	Schr	58.2	60.5x16.3x7.6	Coverdale	1866 Gunning, James	SJ	114	1846 Sullivan, Oliver
Chambers, James	1852 Henry E Parker	Schr	52.92	58.1x15.9x7.5	Hillsborough	1862 Dickson, Alfred	SJ	67	1852 Dickson, Alfred
Clark, Samuel	1824 Mersey	Brig	316	105.5x26.5x17.75	Hopewell	1826? Livingston, Joseph S	SJ	10	1824 Betts, James Calvin
Clark, Samuel	1828 Mary Clark	Brig	223.9	89.25x23.75x14.75	Hopewell	1829? Clark, Samuel	SJ	45	1828 Wilmot, John McNeil
Clark, Samuel	1834 Blanch	Bgtn	113.55	68.8x13.5x9.5	Hopewell	1835? Clark, Samuel	SJ	63	1834 Martin, Thomas
Clark, Samuel	1840 Lavinia Clark	Schr	51.34	53x16.2x7.5	Hopewell	1854? Rogers, C	SJ	70	1842 Clark, Samuel
Coffin, David	1835 Lord John Russell	Bark	324.16	102.4x26.8x15.3	Hopewell	1855 Clark, Samuel	SJ	3	1836 Coffin, David
Coffin, David	1838 Albion	Schr	57.45	57x15.6x8.1	Hopewell	1841? Coffin, David	SJ	110	1838 Martin, Thomas
Coffin, David	1853 Moselle	Schr	95.26	74x17.7x9	Shepody	1856? Simpson, William	SJ	74	1853 Salter, George
Cole, Martin	1857 Lady Elthea	Schr	21.16	41.2x12.5x5.3	Hopewell	1897	SJ	99	1857 Cole, Martin
Condon, John	1868 Hopewell	Schr	87.49	74.5x24.1x7.4	Hopewell	1876 Pye, Edward	SJ	30	1868 McClellan, Abner R
Condon, John	1878 Maggie Willet	Schr	147.58	86x26.1x10	Hopewell	1892 Stewart, Andrew	SJ	34	1878 Dowling, Caleb
Cook, Bedford	1937 Corontation II	MSI	82.17	74.5x22.6x7.3	Alma	1977 Cook, Bedford	SJ	14	1937 Mackay Lumber Co
Cook, Joseph	1877 Endeavour	Schr	64.52	67x21.7x7.4	Hopewell	1891 Cook, Joseph	SJ	27	1877 Cook, Joseph
Cook, Joseph	1882 Carlotta	Schr	243.64	104.9x27.7x11.3	Hopewell	1900 Read, Joseph A	SJ	27	1882 Cook, Joseph
Cooke, Joseph	1834 Betsey	Schr	47.7	46.6x15.7x5.5	Hopewell	1836 Calhoun, James	SJ	8	1834 Calhoun, James
Coonan, George	1849 Kirkwood	Brig	135.59	82.6x21x10.2	Cape Enrage	1849 Atkinson, Isaac C	SJ	36	1849 Jenkins, John
Coonan, George	1849 Ori	Schr	74.37	74.1x16.75x8.2	Cape Enrage	1857 Sharp, William	SJ	147	1849 Price, James
Coonan, James E	1864 SV Coonan	Schr	72.37	69.5x21.1x8	Harvey Bank	1871 Coonan, George A	SJ	19	1864 Coonan, James E
Coonan, Samuel F	1865 GA Coonan	Bgtn	293.03	110.75x29x12	Roshea	1874? Coonan, George A	SJ	37	1865 Manley, William
Copeland, Phillip C	1866 Palmerston	Schr	98.65	78.2x22.8x9	Alma	1867 Foster, Albert J	SJ	24	1866 Jones, Thomas R
Copeland, Phillip C	1874 Busiris	Schr	248.51	108x28.7x10.5	Alma	1889 Watson, Owen	SJ	30	1874 Read, Joseph B

Copeland, Phillip C	1876 GF Hatheway	Schr	133.08	88.3x26.9x8.4	Alma	1881 Hogart, William	SJ	22	1876	Hoar, Stephen Stiles
Copeland, Phillip C	1883 Dallas Hill	Schr	109.98	82.2x26.6x7.2	Alma	1888 Robson, George	SJ	22	1883	Vaughn, George J
Copp, James	1841 Mary B	Schr	18.06	39x10.9x5.4	Harvey Bank	1870 Copp, Obediah	SJ	131	1841	Copp, Obediah
Copp, William A	1891 Utility	Schr	124.43	94.1x26.2x8.7	Waterside	1891 Copp, William	M	2	1891	Copp, William Albert
CT White & Son, Ltd	1918 Meredith A White	Schr	452.98	163.4x35.5x12.8	Alma	1821? Brown, James	P	4	1918	CT White & Son, Ltd
CT White & Son, Ltd	1918 Vincent A White	Schr	452.12	163.4x35.5x17.3	Alma	1935 Trites, Albert	P	3	1918	CT White & Son, Ltd
CT White & Son, Ltd	1919 Whiteson	Bkin	761.67	175x37.6x18.2	Alma	1926? Trites, Albert	P	22	1919	CT White & Son, Ltd
CT White & Son, Ltd	1919 Bessie A White	Stm	594.5	182.6x37x12.9	Alma	1922 Merriam, L	P	11	1919	CT White & Sons, Ltd
Cutten, David	1868 Annie E	Schr	149.23	92.8x21.3x9.2	Hillsborough	1875 Edgett, George	SJ	52	1868	Cutten, David
Cutten, David	1868 Belle Walters	Bgin	399.79	124.9x29.9x16.9	Hillsborough	1884 Walters, David P	SJ	69	1868	Calkin, John B
Dickson, William	1833 Mary Dickson	Schr	85.95	60x18.5x7.8	Hopewell	1835? Dickson, William	SJ	35	1833	Dickson, William
Dixon, George M	1920 Lester D	Mbt	10.8	43.5x10.8x5.3	Alma	1954 Dixon, George M	SJ	6	1921	Dixon, George M
Dixon, Warren	1889 Harry W Lewis	Schr	297.36	121.6x31.5x11	Hopewell	1919 Hunter, John	SJ	39	1889	Dixon, Warren
Dixon, Warren	1891 W W McLaughlan	Bark	470.8	160.3x38.4x13.2	Hopewell	1909 Wells, Edward	SJ	20	1891	Dixon, Warren
Dixon, Warren	1892 Gladys McLaughlan	Schr	420.35	141.7x32.6x12.7	Hopewell	1893 Read, Joseph A	SJ	10	1892	Dixon, Warren
Dow, Charles F	1903 Edna M Smith	Bark	736.31	164.9x35.1x18	Harvey Bank	1916? Rose, Isiah M	SJ	11	1903	Smith, John Nelson
Dowling, Caleb	1880 Keewaydin	Bark	833	153x32.5x18.6	Hopewell	1888 Robinson, William E	SJ	117	1880	Dowling, Caleb
Dowling, Caleb	1881 Wawbeck	Schr	99.85	76.4x24.8x8.2	Hopewell	1900 Balsar, Alfred	SJ	11	1883	Steeves, Joshua M
Dowling, Caleb	1882 Magellan	Schr	223.67	103.3x28x10.8	Hopewell	1892 Wood, Council T	SJ	20	1882	Dowling, Caleb
Dowling, Caleb	1883 Hattie C	Schr	181.64	97.5x28.4x10.7	Hopewell	1921 Stewart, Andrew	SJ	37	1883	Dowling, Caleb
Dowling, Edward	1866 Ida Cutten	Bgin	172.76	97.6x26x10.6	Hillsborough	1871 Carter, Benjamin	SJ	37	1866	Gross, Richard A
Dudgeon, John	1803 Betsey	Schr	51.36	48.5x16.3x7.4	Hopewell	1825 Dudgeon, John	SJ	23	1804	Dudgeon, John
Dudgeon, John	1824 Betsey	Schr	37.1	41.5x15x6.3	Hopewell	1836 Dudgeon, John	SJ	18	1824	Dudgeon, John
Duffy, Farnis	1854 Albert	Bgin	168.96	91.4x20.9x9.7	Hillsborough	1856 Steves, John A	SJ	132	1854	Steeves, William A
Dunlevy, Peter	1826 Martha Ann	Schr	47.27	49x15.3x6.6	Hopewell	1835 Dunlevy, Peter	SJ	147	1826	Dunlevy, Peter
Edgett, Edward	1889 Delta	Stm	12.12	34.5x12.8x4.85	Hillsborough	1919 Edgett, Edward	M	4	1889	Edgett, Edward
Edgett, Hiram	1827 Edward	Schr	68.26	52.1x17.75x18.5	Hopewell	1832 Edgett, Hiram	SJ	138	1827	Edgett, Hiram
Edgett, John	1828 Caroline	Schr	66.43	51.6x17.7x7.52	Hillsborough	1835 Edgett, John	SJ	70	1828	Edgett, John
Edgett, Ward	1849 Planet	Schr	68.12	59x16.6x8.9	Hillsborough	1850? Wright, William J	SJ	19	1849	Allison, Edward
Fitzpatrick, David	1866 Agenora	Bark	398.48	123.3x29.3x17	Hopewell	1872 Fitzpatrick, David	SJ	60	1866	Strang, Samuel
Foster, Nathaniel	1857 Lizzie Sturgess	Schr	119.33	87x24x9.35	Alma	1858	SJ	33	1857	Eaton, George
Foster, Joel	1848 Olivia	Schr	53.62	57x16.8x7.5	Harvey Bank	1870 Whepley, John	SJ	121	1848	Foster, Joel
Foster, Joel	1851 Foster	Schr	69	66x18x8	Alma	1870	H	21	1851	Minude, Amos S
Foster, Joel	1854 Margaret A	Schr	88.05	71.8x19.9x8.1	Harvey Bank	1862 Anderson, David	SJ	101	1854	Anderson, David
Foster, Nathaniel H	1872 Mary Grace	Schr	19.89	45.8x15x5.7	Alma	1898 Elliott, John	SJ	69	1872	Elliott, John
Foster, Nathaniel H	1873 Maud C	Schr	193.79	103.7x21.1x10.1	Alma	1896 Foster, Hiram J	SJ	83	1873	Foster, Nathaniel H
Foster, Nathaniel H	1875 Blanco	Bgin	343.9	122.2x29.5x12.8	Alma	1891 Foster, William J	SJ	11	1875	Kirk, James
Foster, Nathaniel H	1876 Clarine	Schr	96.21	76.8x25.9x7.2	Alma	1899 Teare, James	SJ	38	1876	Alma Lumber & Ship
Foster, Nathaniel H	1878 Capenhurst	Bark	606	148x31.9x17.9	Alma	1894	L	3	1879	Steeves, Gilbert M

Foster, Nathaniel H	1880 Annie Simpson	Schr	169.39	92.7x27.3x10.2	Alma	1892?	Simpson, John E	SJ	4	1880 Elkon, Robert C
Foster, Nathaniel H	1881 Gondola	Schr	185.84	100.1x27.9x9.5	Alma	1890	Martin, Owen	SJ	57	1883 Martin, Owen
Furness, John	1849 Covenant	Schr	76.05	67.6x18.3x7.9	Coverdale	1859	Furness, Thomas	SJ	86	1849 Furness, Thomas Jr
Gunning, James	1841 Union	Schr	36.87	49.9x14x6.7	Coverdale	1852	Jones, A	SJ	120	1841 Gunning, James
Hickman, William	1864 Hampton	Bark	397.15	136.1x30.5x12.9	Hillsborough	1893		SJ	41	1864 Hickman, William
Hickman, William	1865 Fanny Atkinson	Bark	626.29	151.3x33.2x18.5	Hillsborough	1873?		SJ	72	1865 Hickman, William
Hoar, S.S.	1882 Alma	Schr	194.03	98x27.4x10.5	Alma	1888	Hogan, William	SJ	44	1882 Stephenson, William
Jamieson, Barlow P	1891 Enterprise	Bktn	499.35	159.3x33.4x13	Hopewell	1911	Jamieson, Barlow	SJ	3	1891 Jamieson, Barlow P
Jamieson, William B	1885 Ethandune	Bktn	392.79	132.9x31.7x13	Hopewell	1892?	Jamieson, Barlow	SJ	16	1885 Steeves, Joshua M
Jones, Abner	1845 James Clark	Bgtn	90.87	69.8x17.5x9	Hillsborough	1847?	Jones, Abner	SJ	111	1845 Jones, Abner
Jones, Abner	1849 Blanch	Bark	411.7	111.2x25.5x17.1	Hillsborough	1854?	DeForest, George	SJ	35	1849 Salter, George
Jones, Abner	1850 Crescent	Brig	129.12	86.6x19.4x10.8	Hillsborough	1851?	Salter, Joseph	SJ	65	1850 Salter, George
Jones, Abner	1853 Richard Wright	Bgtn	127.91	78.2x19.3x11	Hillsborough	1854	Violet, Charles	SJ	181	1853 Bustin, James
Jones, Abner	1879 Meta	Schr	99.05	76.5x24.15x7.8	Hillsborough	1883	Edgett, John	SJ	23	1879 Gross, Richard A
Kool, Paul	1930 Jean K	MSI	63.82	70.8x22x5.3	Alma	1845	Kool, Paul	SJ	10	1930 Kool, Paul
Lynds, Ernest W	1883 Maud Pye	Schr	99.55	81.6x26.4x7.4	Hopewell	1894	Dixon, Arlington	SJ	20	1883 Lynds, Ernest William
Lynds, Ernest W	1885 Maggie Lynds	Schr	66.92	60.9x22.7x7.2	Hopewell	1901	Wilson, George D	M	1	1885 Smith, James Williard
Marshall, John	1839 Morning Star	Schr	5.1	23.7x7.7x4	Hillsborough	1856	Marshall, John	SJ	71	1839 Marshall, John
Martin, Owen	1872 PC Copeland	Schr	145.34	97.7x28.1x8.8	Alma	1873	Martin, Owen	SJ	42	1872 Vernon, Gideon
Martin, Owen	1879 Edmund	Schr	107.04	74x23.5x9	Alma	1890	Martin, Owen	A	1	1979 Read, Joseph B
Martin, Owen	1890 Heber	Bktn	334.69	134x31.3x11.6	Alma	1894	Dowling, Gordon,	SJ	35	1890 Martin, Leonard
Martin, Thomas	1851 Allison	Schr	50.91	57.9x16.1x7.1	Harvey	1874	Martin, Thomas	SJ	60	1851 Allison, Edward
Martin, Thomas	1877 Elysia A	Schr	88.15	72.3x22.1x8.3	Alma	1878	Pye, Frank	SJ	40	1877 Anderson, William C
McClellan, Peter	1826 Harriett	Brig	211.61	86.25x23.7x5.2	Hopewell	1831	Taylor, Alexander	SJ	10	1827 Millidge, Thomas
McClellan, Peter	1866 Ottawa	Schr	146.72	85.7x22.8x8.5	Hopewell	1873	Pye, Edward	SJ	57	1866 McClellan, Abner R
McFadding, Thomas	1825 Maria	Schr	51.12	51.75x16.4x7.6	Hopewell	1831	Bennett, Nathan	SJ	64	1825 Bennett, Benjamin
McLean, Malcolm J	1892 Susie Prescott	Schr	98.98	79.2x25.7x7.6	Albert	1906?	Wilbur, John T	M	2	1892 Trueman, William A
Newcomb, Andrew	1844 Petrel	Schr	6.88	28x7.7x3.9	Harvey Bank	1858	Newcomb, Andrew	SJ	82	1844 Newcomb, Andrew
Newcomb, Andrew	1846 Leveret	Bgtn	109.21	74.6x17.4x10	Hopewell	1856	Rogers, James	SJ	153	1846 Rogers, James
Newcomb, Andrew	1852 Rural Maid	Schr	11.06	35.9x8.9x4.6	Hopewell	1871	Newcomb, Andrew	SJ	116	1852 Newcomb, Andrew
Newcomb, Gilbert	1862 Troubador	Bgtn	154.92	90.4x25x10.7	Hopewell	1867?	Daniels, William	SJ	14	1862 Jamieson, Nelson
Newcomb, Gilbert	1865 Charlotte Newcomb	Brig	237.64	114.2x27.4x11.8	Hopewell	1867?	Cole, Jonathon	SJ	52	1865 Jamieson, Nelson
Newcomb, Gilbert	1870 JW Beard	Bgtn	397.14	125.5x29x17.3	Hopewell	1883?	Carter, Benjamin	SJ	56	1870 Dickson, James E
Newcomb, James	1874 Riverside	Schr	108.86	81.7x24.5x8.5	Riverside	1888	Copp, Warren	SJ	14	1874 McClellan, Abner R
Oliver, David	1865 Mary A Vernon	Bgtn	235.49	102.5x26.9x11.1	Roshea	1865	Oliver, Warren	SJ	34	1865 Oliver, David
Oliver, Warren	1867 PW	Schr	81.12	75x24x7.2	Alma	1887	Oliver, Warren	SJ	83	1867 Oliver, Warren
Pearson, Nicholas	1834 Henry Bowesr	Schr	81.44	57.2x18.5x8.4	Hopewell	1840?	Pearson, Nicholas	SJ	88	1834 Pearson, Nicholas
Peck, Elias	1826 Lavinia	Schr	87.5	64x17.9x7.9	Hopewell	1836	Peck, Elias	SJ	141	1826 Peck, Reuben
Peck, Miles	1864 AL Peck	Bgtn	171.97	97.3x25.65x10.2	Hopewell	1866	Gray, Andrew G	SJ	70	1864 Peck, Miles

Peck, Robert Chester	1887 JP Aines	Schr	86.92	76.6x23.9x6.2	Hopewell	1890 Cook, Joseph	SJ	1	1887 Peck, Robert C
Peck, Robert Chester	1889 Fraulein	Schr	148.97	93.2x28.4x8	Hopewell	1904 Crocker, Weston	M	2	1889 Peck, Robert C
Peck, Wesley	1865 Orion	Bgtn	112.77	89.1x25.8x9.8	Hopewell	1884 Edgett, Hiram	SJ	9	1866 Burpee, Isaac
Peters, Joshua	1883 Ethel B	Schr	97.44	78.2x14x8.2	Coverdale	1903 Irving, George H	SJ	1	1883 Peters, Joshua
Poor, Daniel	1832 Resolution	Schr	66	54.9x16.75x8	Hopewell	1835? Stiles, David	SJ	51	1832 Towse, John
Pye, Edward	1863 Wickopee	Bgtn	351.14	115.25x28.2x11.7	Hopewell	1866 Leland	SJ	91	1863 Pye, Edward
Pye, Edward	1865 Julia D	Schr	92	76.2x22.4x8.8	Hopewell	1875?	SJ	23	1865 Pye, Edward
Pye, Edward	1867 Florence	Bgtn	238.95	102.8x26.9x9.9	Hopewell	1873 Pye, Thomas R	SJ	56	1867 McClellan, Abner R
Pye, Edward	1872 Charles A Bovey	Bgtn	172.05	103x28.3x9	Hopewell	1878 Price, William B	SJ	32	1872 Calhoun, William S
Pye, Edward	1873 Maggie Wood	Bgtn	219.58	103.3x28.4x11.4	Hillsborough	1877? Wood, Council T	SJ	18	1873 Steeves, Joshua M
Pye, Edward	1873 Vesper	Schr	196.6	104.2x27.9x10.5	Hopewell	1880? Copp, William A	SJ	39	1873 Camwath, James
Pye, Edward	1875 Stella R	Schr	72.2	69.3x21.9x7.4	Hopewell	1896 Wilber, John	SJ	22	1875 McClellan, Abner R
Pye, Edward	1877 Elgin	Bark	549.22	138.8x31.3x18.2	Hopewell	1899? Turner, Henry A	SJ	13	1877 McClellan, Abner R
Pye, Edward	1879 George Calhoun	Schr	114.89	89x25.3x7.7	Hopewell	1884 Starkey, Charles	SJ	3	1879 Starkey, Charles W
Pye, John Leander	1864 John Byers	Bgtn	168.91	93.6x26.5x9.8	Hopewell	1872 Pye, John L	SJ	24	1864 Bovey, Charles A
Pye, John Leander	1867 JL Pye	Bgtn	357.34	120x28.5x16.6	Hopewell	1871 Fitchet, Thomas R	SJ	82	1867 Pye, John Leander
Pye, John Leander	1872 Royal Harrie	Bktn	487.77	137.7x32x16.9	Hopewell	1891? Winers, John	SJ	80	1872 Leonard, John
Pye, John Leander	1873 St Olaves	Bark	571.71	145.3x32x18.2	Hopewell	1888 Carter, Benjamin T	SJ	57	1873 De Veber, Jeremiah S
Robinson, Charles	1831 William	Brig	138.59	74.6x20.75x11.4	Hopewell	1834 Bennett, William	SJ	36	1831 Robinson, Charles
Robinson, Charles	1834 Westmorland	Brig	279.44	95.9x25.7x17	Hopewell	1848? Robinson, Charles	SJ	78	1834 Robinson, Charles
Robinson, Martin	1827 Lilly	Schr	67.07	45.8x17x7.9	Hopewell	1836 Robinson, Martin	SJ	102	1827 Robinson, Martin
Robinson, Martin	1832 Eliza	Schr	53	48.25x16.5x6.9	Hopewell	1852 Robinson, Martin	SJ	24	1832 Robinson, Martin
Roger, George	1840 David Coffin	Schr	64.85	61x16.2x8.5	Hopewell	1841? Steadman, John	SJ	120	1840 Steadman, John
Rogers, David	1843 Paul Jones	Schr	7.1	31.5x9.2x4.3	Hopewell	1856 Bradley, Joshua	SJ	42	1843 Rogers, David
Rogers, George	1825 Crusader	Brig	309.15	101.3x26.3x18.5	Shepody	1826? Davis, William	SJ	172	1826 Donaldson, Lauchlan
Rogers, George	1827 Juno	Brig	212.17	86.7x23.7x11.7	Hopewell	1830? Meiklejohn, George	SJ	107	1827 Millidge, Thomas
Rogers, George	1828 Sappho	Brig	275.94	95.7x25.5x10.9	Hopewell	1832 Johnston, Alexander	SJ	65	1828 Mackenzie, Angus
Rogers, George	1851 Resolution	Schr	52.22	64.8x16.3x6.7	Hopewell	1863? Roger, Christopher	SJ	77	1851 Rogers, George
Rogers, George	1857 Independence	Bgtn	134.5	84.3x23.9x9.9	Hopewell	1863?	SJ	25	1857 Rogers, George
Rogers, James	1840 Margaret	Schr	32.9	44.1x14x6.5	Hopewell	1860 Rogers, James	SJ	123	1840 Rogers, James
Rogers, James	1847 Cambria	Ship	484.44	123.3x25.4x18.8	Hopewell	1854 Ring, Jebediah	SJ	175	1847 Ring, Jebediah
Rogers, William	1833 Matilda	Brig	239.28	93.1x24x10.5	Hopewell	1839? Stafford, Palmer	SJ	101	1833 Rogers, William
Rose, Simon Fraser	1863 Albatross	Bgtn	173.86	95.6x24.4x10.3	Hopewell	1871 Hamilton, Rufus	SJ	71	1863 Calhoun, Joseph
Rose, Simon Fraser	1864 Arcturus	Bgtn	182.49	94.2x25.9x10.75	Hopewell	1868 Stiles, David	SJ	46	1864 Byers, John
Rose, Simon Fraser	1888 Demozelle	Schr	163.47	94x28.1x9.2	Hopewell	1907 Martin, Luther	SJ	16	1888 Rose, Simon Frase
Russel, Robert	1825 Rainbow	Schr	60.79	52.1x16.75x7.6	Hopewell	1842 Russell, Robert	SJ	71	1825 Hoare, Solomon
Russell, John Rogers	1849 Peerless	Schr	61.57	66.7x16x7.5	Hopewell	1859 Russell, John R	SJ	68	1849 Rogers, James
Russell, John Rogers	1852 Sarah	Bgtn	143.37	84.5x22.1x10.2	Hopewell	1855 Russell, John R	SJ	108	1852 Russell, John Rogers
Russell, John Rogers	1857 Florence Nightingale	Bark	220.49	116.7x25.7x11.1	Hopewell	1879?	SJ	26	1857 Russell, John Rogers

Russell, John Rogers	1860 Sea Breeze	Schr	137.78 87x23.1x10.8	Hopewell	1862?	SJ	22 1860 Masters, Arthur W
Russell, John Rogers	1872 Lizzie R	Schr	210.41 111.1x26.35x11.4	Hopewell Hill	1873 Starratt, Joseph H	SJ	1 1873 Russell, John Rogers
Russell, Robert	1829 Gilbert Ruggles	Schr	81.8 59x18.2x9.25	Hopewell	1829? Russell, Robert	SJ	30 1829 Russell, Robert
Russell, Stewart	1824 Abigail	Schr	72.72 56.6x18x8	Hopewell	1825 Russell, Stewart	SJ	20 1824 Russell, Stewart
Scott, Francis	1834 Aimwell	Brig	155.4 70.3x22.7x12	Hillsborough	1835? Scott, Francis	SJ	105 1834 Scott, Francis
Shields, John J	1886 Cerdic	Schr	119.61 82.9x26.2x7.6	Alma	1917 Shields, John J	SJ	31 1886 Shields, John J
Starratt, William S	1889 Waterside	Schr	161.27 101x28.2x8.6	Waterside	1897 Chambers, Herbert	SJ	35 1889 McLachlan, William
Starratt, William S	1890 Victory	Schr	124.28 86.6x27.7x7	Waterside	1903 Stiles, Albert P	SJ	31 1890 Lynds, Ernest William
Starratt, Allen	1830 Billow	Brig	156.91 78x21.4x12.3	Hopewell	1831?	SJ	69 1830 Rogers, William
Starratt, William S	1887 Gipsy	Schr	32.5 52.3x16.9x5.9	Waterside	1923 Hoar, Haliburton	SJ	2 1887 Starratt, Stonevall J
Steeves, Joshua Miles	1888 Wascano	Schr	115.31 88.2x26.3x8.2	Coverdale	1905 Balse, Alfred	SJ	13 1888 Steeves, Joshua M
Stevens, John C	1852 Effort	Schr	89.82 62.7x16.8x11.1	Alma	1859? Hanford, Thomas	SJ	97 1852 Hanford, Thomas
Steves, Bliss	1874 Para	Bgtn	281.48 104.5x28.4x12	Hillsborough	1884 Robinson, William H	SJ	18 1874 Ketchum, Ezekial B
Steves, Dawson	1860 Sea Bird	Bgtn	114.19 89.8x24x8.5	Hillsborough	1866	SJ	39 1860 Steves, Hugh
Steves, Henry	1840 Hillsborough	Schr	63.91 54.4x15.8x8.2	Hillsborough	1855 Steves, Edward	SJ	144 1840 Steves, Henry
Steves, John	1819 Three Brothers	Schr	59.59 50.3x17.3x7.4	Hillsborough	1844 Steves, John	SJ	52 1819 Steves, John
Steves, John	1834 Independence	Schr	84.11 49.8x18.4x8.6	Hillsborough	1840? Steves, Isaac	SJ	77 1834 Steves, George
Steves, Joseph	1832 Mary Jane	Schr	58.2 51x16.6x6.6	Hillsborough	1840 Steves, Joseph	SJ	49 1832 Steves, Joseph
Steves, Matthias	1822 Sophia	Schr	88.23 58x19.1x6.7	Hillsborough	1830 Steves, William	SJ	40 1822 Steves, Matthias
Stickney, Charles	1835 Sarah Ann	Schr	102.68 65.2x19.3x9	Hopewell	1836? Thomas, Samuel	SJ	70 1835 Hughson, William
Stiles, Stephen	1825 Favorite	Schr	60.32 52.4x16.6x7.1	Hopewell	1833 Stiles, Stephen	SJ	66 1825 Stiles, Stephen
Sumner, Frederick W	1901 Ethel B Sumner	Schr	353.45 136.9x33x12.1	Harvey Bank	1912 Reid, Caleb	M	1 1901 Robinson, Clifford W
Thomson, William	1840 Agenor	Schr	31.82 51x13.3x6.1	Hillsborough	1897 Thomson, James	SJ	71 1857 Thomson, James
Thomson, George	1828 Agenora	Brig	337.36 103.3x27.2x11.2	Hillsborough	1836 Wilson, Robert	SJ	92 1828 Thomson, George
Turner, Gaius S	1875 Revolving Light	Ship	1316.78 196.4x38.3x23.9	Harvey Bank	1900? Coonan, George A	SJ	44 1875 McMann, Winthrop R
Turner, Gaius S	1876 Serrano	Bark	593.85 145.8x31.3x18.2	Harvey Bank	1899 Edgett, Solomon	SJ	30 1876 Smith, George F
Turner, Gaius S	1877 Earl Granville	Ship	1193.18 188.1x37.7x23.1	Harvey Bank	1906 Copp, William H	SJ	31 1877 Steeves, Gilbert M
Turner, Gaius S	1878 Salacia	Bark	796.64 167.7x35.7x19.1	Harvey Bank	1897? Andrews, Frederick	SJ	15 1878 Smith, George F
Turner, Gaius S	1879 Coringa	Ship	1343.43 193x38.7x23.5	Harvey Bank	1900	W	3 1879 Smith, Bennett D
Turner, Gaius S	1879 Egeria	Bark	896.7 173.1x35.9x19.5	Harvey Bank	1906 Carter, Benjamin	SJ	35 1879 Smith, George F
Turner, Gaius S	1880 Latona	Bark	948.16 180.1x36.3x20.1	Harvey Bank	1894 Robinson, William A	SJ	35 1880 Smith, George F
Turner, Gaius S	1881 Galatea	Bark	1178.37 194x38.3x22.7	Harvey Bank	1899 Tingley, Paul R	SJ	40 1881 Smith, George F
Turner, Gaius S	1882 Argyll	Bgtn	299.48 119.2x29.9x12.1	Harvey Bank	1898 Wilbur, John T	SJ	25 1882 Turner, Gaius S
Turner, Gaius S	1883 Vandallia	Ship	1482.05 210.2x40.2x24.2	Harvey Bank	1889 Coonan, George A	SJ	44 1883 Smith, George F
Turner, Gaius S	1884 Constance	Ship	1591.91 221.3x41.1x24.3	Harvey Bank	1897? Andrews, Fred	SJ	30 1884 Smith, George F
Turner, Gaius S	1885 Annie E Wright	Ship	1863.21 237.9x43x24.2	Harvey Bank	1897	D	1 1885 Smith, John Nelson
Turner, Gaius S	1886 Howard A Turner	Bktn	504.53 158.5x33.5x13.2	Harvey Bank	1890 Pitman, Samuel	D	1 1886 Turner, Gaius S
Turner, Gaius S	1887 Arabella	Schr	205.14 100x28.3x10.7	Harvey Bank	1887 Buck, William E	D	1 1887 Turner, Gaius S
Turner, Gaius S	1889 Carrie L Smith	Bark	597.75 162.7x34.4x15	Harvey Bank	1908 Classon, Francis	SJ	24 1889 Smith, John Nelson

Turner, Gaius S	1890 Alert	Bark	530.91	163.3x34.6x13.3	Harvey Bank	1905 Pitman, Samuel	SJ	14	1890 Smith, John Nelson
Turner, Gaius S	1891 Alexander Black	Bark	595.33	165.8x34.9x13.3	Harvey Bank	1912 Buck, Lemuel A	D	11	1891 Black, Alexander
Turner, Gaius S	1893 Westmorland	Bark	697.67	164.4x35.3x18.3	Harvey Bank	1910 Virgie, Alonzo G	D	1	1893 Barque Westmorland
Turner, George WH	1819 Roebuck	Schr	49.27	48.8x15.6x5.6	Harvey Bank	1833 Turner, Isaac	SJ	77	1819 Turner, George WH
Turner, Isaac	1829 Elizabeth	Schr	53.11	49.2x16.3x7.1	Harvey Bank	1853 Buck, Edward	SJ	14	1829 Turner, Isaac
Whitney, James	1828 Navarino	Bark	346.33	103.9x26.8x11.7	Hopewell	1830? Risk, Samuel	SJ	63	1828 Whitney, James
Wood, William	1898 George L Slipp	Schr	98.43	78x25.5x7.4	Harvey Bank	1908 Wood, Clarence C	SJ	2	1898 Wood, William
Wright, James	1890 HR Emmerson	Schr	98.35	78.5x24.8x7.7	Coverdale	1891? Bishop, James	M	1	1890 Wright, James
	1813 Thomas	Bgin	187	81.4x23.4x14.1	Shepody	1829 Freeman, Edward	SJ	29	1813 Ward, John Sr
	1815 Lucy	Schr	74	54.25x18.7x8.25	Hopewell	1821 Jones, Edward	SJ	75	1815 Steves, Matthias
	1816 Hopewell	Bgin	134.27	70x20.6x10.4	Hopewell	1825	SJ	46	1816
	1817 Fair Trader	Schr	48	47x16x9	Hopewell	1829	SJ	?	1817 Calhoun, James
	1818 Good Intent	Sloo	37	42.8x15.4x5.1	Hopewell	1837	SJ	37	1818
	1818 Lucy	Schr	59.31	54.3x17.3x7.1	Hopewell	1826 Rogers, George	SJ	35	1818 Rogers, George
	1818 Maria	Schr	108.06	65.8x19.8x9.8	Hopewell	1821? Nealan, James	SJ	43	1818 Brewster, William
	1818 Mary and Eliza	Schr	61.19	50.2x17.6x7.5	Hillsborough	1829 Carlisle, William	SJ	67	1818 Carlisle, William
	1819 Amelia	Schr	111	54.8x20.3x10	Hopewell	1825? Irvine, Robert	SJ	56	1819 Smith, Stephen
	1819 Brothers	Schr	47	48.7x15.5x5.8	Hopewell	1836 Calhoun, John	SJ	51	1819 Calhoun, John
	1819 Nelson	Schr	69.85	58.1x17.1x7.25	Hopewell	1842 Dickson, William	SJ	68	1919 Dickson, William
	1820 Harmony	Schr	52.29	51.2x16x7.2	Hopewell	1831 Edgett, Hiram	SJ	20	1820 Edgett, Hiram
	1822 Dove	Schr	37.64	40.25x15.6x6.25	Hopewell	1856 Calhoun, John	SJ	13	1823 Calhoun, John
	1822 Mary and Jane	Schr	35.8	41x14.8x6.5	Hopewell	1833 Calhoun, James	SJ	16	1822 Calhoun, James
	1822 Triumph	Schr	26.28	36.7x13.4x5.9	Hillsborough	1826 Edgett, William	SJ	36	1822 Edgett, William
	1826 Cabinet	Brig	161	78x22x13	Hopewell	1826?	SJ	87	1826 Nesbitt, Thomas
	1833 Abigail	Schr	96.53	74x18.75x9.3	Hopewell	1837 Clark, Louisa	SJ	74	1834 Hughson, William
	1854 Hillsborough	Schr	51.46	61.6x18x7.2	Hillsborough	1884 Irving, William	SJ	52	1855 Irving, William
	1855 Iona	Schr	113.59	82.3x23x10	Hillsborough	1857	SJ	98	1855 McLaughlan, Charles
	1855 Peri	Bark	210.02	107x25.7x11.5	Hopewell	1858	SJ	87	1855 Rogers, James
	1856 Milo	Brig	238.73	109.4x26x11.9	Hillsborough	1858?	SJ	85	1856 McLaughlan, Charles
	1857 Adriatic	Bark	259.51	117.3x27.1x11.9	Hillsborough	1859	SJ	22	1857 Robertson, Robert
	1857 Arno	Schr	48.91	60.5x19.5x7.25	Hillsborough	1871	SJ	52	1857 Gross, Richard A
	1860 Eva	Schr	58.78	67.6x21x7.7	Harvey Bank	1876 Reed, Benjamin	SJ	19	1860 Bennett, Joel
	1861 Xiaphis	Bgin	157.74	98.2x26.2x10.8	Hopewell	1862	SJ	26	1861 Turner, Isaac
	1862 Naiad	Bgin	93.75	79.7x22x8.6	Hopewell	1871?	P	3	1862 Read, Joseph
	1862 Woodland	Bark	442.15	134x29x17.6	Hillsborough	1871	SJ	54	1862 Marshall, William F
	1863 AJ Smith	Brig	314.77	122.4x29.1x12.8	Hillsborough	1867? Atkinson, Vance	SJ	44	1863 Robertson, Robert
	1865 Pilot	Sloo	11.8	33x11x5	Harvey Bank	1894 Hatfield, William	SJ	99	1865 Hatfield, William
	1865 Sarah E Beatty	Bgin	154.77	97.3x25.3x10.1	Hillsborough	1870 Walters, David P	SJ	38	1865 Wallace, John
	1865 Samia	Bark	342.03	121x29.9x12.5	Hopewell	1873?	SJ	70	1865 Robinson, George N

1866 CT Tompkins	Bgtn	180.98	97x26.5x10.4	Hillsborough	1870 Walters, David P	SJ	56	1866 Wallace, John
1866 Mayflower	Schr	22.53	48.3x15x6.7	Coverdale	1876	SJ	28	1866 Steves, Peter
1867 GS DeForest	Schr	74.87	72x22.3x8.15	Hillsborough	1877 Irving, William	SJ	57	1867 Steves, George
1867 J and G Wright	Bgtn	249.52	112x27.6x12.1	Coverdale	1871	SJ	45	1867 Smith, Lewis
1867 John Lewis	Bgtn	199.32	106x27.2x10.9	Hillsborough	1869	SJ	60	1867 Lewis, John
1868 Anna Lindsley	Bgtn	217.39	104x27x11.5	Hopewell	1875?	SJ	70	1868 Albert Manufacturing
1868 Templar	Schr	81.07	71x21.9x8.9	Hopewell	1900	P	4	1868 Stevenson, James
1868 Tom	Schr	14.09	40.4x13x4.7	Harvey Bank	1892 Reed, Rufus	SJ	32	1868 Reed, Rufus
1868 Torryburn	Bark	448.74	129x30x17.4	Hopewell	1885 McMann, Winthrop	SJ	72	1868 McMann, Winthrop R
1869 Aden	Schr	50.51	60.5x19.3x7.3	Hopewell	1876 Wood, William	SJ	36	1869 Boggs, Richard
1869 Bessie	Schr	40.18	63.5x18.3x6.3	Hopewell	1890	SJ	45	1869 Rogers, Alexander
1869 Emma F. Secor	Bark	571.7	139.5x32x18.7	Hopewell	1876? Coonan, George A	SJ	60	1869 Gerow, George W
1870 Annie W	Schr	74.96	79.6x25.5x6.7	Hopewell	1890	SJ	2	1887 Pye, John Leander
1870 Nelson	Schr	148.97	94x25.8x9.4	Coverdale	1876? Wright, John	SJ	41	1870 Smith, Lewis
1871 WNH Clements	Bgtn	428.54	124.3x30x17.2	Hopewell	1889? Lewis, William F	SJ	76	1871 Deveber, Jeremiah S
1872 Delta	Schr	109.37	79.1x25.2x8	Hopewell	1883 Turner, James B	SJ	29	1872 McClellan, Abner R
1872 La Plata	Brig	452.77	120.6x30.5x17.5	Hopewell	1878 Kinne, Samuel A	SJ	103	1872 Ketchum, Ezekial B
1872 Minnie	Schr	72.92	72.3x21.1x7.9	Hopewell	1881 Bishop, John Jr	SJ	43	1872 Bishop, John Jr
1877 William Wallace	Schr	60.9	63.5x20.9x7.1	Hillsborough	1887	P	1	1874 Shaughnessy, Henry

Appendix 3: Builders of Albert County and Their Vessels

Notes:

Rigging:

Bark: Barque
 Bgtn: Brigantine
 Bktn: Barquentine
 Brig: Brig
 Mbi: Motorboat
 MSlp: Motor Sloop
 Schr: Schooner
 Ship: Ship
 Slp: Sloop
 Stm: Steamer

Ports:

A: Amherst, NS
 D: Dorchester, NB
 H: Halifax, NS
 M: Moncton, NB
 P: Parrsboro, NS
 SJ: Saint John, NB
 W: Windsor, NS

Building Locations:

Alma: Alma

Point Wolf

Coverdale:

Gunningsvale (Riverview)

Lower Coverdale

Stoney Creek

Harvey:

Harvey Bank

Cape Enrage

Roshea

Waterside

Hillsborough:

Weldon Creek

Gray's Island

Hillsborough

Surrey

Edgetts Landing

Bennett's Creek

Hopewell:

Hopewell Cape

Lower Cape

Calkin's Creek

Demoiselle Creek

Hamilton Creek

Shepody

Hopewell Hill

Hopewell Corner (Albert/Riverside-Albert)

Vessels Name	Rig	RegTon	Year	(L,W,Depth, feet)	Builders Name	Location	Strike	Initial Captain	Port	#	Year	Managing Owner
Abigail	Schr	72.72	1824	56.6x18x8	Russell, Stewart	Hopewell	1825	Russell, Stewart	SJ	20	1824	Russell, Stewart
Abigail	Schr	96.53	1833	74x18.75x9.3		Hopewell	1837	Clark, Lousia	SJ	74	1834	Hughson, William
Adelphi	Brig	189.1	1825	100x29x18	Calhoun, John	Hopewell	1825	Wright, John	SJ	89	1825	Stirling, Robert
Aden	Schr	50.51	1869	60.5x19.3x7.3		Hopewell	1876	Wood, William	SJ	36	1869	Boggs, Richard
Adriatic	Bark	259.51	1857	117.3x27.1x11.9		Hillsborough	1859		SJ	22	1857	Robertson, Robert
Agenor	Schr	31.82	1840	51x13.3x6.1	Thomson, William	Hillsborough	1897	Thomson, James	SJ	71	1857	Thomson, James
Agenora	Brig	337.36	1828	103.3x27.2x11.2	Thomson, George	Hillsborough	1836	Wilson, Robert	SJ	92	1828	Thomson, George
Agenora	Bark	398.48	1866	123.3x29.3x17	Fitzpatrick, David	Hopewell	1872	Fitzpatrick, David	SJ	60	1866	Strang, Samuel
Aimwell	Brig	155.4	1834	70.3x22.7x12	Scott, Francis	Hillsborough	1835?	Scott, Francis	SJ	105	1834	Scott, Francis
AJ Smith	Brig	314.77	1863	122.4x29.1x12.8		Hillsborough	1867?	Atkinson, Vance	SJ	44	1863	Robertson, Robert
AL Palmer	Bgtn	278.65	1864	114.9x29.2x11.6	Brewster, Gilbert	Harvey Bank	1873		SJ	108	1864	Brewster, Gilbert
AL Peck	Bgtn	171.97	1864	97.3x25.65x10.2	Peck, Miles	Hopewell	1866	Gray, Andrew G	SJ	70	1864	Peck, Miles
Albatross	Bgtn	173.86	1863	95.6x24.4x10.3	Rose, Simon Fraser	Hopewell	1871	Hamilton, Rufus	SJ	71	1863	Calhoun, Joseph
Albert	Schr	51.38	1849	56.8x15.3x7.6	Bennett, Nathan M	Hopewell	1860	Dickson, Alfred	SJ	58	1849	Allison, Joseph H
Albert	Brig	170.03	1849	92.5x20.2x12.4	Bennett, William	Hillsborough	1856	Isaac, Abel	SJ	137	1849	Bennett, William
Albert	Bgtn	168.96	1854	91.4x20.9x9.7	Duffy, Farnis	Hillsborough	1856	Steves, John A	SJ	132	1854	Steeves, William A
Albert	Stm	87.07	1872	92x27.3x8.1	Bennett, Nehemiah	Hopewell	1881	Stiles, David	SJ	77	1872	Calhoun, John
Albion	Schr	57.45	1838	57x15.6x8.1	Coffin, David	Hopewell	1841?	Coffin, David	SJ	110	1838	Martin, Thomas
Alert	Bark	530.91	1890	163.3x34.6x13.3	Turner, Gaius S	Harvey Bank	1905	Pitman, Samuel	SJ	14	1890	Smith, John Nelson
Alexander Black	Bark	595.33	1891	165.8x34.9x13.3	Turner, Gaius S	Harvey Bank	1912	Buck, Lemuel A	D	11	1891	Black, Alexander
Alice Bentley	Barq	538.95	1850	127.4x28x18.7	Bennett, Nathan M	Hopewell	1850	Steel, William	SJ	3	1850	De Mill, Nathan Smith
Allison	Schr	50.91	1851	57.9x16.1x7.1	Martin, Thomas	Harvey	1874	Martin, Thomas	SJ	60	1851	Allison, Edward
Alma	Brgn	165.14	1855	86.6x24.8x11.1	Bishop, John	Hopewell	1864	Fitzpatrick, David	SJ	60	1855	McLaughlin, CW
Alma	Schr	194.03	1882	98x27.4x10.5	Hoar, S.S.	Alma	1888	Hogan, William	SJ	44	1882	Stephenson, William
Amanda	Schr	62.24	1848	60.8x17.1x7.7	Brewster, James	Harvey Bank	1864	Wells, James E	SJ	66	1848	Brewster, James
Amelia	Schr	111	1819	54.8x20.3x10		Hopewell	1825?	Irvine, Robert	SJ	56	1819	Smith, Stephen
Anagace	Bark	407.04	1859	130x28.3x17.05	Betts, Azor	Hopewell	1861	Henney	SJ	64	1859	Turnbull, William W
Anna Lindsley	Bgtn	217.39	1868	104x27x11.5		Hopewell	1875?		SJ	70	1868	Albert Manufacturing
Annie E	Schr	149.23	1868	92.8x21.3x9.2	Cutten, David	Hillsborough	1875	Edgett, George	SJ	52	1868	Cutten, David
Annie E Wright	Ship	1863.21	1885	237.9x43x24.2	Turner, Gaius S	Harvey Bank	1897		D	1	1885	Smith, John Nelson
Annie Simpson	Schr	169.39	1880	92.7x27.3x10.2	Foster, Nathaniel H	Alma	1892?	Simpson, John E	SJ	4	1880	Elkon, Robert C
Annie W	Schr	74.96	1870	79.6x25.5x6.7		Hopewell	1890		SJ	2	1887	Pye, John Leander
Arabella	Schr	205.14	1887	100x28.3x10.7	Turner, Gaius S	Harvey Bank	1887	Buck, William E	D	1	1887	Turner, Gaius S
Arcturus	Bgtn	182.49	1864	94.2x25.9x10.75	Rose, Simon Fraser	Hopewell	1868	Stiles, David	SJ	46	1864	Byers, John
Argyll	Bgtn	299.48	1882	119.2x29.9x12.1	Turner, Gaius S	Harvey Bank	1898	Wilbur, John T	SJ	25	1882	Turner, Gaius S
Arno	Schr	48.91	1857	60.5x19.5x7.25		Hillsborough	1871		SJ	52	1857	Gross, Richard A
Barracouta	Bgtn	381.31	1868	116.2x28x17	Bennett, Joel	Hopewell	1874	Kinney, Samuel A	SJ	48	1868	Bennett, Joel
Beaver	Schr	61	1818	49.2x17.2x8	Calhoun, James	Hopewell	1836	Calhoun, James	SJ	26	1818	Calhoun, James

Belle Walters	Bgtn	399.79	1868	124.9x29.9x16.9	Cutten, David	Hillsborough	1884	Walters, David P	SJ	69	1868	Calkin, John B
Bessie	Schr	40.18	1869	63.5x18.3x6.3		Hopewell	1890		SJ	45	1869	Rogers, Alexander
Bessie A White	Stm	594.5	1919	182.6x37x12.9	CT White&Son Ltd	Alma	1922	Merriam, L	P	11	1919	CT White & Sons, Ltd
Betsey	Schr	51.36	1803	48.5x16.3x7.4	Dudgeon, John	Hopewell	1825	Dudgeon, John	SJ	23	1804	Dudgeon, John
Betsey	Schr	37.1	1824	41.5x15x6.3	Dudgeon, John	Hopewell	1836	Dudgeon, John	SJ	18	1824	Dudgeon, John
Betsey	Schr	47.7	1834	46.6x15.7x5.5	Cooke, Joseph	Hopewell	1836	Calhoun, James	SJ	8	1834	Calhoun, James
Billow	Brig	156.91	1830	78x21.4x12.3	Starratt, Allen	Hopewell	1831?		SJ	69	1830	Rogers, William
Blanch	Bgtn	113.55	1834	68.8x13.5x9.5	Clark, Samuel	Hopewell	1835?	Clark, Samuel	SJ	63	1834	Martin, Thomas
Blanch	Bark	411.7	1849	111.2x25.5x17.1	Jones, Abner	Hillsborough	1854?	DeForest, George	SJ	35	1849	Salter, George
Blanco	Bgtn	343.9	1875	122.2x29.5x12.8	Foster, Nathaniel H	Alma	1891	Foster, William J	SJ	11	1875	Kirk, James
Bonito	Bgtn	197.67	1867	94x27.4x11.4	Bennett, Nathan M	Hopewell	1876?		SJ	31	1867	Byers, John
British Empire	Brig	157	1847	84.1x19.9x12.1	Bennett, Nehemiah	Hopewell	1855?	Read, Joseph	H	178	1847	Read, Joseph B
Brothers	Schr	47	1819	48.7x15.5x5.8		Hopewell	1836	Calhoun, John	SJ	51	1819	Calhoun, John
Brothers	Schr	71	1844	57.4x17.6x8	Bennett, Nehemiah	Hopewell	1849	Bennett, Nehemiah	SJ	47	1844	Bennett, Nehemiah
Busiris	Schr	248.51	1874	108x28.7x10.5	Copeland, Phillip C	Alma	1889	Watson, Owen	SJ	30	1874	Read, Joseph B
Cabinet	Brig	161	1826	78x22x13		Hopewell	1826?		SJ	87	1826	Nesbitt, Thomas
Ship	Ship	484.44	1847	123.3x25.4x18.8	Rogers, James	Hopewell	1854	Ring, Jebedia	SJ	175	1847	Ring, Jebediah
Capenhurst	Bark	606	1878	148x31.9x17.9	Foster, Nathaniel H	Alma	1894		L	3	1879	Steeves, Gilbert M
Carlotta	Schr	243.64	1882	104.9x27.7x11.3	Cook, Joseph	Hopewell	1900	Read, Joseph A	SJ	27	1882	Cook, Joseph
Caroline	Schr	66.43	1828	51.6x17.7x7.52	Edgett, John	Hillsborough	1835	Edgett, John	SJ	70	1828	Edgett, John
Carrie L Smith	Bark	597.75	1889	162.7x34.4x15	Turner, Gaius S	Harvey Bank	1908	Classon, Francis	SJ	24	1889	Smith, John Nelson
Celeste	Schr	69	1849	66x16x8	Bennett, Nathan M	Hopewell	1870		H	111	1849	Seaman, Job
Cerdic	Schr	119.61	1886	82.9x26.2x7.6	Shields, John J	Alma	1917	Shields, John J	SJ	31	1886	Shields, John J
Chancellor	Schr	46.75	1848	52.7x16.1x7.6	Carlisle, Milner	Hillsborough	1869	Carlisle, Milner	SJ	64	1848	Milner, William
Charity	Brig	208.83	1830	86.6x23.25x10.75	Calhoun, John Jr	Hopewell	1839?	Clark, Samuel	SJ	38	1830	Calhoun, John Jr
Charles	Bgtn	183.09	1856	102.6x27.2x10.3	Bennett, Nathan M	Hopewell	1859?		SJ	61	1856	Bennett, Nathan M
Charles A Bovey	Bgtn	172.05	1872	103x28.3x9	Pye, Edward	Hopewell	1878	Price, William B	SJ	32	1872	Calhoun, William S
Charlotte	Bgtn	160.24	1867	90.5x25.9x10.7	Bray, Abraham	Hopewell	1867	Carter, Benjamin	SJ	55	1867	Bray, Abraham
Charlotte Newcomb	Brig	237.64	1865	114.2x27.4x11.8	Newcombe, Gilbert	Hopewell	1867?	Cole, Jonathon	SJ	52	1865	Jamieson, Nelson
Clarence	Brig	200.71	1854	97.5x22.2x11	Bennett, Nathan M	Hopewell	1854	Spasie, John	SJ	14	1854	De Mill, Nathan Smith
Clarine	Schr	96.21	1876	76.8x25.9x7.2	Foster, Nathaniel H	Alma	1899	Teare, James	SJ	38	1876	Alma Lumber & Ship
Conquest	Ship	1046.75	1855	191.1x38.8x22.3	Betts, Azor	Hopewell	1861	Brewer, Jacob	SJ	88	1855	Purdy, John Dean
Constance	Ship	1591.91	1884	221.3x41.1x24.3	Turner, Gaius S	Harvey Bank	1897?	Andrews, Fred	SJ	30	1884	Smith, George F
Coringa	Ship	1343.43	1879	193x38.7x23.5	Turner, Gaius S	Harvey Bank	1900		W	3	1879	Smith, Bennett D
Corontation II	MSI	82.17	1937	74.5x22.6x7.3	Cook, Bedford	Alma	1977	Cook, Bedford	SJ	14	1937	Mackay Lumber Co
Covenant	Schr	76.05	1849	67.6x18.3x7.9	Furness, John	Coverdale	1859	Furness, Thomas	SJ	86	1849	Furness, Thomas Jr
Crescent	Brig	129.12	1850	86.6x19.4x10.8	Jones, Abner	Hillsborough	1851?	Salter, Joseph	SJ	65	1850	Salter, George
Crusader	Brig	309.15	1825	101.3x26.3x18.5	Rogers, George	Shepody	1826?	Davis, William	SJ	172	1826	Donaldson, Lauchlan
CT Tompkins	Bgtn	180.98	1866	97x26.5x10.4		Hillsborough	1870	Walters, David P	SJ	56	1866	Wallace, John

Cyclone	Schr	90.27	1869	82.4x21.5x8.6	Bishop, Mariner	Hopewell	1872	Bishop, Mariner	SJ	43	1869	Taylor, Charles T
Dallas Hill	Schr	109.98	1883	82.2x26.6x7.2	Copeland, Phillip C	Alma	1888	Robson, George	SJ	22	1883	Vaughn, George J
David Coffin	Schr	64.85	1840	61x16.2x8.5	Roger, George	Hopewell	1841?	Steadman, John	SJ	120	1840	Steadman, John
Deliverance	Schr	50	1826	50x16x7	Calhoun, John	Hopewell	1836	Calhoun, John	SJ	67	1826	Calhoun, John
Delta	Schr	109.37	1872	79.1x25.2x8		Hopewell	1883	Turner, James B	SJ	29	1872	McClellan, Abner R
Delta	Stm	12.12	1889	34.5x12.8x4.85	Edgett, Edward	Hillsborough	1919	Edgett, Edward	M	4	1889	Edgett, Edward
Demozelle	Schr	163.47	1888	94x28.1x9.2	Rose, Simon Fraser	Hopewell	1907	Martin, Luther	SJ	16	1888	Rose, Simon Frase
Dove	Schr	37.64	1822	40.25x15.6x6.25		Hopewell	1856	Calhoun, John	SJ	13	1823	Calhoun, John
Dove	Schr	27.57	1838	29x12.3x7.3	Bennett, William	Hopewell	1857	Bennett, William	SJ	88	1838	Bennett, William
DR Dewolf	Schr	129.19	1861	82.7x26x9.5	Bishop, John	Hopewell	1867	Fitzpatrick, David	SJ	50	1861	Masters, Arthur W
Earl Granville	Ship	1193.18	1877	188.1x37.7x23.1	Turner, Gaius S	Harvey Bank	1906	Copp, William H	SJ	31	1877	Steeves, Gilbert M
Edmund	Schr	107.04	1879	74x23.5x9	Martin, Owen	Alma	1890	Martin, Owen	A	1	1979	Read, Joseph B
Edna M Smith	Bark	736.31	1903	164.9x35.1x18	Dow, Charles F	Harvey Bank	1916?	Rose, Isiah M	SJ	11	1903	Smith, John Nelson
Edward	Schr	68.26	1827	52.1x17.75x18.5	Edgett, Hiram	Hopewell	1832	Edgett, Hiram	SJ	138	1827	Edgett, Hiram
Effort	Schr	89.82	1852	62.7x16.8x11.1	Stevens, John C	Alma	1859?	Hanford, Thomas	SJ	97	1852	Hanford, Thomas
Egeria	Bark	896.7	1879	173.1x35.9x19.5	Turner, Gaius S	Harvey Bank	1906	Carter, Benjamin	SJ	35	1879	Smith, George F
Elgin	Bark	549.22	1877	138.8x31.3x18.2	Pye, Edward	Hopewell	1899?	Turner, Henry A	SJ	13	1877	McClellan, Abner R
Eliza	Schr	105.08	1853	71.1x18.2x8.4	Bennett, Nathan M	Hopewell	1854?	Wright, William J	SJ	56	1853	Short, William
Eliza	Schr	53	1832	48.25x16.5x6.9	Robinson, Martin	Hopewell	1852	Robinson, Martin	SJ	24	1832	Robinson, Martin
Elizabeth	Schr	53.11	1829	49.2x16.3x7.1	Turner, Isaac	Harvey Bank	1853	Buck, Edward	SJ	14	1829	Turner, Isaac
Elizabeth	Bgtn	174.6	1856	102.5x27.5x9.8	Bennett, Nehemiah	Hopewell	1861?		SJ	63	1856	Bennett, Nehemiah
Elizabeth Bentley	Ship	867.1	1847	162x32x21.6	Bennett, William	Hopewell	1857	Bennett, William	SJ	3	1848	De Mill, Nathan Smith
Elysia A	Schr	88.15	1877	72.3x22.1x8.3	Martin, Thomas	Alma	1878	Pye, Frank	SJ	40	1877	Anderson, William C
Emma	Ship	1049.23	1853	182.3x31.6x21.7	Bennett, William	Hopewell	1861	Beyea, William W	SJ	127	1853	De Mill, Nathan Smith
Emma F. Secor	Bark	571.7	1869	139.5x32x18.7		Hopewell	1876?	Coonan, George A	SJ	60	1869	Gerow, George W
Endeavour	Schr	64.52	1877	67x21.7x7.4	Cook, Joseph	Hopewell	1891	Cook, Joseph	SJ	27	1877	Cook, Joseph
Enoch Arden	Bark	679.94	1867	148.2x34.5x19.5	Bennetts	Hopewell	1869	Calhoun, John	SJ	30	1867	Calhoun, John
Enterprise	Bktn	499.35	1891	159.3x33.4x13	Jamieson, Barlow P	Hopewell	1911	Jamieson, Barlow	SJ	3	1891	Jamieson, Barlow P
Ethandune	Bktn	392.79	1885	132.9x31.7x13	Jamieson, William B	Hopewell	1892?	Jamieson, Barlow	SJ	16	1885	Steeves, Joshua M
Ethel B	Schr	97.44	1883	78.2x14x8.2	Peters, Joshua	Coverdale	1903	Irving, George H	SJ	1	1883	Peters, Joshua
Ethel B Sumner	Schr	353.45	1901	136.9x33x12.1	Sumner, Frederick W	Harvey Bank	1912	Reid, Caleb	M	1	1901	Robinson, Clifford W
Eva	Schr	58.78	1860	67.6x21x7.7		Harvey Bank	1876	Reed, Benjamin	SJ	19	1860	Bennett, Joel
Fair Trader	Schr	48	1817	47x16x9		Hopewell	1829		SJ	?	1817	Calhoun, James
Fanny Atkinson	Bark	626.29	1865	151.3x33.2x18.5	Hickman, William	Hillsborough	1873?		SJ	72	1865	Hickman, William
Favorite	Schr	60.32	1825	52.4x16.6x7.1	Stiles, Stephen	Hopewell	1833	Stiles, Stephen	SJ	66	1825	Stiles, Stephen
Favorite	Ship	787	1854	157.3x33x20.2	Bennett, Nathan M	Hopewell	1866?		SJ	179	1854	De Mill, Nathan Smith
Flora McLeod	Schr	48.49	1876	39.1x18.7x6.9	Brewster, Gilbert	Harvey Bank	1876	Stevens, Samuel T	SJ	24	1876	Brewster, Gilbert
Florence	Bgtn	238.95	1867	102.8x26.9x9.9	Pye, Edward	Hopewell	1873	Pye, Thomas R	SJ	56	1867	McClellan, Abner R
Florence Nightingale	Bark	220.49	1857	116.7x25.7x11.1	Russell, John Rogers	Hopewell	1879?		SJ	26	1857	Russell, John Rogers

Foster	Schr	69	1851	66x18x8	Foster, Joel	Alma	1870	H	21	1851	Minude, Amos S	
Frank	Schr	87.59	1863	75.7x22.1x9.3	Bishop, John	Hopewell	1868	SJ	70	1863	Eaton, George	
Fraulein	Schr	148.97	1889	93.2x28.4x8	Peck, Robert Chester	Hopewell	1904	Crocker, Weston	M	2	1889	Peck, Robert C
Freedom	Schr	81.28	1828	59.75x17.9x8.75	Calhoun, John Jr	Hopewell	1836?	Calhoun, John Jr	SJ	51	1828	Calhoun, John Jr
Friends	Schr	51.73	1848	56.5x16.9x7.7	Bishop, John	Shepody	1874	Bishop, Charles E	SJ	82	1848	Purdy, John Dean
GA Coonan	Bgtn	293.03	1865	110.75x29x12	Coonan, Samuel F	Roshea	1874?	Coonan, George A	SJ	37	1865	Manley, William
Galatea	Bark	1178.37	1881	194x38.3x22.7	Turner, Gaius S	Harvey Bank	1899	Tingley, Paul R	SJ	40	1881	Smith, George F
George Calhoun	Schr	114.89	1879	89x25.3x7.7	Pye, Edward	Hopewell	1884	Starkey, Charles	SJ	3	1879	Starkey, Charles W
George L Slipp	Schr	98.43	1898	78x25.5x7.4	Wood, William	Harvey Bank	1908	Wood, Clarence C	SJ	2	1898	Wood, William
GF Hatheway	Schr	133.08	1876	88.3x26.9x8.4	Copeland, Phillip C	Alma	1881	Hogart, William	SJ	22	1876	Hoar, Stephen Stiles
Gilbert Ruggles	Schr	81.8	1829	59x18.2x9.25	Russell, Robert	Hopewell	1829?	Russell, Robert	SJ	30	1829	Russell, Robert
Gipsy	Schr	32.5	1887	52.3x16.9x5.9	Starratt, William S	Waterside	1923	Hoar, Haliburton	SJ	2	1887	Starratt, Stonewall J
Gladys McLaughlan	Schr	420.35	1892	141.7x32.6x12.7	Dixon, Warren	Hopewell	1893	Read, Joseph A	SJ	10	1892	Dixon, Warren
Glorat	Brig	215.03	1825	87.25x23.7x5.75	Calhoun, John	Hopewell	1840	Phillips, John	SJ	15	1826	Stirling, Robert
Gondola	Schr	185.84	1881	100.1x27.9x9.5	Foster, Nathaniel H	Alma	1890	Martin, Owen	SJ	57	1883	Martin, Owen
Good Intent	Sloo	37	1818	42.8x15.4x5.1		Hopewell	1837		SJ	37	1818	
Grace Darling	Bgtn	67	1844	63x17.5x7.8	Calhoun, William	Hopewell	1850?	Calhoun William Jr	SJ	77	1844	Calhoun, William
GS DeForest	Schr	74.87	1867	72x22.3x8.15		Hillsborough	1877	Irving, William	SJ	57	1867	Steves, George
Hampton	Bark	397.15	1864	136.1x30.5x12.9	Hickman, William	Hillsborough	1893		SJ	41	1864	Hickman, William
Hannah	Bgtn	100.16	1831	66.75x18.7x9	Campbell, Samuel	Hillsborough	1836?	Milton, Branch	SJ	70	1831	Milton, Branch
Harmony	Schr	52.29	1820	51.2x16x7.2		Hopewell	1831	Edgett, Hiram	SJ	20	1820	Edgett, Hiram
Harriett	Brig	211.61	1826	86.25x23.7x5.2	McClelan, Peter	Hopewell	1831	Taylor, Alexander	SJ	10	1827	Millidge, Thomas
Harry Bailey	Bark	713.79	1874	152.2x34.3x19.4	Calhoun, John	Hopewell	1903	Smith, James Ed	SJ	28	1874	Leonard, John
Harry W Lewis	Schr	297.36	1889	121.6x31.5x11	Dixon, Warren	Hopewell	1919	Hunter, John	SJ	39	1889	Dixon, Warren
Harvest Home	Schr	30.46	1848	48.5x13.2x6.2	Brewster, James	Harvey Bank	1870	Copp, Obediah	SJ	2	1849	Brewster, James
Harvey	Schr	145.53	1873	98.7x22.2x9.3	Brewster, Gilbert	Harvey Bank	1922	Bishop, James Ed	SJ	38	1873	Turner, Gaius S
Hattie C	Schr	181.64	1883	97.5x28.4x10.7	Dowling, Caleb	Hopewell	1921	Stewart, Andrew	SJ	37	1883	Dowling, Caleb
Heber	Bktn	334.69	1890	134x31.3x11.6	Martin, Owen	Alma	1894	Dowling, Gordon,	SJ	35	1890	Martin, Leonard
Henrietta	Bark	562.37	1871	135x32.5x19.2	Bennett, Joel	Hopewell	1880	Bennett, Albert	SJ	65	1871	Calhoun, John
Henry Bowesr	Schr	81.44	1834	57.2x18.5x8.4	Pearson, Nicholas	Hopewell	1840?	Pearson, Nicholas	SJ	88	1834	Pearson, Nicholas
Henry E Parker	Schr	52.92	1852	58.1x15.9x7.5	Chambers, James	Hillsborough	1862	Dickson, Alfred	SJ	67	1852	Dickson, Alfred
Hillsborough	Schr	63.91	1840	54.4x15.8x8.2	Steves, Henry	Hillsborough	1855	Steves, Edward	SJ	144	1840	Steves, Henry
Hillsborough	Schr	51.46	1854	61.6x18x7.2		Hillsborough	1884	Irving, William	SJ	52	1855	Irving, William
Hopewell	Bark	392.14	1841	108.5x23.8x18.3	Bennett, William	Hopewell	1852	Kinnear, HG	SJ	102	1842	Kinnear, John
Hopewell	Bgtn	134.27	1816	70x20.6x10.4		Hopewell	1825		SJ	46	1816	
Hopewell	Schr	74.52	1835	57.25x17.5x7.9	Bennett, William	Hopewell	1840?	Bennett, Nehemiah	SJ	54	1835	Bennett, Nathan M
Hopewell	Schr	87.49	1868	74.5x24.1x7.4	Condon, John	Hopewell	1876	Pye, Edward	SJ	30	1868	McClellan, Abner R
Howard A Turner	Bktn	504.53	1886	158.5x33.5x13.2	Turner, Gaius S	Harvey Bank	1890	Pitman, Samuel	D	1	1886	Turner, Gaius S
HR Emmerson	Schr	98.35	1890	78.5x24.8x7.7	Wright, James	Coverdale	1891?	Bishop, James	M	1	1890	Wright, James

Hyack	Bark	430.17	1864	136.3x30.7x17	Bennett, Nathan M	Hopewell	1875	Robinson, William C	SJ	85	1864	Masters, Arthur W
Ida Cutten	Bgin	172.76	1866	97.6x26x10.6	Dowling, Edward	Hillsborough	1871	Carter, Benjamin	SJ	37	1866	Gross, Richard A
Independence	Schr	84.11	1834	49.8x18.4x8.6	Steves, John	Hillsborough	1840?	Steves, Isaac	SJ	77	1834	Steves, George
Independence	Bgin	134.5	1857	84.3x23.9x9.9	Rogers, George	Hopewell	1863?		SJ	25	1857	Rogers, George
Iona	Schr	113.59	1855	82.3x23x10		Hillsborough	1857		SJ	98	1855	McLauchlan, Charles
J and G Wright	Bgin	249.52	1867	112x27.6x12.1		Coverdale	1871		SJ	45	1867	Smith, Lewis
James	Schr	89.51	1826	62x18.7x8.5	Brewster, James	Harvey Bank	1829?	Calhoun, James	SJ	115	1826	Calhoun, James
James Clark	Bgin	90.87	1845	69.8x17.5x9	Jones, Abner	Hillsborough	1847?	Jones, Abner	SJ	111	1845	Jones, Abner
James Sayre	Brig	138.57	1835	75.2x27x10.4	Brewster, James	Harvey Bank	1838	Calhoun, James	SJ	100	1835	Newcombe, Beverly
Jane Brundage	Bgin	166.05	1864	96.8x26.1x10	Bennett, Joel	Hopewell	1868	Fitzpatrick, David	SJ	66	1864	Bennett, Joel
Jean K	MSI	63.82	1930	70.8x22x5.3	Kool, Paul	Alma	1845	Kool, Paul	SJ	10	1930	Kool, Paul
JL Pye	Bgin	357.34	1867	120x28.5x16.6	Pye, John Leander	Hopewell	1871	Fichet, Thomas R	SJ	82	1867	Pye, John Leander
JM Stevens	Schr	145.42	1871	94.4x26.4x9.2	Brewster, Gilbert	Harvey Bank	1884?	Edgett, Arthur	SJ	30	1871	Turner, Gaius S
John Byers	Bgin	168.91	1864	93.6x26.5x9.8	Pye, John Leander	Hopewell	1872	Pye, John L	SJ	24	1864	Bovey, Charles A
John Lewis	Bgin	199.32	1867	106x27.2x10.9		Hillsborough	1869		SJ	60	1867	Lewis, John
John Macdonald	Bgin	241.85	1868	97x27.3x14.4	Bennett, Nathan M	Hopewell	1873	Stiles, David	SJ	12	1868	Stiles, David
JP Aines	Schr	86.92	1887	76.6x23.9x6.2	Peck, Robert Chester	Hopewell	1890	Cook, Joseph	SJ	1	1887	Peck, Robert C
JR Lawrence	Schr	106.42	1869	80x25.8x8	Bray, Abraham	Hopewell	1872		SJ	34	1869	Bray, Abraham
Julia D	Schr	92	1865	76.2x22.4x8.8	Pye, Edward	Hopewell	1875?		SJ	23	1865	Pye, Edward
Juno	Brig	212.17	1827	86.7x23.7x11.7	Rogers, George	Hopewell	1830?	Meiklejohn, George	SJ	107	1827	Millidge, Thomas
JW Beard	Bgin	397.14	1870	125.5x29x17.3	Newcomb, Gilbert	Hopewell	1883?	Carter, Benjamin	SJ	56	1870	Dickson, James E
Keewaydin	Bark	833	1880	153x32.5x18.6	Dowling, Caleb	Hopewell	1888	Robinson, William E	SJ	117	1880	Dowling, Caleb
King Cedric	Ship	1297.48	1874	195.9x38.7x23.8	Calhoun, John	Hopewell	1889?	Berry, Joseph T	SJ	53	1874	Vaughn, David M
Kirkwood	Brig	135.59	1849	82.6x21x10.2	Coonan, George	Cape Enrage	1849	Atkinson, Isaac C	SJ	36	1849	Jenkins, John
La Plata	Brig	452.77	1872	120.6x30.5x17.5		Hopewell	1878	Kinne, Samuel A	SJ	103	1872	Ketchum, Ezekial B
Lady Eilthea	Schr	21.16	1857	41.2x12.5x5.3	Cole, Martin	Hopewell	1897		SJ	99	1857	Cole, Martin
Lady Westmoreland	Ship	870.2	1852	159.9x30.9x21.4	Bennett, William	Hillsborough	1875	Bennett, William	SJ	98	1852	Bennett, William
Lapwing	Bgin	160.2	1863	90.6x25.5x10.45	Bennett, Nathan M	Hopewell	1863	Cremor, Bart	SJ	58	1863	Cremor, Bartholomew
Latona	Bark	948.16	1880	180.1x36.3x20.1	Turner, Gaius S	Harvey Bank	1894	Robinson, William A	SJ	35	1880	Smith, George F
Lavinia	Schr	45.55	1839	50x15.4x5.6	Bennett, Nehemiah	Hopewell	1861	Bennett, Nehemiah	SJ	15	1839	Bennett, Nehemiah
Lavinia	Schr	87.5	1826	64x17.9x7.9	Peck, Elias	Hopewell	1836	Peck, Elias	SJ	141	1826	Peck, Reuben
Lavinia Clark	Schr	51.34	1840	53x16.2x7.5	Clark, Samuel	Hopewell	1854?	Rogers, C	SJ	70	1842	Clark, Samuel
Leslie Gault	Brig	245.54	1826	92.6x24.3x14.1	Armstrong, Cyrus	Hillsborough	1835?	Cock, William Rome	SJ	155	1826	Gault, Henry
Lester D	Mbt	10.8	1920	43.5x10.8x5.3	Dixon, George M	Alma	1954	Dixon, George M	SJ	6	1921	Dixon, George M
Leveret	Bgin	109.21	1846	74.6x17.4x10	Newcomb, Andrew	Hopewell	1856	Rogers, James	SJ	153	1846	Rogers, James
Lilly	Schr	67.07	1827	45.8x17x7.9	Robinson, Martin	Hopewell	1836	Robinson, Martin	SJ	102	1827	Robinson, Martin
Lizzie R	Schr	210.41	1872	111.1x26.35x11.4	Russell, John Rogers	Hopewell Hill	1873	Starratt, Joseph H	SJ	1	1873	Russell, John Rogers
Lizzie Sturgess	Schr	119.33	1857	87x24x9.35	Foster, Nathaniel	Alma	1858		SJ	33	1857	Eaton, George
LM Arnold	Bgin	110.31	1859	81.55x22.9x9.7	Bennett, Nehemiah	Hillsborough	1864		SJ	28	1859	Bennett, Nehemiah

Lord John Russell	Bark	324.16	1835	102.4x26.8x15.3	Coffin, David	Hopewell	1855	Clark, Samuel	SJ	3	1836	Coffin, David
Loyalist	Schr	86.55	1883	74.0x23.9x7.6	Bishop, John	Lower Cape	1884	Bishop, Clifford N	SJ	29	1883	Whiting, William Isaac
Lucy	Schr	74	1815	54.25x18.7x8.25		Hopewell	1821	Jones, Edward	SJ	75	1815	Steves, Mathias
Lucy	Schr	59.31	1818	54.3x17.3x7.1		Hopewell	1826	Rogers, George	SJ	35	1818	Rogers, George
Magellan	Schr	223.67	1882	103.3x28x10.8	Dowling, Caleb	Hopewell	1892	Wood, Council T	SJ	20	1882	Dowling, Caleb
Maggie Lynds	Schr	66.92	1885	60.9x22.7x7.2	Lynds, Ernest W	Hopewell	1901	Wilson, George D	M	1	1885	Smith, James Williard
Maggie Willet	Schr	147.58	1878	86x26.1x10	Condon, John	Hopewell	1892	Stewart, Andrew	SJ	34	1878	Dowling, Caleb
Maggie Wood	Bgtn	219.58	1873	103.3x28.4x11.4	Pye, Edward	Hillsborough	1877?	Wood, Council T	SJ	18	1873	Steeves, Joshua M
Margaret	Schr	32.9	1840	44.1x14x6.5	Rogers, James	Hopewell	1860	Rogers, James	SJ	123	1840	Rogers, James
Margaret	Schr	77.27	1834	54.25x17.25x18.1	Campbell, Samuel	Hopewell	1844	Peck, Thomas	SJ	61	1834	Peck, Thomas
Margaret A	Schr	88.05	1854	71.8x19.9x8.1	Foster, Joel	Harvey Bank	1862	Anderson, David	SJ	101	1854	Anderson, David
Margery Austin	Schr	112.35	1918	86.2x27.8x8.6	Brewster, Charles E	Harvey Bank	1950	Brewster, Charles E	SJ	12	1918	Robinson, Clifford W
Maria	Schr	108.06	1818	65.8x19.8x9.8		Hopewell	1821?	Nealan, James	SJ	43	1818	Brewster, William
Maria	Schr	51.12	1825	51.75x16.4x7.6	McFadding, Thomas	Hopewell	1831	Bennett, Nathan	SJ	64	1825	Bennett, Benjamin
Mariner	Schr	55.29	1868	66.7x19.8x7.11	Bishop, John	Hopewell	1873	Bishop, John	SJ	74	1868	Taylor, Charles T
Martha Ann	Schr	47.27	1826	49x15.3x6.6	Dunlevy, Peter	Hopewell	1835	Dunlevy, Peter	SJ	147	1826	Dunlevy, Peter
Martha Grace	Schr	95.21	1832	63.2x18.6x8.25	Calhoun, John Jr	Hopewell	1845?	Cole Martin	SJ	56	1832	Calhoun, John Jr
Mary A Vernon	Bgtn	235.49	1865	102.5x26.9x11.1	Oliver, David	Roshea	1865	Oliver, Warren	SJ	34	1865	Oliver, David
Mary and Eliza	Schr	61.19	1818	50.2x17.6x7.5		Hillsborough	1829	Carlisle, William	SJ	67	1818	Carlisle, William
Mary and Jane	Schr	35.8	1822	41x14.8x6.5		Hopewell	1833	Calhoun, James	SJ	16	1822	Calhoun, James
Mary Ann	Brig	165.31	1857	93.9x25.7x10.6	Bennett, Nathan M	Hopewell	1862?	Cole, Martin	SJ	36	1857	Cole, Martin
Mary B	Schr	18.06	1841	39x10.9x5.4	Copp, James	Harvey Bank	1870	Copp, Obediah	SJ	131	1841	Copp, Obediah
Mary Clark	Brig	223.9	1828	89.25x23.75x14.75	Clark, Samuel	Hopewell	1829?	Clark, Samuel	SJ	45	1828	Wilmot, John McNeil
Mary Dickson	Schr	85.95	1833	60x18.5x7.8	Dickson, William	Hopewell	1835?	Dickson, William	SJ	35	1833	Dickson, William
Mary Grace	Schr	19.89	1872	45.8x15x5.7	Foster, Nathaniel H	Alma	1898	Elliott, John	SJ	69	1872	Elliott, John
Mary Jane	Schr	58.2	1832	51x16.6x6.6	Steves, Joseph	Hillsborough	1840	Steves, Joseph	SJ	49	1832	Steves, Joseph
Matilda	Brig	239.28	1833	93.1x24x10.5	Rogers, William	Hopewell	1839?	Stafford, Palmer	SJ	101	1833	Rogers, William
Maud C	Schr	193.79	1873	103.7x21.1x10.1	Foster, Nathaniel H	Alma	1896	Foster, Hiram J	SJ	83	1873	Foster, Nathaniel H
Maud Pye	Schr	99.55	1883	81.6x26.4x7.4	Lynds, Ernest W	Hopewell	1894	Dixon, Arlington	SJ	20	1883	Lynds, Ernest William
Mayflower	Schr	22.53	1866	48.3x15x6.7		Coverdale	1876		SJ	28	1866	Steves, Peter
Melicete	Ship	1147.62	1854	186.8x32.9x22.4	Bennett, Nehemiah	Hopewell	1876?	Stanton, George	SJ	178	1854	De Mill, Nathan Smith
Meredith A White	Schr	452.98	1918	163.4x35.5x12.8	CT White & Son, Ltd	Alma	1821?	Brown, James	P	4	1918	CT White & Son, Ltd
Mersey	Brig	316	1824	105.5x26.5x17.75	Clark, Samuel	Hopewell	1826?	Livingston, Joseph S	SJ	10	1824	Betts, James Calvin
Meta	Schr	99.05	1879	76.5x24.15x7.8	Jones, Abner	Hillsborough	1883	Edgett, John	SJ	23	1879	Gross, Richard A
Milo	Brig	238.73	1856	109.4x26x11.9		Hillsborough	1858?		SJ	85	1856	McLauchlan, Charles
Minnie	Schr	72.92	1872	72.3x21.1x7.9		Hopewell	1881	Bishop, John Jr	SJ	43	1872	Bishop, John Jr
Morning Star	Schr	64.11	1822	49.25x18x7.4	Bishop, John	Hopewell	1869	Levin, William	SJ	49	1822	Peck, Ezra
Morning Star	Schr	5.1	1839	23.7x7.7x4	Marshall, John	Hillsborough	1856	Marshall, John	SJ	71	1839	Marshall, John
Moselle	Schr	95.26	1853	74x17.7x9	Coffin, David	Shepody	1856?	Simpson, William	SJ	74	1853	Salter, George

Naiad	Bgtn	93.75	1862	79.7x22x8.6	Hopewell	1871?	P	3	1862	Read, Joseph		
Navarino	Bark	346.33	1828	103.9x26.8x11.7	Whitney, James	Hopewell	1830?	Risk, Samuel	SJ	63	1828	Whitney, James
Nelson	Schr	69.85	1819	58.1x17.1x7.25		Hopewell	1842	Dickson, William	SJ	68	1919	Dickson, William
Nelson	Schr	148.97	1870	94x25.8x9.4		Coverdale	1876?	Wright, John	SJ	41	1870	Smith, Lewis
Ocean Wave	Schr	66.54	1859	70.4x20.5x8.2	Bishop, John	Hopewell	1864	Bishop, John	SJ	62	1859	Bishop, John
Olive Branch	Schr	58.2	1846	60.5x16.3x7.6	Chambers, James	Coverdale	1866	Gunning, James	SJ	114	1846	Sullivan, Oliver
Olivia	Schr	53.62	1848	57x16.8x7.5	Foster, Joel	Harvey Bank	1870	Whelpley, John	SJ	121	1848	Foster, Joel
Ophir	Schr	61.02	1833	52.25x16.6x7.5	Calhoun, John Jr	Hopewell	1858	Calhoun, John Jr	SJ	20	1833	Calhoun, John Jr
Ori	Schr	74.37	1849	74.1x16.75x8.2	Coonan, George	Cape Enrage	1857	Sharp, William	SJ	147	1849	Price, James
Orion	Bgtn	112.77	1865	89.1x25.8x9.8	Peck, Wesley	Hopewell	1884	Edgett, Hiram	SJ	9	1866	Burpee, Isaac
Osprey	Bgtn	139.89	1859	88x25x10.3	Bennett, Josiah	Hopewell	1870?	Cole, Martin	SJ	22	1859	Cole, Martin
Ottawa	Schr	146.72	1866	85.7x22.8x8.5	McClellan, Peter	Hopewell	1873	Pye, Edward	SJ	57	1866	McClellan, Abner R
Palmerston	Schr	98.65	1866	78.2x22.8x9	Copeland, Phillip C	Alma	1867	Foster, Albert J	SJ	24	1866	Jones, Thomas R
Para	Bgtn	281.48	1874	104.5x28.4x12	Steves, Bliss	Hillsborough	1884	Robinson, William H	SJ	18	1874	Ketchum, Ezekial B
Parana	Bgtn	293.15	1870	111.4x27.6x12.2	Bennett, Nathan M	Hopewell	1881	Edgett, Solomon	SJ	40	1870	Ketchum, Ezekial B
Paul Jones	Schr	7.1	1843	31.5x9.2x4.3	Rogers, David	Hopewell	1856	Bradley, Joshua	SJ	42	1843	Rogers, David
PC Copeland	Schr	145.34	1872	97.7x28.1x8.8	Martin, Owen	Alma	1873	Martin, Owen	SJ	42	1872	Vernon, Gideon
Peerless	Schr	61.57	1849	66.7x16x7.5	Russell, John Rogers	Hopewell	1859	Russell, John R	SJ	68	1849	Rogers, James
Peri	Bark	210.02	1855	107x25.7x11.5		Hopewell	1858		SJ	87	1855	Rogers, James
Perseverance	Bark	489.83	1843	121x24.5x19.3	Bennett, Nehemiah	Hopewell	1843	Bennett, William	SJ	51	1843	De Mill, Nathan Smith
Peru	Schr	52.66	1841	56.5x16.9x7.8	Calhoun, James	Hopewell	1845?	Calhoun, James	SJ	132	1841	Calhoun, James
Peruvian	Schr	79.32	1846	65x16.8x8.7	Bennett, Nathan M	Hopewell	1860?	Cole, Martin	SJ	106	1846	Cole, Martin
Petrel	Schr	6.88	1844	28x7.7x3.9	Newcomb, Andrew	Harvey Bank	1858	Newcomb, Andrew	SJ	82	1844	Newcomb, Andrew
Pilot	Sloo	11.8	1865	33x11x5		Harvey Bank	1894	Hatfield, William	SJ	99	1865	Hatfield, William
PJ Nevins	Bgtn	176.6	1860	102x25.95x10.75	Bennett, Nathan M	Hopewell	1868?	Cole, Mariner, L	SJ	29	1860	Bennett, Nathan M
Planet	Schr	68.12	1849	59x16.6x8.9	Edgett, Ward	Hillsborough	1850?	Wright, William J	SJ	19	1849	Allison, Edward
PW	Schr	81.12	1867	75x24x7.2	Oliver, Warren	Alma	1887	Oliver, Warren	SJ	83	1867	Oliver, Warren
Rainbow	Schr	60.79	1825	52.1x16.75x7.6	Russel, Robert	Hopewell	1842	Russell, Robert	SJ	71	1825	Hoare, Solomon
Refuge	Ship	825.91	1850	135x30x21.7	Bennett, William	Hillsborough	1868?	Bennett, William	SJ	113	1850	Bennett, William
Resolution	Schr	66	1832	54.9x16.75x8	Poor, Daniel	Hopewell	1835?	Stiles, David	SJ	51	1832	Towse, John
Resolution	Schr	52.22	1851	64.8x16.3x6.7	Rogers, George	Hopewell	1863?	Roger, Christopher	SJ	77	1851	Rogers, George
Revolving Light	Ship	1316.78	1875	196.4x38.3x23.9	Turner, Gaius S	Harvey Bank	1900?	Coonan, George A	SJ	44	1875	McMann, Winthrop R
Richard Wright	Bgtn	127.91	1853	78.2x19.3x11	Jones, Abner	Hillsborough	1854	Violet, Charles	SJ	181	1853	Bustin, James
Riverside	Schr	108.86	1874	81.7x24.5x8.5	Newcomb, James	Riverside	1888	Copp, Warren	SJ	14	1874	McClellan, Abner R
Robert Robinson	Schr	68.52	1853	64.8x16.2x8	Bishop, John	Hopewell	1855	Lee, William	SJ	90	1853	Lee, William
Roebuck	Schr	49.27	1819	48.8x15.6x5.6	Turner, George WH	Harvey Bank	1833	Turner, Isaac	SJ	77	1819	Turner, George WH
Romola	Bgtn	298.22	1874	116.5x28.9x12	Bennett, Henry	Hopewell	1885	Edgett, Hiram	SJ	2	1875	Smith, George F
Royal Harrie	Bktn	487.77	1872	137.7x32x16.9	Pye, John Leander	Hopewell	1891?	Winers, John	SJ	80	1872	Leonard, John
Rural Maid	Schr	11.06	1852	35.9x8.9x4.6	Newcomb, Andrew	Hopewell	1871	Newcomb, Andrew	SJ	116	1852	Newcomb, Andrew

Ruth	Schr	72.68	1830	56x17.8x8	Calhoun, James	Hopewell	1837	Calhoun, James	SJ	59	1830	Calhoun, James
Salacia	Bark	796.64	1878	167.7x35.7x19.1	Turner, Gaius S	Harvey Bank	1897?	Andrews, Frederick	SJ	15	1878	Smith, George F
Sappho	Brig	275.94	1828	95.7x25.5x10.9	Rogers, George	Hopewell	1832	Johnston, Alexander	SJ	65	1828	Mackenzie, Angus
Sarah	Bgtn	143.37	1852	84.5x22.1x10.2	Russell, John Rogers	Hopewell	1855	Russell, John R	SJ	108	1852	Russell, John Rogers
Sarah Ann	Schr	102.68	1835	65.2x19.3x9	Stickney, Charles	Hopewell	1836?	Thomas, Samuel	SJ	70	1835	Hughson, William
Sarah E Beatty	Bgtn	154.77	1865	97.3x25.3x10.1		Hillsborough	1870	Walters, David P	SJ	38	1865	Wallace, John
Sarnia	Bark	342.03	1865	121x29.9x12.5		Hopewell	1873?		SJ	70	1865	Robinson, George N
Scud	Schr	10.8	1891	34.8x12.1x5.1	Benjamin, Silas	Hopewell	1912	Edgett, John Abiel	M	4	1891	Edgett, John Abiel
Sea Bird	Bgtn	114.19	1860	89.8x24x8.5	Steves, Dawson	Hillsborough	1866		SJ	39	1860	Steves, Hugh
Sea Breeze	Schr	137.78	1860	87x23.1x10.8	Russell, John Rogers	Hopewell	1862?		SJ	22	1860	Masters, Arthur W
Serrano	Bark	593.85	1876	145.8x31.3x18.2	Turner, Gaius S	Harvey Bank	1899	Edgett, Solomon	SJ	30	1876	Smith, George F
Shooting Star	Bgtn	135.93	1866	93.7x23.7x9.3	Bishop, John	Hopewell	1867		SJ	74	1866	Hamilton, James
Silver Cloud	Bark	489.28	1871	133.6x31x18.1	Bennett, Joel	Hopewell	1880	Taylor, Thomas H	SJ	37	1871	Bennett, Joel
SL Tilley	Schr	117.65	1857	89.8x22.9x9.2	Brewster, Gilbert	Harvey Bank	1863		SJ	60	1857	Brewster, Gilbert
Sophia	Schr	88.23	1822	58x19.1x6.7	Steves, Matthias	Hillsborough	1830	Steves, William	SJ	40	1822	Steves, Matthias
St Olaves	Bark	571.71	1873	145.3x32x18.2	Pye, John Leander	Hopewell	1888	Carter, Benjamin T	SJ	57	1873	De Veber, Jeremiah S
Stella R	Schr	72.2	1875	69.3x21.9x7.4	Pye, Edward	Hopewell	1896	Wilber, John	SJ	22	1875	McClellan, Abner R
Susan	Brig	214.97	1826	86.5x23.9x10.6	Bennett, George	Hopewell	1826	Bennett, Nathan	SJJ	161	1826	Kirk, James
Susie Prescott	Schr	98.98	1892	79.2x25.7x7.6	McLean, Malcolm J	Albert	1906?	Wilbur, John T	M	2	1892	Trueman, William A
SV Coonan	Schr	72.37	1864	69.5x21.1x8	Coonan, James E	Harvey Bank	1871	Coonan, George A	SJ	19	1864	Coonan, James E
Temiscouata	Brig	124	1839	70.6x19x11.4	Bennett, Nathan M	Hopewell	1840?	Bell, John	SJ	183	1839	Willard, Asa
Templar	Schr	81.07	1868	71x21.9x8.9		Hopewell	1900		P	4	1868	Stevenson, James
Thalia	Bark	221.49	1854	105.6x22.9x10.7	Allison, Edward	Hillsborough	1855	Boddie, David	SJ	166	1854	Holden, John
Thomas	Bgtn	187	1813	81.4x23.4x14.1		Shepody	1829	Freeman, Edward	SJ	29	1813	Ward, John Sr
Thomas	Schr	49.07	1850	61.4x13.3x6.7	Bennett, Nathan M	Hopewell	1880?	Buck, George Jr	SJ	62	1850	Buck, George Jr
Three Brothers	Schr	59.59	1819	50.3x17.3x7.4	Steves, John	Hillsborough	1844	Steves, John	SJ	52	1819	Steves, John
Tom	Schr	14.09	1868	40.4x13x4.7		Harvey Bank	1892	Reed, Rufus	SJ	32	1868	Reed, Rufus
Torryburn	Bark	448.74	1868	129x30x17.4		Hopewell	1885	McMann, Winthrop	SJ	72	1868	McMann, Winthrop R
Triumph	Schr	26.28	1822	36.7x13.4x5.9		Hillsborough	1826	Edgett, William	SJ	36	1822	Edgett, William
Troubador	Bgtn	154.92	1862	90.4x25x10.7	Newcomb, Gilbert	Hopewell	1867?	Daniels, William	SJ	14	1862	Jamieson, Nelson
Union	Schr	53.02	1824	50x16.25x7.4	Calhoun, John	Hopewell	1831	Calhoun, James	SJ	76	1824	Calhoun, James
Union	Schr	36.87	1841	49.9x14x6.7	Gunning, James	Coverdale	1852	Jones, A	SJ	120	1841	Gunning, James
Utility	Schr	124.43	1891	94.1x26.2x8.7	Copp, William A	Waterside	1891	Copp, William	M	2	1891	Copp, William Albert
Vandalia	Ship	1482.05	1883	210.2x40.2x24.2	Turner, Gaius S	Harvey Bank	1889	Coonan, George A	SJ	44	1883	Smith, George F
Velina A	Schr	8.83	1892	32.6x12.1x4.4	Brewster, Gilbert	Harvey Bank	1907	Derry, James A	M	1	1892	Derry, James A
Vesper	Schr	196.6	1873	104.2x27.9x10.5	Pye, Edward	Hopewell	1880?	Copp, William A	SJ	39	1873	Carnwath, James
Victory	Schr	124.28	1890	86.6x27.7x7	Staratt, William S	Waterside	1903	Stiles, Albert P	SJ	31	1890	Lynds, Ernest William
Vincent A White	Schr	452.12	1918	163.4x35.5x17.3	CT White & Son, Ltd	Alma	1935	Trites, Albert	P	3	1918	CT White & Son, Ltd
Wascano	Schr	115.31	1888	88.2x26.3x8.2	Steeves, Joshua Miles	Coverdale	1905	Balsler, Alfred	SJ	13	1888	Steeves, Joshua M

Waterside	Schr	161.27	1889	101x28.2x8.6	Staratt, William S	Waterside	1897	Chambers, Herbert	SJ	35	1889	McLauchlan, William
Wawbeck	Schr	99.85	1881	76.4x24.8x8.2	Dowling, Caleb	Hopewell	1900	Balser, Alfred	SJ	11	1883	Steeves, Joshua M
Welcome Home	Schr	73.43	1867	69.2x19.3x8.45	Bishop, Mariner	Hopewell	1871	Hatfield, James	SJ	7	1868	Taylor, Charles T
Western Trader	Schr	67.96	1839	60.7x15.8x8.6	Calhoun, William	Hopewell	1841	Calhoun, William	SJ	138	1839	Robinson, Charles
Westmorland	Brig	279.44	1834	95.9x25.7x17	Robinson, Charles	Hopewell	1848?	Robinson, Charles	SJ	78	1834	Robinson, Charles
Westmorland	Brig	261.61	1826	94.5x25.1x11.5	Calhoun, John Jr	Hopewell	1847	Bill, Robert	SJ	118	1826	Barlow, Ezekial Sr
Westmorland	Bark	697.67	1893	164.4x35.3x18.3	Turner, Gaius S	Harvey Bank	1910	Virgie, Alonzo G	D	1	1893	Barque Westmorland .
Whiteson	Bktn	761.67	1919	175x37.6x18.2	CT White & Son, Ltd	Alma	1926?	Trites, Albert	P	22	1919	CT White & Son, Ltd
Wickopee	Bgtn	351.14	1863	115.25x28.2x11.7	Pye, Edward	Hopewell	1866	Leland	SJ	91	1863	Pye, Edward
William	Brig	138.59	1831	74.6x20.75x11.4	Robinson, Charles	Hopewell	1834	Bennett, William	SJ	36	1831	Robinson, Charles
William	Bgtn	161.45	1827	78.75x21.8x12.1	Armstrong, Cyrus	Hopewell	1834?	Brown, Charles	SJ	105	1827	Hughson, Joshua
William Allen	Bgtn	132.25	1849	81.1x19.2x10.6	Bennett, William	Hopewell	1853?	Bennett, William	SJ	72	1849	Bennett, William
William Bennett	Bgtn	177.81	1864	101.9x25.7x11	Bennett, Edwin	Hillsborough	1864		SJ	30	1864	De Mill, Nathan Smith
William Wallace	Schr	60.9	1877	63.5x20.9x7.1		Hillsborough	1887		P	1	1874	Shaughnessy, Henry
WNH Clements	Bgtn	428.54	1871	124.3x30x17.2		Hopewell	1889?	Lewis, William F	SJ	76	1871	Deveber, Jeremiah S
Woodland	Bark	442.15	1862	134x29x17.6		Hillsborough	1871		SJ	54	1862	Marshall, William F
WW McLauchlan	Bark	470.8	1891	160.3x38.4x13.2	Dixon, Warren	Hopewell	1909	Wells, Edward	SJ	20	1891	Dixon, Warren
Xiaphis	Bgtn	157.74	1861	98.2x26.2x10.8		Hopewell	1862		SJ	26	1861	Turner, Isaac
Zingu	Bgtn	199.59	1873	103x28.9x10.8	Calhoun, John	Hopewell	1882	Golloghy, Dennis	SJ	76	1873	Ketchum, Ezekial B

Appendix 4: Annual Shipbuilding Production of Albert County, 1803-1937

Notes:

Rigging:

Bark: Barque
 Bgtn: Brigantine
 Bktn: Barquentine
 Brig: Brig
 Mbt: Motorboat
 MSlp: Motor Sloop
 Schr: Schooner
 Ship: Ship
 Slp: Sloop
 Stm: Steamer

Ports:

A: Amherst, NS
 D: Dorchester, NB
 H: Halifax, NS
 M: Moncton, NB
 P: Parrsboro, NS
 SJ: Saint John, NB
 W: Windsor, NS

Building Locations:

Alma: Alma

Point Wolf

Coverdale:

Gunningsvale (Riverview)

Lower Coverdale

Stoney Creek

Harvey:

Harvey Bank

Cape Enrage

Roshea

Waterside

Hillsborough:

Weldon Creek

Gray's Island

Hillsborough

Surrey

Edgetts Landing

Bennett's Creek

Hopewell:

Hopewell Cape

Lower Cape

Calkin's Creek

Demoiselle Creek

Hamilton Creek

Shepody

Hopewell Hill

Hopewell Corner (Albert/Riverside-Albert)

Year	Builders Name	Vessels Name	Rig	RegTon	(L,W,Depth, feet)	Location	Strike	Initial Captain	Port	#	Year	Managing Owner
1803	Dudgeon, John	Betsy	Schr	51.36	48.5x16.3x7.4	Hopewell	1825	Dudgeon, John	SJ	23	1804	Dudgeon, John
1813		Thomas	Bgtm	187	81.4x23.4x14.1	Shepody	1829	Freeman, Edward	SJ	29	1813	Ward, John Sr
1815		Lucy	Schr	74	54.25x18.7x8.25	Hopewell	1821	Jones, Edward	SJ	75	1815	Steves, Matthias
1816		Hopewell	Bgtm	134.27	70x20.6x10.4	Hopewell	1825		SJ	46	1816	
1817		Fair Trader	Schr	48	47x16x9	Hopewell	1829		SJ	?	1817	Calhoun, James
1818	Calhoun, James	Beaver	Schr	61	49.2x17.2x8	Hopewell	1836	Calhoun, James	SJ	26	1818	Calhoun, James
1818		Good Intent	Sloo	37	42.8x15.4x5.1	Hopewell	1837		SJ	37	1818	
1818		Lucy	Schr	59.31	54.3x17.3x7.1	Hopewell	1826	Rogers, George	SJ	35	1818	Rogers, George
1818		Maria	Schr	108.06	65.8x19.8x9.8	Hopewell	1821?	Nealan, James	SJ	43	1818	Brewster, William
1818		Mary and Eliza	Schr	61.19	50.2x17.6x7.5	Hillsborough	1829	Carlisle, William	SJ	67	1818	Carlisle, William
1819	Steves, John	Three Brothers	Schr	59.59	50.3x17.3x7.4	Hillsborough	1844	Steves, John	SJ	52	1819	Steves, John
1819	Turner, George WH	Roebuck	Schr	49.27	48.8x15.6x5.6	Harvey Bank	1833	Turner, Isaac	SJ	77	1819	Turner, George WH
1819		Amelia	Schr	111	54.8x20.3x10	Hopewell	1825?	Irvine, Robert	SJ	56	1819	Smith, Stephen
1819		Brothers	Schr	47	48.7x15.5x5.8	Hopewell	1836	Calhoun, John	SJ	51	1819	Calhoun, John
1819		Nelson	Schr	69.85	58.1x17.1x7.25	Hopewell	1842	Dickson, William	SJ	68	1919	Dickson, William
1820		Harmony	Schr	52.29	51.2x16x7.2	Hopewell	1831	Edgett, Hiram	SJ	20	1820	Edgett, Hiram
1822	Bishop, John	Morning Star	Schr	64.11	49.25x18x7.4	Hopewell	1869	Levin, William	SJ	49	1822	Peck, Ezra
1822	Steves, Matthias	Sophia	Schr	88.23	58x19.1x6.7	Hillsborough	1830	Steves, William	SJ	40	1822	Steves, Matthias
1822		Dove	Schr	37.64	40.25x15.6x6.25	Hopewell	1856	Calhoun, John	SJ	13	1823	Calhoun, John
1822		Mary and Jane	Schr	35.8	41x14.8x6.5	Hopewell	1833	Calhoun, James	SJ	16	1822	Calhoun, James
1822		Triumph	Schr	26.28	36.7x13.4x5.9	Hillsborough	1826	Edgett, William	SJ	36	1822	Edgett, William
1824	Calhoun, John	Union	Schr	53.02	50x16.25x7.4	Hopewell	1831	Calhoun, James	SJ	76	1824	Calhoun, James
1824	Clark, Samuel	Mersey	Brig	316	105.5x26.5x17.75	Hopewell	1826?	Livingston, Joseph S	SJ	10	1824	Betts, James Calvin
1824	Dudgeon, John	Betsy	Schr	37.1	41.5x15x6.3	Hopewell	1836	Dudgeon, John	SJ	18	1824	Dudgeon, John
1824	Russell, Stewart	Abigail	Schr	72.72	56.6x18x8	Hopewell	1825	Russell, Stewart	SJ	20	1824	Russell, Stewart
1825	Calhoun, John	Adelphi	Brig	189.1	100x29x18	Hopewell	1825	Wright, John	SJ	89	1825	Stirling, Robert
1825	Calhoun, John	Glorat	Brig	215.03	87.25x23.7x5.75	Hopewell	1840	Phillips, John	SJ	15	1826	Stirling, Robert
1825	McFadding, Thomas	Maria	Schr	51.12	51.75x16.4x7.6	Hopewell	1831	Bennett, Nathan	SJ	64	1825	Bennett, Benjamin
1825	Rogers, George	Crusader	Brig	309.15	101.3x26.3x18.5	Shepody	1826?	Davis, William	SJ	172	1826	Donaldson, Lauchlan
1825	Russel, Robert	Rainbow	Schr	60.79	52.1x16.75x7.6	Hopewell	1842	Russell, Robert	SJ	71	1825	Hoare, Solomon
1825	Stiles, Stephen	Favorite	Schr	60.32	52.4x16.6x7.1	Hopewell	1833	Stiles, Stephen	SJ	66	1825	Stiles, Stephen
1826	Armstrong, Cyrus	Leslie Gault	Brig	245.54	92.6x24.3x14.1	Hillsborough	1835?	Cock, William Rome	SJ	155	1826	Gault, Henry
1826	Bennett, George	Susan	Brig	214.97	86.5x23.9x10.6	Hopewell	1826	Bennett, Nathan	SJJ	161	1826	Kirk, James
1826	Brewster, James	James	Schr	89.51	62x18.7x8.5	Harvey Bank	1829?	Calhoun, James	SJ	115	1826	Calhoun, James
1826	Calhoun, John	Deliverance	Schr	50	50x16x7	Hopewell	1836	Calhoun, John	SJ	67	1826	Calhoun, John
1826	Calhoun, John Jr	Westmorland	Brig	261.61	94.5x25.1x11.5	Hopewell	1847	Bill, Robert	SJ	118	1826	Barlow, Ezekial Sr
1826	Dunlevy, Peter	Martha Ann	Schr	47.27	49x15.3x6.6	Hopewell	1835	Dunlevy, Peter	SJ	147	1826	Dunlevy, Peter
1826	McClelan, Peter	Harriett	Brig	211.61	86.25x23.7x5.2	Hopewell	1831	Taylor, Alexander	SJ	10	1827	Millidge, Thomas

1826 Peck, Elias	Lavinia	Schr	87.5	64x17.9x7.9	Hopewell	1836 Peck, Elias	SJ	141	1826 Peck, Reuben
1826	Cabinet	Brig	161	78x22x13	Hopewell	1826?	SJ	87	1826 Nesbitt, Thomas
1827 Armstrong, Cyrus	William	Bgin	161.45	78.75x21.8x12.1	Hopewell	1834?	SJ	105	1827 Hughson, Joshua
1827 Edgett, Hiram	Edward	Schr	68.26	52.1x17.75x18.5	Hopewell	1832 Edgett, Hiram	SJ	138	1827 Edgett, Hiram
1827 Robinson, Martin	Lilly	Schr	67.07	45.8x17x7.9	Hopewell	1836 Robinson, Martin	SJ	102	1827 Robinson, Martin
1827 Rogers, George	Juno	Brig	212.17	86.7x23.7x11.7	Hopewell	1830? Meiklejohn, George	SJ	107	1827 Millidge, Thomas
1828 Calhoun, John Jr	Freedom	Schr	81.28	59.75x17.9x8.75	Hopewell	1836? Calhoun, John Jr	SJ	51	1828 Calhoun, John Jr
1828 Clark, Samuel	Mary Clark	Brig	223.9	89.25x23.75x14.75	Hopewell	1829? Clark, Samuel	SJ	45	1828 Wilmot, John McNeil
1828 Edgett, John	Caroline	Schr	66.43	51.6x17.7x7.52	Hillsborough	1835 Edgett, John	SJ	70	1828 Edgett, John
1828 Rogers, George	Sappho	Brig	275.94	95.7x25.5x10.9	Hopewell	1832 Johnston, Alexander	SJ	65	1828 Mackenzie, Angus
1828 Thomson, George	Aganora	Brig	337.36	103.3x27.2x11.2	Hillsborough	1836 Wilson, Robert	SJ	92	1828 Thomson, George
1828 Whitney, James	Navarino	Bark	346.33	103.9x26.8x11.7	Hopewell	1830? Risk, Samuel	SJ	63	1828 Whitney, James
1829 Russell, Robert	Gilbert Ruggles	Schr	81.8	59x18.2x9.25	Hopewell	1829? Russell, Robert	SJ	30	1829 Russell, Robert
1829 Turner, Isaac	Elizabeth	Schr	53.11	49.2x16.3x7.1	Harvey Bank	1833 Buck, Edward	SJ	14	1829 Turner, Isaac
1830 Calhoun, James	Ruth	Schr	72.68	56x17.8x8	Hopewell	1837 Calhoun, James	SJ	59	1830 Calhoun, James
1830 Calhoun, John Jr	Charity	Brig	208.83	86.6x23.25x10.75	Hopewell	1839? Clark, Samuel	SJ	38	1830 Calhoun, John Jr
1830 Starratt, Allen	Billow	Brig	156.91	78x21.4x12.3	Hopewell	1831?	SJ	69	1830 Rogers, William
1831 Campbell, Samuel	Hannah	Bgin	100.16	66.75x18.7x9	Hillsborough	1836? Milton, Branch	SJ	70	1831 Milton, Branch
1831 Robinson, Charles	William	Brig	138.59	74.6x20.75x11.4	Hopewell	1834 Bennett, William	SJ	36	1831 Robinson, Charles
1832 Calhoun, John Jr	Martha Grace	Schr	95.21	63.2x18.6x8.25	Hopewell	1845? Cole Martin	SJ	56	1832 Calhoun, John Jr
1832 Poor, Daniel	Resolution	Schr	66	54.9x16.75x8	Hopewell	1835? Stiles, David	SJ	51	1832 Towse, John
1832 Robinson, Martin	Eliza	Schr	53	48.25x16.5x6.9	Hopewell	1832 Robinson, Martin	SJ	24	1832 Robinson, Martin
1832 Steves, Joseph	Mary Jane	Schr	58.2	51x16.6x6.6	Hillsborough	1840 Steves, Joseph	SJ	49	1832 Steves, Joseph
1833 Calhoun, John Jr	Ophir	Schr	61.02	52.25x16.6x7.5	Hopewell	1838 Calhoun, John Jr	SJ	20	1833 Calhoun, John Jr
1833 Dickson, William	Mary Dickson	Schr	85.95	60x18.5x7.8	Hopewell	1835? Dickson, William	SJ	35	1833 Dickson, William
1833 Rogers, William	Matilda	Brig	239.28	93.1x24x10.5	Hopewell	1839? Stafford, Palmer	SJ	101	1833 Rogers, William
1833	Abigail	Schr	96.53	74x18.75x9.3	Hopewell	1837 Clark, Lousia	SJ	74	1834 Hughson, William
1834 Campbell, Samuel	Margaret	Schr	77.27	54.25x17.25x18.1	Hopewell	1844 Peck, Thomas	SJ	61	1834 Peck, Thomas
1834 Clark, Samuel	Blanch	Bgin	113.55	68.8x13.5x9.5	Hopewell	1835? Clark, Samuel	SJ	63	1834 Martin, Thomas
1834 Cooke, Joseph	Betsy	Schr	47.7	46.6x15.7x5.5	Hopewell	1836 Calhoun, James	SJ	8	1834 Calhoun, James
1834 Pearson, Nicholas	Henry Bowesr	Schr	81.44	57.2x18.5x8.4	Hopewell	1840? Pearson, Nicholas	SJ	88	1834 Pearson, Nicholas
1834 Robinson, Charles	Westmorland	Brig	279.44	95.9x25.7x17	Hopewell	1848? Robinson, Charles	SJ	78	1834 Robinson, Charles
1834 Scott, Francis	Aimwell	Brig	155.4	70.3x22.7x12	Hillsborough	1835? Scott, Francis	SJ	105	1834 Scott, Francis
1834 Steves, John	Independence	Schr	84.11	49.8x18.4x8.6	Hillsborough	1840? Steves, Isaac	SJ	77	1834 Steves, George
1835 Bennett, William	Hopewell	Schr	74.52	57.25x17.5x7.9	Hopewell	1840? Bennett, Nehemiah	SJ	54	1835 Bennett, Nathan M
1835 Brewster, James	James Sayre	Brig	138.57	75.2x27x10.4	Harvey Bank	1838 Calhoun, James	SJ	100	1835 Newcombe, Beverly
1835 Coffin, David	Lord John Russell	Bark	324.16	102.4x26.8x15.3	Hopewell	1855 Clark, Samuel	SJ	3	1836 Coffin, David
1835 Stickney, Charles	Sarah Ann	Schr	102.68	65.2x19.3x9	Hopewell	1836? Thomas, Samuel	SJ	70	1835 Hughson, William
1838 Bennett, William	Dove	Schr	27.57	29x12.3x7.3	Hopewell	1837 Bennett, William	SJ	88	1838 Bennett, William

1838 Coffin, David	Albion	Schr	57.45	57x15.6x8.1	Hopewell	1841? Coffin, David	SJ	110	1838 Martin, Thomas
1839 Bennett, Nathan M	Temiscouata	Brig	124	70.6x19x11.4	Hopewell	1840? Bell, John	SJ	183	1839 Willard, Asa
1839 Bennett, Nehemiah	Lavinia	Schr	45.55	50x15.4x5.6	Hopewell	1861 Bennett, Nehemiah	SJ	15	1839 Bennett, Nehemiah
1839 Calhoun, William	Western Trader	Schr	67.96	60.7x15.8x8.6	Hopewell	1841 Calhoun, William	SJ	138	1839 Robinson, Charles
1839 Marshall, John	Morning Star	Schr	5.1	23.7x7.7x4	Hillsborough	1856 Marshall, John	SJ	71	1839 Marshall, John
1840 Clark, Samuel	Lavinia Clark	Schr	51.34	53x16.2x7.5	Hopewell	1854? Rogers, C	SJ	70	1842 Clark, Samuel
1840 Roger, George	David Coffin	Schr	64.85	61x16.2x8.5	Hopewell	1841? Steadman, John	SJ	120	1840 Steadman, John
1840 Rogers, James	Margaret	Schr	32.9	44.1x14x6.5	Hopewell	1860 Rogers, James	SJ	123	1840 Rogers, James
1840 Steves, Henry	Hillsborough	Schr	63.91	54.4x15.8x8.2	Hillsborough	1855 Steves, Edward	SJ	144	1840 Steves, Henry
1840 Thomson, William	Agenor	Schr	31.82	51x13.3x6.1	Hillsborough	1897 Thomson, James	SJ	71	1857 Thomson, James
1841 Bennett, William	Hopewell	Bark	392.14	108.5x23.8x18.3	Hopewell	1852 Kinnear, HG	SJ	102	1842 Kinnear, John
1841 Calhoun, James	Peru	Schr	52.66	56.5x16.9x7.8	Hopewell	1845? Calhoun, James	SJ	132	1841 Calhoun, James
1841 Copp, James	Mary B	Schr	18.06	39x10.9x5.4	Harvey Bank	1870 Copp, Obediah	SJ	131	1841 Copp, Obediah
1841 Gunning, James	Union	Schr	36.87	49.9x14x6.7	Coverdale	1852 Jones, A	SJ	120	1841 Gunning, James
1843 Bennett, Nehemiah	Perseverance	Bark	489.83	121x24.5x19.3	Hopewell	1843 Bennett, William	SJ	51	1843 De Mill, Nathan Smith
1843 Rogers, David	Paul Jones	Schr	7.1	31.5x9.2x4.3	Hopewell	1856 Bradley, Joshua	SJ	42	1843 Rogers, David
1844 Bennett, Nehemiah	Brothers	Schr	71	57.4x17.6x8	Hopewell	1849 Bennett, Nehemiah	SJ	47	1844 Bennett, Nehemiah
1844 Calhoun, William	Grace Darling	Bgtn	67	63x17.5x7.8	Hopewell	1850? Calhoun William Jr	SJ	77	1844 Calhoun, William
1844 Newcomb, Andrew	Petrel	Schr	6.88	28x7.7x3.9	Harvey Bank	1858 Newcomb, Andrew	SJ	82	1844 Newcomb, Andrew
1845 Jones, Abner	James Clark	Bgtn	90.87	69.8x17.5x9	Hillsborough	1847? Jones, Abner	SJ	111	1845 Jones, Abner
1846 Bennett, Nathan M	Peruvian	Schr	79.32	65x16.8x8.7	Hopewell	1860? Cole, Martin	SJ	106	1846 Cole, Martin
1846 Chambers, James	Olive Branch	Schr	58.2	60.5x16.3x7.6	Coverdale	1866 Gunning, James	SJ	114	1846 Sullivan, Oliver
1846 Newcomb, Andrew	Leveret	Bgtn	109.21	74.6x17.4x10	Hopewell	1856 Rogers, James	SJ	153	1846 Rogers, James
1847 Bennett, Nehemiah	British Empire	Brig	157	84.1x19.9x12.1	Hopewell	1855? Read, Joseph	H	178	1847 Read, Joseph B
1847 Bennett, William	Elizabeth Bentley	Ship	867.1	162x32x21.6	Hopewell	1857 Bennett, William	SJ	3	1848 De Mill, Nathan Smith
1847 Rogers, James	Cambria	Ship	484.44	123.3x25.4x18.8	Hopewell	1854 Ring, Jebediah	SJ	175	1847 Ring, Jebediah
1848 Bishop, John	Friends	Schr	51.73	56.5x16.9x7.7	Shepody	1874 Bishop, Charles E	SJ	82	1848 Purdy, John Dean
1848 Brewster, James	Amanda	Schr	62.24	60.8x17.1x7.7	Harvey Bank	1864 Wells, James E	SJ	66	1848 Brewster, James
1848 Brewster, James	Harvest Home	Schr	30.46	48.5x13.2x6.2	Harvey Bank	1870 Copp, Obediah	SJ	2	1849 Brewster, James
1848 Carlisle, Milner	Chancellor	Schr	46.75	52.7x16.1x7.6	Hillsborough	1869 Carlisle, Milner	SJ	64	1848 Milner, William
1848 Foster, Joel	Olivia	Schr	53.62	57x16.8x7.5	Harvey Bank	1870 Whelpley, John	SJ	121	1848 Foster, Joel
1849 Bennett, Nathan M	Albert	Schr	51.38	56.8x15.3x7.6	Hopewell	1860 Dickson, Alfred	SJ	58	1849 Allison, Joseph H
1849 Bennett, Nathan M	Celeste	Schr	69	66x16x8	Hopewell	1870	H	111	1849 Seaman, Job
1849 Bennett, William	Albert	Brig	170.03	92.5x20.2x12.4	Hillsborough	1856 Isaac, Abel	SJ	137	1849 Bennett, William
1849 Bennett, William	William Allen	Bgtn	132.25	81.1x19.2x10.6	Hopewell	1853? Bennett, William	SJ	72	1849 Bennett, William
1849 Coonan, George	Kirkwood	Brig	135.59	82.6x21x10.2	Cape Enrage	1849 Atkinson, Isaac C	SJ	36	1849 Jenkins, John
1849 Coonan, George	Ori	Schr	74.37	74.1x16.75x8.2	Cape Enrage	1857 Sharp, William	SJ	147	1849 Price, James
1849 Edgett, Ward	Planet	Schr	68.12	59x16.6x8.9	Hillsborough	1850? Wright, William J	SJ	19	1849 Allison, Edward
1849 Furness, John	Covenant	Schr	76.05	67.6x18.3x7.9	Coverdale	1859 Furness, Thomas	SJ	86	1849 Furness, Thomas Jr

1849 Jones, Abner	Blanch	Bark	411.7	111.2x25.5x17.1	Hillsborough	1854? DeForest, George	SJ	35	1849 Salter, George
1849 Russell, John Rogers	Peerless	Schr	61.57	66.7x16x7.5	Hopewell	1859 Russell, John R	SJ	68	1849 Rogers, James
1850 Bennett, Nathan M	Alice Bentley	Barq	538.95	127.4x28x18.7	Hopewell	1850 Steel, William	SJ	3	1850 De Mill, Nathan Smith
1850 Bennett, Nathan M	Thomas	Schr	49.07	61.4x13.3x6.7	Hopewell	1880? Buck, George Jr	SJ	62	1850 Buck, George Jr
1850 Bennett, William	Refuge	Ship	825.91	135x30x21.7	Hillsborough	1868? Bennett, William	SJ	113	1850 Bennett, William
1850 Jones, Abner	Crescent	Brig	129.12	86.6x19.4x10.8	Hillsborough	1851? Salter, Joseph	SJ	65	1850 Salter, George
1851 Foster, Joel	Foster	Schr	69	66x18x8	Alma	1870	H	21	1851 Minude, Amos S
1851 Martin, Thomas	Allison	Schr	50.91	57.9x16.1x7.1	Harvey	1874 Martin, Thomas	SJ	60	1851 Allison, Edward
1851 Rogers, George	Resolution	Schr	52.22	64.8x16.3x6.7	Hopewell	1863? Roger, Christopher	SJ	77	1851 Rogers, George
1852 Bennett, William	Lady Westmoreland	Ship	870.2	159.9x30.9x21.4	Hillsborough	1875 Bennett, William	SJ	98	1852 Bennett, William
1852 Chambers, James	Henry E Parker	Schr	52.92	58.1x15.9x7.5	Hillsborough	1862 Dickson, Alfred	SJ	67	1852 Dickson, Alfred
1852 Newcomb, Andrew	Rural Maid	Schr	11.06	35.9x8.9x4.6	Hopewell	1871 Newcomb, Andrew	SJ	116	1852 Newcomb, Andrew
1852 Russell, John Rogers	Sarah	Bgtn	143.37	84.5x22.1x10.2	Hopewell	1855 Russell, John R	SJ	108	1852 Russell, John Rogers
1852 Stevens, John C	Effort	Schr	89.82	62.7x16.8x11.1	Alma	1859? Hanford, Thomas	SJ	97	1852 Hanford, Thomas
1853 Bennett, Nathan M	Eliza	Schr	105.08	71.1x18.2x8.4	Hopewell	1854? Wright, William J	SJ	56	1853 Short, William
1853 Bennett, William	Emma	Ship	1049.23	182.3x31.6x21.7	Hopewell	1861 Beyea, William W	SJ	127	1853 De Mill, Nathan Smith
1853 Bishop, John	Robert Robinson	Schr	68.52	64.8x16.2x8	Hopewell	1855 Lee, William	SJ	90	1853 Lee, William
1853 Coffin, David	Moselle	Schr	95.26	74x17.7x9	Shepody	1856? Simpson, William	SJ	74	1853 Salter, George
1853 Jones, Abner	Richard Wright	Bgtn	127.91	78.2x19.3x11	Hillsborough	1854 Violet, Charles	SJ	181	1853 Bustin, James
1854 Allison, Edward	Thalia	Bark	221.49	105.6x22.9x10.7	Hillsborough	1855 Boddie, David	SJ	166	1854 Holden, John
1854 Bennett, Nathan M	Clarence	Brig	200.71	97.5x22.2x11	Hopewell	1854 Spasie, John	SJ	14	1854 De Mill, Nathan Smith
1854 Bennett, Nathan M	Favorite	Ship	787	157.3x33x20.2	Hopewell	1866?	SJ	179	1854 De Mill, Nathan Smith
1854 Bennett, Nehemiah	Melicete	Ship	1147.62	186.8x32.9x22.4	Hopewell	1876? Stanton, George	SJ	178	1854 De Mill, Nathan Smith
1854 Duffy, Farnis	Albert	Bgtn	168.96	91.4x20.9x9.7	Hillsborough	1856 Steves, John A	SJ	132	1854 Steeves, William A
1854 Foster, Joel	Margaret A	Schr	88.05	71.8x19.9x8.1	Harvey Bank	1862 Anderson, David	SJ	101	1854 Anderson, David
1854	Hillsborough	Schr	51.46	61.6x18x7.2	Hillsborough	1884 Irving, William	SJ	52	1855 Irving, William
1855 Betts, Azor	Conquest	Ship	1046.75	191.1x38.8x22.3	Hopewell	1861 Brewer, Jacob	SJ	88	1855 Purdy, John Dean
1855 Bishop, John	Alma	Brgn	165.14	86.6x24.8x11.1	Hopewell	1864 Fitzpatrick, David	SJ	60	1855 McLaughlin, CW
1855	Iona	Schr	113.59	82.3x23x10	Hillsborough	1857	SJ	98	1855 McLaughlan, Charles
1855	Peri	Bark	210.02	107x25.7x11.5	Hopewell	1858	SJ	87	1855 Rogers, James
1856 Bennett, Nathan M	Charles	Bgtn	183.09	102.6x27.2x10.3	Hopewell	1859?	SJ	61	1856 Bennett, Nathan M
1856 Bennett, Nehemiah	Elizabeth	Bgtn	174.6	102.5x27.5x9.8	Hopewell	1861?	SJ	63	1856 Bennett, Nehemiah
1856	Milo	Brig	238.73	109.4x26x11.9	Hillsborough	1858?	SJ	85	1856 McLaughlan, Charles
1857 Bennett, Nathan M	Mary Ann	Brig	165.31	93.9x25.7x10.6	Hopewell	1862? Cole, Martin	SJ	36	1857 Cole, Martin
1857 Brewster, Gilbert	SL Tilley	Schr	117.65	89.8x22.9x9.2	Harvey Bank	1863	SJ	60	1857 Brewster, Gilbert
1857 Cole, Martin	Lady Elthea	Schr	21.16	41.2x12.5x5.3	Hopewell	1897	SJ	99	1857 Cole, Martin
1857 Foster, Nathaniel	Lizzie Sturgess	Schr	119.33	87x24x9.35	Alma	1858	SJ	33	1857 Eaton, George
1857 Rogers, George	Independence	Bgtn	134.5	84.3x23.9x9.9	Hopewell	1863?	SJ	25	1857 Rogers, George
1857 Russell, John Rogers	Florence Nightingale	Bark	220.49	116.7x25.7x11.1	Hopewell	1879?	SJ	26	1857 Russell, John Rogers

1857	Adriatic	Bark	259.51	117.3x27.1x11.9	Hillsborough	1859	SJ	22	1857 Robertson, Robert
1857	Arno	Schr	48.91	60.5x19.5x7.25	Hillsborough	1871	SJ	52	1857 Gross, Richard A
1859	Bennett, Josiah	Bgun	139.89	88x25x10.3	Hopewell	1870? Cole, Martin	SJ	22	1859 Cole, Martin
1859	Bennett, Nehemiah	Bgtn	110.31	81.55x22.9x9.7	Hillsborough	1864	SJ	28	1859 Bennett, Nehemiah
1859	Betts, Azor	Bark	407.04	130x28.3x17.05	Hopewell	1861 Henney	SJ	64	1859 Turnbull, William W
1859	Bishop, John	Schr	66.54	70.4x20.5x8.2	Hopewell	1864 Bishop, John	SJ	62	1859 Bishop, John
1860	Bennett, Nathan M	Bgtn	176.6	102x25.95x10.75	Hopewell	1868? Cole, Mariner, L	SJ	29	1860 Bennett, Nathan M
1860	Russell, John Rogers	Schr	137.78	87x23.1x10.8	Hopewell	1862?	SJ	22	1860 Masters, Arthur W
1860	Steves, Dawson	Bgtn	114.19	89.8x24x8.5	Hillsborough	1866	SJ	39	1860 Steves, Hugh
1860		Schr	58.78	67.6x21x7.7	Harvey Bank	1876 Reed, Benjamin	SJ	19	1860 Bennett, Joel
1861	Bishop, John	Schr	129.19	82.7x26x9.5	Hopewell	1867 Fitzpatrick, David	SJ	50	1861 Masters, Arthur W
1861		Bgtn	157.74	98.2x26.2x10.8	Hopewell	1862	SJ	26	1861 Turner, Isaac
1862	Newcomb, Gilbert	Bgtn	154.92	90.4x25x10.7	Hopewell	1867? Daniels, William	SJ	14	1862 Jamieson, Nelson
1862		Bgtn	93.75	79.7x22x8.6	Hopewell	1871?	P	3	1862 Read, Joseph
1862		Bark	442.15	134x29x17.6	Hillsborough	1871	SJ	54	1862 Marshall, William F
1863	Bennett, Nathan M	Bgtn	160.2	90.6x25.5x10.45	Hopewell	1863 Cremor, Bart	SJ	58	1863 Cremor, Bartholomew
1863	Bishop, John	Schr	87.59	75.7x22.1x9.3	Hopewell	1868	SJ	70	1863 Eaton, George
1863	Pye, Edward	Bgtn	351.14	115.25x28.2x11.7	Hopewell	1866 Leland	SJ	91	1863 Pye, Edward
1863	Rose, Simon Fraser	Bgtn	173.86	95.6x24.4x10.3	Hopewell	1871 Hamilton, Rufus	SJ	71	1863 Calhoun, Joseph
1863		Brig	314.77	122.4x29.1x12.8	Hillsborough	1867? Atkinson, Vance	SJ	44	1863 Robertson, Robert
1864	Bennett, Edwin	Bgtn	177.81	101.9x25.7x11	Hillsborough	1864	SJ	30	1864 De Mill, Nathan Smith
1864	Bennett, Joel	Bgtn	166.05	96.8x26.1x10	Hopewell	1868 Fitzpatrick, David	SJ	66	1864 Bennett, Joel
1864	Bennett, Nathan M	Bark	430.17	136.3x30.7x17	Hopewell	1875 Robinson, William C	SJ	85	1864 Masters, Arthur W
1864	Brewster, Gilbert	Bgtn	278.65	114.9x29.2x11.6	Harvey Bank	1873	SJ	108	1864 Brewster, Gilbert
1864	Coonan, James E	Schr	72.37	69.5x21.1x8	Harvey Bank	1871 Coonan, George A	SJ	19	1864 Coonan, James E
1864	Hickman, William	Bark	397.15	136.1x30.5x12.9	Hillsborough	1893	SJ	41	1864 Hickman, William
1864	Peck, Miles	Bgtn	171.97	97.3x25.65x10.2	Hopewell	1866 Gray, Andrew G	SJ	70	1864 Peck, Miles
1864	Pye, John Leander	Bgtn	168.91	93.6x26.5x9.8	Hopewell	1872 Pye, John L	SJ	24	1864 Bovey, Charles A
1864	Rose, Simon Fraser	Bgtn	182.49	94.2x25.9x10.75	Hopewell	1868 Stiles, David	SJ	46	1864 Byers, John
1865	Coonan, Samuel F	Bgtn	293.03	110.75x29x12	Roshea	1874? Coonan, George A	SJ	37	1865 Manley, William
1865	Hickman, William	Bark	626.29	151.3x33.2x18.5	Hillsborough	1873?	SJ	72	1865 Hickman, William
1865	Newcomb, Gilbert	Brig	237.64	114.2x27.4x11.8	Hopewell	1867? Cole, Jonathon	SJ	52	1865 Jamieson, Nelson
1865	Oliver, David	Bgtn	235.49	102.5x26.9x11.1	Roshea	1865 Oliver, Warren	SJ	34	1865 Oliver, David
1865	Peck, Wesley	Bgtn	112.77	89.1x25.8x9.8	Hopewell	1884 Edgett, Hiram	SJ	9	1866 Burpee, Isaac
1865	Pye, Edward	Schr	92	76.2x22.4x8.8	Hopewell	1875?	SJ	23	1865 Pye, Edward
1865		Sloo	11.8	33x11x5	Harvey Bank	1894 Hatfield, William	SJ	99	1865 Hatfield, William
1865		Bgtn	154.77	97.3x25.3x10.1	Hillsborough	1870 Walters, David P	SJ	38	1865 Wallace, John
1865		Bark	342.03	121x29.9x12.5	Hopewell	1873?	SJ	70	1865 Robinson, George N
1866	Bishop, John	Bgtn	135.93	93.7x23.7x9.3	Hopewell	1867	SJ	74	1866 Hamilton, James

1866 Copeland, Phillip C	Palmerston	Schr	98.65 78.2x22.8x9	Alma	1867 Foster, Albert J	SJ	24 1866 Jones, Thomas R
1866 Dowling, Edward	Ida Cutten	Bgtn	172.76 97.6x26x10.6	Hillsborough	1871 Carter, Benjamin	SJ	37 1866 Gross, Richard A
1866 Fitzpatrick, David	Aganora	Bark	398.48 123.3x29.3x17	Hopewell	1872 Fitzpatrick, David	SJ	60 1866 Strang, Samuel
1866 McClellan, Peter	Ottawa	Schr	146.72 85.7x22.8x8.5	Hopewell	1873 Pye, Edward	SJ	57 1866 McClellan, Abner R
1866	CT Tompkins	Bgtn	180.98 97x26.5x10.4	Hillsborough	1870 Walters, David P	SJ	56 1866 Wallace, John
1866	Mayflower	Schr	22.53 48.3x15x6.7	Coverdale	1876	SJ	28 1866 Steves, Peter
1867 Bennett, Nathan M	Bonito	Bgtn	197.67 94x27.4x11.4	Hopewell	1876?	SJ	31 1867 Byers, John
1867 Bennetts	Enoch Arden	Bark	679.94 148.2x34.5x19.5	Hopewell	1869 Calhoun, John	SJ	30 1867 Calhoun, John
1867 Bishop, Mariner	Welcome Home	Schr	73.43 69.2x19.3x8.45	Hopewell	1871 Hatfield, James	SJ	7 1868 Taylor, Charles T
1867 Bray, Abraham	Charfotte	Bgtn	160.24 90.5x25.9x10.7	Hopewell	1867 Carter, Benjamin	SJ	55 1867 Bray, Abraham
1867 Oliver, Warren	PW	Schr	81.12 75x24x7.2	Alma	1887 Oliver, Warren	SJ	83 1867 Oliver, Warren
1867 Pye, Edward	Florence	Bgtn	238.95 102.8x26.9x9.9	Hopewell	1873 Pye, Thomas R	SJ	56 1867 McClellan, Abner R
1867 Pye, John Leander	JL Pye	Bgtn	357.34 120x28.5x16.6	Hopewell	1871 Fitchet, Thomas R	SJ	82 1867 Pye, John Leander
1867	GS DeForest	Schr	74.87 72x22.3x8.15	Hillsborough	1877 Irving, William	SJ	57 1867 Steves, George
1867	J and G Wright	Bgtn	249.52 112x27.6x12.1	Coverdale	1871	SJ	45 1867 Smith, Lewis
1867	John Lewis	Bgtn	199.32 106x27.2x10.9	Hillsborough	1869	SJ	60 1867 Lewis, John
1868 Bennett, Joel	Barracouta	Bgtn	381.31 116.2x28x17	Hopewell	1874 Kinney, Samuel A	SJ	48 1868 Bennett, Joel
1868 Bennett, Nathan M	John Macdonald	Bgtn	241.85 97x27.3x14.4	Hopewell	1873 Stiles, David	SJ	12 1868 Stiles, David
1868 Bishop, John	Mariner	Schr	55.29 66.7x19.8x7.11	Hopewell	1873 Bishop, John	SJ	74 1868 Taylor, Charles T
1868 Condon, John	Hopewell	Schr	87.49 74.5x24.1x7.4	Hopewell	1876 Pye, Edward	SJ	30 1868 McClellan, Abner R
1868 Cutton, David	Annie E	Schr	149.23 92.8x21.3x9.2	Hillsborough	1875 Edgett, George	SJ	52 1868 Cutton, David
1868 Cutton, David	Belle Walters	Bgtn	399.79 124.9x29.9x16.9	Hillsborough	1884 Walters, David P	SJ	69 1868 Calkin, John B
1868	Anna Lindsley	Bgtn	217.39 104x27x11.5	Hopewell	1875?	SJ	70 1868 Albert Manufacturing
1868	Templar	Schr	81.07 71x21.9x8.9	Hopewell	1900	P	4 1868 Stevenson, James
1868	Tom	Schr	14.09 40.4x13x4.7	Harvey Bank	1892 Reed, Rufus	SJ	32 1868 Reed, Rufus
1868	Torryburn	Bark	448.74 129x30x17.4	Hopewell	1885 McMan, Winthrop	SJ	72 1868 McMan, Winthrop R
1869 Bishop, Mariner	Cyclone	Schr	90.27 82.4x21.5x8.6	Hopewell	1872 Bishop, Mariner	SJ	43 1869 Taylor, Charles T
1869 Bray, Abraham	JR Lawrence	Schr	106.42 80x25.8x8	Hopewell	1872	SJ	34 1869 Bray, Abraham
1869	Aden	Schr	50.51 60.5x19.3x7.3	Hopewell	1876 Wood, William	SJ	36 1869 Boggs, Richard
1869	Bessie	Schr	40.18 63.5x18.3x6.3	Hopewell	1890	SJ	45 1869 Rogers, Alexander
1869	Emma F. Secor	Bark	571.7 139.5x32x18.7	Hopewell	1876? Coonan, George A	SJ	60 1869 Gerow, George W
1870 Bennett, Nathan M	Parana	Bgtn	293.15 111.4x27.6x12.2	Hopewell	1881 Edgett, Solomon	SJ	40 1870 Ketchum, Ezekial B
1870 Newcomb, Gilbert	JW Beard	Bgtn	397.14 125.5x29x17.3	Hopewell	1883? Carter, Benjamin	SJ	56 1870 Dickson, James E
1870	Annie W	Schr	74.96 79.6x25.5x6.7	Hopewell	1890	SJ	2 1887 Pye, John Leander
1870	Nelson	Schr	148.97 94x25.8x9.4	Coverdale	1876? Wright, John	SJ	41 1870 Smith, Lewis
1871 Bennett, Joel	Henrietta	Bark	562.37 135x32.5x19.2	Hopewell	1880 Bennett, Albert	SJ	65 1871 Calhoun, John
1871 Bennett, Joel	Silver Cloud	Bark	489.28 133.6x31x18.1	Hopewell	1880 Taylor, Thomas H	SJ	37 1871 Bennett, Joel
1871 Brewster, Gilbert	JM Stevens	Schr	145.42 94.4x26.4x9.2	Harvey Bank	1884? Edgett, Arthur	SJ	30 1871 Turner, Gaius S
1871	WNH Clements	Bgtn	428.54 124.3x30x17.2	Hopewell	1889? Lewis, William F	SJ	76 1871 Deveber, Jeremiah S

1872 Bennett, Nehemiah	Albert	Stm	87.07	92x27.3x8.1	Hopewell	1881 Stiles, David	SJ	77	1872 Calhoun, John
1872 Foster, Nathaniel H	Mary Grace	Schr	19.89	45.8x15x5.7	Alma	1898 Elliott, John	SJ	69	1872 Elliott, John
1872 Martin, Owen	PC Copeland	Schr	145.34	97.7x28.1x8.8	Alma	1873 Martin, Owen	SJ	42	1872 Vernon, Gideon
1872 Pye, Edward	Charles A Bovey	Bgtn	172.05	103x28.3x9	Hopewell	1878 Price, William B	SJ	32	1872 Calhoun, William S
1872 Pye, John Leander	Royal Harrie	Bktn	487.77	137.7x32x16.9	Hopewell	1891? Winers, John	SJ	80	1872 Leonard, John
1872 Russell, John Rogers	Lizzie R	Schr	210.41	111.1x26.35x11.4	Hopewell Hill	1873 Starratt, Joseph H	SJ	1	1873 Russell, John Rogers
1872	Delta	Schr	109.37	79.1x25.2x8	Hopewell	1883 Turner, James B	SJ	29	1872 McClellan, Abner R
1872	La Plata	Brig	452.77	120.6x30.5x17.5	Hopewell	1878 Kinne, Samuel A	SJ	103	1872 Ketchum, Ezekial B
1872	Minnie	Schr	72.92	72.3x21.1x7.9	Hopewell	1881 Bishop, John Jr	SJ	43	1872 Bishop, John Jr
1873 Brewster, Gilbert	Harvey	Schr	145.53	98.7x22.2x9.3	Harvey Bank	1922 Bishop, James Ed	SJ	38	1873 Turner, Gaius S
1873 Calhoun, John	Zingu	Bgtn	199.59	103x28.9x10.8	Hopewell	1882 Golloghy, Dennis	SJ	76	1873 Ketchum, Ezekial B
1873 Foster, Nathaniel H	Maud C	Schr	193.79	103.7x21.1x10.1	Alma	1896 Foster, Hiram J	SJ	83	1873 Foster, Nathaniel H
1873 Pye, Edward	Maggie Wood	Bgtn	219.58	103.3x28.4x11.4	Hillsborough	1877? Wood, Council T	SJ	18	1873 Steeves, Joshua M
1873 Pye, Edward	Vesper	Schr	196.6	104.2x27.9x10.5	Hopewell	1880? Copp, William A	SJ	39	1873 Carnwath, James
1873 Pye, John Leander	St Olaves	Bark	571.71	145.3x32x18.2	Hopewell	1888 Carter, Benjamin T	SJ	57	1873 De Veber, Jeremiah S
1874 Bennett, Henry	Romola	Bgtn	298.22	116.5x28.9x12	Hopewell	1885 Edgett, Hiram	SJ	2	1875 Smith, George F
1874 Calhoun, John	Harry Bailey	Bark	713.79	152.2x34.3x19.4	Hopewell	1903 Smith, James Ed	SJ	28	1874 Leonard, John
1874 Calhoun, John	King Cedric	Ship	1297.48	195.9x38.7x23.8	Hopewell	1889? Berry, Joseph T	SJ	53	1874 Vaughn, David M
1874 Copeland, Phillip C	Busiris	Schr	248.51	108x28.7x10.5	Alma	1889 Watson, Owen	SJ	30	1874 Read, Joseph B
1874 Newcomb, James	Riverside	Schr	108.86	81.7x24.5x8.5	Riverside	1888 Copp, Warren	SJ	14	1874 McClellan, Abner R
1874 Steves, Bliss	Para	Bgtn	281.48	104.5x28.4x12	Hillsborough	1884 Robinson, William H	SJ	18	1874 Ketchum, Ezekial B
1875 Foster, Nathaniel H	Blanco	Bgtn	343.9	122.2x29.5x12.8	Alma	1891 Foster, William J	SJ	11	1875 Kirk, James
1875 Pye, Edward	Stella R	Schr	72.2	69.3x21.9x7.4	Hopewell	1896 Wilber, John	SJ	22	1875 McClellan, Abner R
1875 Turner, Gaius S	Revolving Light	Ship	1316.78	196.4x38.3x23.9	Harvey Bank	1900? Coonan, George A	SJ	44	1875 McMann, Winthrop R
1876 Brewster, Gilbert	Flora McLeod	Schr	48.49	39.1x18.7x6.9	Harvey Bank	1876 Stevens, Samuel T	SJ	24	1876 Brewster, Gilbert
1876 Copeland, Phillip C	GF Hatheway	Schr	133.08	88.3x26.9x8.4	Alma	1881 Hogart, William	SJ	22	1876 Hoar, Stephen Stiles
1876 Foster, Nathaniel H	Clarine	Schr	96.21	76.8x25.9x7.2	Alma	1899 Teare, James	SJ	38	1876 Alma Lumber & Ship
1876 Turner, Gaius S	Serrano	Bark	593.85	145.8x31.3x18.2	Harvey Bank	1899 Edgett, Solomon	SJ	30	1876 Smith, George F
1877 Cook, Joseph	Endeavour	Schr	64.52	67x21.7x7.4	Hopewell	1891 Cook, Joseph	SJ	27	1877 Cook, Joseph
1877 Martin, Thomas	Elysia A	Schr	88.15	72.3x22.1x8.3	Alma	1878 Pye, Frank	SJ	40	1877 Anderson, William C
1877 Pye, Edward	Elgin	Bark	549.22	138.8x31.3x18.2	Hopewell	1899? Turner, Henry A	SJ	13	1877 McClellan, Abner R
1877 Turner, Gaius S	Earl Granville	Ship	1193.18	188.1x37.7x23.1	Harvey Bank	1906 Copp, William H	SJ	31	1877 Steeves, Gilbert M
1877	William Wallace	Schr	60.9	63.5x20.9x7.1	Hillsborough	1887	P	1	1874 Shaughnessy, Henry
1878 Condon, John	Maggie Willet	Schr	147.58	86x26.1x10	Hopewell	1892 Stewart, Andrew	SJ	34	1878 Dowling, Caleb
1878 Foster, Nathaniel H	Capenhurst	Bark	606	148x31.9x17.9	Alma	1894	L	3	1879 Steeves, Gilbert M
1878 Turner, Gaius S	Salacia	Bark	796.64	167.7x35.7x19.1	Harvey Bank	1897? Andrews, Frederick	SJ	15	1878 Smith, George F
1879 Jones, Abner	Meta	Schr	99.05	76.5x24.15x7.8	Hillsborough	1883 Edgett, John	SJ	23	1879 Gross, Richard A
1879 Martin, Owen	Edmund	Schr	107.04	74x23.5x9	Alma	1890 Martin, Owen	A	1	1979 Read, Joseph B
1879 Pye, Edward	George Calhoun	Schr	114.89	89x25.3x7.7	Hopewell	1884 Starkey, Charles	SJ	3	1879 Starkey, Charles W

1879 Turner, Gaius S	Coringa	Ship	1343.43	193x38.7x23.5	Harvey Bank	1900	W	3	1879 Smith, Bennett D
1879 Turner, Gaius S	Egeria	Bark	896.7	173.1x35.9x19.5	Harvey Bank	1906 Carter, Benjamin	SJ	35	1879 Smith, George F
1880 Dowling, Caleb	Keewaydin	Bark	833	153x32.5x18.6	Hopewell	1888 Robinson, William E	SJ	117	1880 Dowling, Caleb
1880 Foster, Nathaniel H	Annie Simpson	Schr	169.39	92.7x27.3x10.2	Alma	1892? Simpson, John E	SJ	4	1880 Elkon, Robert C
1880 Turner, Gaius S	Latona	Bark	948.16	180.1x36.3x20.1	Harvey Bank	1894 Robinson, William A	SJ	35	1880 Smith, George F
1881 Dowling, Caleb	Wawbeck	Schr	99.85	76.4x24.8x8.2	Hopewell	1900 Balsler, Alfred	SJ	11	1883 Steeves, Joshua M
1881 Foster, Nathaniel H	Gondola	Schr	185.84	100.1x27.9x9.5	Alma	1890 Martin, Owen	SJ	57	1883 Martin, Owen
1881 Turner, Gaius S	Galatea	Bark	1178.37	194x38.3x22.7	Harvey Bank	1899 Tingley, Paul R	SJ	40	1881 Smith, George F
1882 Cook, Joseph	Carlotta	Schr	243.64	104.9x27.7x11.3	Hopewell	1900 Read, Joseph A	SJ	27	1882 Cook, Joseph
1882 Dowling, Caleb	Magellan	Schr	223.67	103.3x28x10.8	Hopewell	1892 Wood, Council T	SJ	20	1882 Dowling, Caleb
1882 Hoar, S.S.	Alma	Schr	194.03	98x27.4x10.5	Alma	1888 Hogan, William	SJ	44	1882 Stephenson, William
1882 Turner, Gaius S	Argyll	Bgtn	299.48	119.2x29.9x12.1	Harvey Bank	1898 Wilbur, John T	SJ	25	1882 Turner, Gaius S
1883 Bishop, John	Loyalist	Schr	86.55	74.0x23.9x7.6	Lower Cape	1884 Bishop, Clifford N	SJ	29	1883 Whiting, William Isaac
1883 Copeland, Phillip C	Dallas Hill	Schr	109.98	82.2x26.6x7.2	Alma	1888 Robson, George	SJ	22	1883 Vaughn, George J
1883 Dowling, Caleb	Hattie C	Schr	181.64	97.5x28.4x10.7	Hopewell	1921 Stewart, Andrew	SJ	37	1883 Dowling, Caleb
1883 Lynds, Ernest W	Maud Pye	Schr	99.55	81.6x26.4x7.4	Hopewell	1894 Dixon, Arlington	SJ	20	1883 Lynds, Ernest William
1883 Peters, Joshua	Ethel B	Schr	97.44	78.2x14x8.2	Coverdale	1903 Irving, George H	SJ	1	1883 Peters, Joshua
1883 Turner, Gaius S	Vandalia	Ship	1482.05	210.2x40.2x24.2	Harvey Bank	1889 Coonan, George A	SJ	44	1883 Smith, George F
1884 Turner, Gaius S	Constance	Ship	1591.91	221.3x41.1x24.3	Harvey Bank	1897? Andrews, Fred	SJ	30	1884 Smith, George F
1885 Jamieson, William B	Ethandune	Bktn	392.79	132.9x31.7x13	Hopewell	1892? Jamieson, Barlow	SJ	16	1885 Steeves, Joshua M
1885 Lynds, Ernest W	Maggie Lynds	Schr	66.92	60.9x22.7x7.2	Hopewell	1901 Wilson, George D	M	1	1885 Smith, James Williard
1885 Turner, Gaius S	Annie E Wright	Ship	1863.21	237.9x43x24.2	Harvey Bank	1897	D	1	1885 Smith, John Nelson
1886 Shields, John J	Cerdic	Schr	119.61	82.9x26.2x7.6	Alma	1917 Shields, John J	SJ	31	1886 Shields, John J
1886 Turner, Gaius S	Howard A Turner	Bktn	504.53	158.5x33.5x13.2	Harvey Bank	1890 Pitman, Samuel	D	1	1886 Turner, Gaius S
1887 Peck, Robert Chester	JP Aines	Schr	86.92	76.6x23.9x6.2	Hopewell	1890 Cook, Joseph	SJ	1	1887 Peck, Robert C
1887 Starratt, William S	Gipsy	Schr	32.5	52.3x16.9x5.9	Waterside	1923 Hoar, Haliburton	SJ	2	1887 Starratt, Stonewall J
1887 Turner, Gaius S	Arabella	Schr	205.14	100x28.3x10.7	Harvey Bank	1887 Buck, William E	D	1	1887 Turner, Gaius S
1888 Rose, Simon Fraser	Demozelle	Schr	163.47	94x28.1x9.2	Hopewell	1907 Martin, Luther	SJ	16	1888 Rose, Simon Frase
1888 Steeves, Joshua Miles	Wascano	Schr	115.31	88.2x26.3x8.2	Coverdale	1905 Balsler, Alfred	SJ	13	1888 Steeves, Joshua M
1889 Dixon, Warren	Harry W Lewis	Schr	297.36	121.6x31.5x11	Hopewell	1919 Hunter, John	SJ	39	1889 Dixon, Warren
1889 Edgett, Edward	Delta	Stm	12.12	34.5x12.8x4.85	Hillsborough	1919 Edgett, Edward	M	4	1889 Edgett, Edward
1889 Peck, Robert Chester	Fraulein	Schr	148.97	93.2x28.4x8	Hopewell	1904 Crocker, Weston	M	2	1889 Peck, Robert C
1889 Staratt, William S	Waterside	Schr	161.27	101x28.2x8.6	Waterside	1897 Chambers, Herbert	SJ	35	1889 McLauchlan, William
1889 Turner, Gaius S	Carrie L. Smith	Bark	597.75	162.7x34.4x15	Harvey Bank	1908 Classon, Francis	SJ	24	1889 Smith, John Nelson
1890 Martin, Owen	Heber	Bktn	334.69	134x31.3x11.6	Alma	1894 Dowling, Gordon,	SJ	35	1890 Martin, Leonard
1890 Staratt, William S	Victory	Schr	124.28	86.6x27.7x7	Waterside	1903 Stiles, Albert P	SJ	31	1890 Lynds, Ernest William
1890 Turner, Gaius S	Alert	Bark	530.91	163.3x34.6x13.3	Harvey Bank	1905 Pitman, Samuel	SJ	14	1890 Smith, John Nelson
1890 Wright, James	HR Emmerson	Schr	98.35	78.5x24.8x7.7	Coverdale	1891? Bishop, James	M	1	1890 Wright, James
1891 Benjamin, Silas	Scud	Schr	10.8	34.8x12.1x5.1	Hopewell	1912 Edgett, John Abiel	M	4	1891 Edgett, John Abiel

1891 Copp, William A	Utility	Schr	124.43	94.1x26.2x8.7	Waterside	1891 Copp, William	M	2	1891 Copp, William Albert
1891 Dixon, Warren	WW McLauchlan	Bark	470.8	160.3x38.4x13.2	Hopewell	1909 Wells, Edward	SJ	20	1891 Dixon, Warren
1891 Jamieson, Barlow P	Enterprise	Bktn	499.35	159.3x33.4x13	Hopewell	1911 Jamieson, Barlow	SJ	3	1891 Jamieson, Barlow P
1891 Turner, Gaius S	Alexander Black	Bark	595.33	165.8x34.9x13.3	Harvey Bank	1912 Buck, Lemuel A	D	11	1891 Black, Alexander
1892 Brewster, Gilbert	Velina A	Schr	8.83	32.6x12.1x4.4	Harvey Bank	1907 Derry, James A	M	1	1892 Derry, James A
1892 Dixon, Warren	Gladys McLauchlan	Schr	420.35	141.7x32.6x12.7	Hopewell	1893 Read, Joseph A	SJ	10	1892 Dixon, Warren
1892 McLean, Malcolm J	Susie Prescott	Schr	98.98	79.2x25.7x7.6	Albert	1906? Wilbur, John T	M	2	1892 Trueman, William A
1893 Turner, Gaius S	Westmorland	Bark	697.67	164.4x35.3x18.3	Harvey Bank	1910 Virgie, Alonzo G	D	1	1893 Barque Westmorland .
1898 Wood, William	George L Slipp	Schr	98.43	78x25.5x7.4	Harvey Bank	1908 Wood, Clarence C	SJ	2	1898 Wood, William
1901 Sumner, Frederick W	Ethel B Sumner	Schr	353.45	136.9x33x12.1	Harvey Bank	1912 Reid, Caleb	M	1	1901 Robinson, Clifford W
1903 Dow, Charles F	Edna M Smith	Bark	736.31	164.9x35.1x18	Harvey Bank	1916? Rose, Isiah M	SJ	11	1903 Smith, John Nelson
1918 Brewster, Charles E	Margery Austin	Schr	112.35	86.2x27.8x8.6	Harvey Bank	1950 Brewster, Charles E	SJ	12	1918 Robinson, Clifford W
1918 CT White & Son, Ltd	Meredith A White	Schr	452.98	163.4x35.5x12.8	Alma	1821? Brown, James	P	4	1918 CT White & Son, Ltd
1918 CT White & Son, Ltd	Vincent A White	Schr	452.12	163.4x35.5x17.3	Alma	1935 Trites, Albert	P	3	1918 CT White & Son, Ltd
1919 CT White & Son, Ltd	Whiteson	Bktn	761.67	175x37.6x18.2	Alma	1926? Trites, Albert	P	22	1919 CT White & Son, Ltd
1919 CT White & Son, Ltd	Bessie A White	Stm	594.5	182.6x37x12.9	Alma	1922 Merriam, L	P	11	1919 CT White & Sons, Ltd
1920 Dixon, George M	Lester D	Mbt	10.8	43.5x10.8x5.3	Alma	1954 Dixon, George M	SJ	6	1921 Dixon, George M
1930 Kool, Paul	Jean K	MSI	63.82	70.8x22x5.3	Alma	1845 Kool, Paul	SJ	10	1930 Kool, Paul
1937 Cook, Bedford	Corontation II	MSI	82.17	74.5x22.6x7.3	Alma	1977 Cook, Bedford	SJ	14	1937 Mackay Lumber Co

Appendix 5: Turner Investment Portfolio, 1874-92

Year	1/4	Land	Loans	Ships	RR	Other	Total
1874	3rd	1100		6154			7254
	4th	2600		6154			8754
1875	1st	1250		6054			7304
	2nd	'		6054		?a	7304
	3rd	1368		11602			12970
	4th	2162b	500	8227			10889
1876	1st	2242	'	8227	?c		10969
	2nd	'	'	7352	'		10094
	3rd	'	4500d	5327	'		12069
	4th	2367	500e	3977	'		6844
1877	1st	2317	'	3977	'		6794
	2nd	'	'	3301	'		6118
	3rd	'	'	1782	'		4599
	4th	2517	'	1782	'		4799
1878	1st	2717	'	1782	0?f		4999
	2nd	2617	'	1782			4899
	3rd	2617	500	275			3392
	4th	'	'	275		?g	3392
1879	1st	'	'	275			3392
	2nd	3592	'	275			4367
	3rd	'	1010	6225			10827
	4th	3342h	'	275			4627
1880	1st	'	'	475			4827
	2nd	'	'	475			4827

Year	1/4	Land	Loans	Ships	RR	Other	Total
	3rd	3502	‘	3070			7582
	4th	‘	‘	1773			6285
1881	1st	3812	‘	1773			6595
	2nd	4052	‘	1773			6835
	3rd	‘	635	9722			14409
	4th	4177	‘	8132			12944
1882	1st	‘	‘	4562			9374
	2nd	‘	‘	4112			8924
	3rd	‘	‘	10735			15547
	4th	8677i	135	11226			20038
1883	1st	8727	135	7071			15933
	2nd	9627	135	7642			17404
	3rd	15975j	0	6447			22422
	4th	‘		6036	23134k		39745
1884	1st	16777		3636	‘		43547
	2nd	16931		3636	‘		43701
	3rd	‘		5896	‘		45961
	4th	17631		4766	‘		45531
1885	1st	17656		4766	23409	325m	46156
	2nd	16156n		6036	‘	‘	31385
	3rd	‘		10936	‘	‘	50826
	4th	14906	200	8977	‘	‘	47817
1886	1st	14836	1142	8977	‘	‘	48689
	2nd	‘	‘	14276	p	‘	53988
	3rd	‘	‘	14276	‘	‘	53988
	4th	8686q	1322	14276	‘	‘	48018

Year	1/4	Land	Loans	Ships	RR	Other	Total
1887	1st	'	1422	14276	'	'	48118
	2nd	'	1422	8468	'	'	42310
	3rd	8686	1422	12443	23409	325	46285
	4th	'	1322	8268	'	'	42010
1888	1st	8926	'	5818	'	'	39800
	2nd	8776	'	6228	'	'	40060
	3rd	'	820	5343	'	'	38673
	4th	'	'	4265	'	'	37595
1889	1st	11176r	'	4265	'	'	39995
	2nd	11000	510	4265	'	'	39509
	3rd	'	0	7003	25159s	'	43487
	4th	12802t		4265	29065	'	46457
1890	1st	'		4265	32971	'	50363
	2nd	'		4453	36877	'	54457
	3rd	'		4990	40784	'	58901
	4th	10402u		3518	44690	'	58935
1891	1st	'		3518	48596	'	62841
	2nd	10378		6143	52502	'	69348
	3rd	'		5093	56409	'	72205
	4th	10228		2617	56409	'	69579
1892	1st	10228		750	15740	0	26718
	2nd	'		0	15740		25968

Notes: Ship shares have not been depreciated unless Turner specifically noted it.

- a. Harvey Corner Institute incorporated. Investment unknown but no building built.
- b. Bought shipyard \$800.
- c. Had shares in Albert Railway and was Director, amount unknown.
- d. Two day loan to Robert Smith \$4,000.
- e. \$500 mortgage loan to John Moore sawmill.

- f. Turner no longer a Director of Albert Railway.
- g. Lease on Mary's Point Quarry for \$1 for 5 years. Investment in equipment/buildings unknown.
- h. Sold store for \$1,700 including stock. I have subtracted value of \$150 for 1/4 acre unimproved lot.
- I. Bought from James Wallace Turtle Creek sawmill \$4,500.
- j. Inheritance of \$7000 in property including West River sawmill (valued at \$2,000 in 1871).
- k. Harvey Branch Railway completed. Turner had 600 of 980 shares, value not given. Since Railway cost \$7,000 for bridge (subsidised), about \$8,000 a mile times three miles plus 20% overrun, plus used engine \$4,500 and rolling stock about \$3,000, plus buildings \$1,500. The railway was likely worth about \$44,800, Turner's share being \$23,133.60 (subsidy subtracted from total).
- l. Invested \$250 in the Elgin, Petitiocodiac and Havelock Railway, no info on selling shares.
- m. Turner bought Caledonia Mining and Manufacturing property for \$325.
- n. Turtle Creek Sawmill and house burnt down. Depreciation approximately \$1,500
- p. Turner begins aiding in construction of Albert Southern Railway. His share is unknown.
- q. Turner property mortgaged for \$6,000. This has been included into the calculation.
- r. Bought George Bishop farm estate, \$2,400.
- s. Bought into ASR of AE Killam's investment of \$7,000 divided four ways (\$1,750). Turner notes having invested \$33,000 in the ASR by November 1891. No information exists on personal investment, only bills presented for the subsidies therefore I have crudely assigned intervals of \$3,906.25 of investment for each quarter until the fall of 1891.
- t. Turtle Creek sawmill property sold to Gilbert Berry.
- u. Sold George Bishop estate, \$2,400.
- v. Harvey Branch shares sold for debts, Turner buys 10 shares from C.F. Dow.

Appendix 6: Turner's Vessels ⁶

⁶ NAC, RG 12 A1, Port Registers, Dorchester, NB, Saint John, NB, Windsor, NS.

Name	Revolving Light		
Gross Tonnage	1338.28		
Net Tonnage	1248.25		
Rigging	Ship	Captain	George A Coonan
Place Built	Harvey Bank	Official #	72233
Date Built	September 15, 1875	Port #	44
Builder 1	Gaius S Turner	Port of Registry	St. John
Builder 2		Registry Date	October 13, 1875
Builder 3		Pennant #	WTFP
Length	196.4	Engines	<input type="checkbox"/>
Width	38.3	HP	
Depth	23.9	Loss Place	Haugesand, Norway
Decks	1.5	Lost How	Sold to SM Helgesen
Masts	3	Lost When	June 9, 1893
Stern	Round		
Build	Carvel		
Galleries	<input type="checkbox"/>		
Figurehead	<input type="checkbox"/>		
Framework	Wood		
Managing Owner	Winthrop Robinson McMann		
Shareholder 1	Winthrop R McMann, Merchant, St. John, 10		
Shareholder 2	Silas Calvin McMann, Merchant, St. John, 10		
Shareholder 3	Montesquie McDonald, Attorney, St. John, 4		
Shareholder 4	Hiram Briggs White, Merchant, St. John, 4		
Shareholder 5	Gilbert Martin Steeves, Merchant, St. John, 4		
Shareholder 6	William Lewis, Blacksmith, St. John, 2		
Shareholder 7	James Tomas Steeves, Doctor, St. John, 2		
Shareholder 8	Gorham Dyer Steeves, Merchant, St. John, 2		
Shareholder 9	Franklin Lewis Levin, Merchant, St. John, 1		
Shareholder 10	Solomon Dundas Allingham, Merchant, St. John, 1		
Shareholder 11	William Blizzard, Trader, St. John, 2		
Shareholder 12	James Howard Douglas Eagles, Merchant Clerk, Portland, 2		
Shareholder 13	Gideon Vernon, Gentleman, Harvey, 2		
Shareholder 14	George Alfred Coonan, Captain, Harvey, 6		
Shareholder 15	Gaius S Turner, Shipbuilder, Harvey, 12		
Shareholder 16			
Shareholder 17			
Shareholder 18			
Remarks	Registered Haugesand 1893; wrecked February 1902		

Name	Serrano	
Gross Tonnage	613.39	
Net Tonnage	593.85	
Rigging	Barque	Captain Solomon Edgett
Place Built	Harvey Bank	Official # 72263
Date Built	June 24, 1876	Part # 30
Builder 1	Gaius S Turner	Port of Registry Saint John
Builder 2		Registry Date August 8, 1876
Builder 3		Pennant # SVKF
Length	145.8	Engines <input type="checkbox"/>
Width	31.3	HP
Depth	18.2	Loss Place Amoy, China
Decks	2	Lost How Sold US
Masts	3	Lost When November 1, 1892
Stern	Round	
Build	Carvel	

- Galleries
- Figurehead
- Framework

Managing Owner	Wood
Shareholder 1	Ezekial Barlow Ketchum
Shareholder 2	George Frederick Smith, Merchant, St. John, 16
Shareholder 3	James Reynolds, St. John, Gentleman, 8
Shareholder 4	James Black Hazen, Engineer, St. John, 4
Shareholder 5	John Byers, Marine Engineer, St. John 16
Shareholder 6	E.B Ketchum, Shipowner, Hillsborough, 16
Shareholder 7	Arthur Wellesley Peter, Shipowner, Hillsborough, 4
Shareholder 8	Solomon Edgett, Master Mariner, Hopewell, 8
Shareholder 9	
Shareholder 10	
Shareholder 11	
Shareholder 12	
Shareholder 13	
Shareholder 14	
Shareholder 15	
Shareholder 16	
Shareholder 17	
Shareholder 18	

Remarks Sold to Henry A Farnum Searsport, Me., new pennant JRGL, Registered Brooklyn, not listed in 1900

Name	Earl Granville	
Gross Tonnage	1209.26	
Net Tonnage	1138.74	
Rigging	Ship	Captain
Place Built	Harvey Bank	Official #
Date Built	August 8, 1877	Port #
Builder 1	Gaius S Turner	Part of Registry
Builder 2		Registry Date
Builder 3		Pennant #
Length	188.1	Engines
Width	37.7	HP
Depth	23.1	Loss Place
Decks	2	Last How
Masts	3	Last When
Stern	Round	
Build	Carvel	

William H Copp
72309
31
Saint John
September 15, 1877
SVLN
Belfast
Sold Norway
May 5, 1893

Galleries

Figurehead

Framework	Wood
Managing Owner	Gilbert Martin Steeves
Shareholder 1	Gilbert M Steeves, Merchant, Liverpool, UK, 23
Shareholder 2	Joseph Godfrey Kinney, Ship Chandler, Liverpool, UK, 4
Shareholder 3	Josiah B Homewood, Ship Chandler, Liverpool, UK, 4
Shareholder 4	Gorham Dyer Steeves, Merchant, St. John, 4
Shareholder 5	William Henry Steeves, Captain, St. John, 2
Shareholder 6	Francis Malone, Stevedore, St. John, 1
Shareholder 7	James J Boskill, Merchant, St. John, 2
Shareholder 8	Thomas Alfred Peters, Accountant, St. John, 4
Shareholder 9	John Joseph Hocken, Accountant, St. John, 4
Shareholder 10	James H D Eagles, Merchant's Clerk, Portland, 2
Shareholder 11	Richard Hockner, Merchant, Chatham, NB, 4
Shareholder 12	Jeremiah Calkin, Manufacturer, Simonds, St. John County, 4
Shareholder 13	Gaius S Turner, Shipbuilder, Harvey, 2
Shareholder 14	William Henry Copp, Captain, Harvey, 2
Shareholder 15	Chipman Archibald Steeves, Attorney, Moncton, 2
Shareholder 16	
Shareholder 17	
Shareholder 18	

Remarks Renamed 'Malon', new pennant WBMN, of Laurvig, Norway, not listed in 1908

Name	Salacia	
Gross Tonnage	829.86	
Net Tonnage	796.64	
Rigging	Barque	Captain Frederick G Andrews
Place Built	Harvey Bank	Official # 72331
Date Built	June 15, 1878	Port # 15
Builder 1	Gaius S Turner	Port of Registry Saint John
Builder 2		Registry Date July 13, 1878
Builder 3		Pennant # SWGC
Length	167.7	Engines <input type="checkbox"/>
Width	35.4	HP
Depth	19.1	Loss Place London, UK
Decks	1.5	Lost How Sold to Norway
Masts	3	Lost When April 13, 1894
Stern	Elliptic	
Build	Carvel	
Galleries	<input type="checkbox"/>	
Figurehead	<input type="checkbox"/>	
Framework	Wood	
Managing Owner	George Frederick Smith	
Shareholder 1	George F Smith, Merchant, St. John, 52	
Shareholder 2	Frederick George Andrews, Captain, St. John, 8	
Shareholder 3	Henry Roycroft Ranney, Insurance Broker, St. John, 4	
Shareholder 4		
Shareholder 5		
Shareholder 6		
Shareholder 7		
Shareholder 8		
Shareholder 9		
Shareholder 10		
Shareholder 11		
Shareholder 12		
Shareholder 13		
Shareholder 14		
Shareholder 15		
Shareholder 16		
Shareholder 17		
Shareholder 18		
Remarks	Sold to Hans Yorgen, Stagbye Norway, not listed 1898	

Name	Coringa		
Gross Tonnage	1361.77		
Net Tonnage	1289.05		
Rigging	Ship	Captain	
Place Built	Harvey Bank	Official #	78990
Date Built	April 24, 1879	Port #	3
Builder 1	Gaius S Turner	Port of Registry	Windsor, NS
Builder 2		Registry Date	May 24, 1879
Builder 3		Pennant #	SPDH
Length	193	Engines	<input type="checkbox"/>
Width	38.7	HP	
Depth	23.5	Loss Place	Buenos Aires
Decks	2	Lost How	Condemned, Sold Foreign
Masts	3	Lost When	April 2, 1900
Stern	Round		
Build	Carvel		
Galleries	<input type="checkbox"/>		
Figurehead	<input type="checkbox"/>		
Framework	Wood		
Managing Owner	Bennett Smith		
Shareholder 1	Bennett Smith, Shipbuilder, Windsor, NS, 30		
Shareholder 2	Thomas Alsard, Captain, Windsor, NS, 18		
Shareholder 3	Matthew Allison, Farmer, Windsor, NS, 4		
Shareholder 4	Robert Gibson, Captain, Windsor, NS, 4		
Shareholder 5	Charles deWolfe Smith, Merchant, Windsor, NS, 4		
Shareholder 6	Thomas B Smith, Gentleman, Windsor, NS, 3		
Shareholder 7	John Smith, Clerk, Windsor, NS, 3		
Shareholder 8	John Wesley Smith & Edmund G Smith, Merchants, Halifax, 8		
Shareholder 9			
Shareholder 10			
Shareholder 11			
Shareholder 12			
Shareholder 13			
Shareholder 14			
Shareholder 15			
Shareholder 16			
Shareholder 17			
Shareholder 18			
Remarks	Renamed 'Serra', NPQB, sold to P Mantero & L Cavassa, Reg Genoa, Italy, not listed 1903		

Name	Egeria	
Gross Tonnage	911.81	
Net Tonnage	896.7	
Rigging	Barque	Captain Benjamin Thomas Carter
Place Built	Harvey Bank	Official # 80008
Date Built	September 15, 1879	Port # 35
Builder 1	Gaius S Turner	Port of Registry Saint John
Builder 2		Registry Date September 29, 1879
Builder 3		Pennant # SW-HP
Length	173.1	Engines <input type="checkbox"/>
Width	35.9	HP
Depth	19.5	Loss Place
Decks	1.5	Lost How Unknown
Masts	3	Lost When December 31, 1906
Stern	Elliptic	
Build	Carvel	
Galleries	<input type="checkbox"/>	
Figurehead	<input type="checkbox"/>	
Framework	Wood	
Managing Owner	George Frederick Smith	
Shareholder 1	George F Smith, Merchant, St. John, 25	
Shareholder 2	Henry Robert Ramsey, Insurance Agent, St. John, 4	
Shareholder 3	Arthur Wellesley Peters, Insurance Agent, St. John, 3	
Shareholder 4	William F Starr, Merchant, St. John, 2	
Shareholder 5	James Lyndsey Dunn, Merchant, St. John, 2	
Shareholder 6	James Myers, Shipowner, St. John 2	
Shareholder 7	Daniel W Clark, Contractor, Carlton, 2	
Shareholder 8	Gaius S Turner, Shipbuilder, Harvey, 10	
Shareholder 9	John Wilbur, Farmer, Harvey, 4	
Shareholder 10	Joshua Mills Steeves, Merchant, Hillsborough, 4	
Shareholder 11	Benjamin Thomas Carter, Captain, Hopewell, 4	
Shareholder 12	David Stiles, Farmer, Hopewell, 2	
Shareholder 13		
Shareholder 14		
Shareholder 15		
Shareholder 16		
Shareholder 17		
Shareholder 18		
Remarks	Registry Closed May 21, 1919	

Name	Latona	
Gross Tonnage	969.52	
Net Tonnage	948.16	
Rigging	Barque	Captain William C Robinson
Place Built	Harvey Bank	Official # 80039
Date Built	August 21, 1880	Port # 35
Builder 1	Gaius S Turner	Port of Registry Saint John
Builder 2		Registry Date September 10, 1880
Builder 3		Pennant # TBGS
Length	180.1	Engines <input type="checkbox"/>
Width	36.3	HP
Depth	20.1	Loss Place Valparaiso, Chile
Decks	1.5	Lost How Condemned and Sold
Masts	3	Lost When June 4, 1894
Stern	Elliptic	
Build	Carvel	
Galleries	<input type="checkbox"/>	
Figurehead	<input type="checkbox"/>	
Framework	Wood	
Managing Owner	George Frederick Smith	
Shareholder 1	George F Smith, Merchant, St. John, 34	
Shareholder 2	William Chapman Robinson, Captain, St. John, 4	
Shareholder 3	Montesquie McDonald, Attorney, St. John, 2	
Shareholder 4	Henry Roycroft Ramsey, Insurance Agent, St. John, 2	
Shareholder 5	John Harris Robinson, Bank Manager, St. John, 2	
Shareholder 6	James Russel Armstrong, Attorney, St. John, 2	
Shareholder 7	James Witmore Clark, Contractor, Carleton, 4	
Shareholder 8	Gaius S Turner, Shipbuilder, Harvey, 10	
Shareholder 9	Joshua Miles Steeves, Merchant, Hillsborough, 4	
Shareholder 10		
Shareholder 11		
Shareholder 12		
Shareholder 13		
Shareholder 14		
Shareholder 15		
Shareholder 16		
Shareholder 17		
Shareholder 18		
Remarks	Last listed in American Record 1899	

Name	Galatea		
Gross Tonnage	1263.49		
Net Tonnage	1178.37		
Rigging	Barque	Captain	Paul Robinson Tingley
Place Built	Harvey Bank	Official #	80089
Date Built	September 8, 1881	Port #	40
Builder 1	Gaius S Turner	Part of Registry	Saint John
Builder 2		Registry Date	September 30, 1881
Builder 3		Pennant #	TBHQ
Length	194	Engines	<input type="checkbox"/>
Width	38.3	HP	
Depth	22.7	Loss Place	Between Turks Island & Boston
Decks	1.5	Lost How	Abandoned
Masts	3	Lost When	February 15, 1899
Stern	Round		
Build	Carvel		
Galleries	<input type="checkbox"/>		
Figurehead	<input type="checkbox"/>		
Framework	Wood		
Managing Owner	George Frederick Smith		
Shareholder 1	George F Smith, Merchant, St. John, 18		
Shareholder 2	George Eaton, Merchant, St. John, 8		
Shareholder 3	Thomas William Peters, Merchant, Attorney, St. John, 4		
Shareholder 4	Henry Roycroft Ramsey, Insurance Broker, St. John, 4		
Shareholder 5	Charles F Kinnar, Merchant, St. John, 2		
Shareholder 6	Julia Ann Adams, Widow, St. John, 2		
Shareholder 7	John Russel Armstrong, Attorney, St. John, 2		
Shareholder 8	Alfred Chilton Blair, Banker, St. John, 2		
Shareholder 9	James Myles, Joiner, St. John, 2		
Shareholder 10	Gaius S Turner, Shipbuilder, Harvey, 12		
Shareholder 11	Joshua Miles Staeves, Merchant, Hillsborough, 4		
Shareholder 12	Paul Robinson Tingley, Captain, Hopewell, 4		
Shareholder 13			
Shareholder 14			
Shareholder 15			
Shareholder 16			
Shareholder 17			
Shareholder 18			
Remarks	Crew rescued by SS Carton, Captai was last seen in a boat; in 1894 resurveyed at 1122.45 Net Tonnage		

Name	Argyll	
Gross Tonnage	299.48	
Net Tonnage	299.48	
Rigging	Brigantine	Captain John T Wilbur
Place Built	Harvey Bank	Official # 80975
Date Built	June 17, 1882	Port # 25
Builder 1	Gaius S Turner	Port of Registry Saint John
Builder 2		Registry Date July 5, 1882
Builder 3		Pennant # WMRD
Length	119.2	Engines <input type="checkbox"/>
Width	29.9	HP
Depth	12.1	Loss Place Dublin
Decks	1	Lost How Sold to Norwegians
Masts	2	Lost When October 20, 1891
Stern	Elliptic	
Build	Carvel	
Galleries	<input type="checkbox"/>	
Figurehead	<input type="checkbox"/>	
Framework	Wood	
Managing Owner	Gaius Samuel Turner	
Shareholder 1	Gaius S Turner, Shipbuilder, Harvey, 35	
Shareholder 2	Lucy Elizabeth Turner, Wife of GS Turner, Harvey, 6	
Shareholder 3	John Templeton Wilbur, Captain, Harvey, 8	
Shareholder 4	Alonzo Smith, Farmer, Harvey, 4	
Shareholder 5	David Oliver, Merchant, Harvey, 3	
Shareholder 6	James Minor Stevens, Merchant, Harvey, 2	
Shareholder 7	John Wilbur, Farmer, Harvey, 2	
Shareholder 8	Winthrop Robinson, Farmer, Harvey, 2	
Shareholder 9	Guilford Reid Smith, Farmer, Harvey, 1	
Shareholder 10	Albert Dow, Ship Carpenter, Harvey, 1	
Shareholder 11		
Shareholder 12		
Shareholder 13		
Shareholder 14		
Shareholder 15		
Shareholder 16		
Shareholder 17		
Shareholder 18		
Remarks	Registered at Lillesand, Norway, not listed after 1898	

Name	Vandalia	
Gross Tonnage	1478.22	
Net Tonnage	1432.05	
Rigging	Ship	Captain George Alfred Coonan
Place Built	Harvey Bank	Official # 85605
Date Built	August 20, 1883	Port # 44
Builder 1	Gaius S Turner	Port of Registry Saint John
Builder 2		Registry Date September 18, 1883
Builder 3		Pennant # TNQB
Length	210.3	Engines <input type="checkbox"/>
Width	40.2	HP
Depth	24.3	Loss Place UK
Decks	1.5	Lost How Collision with SS Duke of Buchuch
Masts	3	Lost When March 7, 1889
Stern	Round	
Build	Carvel	
Galleries	<input type="checkbox"/>	
Figurehead	<input type="checkbox"/>	
Framework	Wood	
Managing Owner	George Frederick Smith	
Shareholder 1	George F Smith, Merchant, St. John, 24	
Shareholder 2	Thomas William Peters, Attorney, St. John, 8	
Shareholder 3	George Eaton, Merchant, St. John, 4	
Shareholder 4	Alfred Chilton Blair, Banker, St. John, 4	
Shareholder 5	George Leonard Stipp, Merchant, 4	
Shareholder 6	Montesquie McDonald, Attorney, St. John, 2	
Shareholder 7	John Byers, Mining Engineer, St. John, 4	
Shareholder 8	James Myles, Ship Joiner, St. John, 2	
Shareholder 9	George Alfred Coonan, Captain, Harvey, 4	
Shareholder 10	John Wilbur, Farmer, Harvey, 2	
Shareholder 11	John Walter Scammell, Merchant, New York, 2	
Shareholder 12	Joshua Miles Steeves, Merchant, Hillsborough, 4	
Shareholder 13		
Shareholder 14		
Shareholder 15		
Shareholder 16		
Shareholder 17		
Shareholder 18		
Remarks	Sold to AE Kinnear, Registered London; Sold to Norway, Registered Haugesand, 1896, not listed in 1901	

Name	Constance	
Gross Tonnage	1649.04	
Net Tonnage	1591.03	
Rigging	Ship	Captain Frederick George Andrews
Place Built	Harvey Bank	Official # 88673
Date Built	July 23, 1884	Port # 30
Builder 1	Gaius S Turner	Port of Registry Saint John
Builder 2		Registry Date August 13, 1884
Builder 3		Pennant # TNQS
Length	221.3	Engines <input type="checkbox"/>
Width	41.1	HP
Depth	24.3	Loss Place Liverpool
Decks	2	Lost How Sold Norwegian
Masts	3	Lost When August 28, 1897
Stern	Round	
Build	Carvel	
Galleries	<input type="checkbox"/>	
Figurehead	<input checked="" type="checkbox"/>	
Framework	Wood	
Managing Owner	George Frederick Smith	
Shareholder 1	George F Smith, Merchant, St. John, 32	
Shareholder 2	Thomas Willam Peters, Attorney, St. John, 4	
Shareholder 3	George Eaton, Merchant, St. John, 2	
Shareholder 4	George Leonard Slipp, Merchant, St. John, 2	
Shareholder 5	John Byers, Mining Engineer, St. John, 2	
Shareholder 6	Gaius S Turner, Shipbuilder, Harvey, 4	
Shareholder 7	John Wilbur, Farmer, Harvey, 2	
Shareholder 8	Frederick George Andrews, Captain, St. Andrews, 4	
Shareholder 9	Joshua Miles Steeves, Merchant, Hillsborough, 4	
Shareholder 10	Charles Curie Gregory, Civil Engineer, Antigonish, NS, 8	
Shareholder 11		
Shareholder 12		
Shareholder 13		
Shareholder 14		
Shareholder 15		
Shareholder 16		
Shareholder 17		
Shareholder 18		
Remarks	Owner Thomas S Falck, Registered Stavenger, Norway, pennant JKG T, wrecked October 1903	

Name	Annie E Wright	
Gross Tonnage	1898.84	
Net Tonnage	1863.51	
Rigging	Ship	Captain George Wright
Place Built	Harvey Bank	Official # 79916
Date Built	June 17, 1885	Port # 1
Builder 1	Gaius S Turner	Port of Registry Dorchester
Builder 2		Registry Date July 21, 1885
Builder 3		Pennant # KBNQ
Length	237.9	Engines <input type="checkbox"/>
Width	43	HP
Depth	24.2	Loss Place Dorchester
Decks	2	Last How Went aground
Masts	3	Last When June 25, 1897
Stern	Round	
Build	Carvel	
Galleries	<input type="checkbox"/>	
Figurehead	<input type="checkbox"/>	
Framework	Wood	
Managing Owner	John Nelson Smith	
Shareholder 1	John N Smith, Farmer, Coverdale, 12	
Shareholder 2	George Wright, Captain, Coverdale, 23	
Shareholder 3	Chandler Dixon Trueman, Bookkeeper, St. John, 2	
Shareholder 4	Gaius S Turner, Shipbuilder, Harvey, 4	
Shareholder 5	Richard Lowerison, Captain, Amherst, NS, 4	
Shareholder 6	Asa Steeves, Farmer, Hillsborough, 2	
Shareholder 7	Marcus Barlow Palmer, Ship Owner, Dorchester, 2	
Shareholder 8	Hiram Weldon Palmer, Ship Owner, Dorchester, 2	
Shareholder 9	Joseph Raiford Taylor, Farmer, Rockland, Westmorland, 1	
Shareholder 10	Joseph Lamb, Farmer, Sussex, 1	
Shareholder 11	James O'Connor, Captain, Antwerp, 1	
Shareholder 12	Mary Eliza Dixon, Wife of CE Dixon, Antwerp, 2	
Shareholder 13		
Shareholder 14		
Shareholder 15		
Shareholder 16		
Shareholder 17		
Shareholder 18		
Remarks	Renamed 'Madras', #9 of 1897 St. John, Stranded Sharpness, UK October 22, 1897, condemned	

Name	Howard A Turner		
Gross Tonnage	528.9		
Net Tonnage	504.53		
Rigging	Barque	Captain	Samuel Pitman
Place Built	Harvey Bank	Official #	90756
Date Built	May 18, 1886	Port #	14
Builder 1	Gaius S Turner	Part of Registry	St. John
Builder 2		Registry Date	June 12, 1886
Builder 3		Pennant #	RLKV
Length	158.5	Engines	<input type="checkbox"/>
Width	33.5	HP	
Depth	13.2	Loss Place	Lat 51 N, Long 12.30 W
Decks	1	Last How	Abandoned
Masts	3	Last When	January 19, 1890
Stern	Round		
Build	Carvel		
Galleries	<input type="checkbox"/>		
Figurehead	<input type="checkbox"/>		
Framework	Wood		
Managing Owner	John Nelson Smith		
Shareholder 1	John N Smith, Farmer, Coverdale, 16		
Shareholder 2	Gaius S Turner, Shipbuilder, Harvey, 34		
Shareholder 3	Samuel Pitman, Captain, St. John 8		
Shareholder 4	James Myles, Joiner, St. John, 2		
Shareholder 5	Asa Steeves, Farmer, Hillsborough, 2		
Shareholder 6	John Wilbur, Farmer, Harvey, 2		
Shareholder 7			
Shareholder 8			
Shareholder 9			
Shareholder 10			
Shareholder 11			
Shareholder 12			
Shareholder 13			
Shareholder 14			
Shareholder 15			
Shareholder 16			
Shareholder 17			
Shareholder 18			
Remarks	Reg #1/1886 Dorchester, Feb 2, 1886 for \$9000 mort from Halifax Banking Co, ins \$18000, cargo \$7000		

Name	Arabella	
Gross Tonnage	217.45	
Net Tonnage	205.14	
Rigging	Schooner	Captain William Edward Buck
Place Built	Harvey Bank	Official # 79918
Date Built	July 23, 1887	Port # 1
Builder 1	Gaius S Turner	Port of Registry Dorchester
Builder 2		Registry Date August 13, 1887
Builder 3		Pennant #
Length	100	Engines <input type="checkbox"/>
Width	28.3	HP
Depth	10.7	Loss Place NY to Halifax
Decks	1	Last How Disappeared in Gale
Masts	1	Last When December 12, 1887
Stern	Square	
Build	Carvel	
Galleries	<input type="checkbox"/>	
Figurehead	<input type="checkbox"/>	
Framework	Wood	
Managing Owner	Alexander Black	
Shareholder 1	Alexander Black, Ship Owner, Dorchester, 8	
Shareholder 2	William Edward Buck, Captain, Dorchester, 20	
Shareholder 3	William Yates, Farmer, Dorchaester, 6	
Shareholder 4	Gideon Buck, Farmer, Dorchester, 4	
Shareholder 5	Henry R Emmerson, Attorney, Dorchester, 4	
Shareholder 6	Gaius S Turner, Shipbuilder, Harvey, 22	
Shareholder 7		
Shareholder 8		
Shareholder 9		
Shareholder 10		
Shareholder 11		
Shareholder 12		
Shareholder 13		
Shareholder 14		
Shareholder 15		
Shareholder 16		
Shareholder 17		
Shareholder 18		
Remarks	Insured for \$10,000, seven crew lost	

Name	Carrie L Smith		
Gross Tonnage	655.9		
Net Tonnage	597.75		
Rigging	Barque	Captain	Francis Classon
Place Built	Harvey Bank	Official #	96744
Date Built	June 15, 1889	Port #	24
Builder 1	Gaius S Turner	Port of Registry	Saint John
Builder 2		Registry Date	July 3, 1889
Builder 3		Pennant #	SLKH
Length	162.7	Engines	<input type="checkbox"/>
Width	34.4	HP	
Depth	15	Loss Place	Sergife, Brazil
Decks	1	Lost How	Wrecked
Masts	3	Lost When	December 2, 1908
Stern	Round		
Build	Carvel		
Galleries	<input type="checkbox"/>		
Figurehead	<input type="checkbox"/>		
Framework	Wood		
Managing Owner	John Nelson Smith		
Shareholder 1	John N Smith, Shipowner, Coverdale, 24		
Shareholder 2	Gaius S Turner, Shipbuilder, Harvey, 21		
Shareholder 3	David Oliver, Mechanic, Harvey, 2		
Shareholder 4	Guilford Reid Smith, Farmer, Harvey, 1		
Shareholder 5	Francis Classon, Captain, Brooklyn, 8		
Shareholder 6	Asa Steeves, Farmer, Hillsborough, 4		
Shareholder 7	John Master Scammell, Merchant, New York, 4		
Shareholder 8			
Shareholder 9			
Shareholder 10			
Shareholder 11			
Shareholder 12			
Shareholder 13			
Shareholder 14			
Shareholder 15			
Shareholder 16			
Shareholder 17			
Shareholder 18			
Remarks			

Name	Alert		
Gross Tonnage	555.27		
Net Tonnage	530.91		
Rigging	Barque	Captain	Samuel Pitman
Place Built	Harvey Bank	Official #	96950
Date Built	June 6, 1890. Port #		14.
Builder 1	Gaius S Turner	Port of Registry	St. John
Builder 2		Registry Date	June 27, 1890
Builder 3		Pennant #	SWFG
Length	163.3	Engines	<input type="checkbox"/>
Width	34.6	HP	
Depth	13.3	Loss Place	Bahia Blanca, Argentina
Decks	1	Lost How	Wrecked
Masts	3	Lost When	January 26, 1905
Stern	Round		
Build	Carvel		
Galleries	<input type="checkbox"/>		
Figurehead	<input type="checkbox"/>		
Framework	Wood		
Managing Owner	John Nelson Smith		
Shareholder 1	John N Smith, Shipowner, Coverdale, 16		
Shareholder 2	Carrie Lusetta Smith, Wife of above, Coverdale, 4		
Shareholder 3	Stephen Bamford Weldon, Farmer, Coverdale, 8		
Shareholder 4	Samuel Pitman, Captain, St. John, 8		
Shareholder 5	John Augustus Ruddock, Shipbuilder, St. John, 2		
Shareholder 6	Edward Gallagher, Stevadore, St. John, 2		
Shareholder 7	Charles Merritt, Captain, Yarmouth, NS, 4		
Shareholder 8	Asa Steeves, Farmer, Hillsborough, 2		
Shareholder 9	Gaius Samuel Turner, Shipbuilder, Harvey, 2		
Shareholder 10	Charles Millison Anderson, Farmer, Harvey, 3		
Shareholder 11	David Oliver, Mechanic, Harvey, 2		
Shareholder 12	George Alfred Coonan, Captian, Harvey, 2		
Shareholder 13	Rufus Reid Smith, Postal Clerk, Harvey, 1		
Shareholder 14	Charles Emmerson Dow, Shipbuilder, Harvey, 1		
Shareholder 15	Guilford Reid Smith, Farmer, Harvey, 1		
Shareholder 16	Joshua Miles Steeves, Merchant, Hillsborough, 3		
Shareholder 17	Watson Herbert Steeves, Merchant, Hillsborough, 1		
Shareholder 18	Lucy Elizabeth Turner, Wife of GS Turner, Harvey, 2		
Remarks	Total loss vessel insured \$5,500; Resurveyed 1901 617.06 GRT and 576.11 Reg Tonnage		

Name	Alexander Black		
Gross Tonnage	629.31		
Net Tonnage	595.33		
Rigging	Barque	Captain	Samuel Allen Buck
Place Built	Harvey Bank	Official #	79920
Date Built	May 23, 1891		Port # 1
Builder 1	Gaius S Turner	Port of Registry	Dorchester
Builder 2		Registry Date	June 19, 1891
Builder 3		Pennant #	MGHB
Length	168.8	Engines	<input type="checkbox"/>
Width	34.9	HP	
Depth	13.3	Loss Place	Near Progress, Mexico
Decks	1	Lost How	Abandoned at Sea, waterlogged
Masts	3	Lost When	February 8, 1912
Stern	Round		
Build	Carvel		

Galleries
 Figurehead

Framework	Wood
Managing Owner	Alexander Black
Shareholder 1	Alexander Black, General ?, Dorchester, 22
Shareholder 2	Mary Mildred Buck, Wife of Samuel A Buck, Dorchester, 6
Shareholder 3	John Albertville Bride, Merchant, Brooklyn, 8
Shareholder 4	Judson Edgett, Clerk, Brooklyn, 6
Shareholder 5	John Wesley Parker, Merchant, New York, 4
Shareholder 6	James Watson Edgett, Merchant, New York, 2
Shareholder 7	Howard Douglas Troop, Merchant, St. John, 1
Shareholder 8	Charles McLaughlan, Merchant, St. John, 1
Shareholder 9	William Wishart McLaughlan, Merchant, St. John, 1
Shareholder 10	Gaius Samuel Turner, Shipbuilder, Harvey, 5
Shareholder 11	George Alfred Coonan, Captain, Harvey, 2
Shareholder 12	David Oliver, General Contractor, Harvey, 2
Shareholder 13	Lucy Elizabeth Turner, Wife of GS Turner, Harvey,
Shareholder 14	Henry B Peck, Store Clerk, Hopewell, 1
Shareholder 15	Amelia Peck, Wife of Charles A Peck, Hopewell, 1
Shareholder 16	
Shareholder 17	
Shareholder 18	

Remarks

Name	Westmorland	
Gross Tonnage	771.98	
Net Tonnage	697.69	
Rigging	Barque	Captain Alonzo G Virgie
Place Built	Harvey Bank	Official # 100551
Date Built	May 16, 1893	Port # 1
Builder 1	Gaius S Turner	Port of Registry Dochester
Builder 2	Alexander Black	Registry Date June 9, 1893
Builder 3		Pennant # NCVD
Length	164.4	Engines <input type="checkbox"/>
Width	35.3	HP
Depth	18.3	Loss Place New York
Decks	2	Last How Sold to E E Hutchings, Brooklyn
Masts	3	Last When December 5, 1908
Stern	Elliptic	
Build	Carvel	
Galleries	<input type="checkbox"/>	
Figurehead	<input type="checkbox"/>	
Framework	Wood	
Managing Owner	The Barque Westmoreland Compa	
Shareholder 1	The Barque Westmorland Company, Ltd, Dochester, 64	
Shareholder 2		
Shareholder 3		
Shareholder 4		
Shareholder 5		
Shareholder 6		
Shareholder 7		
Shareholder 8		
Shareholder 9		
Shareholder 10		
Shareholder 11		
Shareholder 12		
Shareholder 13		
Shareholder 14		
Shareholder 15		
Shareholder 16		
Shareholder 17		
Shareholder 18		
Remarks	Listed as hulk after 1910; no longer listed after 1911	

Appendix 7: *Egeria* Lloyds Survey ⁷

⁷ University of New Brunswick, Lloyd's Survey of Ships, Reel 4, (Recordak Microfilm for Beaverbrook Foundation, 1958).

The Masts, Yards, and Rigging

The two SAILS		CARRIES		ANCHORS	
Fore Sails	115	115	115	115	115
Fore Top Sails	75	75	75	75	75
Fore Topmast and Stay Sails	90	90	90	90	90
Main Sails	90	90	90	90	90
Main Top Sails	90	90	90	90	90

Her Standing and Running Rigging sufficient in size and in quality. She has the Long float and two pumps.

The present state of the Windlass is good. Captain and Studlar.

Neppers, &c. - What arrangements are there beyond the scuppern deck, for clearing upper deck of water, in case of a sea coming on board? Lee-braces, &c. of each side 48" by 20 inches each.

Cargo Hatchways - How framed? State also size of each.

If of extraordinary size, state how framed and secured? Secured with knees and pins.

What arrangement for shifting beams? C. M. C.

Hatches, themselves, whether strong and efficient? Main Hatchways - State size.

Order for Special Survey, No. _____

DATE of Survey _____

Order for Ordinary Survey, No. _____

DATE _____

No. _____ **In Builder's Yard.**

1st. When the Frame is completed _____

2nd. When the Beams are put in, &c. _____

3rd. When completed, and before the plank is painted or payed _____

General Remarks. The frame of this vessel is heavy for the tonnage and well squared. She has not been fitted with iron plates to outside frame. As a compensation she has three heights of main beam which combined exceeds 48 inches and bolts with 1 1/2" iron all through in each floor. The standing masts are exceedingly dia. the bigs being 13 inches diameter off to 2" where they bear. Keels are additionally edge bolted with 1 1/2" iron secured every foot. A large number of loose-iron nails have been driven in bilge, topsides, and into the side each alternate bolt in the keel goes through the three tiers. The standing masts are found much in want of the requisite and well fastened. The beams in both decks are large and well squared. Between those of the upper deck are barlings 6" x 8" and shavings between the timbers of lower from the lower side sharp to iron nails have

Number of Beams	48
Beams of Pine	48
Timber of main of timber	48
By 12" thick	48
By 12" joints or 12" sections	48
By 12" inch or less	48
Length of main frame	115
By of side combs to upper deck	115
Between frame of three Beams without upper frame	115
and thickness of 1/2" of pine of keelson and	115
are bolted with 1 1/2" yellow metal	115
The floor beams with the side combs of upper deck	115
are 12" x 12" yellow metal	115
Number of bolts in lower frame	48
" " " " " " " "	48
Rigs of fastening	115

Present condition of Caulking of Bottom **Good** Deck **Good** and Waterways **Good**

If Sheathed, Doubled, Poked, Coppered, or Yellow Metalled _____

I am of opinion this Vessel should be Classed _____

The Amount of the Entry Fee ... \$ 5 0 0 received by me, _____

Special ... \$ 11 2 5

Certificate _____

Committee's Minute _____

Character assigned _____

24th October, 1879

11th November, 1879

Classed for 8 Years

Classed for 8 Years

New Wood Quay "Egria" 187 Tons, built at
Harvey, New Brunswick, and recommended for the
9A class.

Dimensions 170 ft x 35 ft x 17 ft 6 in.

This vessel is of 6 depths in length and
requires by the Rules diagonal Riders on
outside of frames.

As compensation the whole of the scantlings
are much in excess of the requirements of
the Rules and is equal to that approved
by the Committee in similar cases.

And she has 18 pairs of iron knee
riders extending down on to the floors and to
within 4 feet of the side of keelson.

It is respectfully submitted that this
vessel merits the favourable consideration
of the Committee to be classed 9A.
And when the sailing is completed she
will be worthy of the 9A class as
recommended.

W. J. J.
22/10/79.

The sailing of this vessel was having been
completed ^{at Dublin} in accordance with Sec 37 of the Rules.
This vessel appears eligible to be classed 9A.
10 years under Table A.

9A
Sited

W. J. J.
11/11/79

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