

The Shipping News

IN THE MIDDLE part of the 19th century, St. Andrews was a hive of shipbuilding activity. The most productive yards were at Indian Point, Brandy Cove, and Chamcook, though ships were being built and launched at the Lighthouse Point and along the St. Croix River. One of the most substantial businessmen of the town and one connected very closely with the shipbuilding business was John Wilson of Chamcook. The lists of vessels cleared in the port show that Wilson owned or had a stake in numerous ships employed for the most part in the West Indies trade. Wilson also operated a vigorous lumber and grain milling operation along the length of the Chamcook River, feeding ships stationed in a wet-dock capable of holding ships in 22 feet of water just adjacent to a busy shipyard. Associated very closely Wilson was the shipbuilding Townshend (or Townsend) family. John Townsend senior, an Englishman by birth, worked with Wilson in the early decades of the century; his sons John and Robert established their own business after his death in 1846 and were responsible for many of the ships turned out of the Chamcook shipyard. The last shipwright of note seems to have been James Starkie of Robbinston, Maine. He lived just adjacent to his yard at the Lighthouse Point and was quite prolific in the 1870s and 1880s, though his output seems to have dwindled in the 1890s as he became involved in running sailing excursions for the rising tourist trade. ~

St. Andrews Herald

Feb. 15, 1826

To Let

For a term of years, the whole shipyard on Indian Point in the town of St. Andrews, together with a large and commodious workshop, two Blacksmith's Shops, two saw pits with bed pieces ready for laying down three vessels with three brows on stages ready built. The known great conveniences of this place for shipbuilding make it desirable for those persons wishing to carry on this lucrative branch of business. - Apply to John Wilson

*Standard***Oct. 5, 1833****Launched**

On Monday the 30th ult. from the building yard of Mr. J. N. M. Brewer, the fine ship *Ava*, of 462 tons register, built for James Douglass, Esquire, of this place and intended for a regular trader to Liverpool. This very superior vessel is named the *Ava* in compliment to Sir Archibald Campbell, our Lieut. Governor, being the name of the capital of the Burmese Empire, the scene of his Excellency's victorious campaigns.

*Standard***Nov. 20, 1834****Rambles and Remarks on Scenery Near St. Andrews, New Brunswick [part two]**

After descending a steep bank we were all at once among the bustle and activity of the extensive establishment of John Wilson, Esq., a merchant of standing in St. Andrews, whose intelligence and enterprise have blended the ocean and the waters of Chamcook for the purposes of manufacture and commerce. There is an air of precision about the place, which together with the embosomed snugness of its position tenders it an agreeable scene to the eye of a fisher.

We proceeded directly to the lake from which the stream debouches at an opening between the surrounding hills, and ere its brief course has measured the extent of a furlong, it is lost in the waters of Passamaquoddy Bay. But in that short distance the genius of enterprise has applied its current as the motive power of a series of machinery which thousands of streams that roil their mighty length in volumes to the sea cannot boast of. These varied and useful works consist of a number of detached erections comprising the following particulars: viz., a barley mill in full operation, and I can bear witness that it produces as fine a pearl barley as can be imported from any country in the world. Here is also a grist mill, set aside particularly for the convenience of the farmers of the surrounding country. Lower down we find three sawmills with gang saws and circular plates for edging deals and trimming their ends, a process which enhances their quality and consequently brings a higher value

in the market than can be obtained for those manufactured in the ordinary way. Every convenience has been studied for hauling up logs and piling the sawed lumber. Below these are a kiln and mill for making oatmeal and for grinding Indian corn. The lower mill is now manufacturing 2,300 bushels of wheat *per diem* from a cargo of 15,000 bushels imported by the proprietor this season from Hamburg. The flour is of a superior quality; they pack it and make it up in barrels that might receive the banks of Genessee or Howard Street.

My attention was particularly attracted by a capacious Wet-Dock constructed immediately below the mills capable of containing a number of vessels in 22 feet of water, which is the depth of the channel of the inlet when the tide is out.

This is the first basin of the kind I have either seen or heard of on this continent, and it is much to be desired that the great facilities offered to the shipping interests by this stupendous undertaking may be widely embraced and secure to the spirited projector a remunerating and well-deserved patronage. I had the satisfaction of seeing the first vessel that had entered in the process of loading. She lay close to the mills and received the deals directly from the piles clean and dry. It may be a homely remark but I will make it, that owners and masters must feel great satisfaction in the consciousness that their vessels ride in perfect safety - their boats, crews and property quite secure - light work in loading and the utmost despatch given, consequently, much expense, inconvenience and delay obviated. In touching on these matters, the writer should be better informed of their general nature than I can pretend to be, as I am indebted to the gentlemen who accompanied me for all their prominent points. Our last look was at the shipyard where several vessels had been built - the last of which was the *Princess Victoria*, a fine ship of 561 tons.

- A. Z.

*Standard***Oct. 1, 1835****Launch**

The weather for some time past had been uncommonly fine and Saturday last shone auspiciously for an excursion. On that day a select party proceeded in the steamer *Woodstock* from hence to Rigby's Point on the St. Croix and witnessed an interesting spectacle in the launch of the *Erato*, a very fine schooner of about 100 tons built for James Rait, Esquire, of this place. The *Erato* was launched with her masts standing and made a most beautiful appearance as she entered the harbour in tow of the *Woodstock*: the sky, the water, the scenery - all conspiring to render the sight imposing and fine.

*Standard***Dec. 15, 1836****Launches**

We are in arrears, from some involuntary cause, in our announcement of the launch of two superior vessels built in this County. The first, a frigate-built ship of 580 old and 689 new tonnage, built at Brandy Cove in this Parish by J. N. M. Brewer and Mr. J. Briggs, for Messrs. Cannon, Miller, and Co., of Liverpool. She is named the *Alexander Grant*, after the Collector of H. M. Customs of this Port. It is well known that Mr. Brewer's vessels have raised and sustained the character of the naval architecture of this Country. The other is a fine ship of 480 tons register, built at the Ledge, St. Stephen, by Mr. O. Hinds for William Porter, of St. Stephen. Those who recollect the *Sir John*, constructed by the same builder for our enterprising friend Mr. Porter, will not require any encomium from us on the professional abilities of Mr. Hinds. The name of this vessel is the *Joseph Porter*.

*Standard***Nov. 18, 1837**

Launched on Wednesday last from the shipyard of John Wilson at Chamcook, a beautiful ship built by the Messrs. Townshend for Messrs. Edward and Joseph Wilson of this town, named the *Wilson*, her register according to the new mode of measurement being 565

tons. The *Wilson* was launched into the capacious Wet Dock which forms part of the extensive establishment of Chamcook and afforded an interesting spectacle to a numerous assemblage drawn together to witness this sight amongst such picturesque scenery.

Standard

Oct. 4, 1839

St. Stephen No. 4

Launch

On Tuesday last a very handsome brig of 232 Tons old measurement, copper-fastened, was launched from the building yard at Indian Point, which received the name of *St. Andrews*, on her entrance into the element destined for her future career. She has been built by Mr. Patterson for the spirited firm of William Babcock and Son of this town, and is without exception a fine specimen of naval architecture combining as we understand beauty of model with strength of build and superior finish. The day being very fine, a number of spectators assembled, who by many a cheer and the waving of handkerchiefs expressed their gratification at the sight. We heartily wish her enterprising owners the best success.

Standard

Oct. 26, 1839

Launched at Walker's shipyard on Wednesday last a fine ship called the *John Campbell*, of 560 tons built for James Rait.

Launched on Thursday last, from the shipyard at Chamcook, a fine ship called the *Coronet*, 870 tons new measurement, copper-fastened, built by Mr. R. Townshend for John Wilson.

Launched this day from the same yard a handsome ship called the *Provincialist*, 890 tons new measurement, copper-fastened, built by Messrs. J. and J. Townshend, for Messrs. E. and J. Wilson.

These two splendid ships are said to be the largest ever built in this County, and for beauty of model superior finish and strength of build are not surpassed in the Province.

*Standard***May 1, 1840****Ship *Catherine***

We would particularly recommend to the inspection of judges of symmetry in naval architecture the fine new ship *Catherine*, of 932 tons, now lying at Scott's wharf.

This vessel was built by Messrs. Brewer and Briggs at their shipyard in this Parish for Capt. Robert Long, of Liverpool, and we may safely challenge the Province to produce a more beautifully modeled or splendidly finished vessel than the *Catherine*. We cannot add more in her praise than to say that she is an improvement on the model of the *Frankfield*, built a short time since by those enterprising builders - and as to finish, she is equal to any of the first-rate New York ships. This vessel adds to the number of fine vessels built by Messrs. B. and B. which have brought higher prices in England than other ships from this country.

We wish the *Catherine* and her enterprising owner every success.

We learn the parties have contracted to build an oak ship for a house in Liverpool, the oak for which will be imported. This is something new to this province, and we trust the experiment will prove advantageous, and that New Brunswick will ere long be able to send to market ships of oak equal to any built in the United Kingdom.

*Standard***Sept. 18, 1840****Launched**

From the building yard at Indian Point, on Saturday last, the 12th inst., a fine barque called the *Plutus*, 332 tons, N. M., built by Mr. Paterson for Mr. John Aymar, who we understand is to command her. The workmanship, materials, and model of this fine vessel are of the best description. She is intended as a general trader, and we wish her enterprising owner every success.

*Standard***Oct. 23, 1840**

Launched at Chamcook a noble barque which received the name of the *Britannia* on entering her native element; measure 530 tons, and it is said she is the best vessel ever built by the Messrs. Townshends, whose character as builders is too well known to require any eulogium from our pen. She is coppered and copper-fastened, and is owned by John Wilson, Esquire, of this town.

*Standard***Oct. 8, 1841**

Launched from the building yard at Indian Point, a splendid barque, of about 230 tons, named the *Brunswick*, on entering her future element. She is a good specimen of naval architecture, and for beauty of model and strength of build, is not excelled in this County. After the launch a large party of the inhabitants repaired to Mr. E. Pheasant's, where an excellent luncheon was prepared - the party separated at an early hour. We wish the owners of the barque the best success.

*Standard***April 1, 1842**

Launched on Tuesday last, from the shipyard of Messrs. Briggs and Brewer, Brandy Cove, a beautifully modeled and superior copper-fastened ship, of 891 tons register, named the *Anne Armstrong*. This vessel has been pronounced by the most competent judges to be one of the handsomest as well as the strongest ships ever built in this province, being built throughout of Live Oak from the Southern States. A number of persons from town went to see this splendid vessel enter her future element. We are informed that she was built for Capt. Robert Long of Liverpool - making the second launched this season by Messrs. Briggs and Brewer, for this gentleman.

*Standard***Sept. 23, 1842****Brig *Susan Watt***

For sale the superior copper-fastened new brig *Susan Watt*, 159 tons, N. M., together with boats, spars, water casks, etc., now lying at the Wharf of Mr. T. Watt in St. Andrews, this vessel having been built by special contract expressly for the Jamaica Trade. Great pains have been taken in her workmanship and she is considered a thoroughly built vessel in every respect and a superior model. Apply to Messrs. Street and Wardlow, Saint John or to the subscriber, J. W. Street.

- St. Andrews, Sept. 13, 1842

*Standard***Nov. 1, 1843**

Launched at Brandy Cove on Wednesday last, a splendid ship which on entering her destined element received the name of the *Lord Ashburton*, measuring nearly 1,100 tons and built by Messrs. Brewer and Briggs. This ship for strength of build and beauty of model, to say the least, is the finest of all the fine ships those gentlemen have built - which is saying a great deal.

*Standard***March 26, 1845**

Launched on Tuesday last from the shipyard at Brandy Cove, a substantial built and well finished ship of 600 tons, called the *Isabella Stuart*, built by Messrs. Brewer and Briggs, for Nehemiah Marks, Esquire.

*Standard***Nov. 19, 1845**

Launched on Saturday last from the shipyard of Messrs. E. and J. Wilson a splendid thorough-built ship of 773 tons, called the *Sea King*. She is owned by Messrs. E. and J. Wilson and was constructed under the superintendence of Mr. George Gelly.

*Standard***July 1, 1846****Died**

At his residence at Chamcook, on Thursday, the 25th ult., Mr. John Townshend, shipbuilder, aged 65. Mr. Townshend was born in the town of Mary-Port, England, and came to this country about 30 years ago with the late George Thomson, of St. John, which eminent shipwright he assisted in building the first vessel that scientific man built in this province. Mr. Townshend ranked high in his calling and as a man was highly esteemed by all who knew him. He has left an affectionate wife and a numerous family, with a large and respectable circle of other relatives and friends to mourn over their bereavement.

*Standard***July 29, 1846**

Launched on Saturday from Indian Point, a well-built schooner of 100 tons, called the *Mechanic*, Messrs. Gelley and Jarvis, owners.

*Standard***Sept. 19, 1846**

Launched on Monday last from Messrs. Grant and Walker's shipyard, a new ship called the *Sea Bird* of 492 tons. She is owned by F. A. Babcock and is to be commanded by Capt. P. Morrison.

*Standard***Oct. 7, 1846**

Launched at the building yard at Chamcook on Saturday last, a beautifully modeled and substantial built copper-fastened vessel named the *Ocean Queen*, of 450 tons, new measurement. This ship was built by Messrs. J. and R. Townshend, for William Whitlock, Esq. and others, and adds another laurel to the fame of the Messrs. Townshends as ship builders. She was immediately afterwards towed into the harbour by the steamer *Neguasset*.

*Standard***Nov. 25, 1846**

Launched on Saturday last from the building yard of Messrs. E. and J. Wilson, a noble ship, which on entering her native element, was named the *Loudiana*, 752 old measurement. She is principally built of hackmatac and pitch pine, copper-fastened, and reflects credit upon her builder, Mr. George Gelly. We wish her enterprising owners, Messrs. E. and J. Wilson success.

*Standard***May 19, 1847**

Launched on Thursday last from the shipyard at Chamcook, a beautifully modeled and substantial built ship called the *Alice Wilson*, measuring 1,020 tons new measurement. She is owned by our enterprising townsman John Wilson, Esquire, and is constructed of the best materials; her stem, stern post, main transom, binding streaks, apron and windlass bit are white oak; wails, top timbers, breast hooks and knees, hackmatac. Her sealing from the kelson to the floor timber heads - pitch pine - long spruce timbers 14 inches square, bolted through the floor timbers, and clinched before planked.

She has been pronounced by competent judges to be one of the best constructed and faithfully built vessels ever launched in Charlotte and from her model will no doubt be a fast sailer. She is commanded by Capt. John McBean.

*Standard***Aug. 4, 1847****New Vessel**

Launched at Magaguadavic on Thursday last, a brigantine named the *Wetmore*, of 179 tons old, and 130 new measurement. She was built by Mr. John Billings for our enterprising townsmen Messrs. Ross and Wren and is pronounced by judges to be an excellent vessel in every respect.

*Standard***Aug. 18, 1847****Launched**

On Wednesday last from the building yard of Messrs. Grant and Walker, a beautiful ship of 540 tons old and 598 tons new measurement, called the *Laconic*. She reflects much credit upon her builders and is owned by Messrs. R. Walton and John S. Jarvis of this town.

*Standard***Sept. 29, 1847**

Launched on Thursday last from the shipyard at Indian Point, a well built and splendid barque named the *Ivy Green*, of 272 tons, built by Mr. G. Gelly for F. A. Babcock, Esq.

*Standard***Dec. 22, 1847**

Launched at Chamcook on Tuesday 21st from the building yard a substantial built and well finished barque called the *Strang*, of 418 tons new measurement. This vessel reflects credit upon her builders Messrs. J. and R. Townshend. We wish her enterprising owners Messrs. J. and R. Jarvis success.

*Standard***Sept. 30, 1848****Launched**

From the building yard of Messrs. E. and J. Wilson on Thursday last, a beautifully modeled, thoroughly finished, and substantially built ship of 844 tons, which on entering her future element was named the *Salacia*. The day being fine, a large number of persons assembled to witness the launch of this noble vessel, which glided gracefully into the water amidst the cheers of the spectators. She is principally built of the best hackmatac and pitch pine, and copper-fastened. The following are her dimensions: length on deck 151 feet - breadth of beam 33 feet 9 inches - depth of hold 21 feet 8 inches. This vessel has been pronounced by competent judges to be a perfect specimen of naval architecture, and one of the most faithfully built ships in

the province, adding another laurel to the well-earned name of the Messrs. Townshends as builders. She is owned by those enterprising merchants Messrs. Edward and Joseph Wilson, of this Town.

Standard

Jan. 30, 1850

New Ship for Sale

For sale, a ship on the stocks, at Chamcook, near St. Andrews, of about 630 to 700 tons, old measurement, built by Messrs. John and Robert Townshend. This ship can be made ready to launch in four weeks. Her length on deck is 142 feet; her breadth of beam is 32 feet 9 inches, and her depth of hold 21 feet 4 inches. She is essentially copper-fastened; has a half poop, round, and forward house, and a topgallant forecastle. The masts, spars, blocks, etc., and iron work for the rigging and spars together with a set of copper-fastened boats, will also be furnished. The terms of payment will be liberal, on approved security. For further particulars, apply to the builders, Messrs. John and Robert Townshend, Chamcook, or to Dimock and Wilson, St. Andrews. Jan. 15th, 1850.

Standard

Aug. 6, 1856

Launched on Saturday last from the building yard at Indian Point, a first-class ship, called the *Lady Milton* of 900 tons new measurement, 944 O.M. built by Messrs. Townshend and Short, under Lloyd's Inspector, for Messrs. Dimock and Wilson. The day being fine, a large concourse of people witnessed the noble vessel glide from the ways into the water in gallant style, where the steamer *Queen* and a large number of boats were sailing about. The *Lady Milton* is pronounced by judges to be well built and fastened; and is a fine specimen of naval architecture, adding another laurel to the fame of her builders. We hope soon to see another vessel on the stocks, in the same yard, under Messrs. Townshend and Short's direction, for the same enterprising owners.

*Standard***Oct. 22, 1856**

Launched at Chamcook on the 14th inst., a full-rigged brig named the *Anaconda*, of 270 tons carpenter's measurement, built by W. H. Cookson for T. B. Wilson. The brig reflects much credit on the master builder, being neatly modelled and well finished.

*Standard***Dec. 3, 1856****Launch**

On the 27th ult., a fine ship of 985 tons carpenter's tonnage and 985 tons register; named the *Nell Gwynn*, was launched from the shipyard of Mr. John Townshend, at Chamcook. The *N. G.* is beautifully modelled, and built of the best materials, under Lloyd's special survey. She was towed into this harbour the same evening, where she will receive her outfit.

- *Provincialist*

*Standard***Oct. 17, 1860**

Laura, 242-ton schooner, launched at Indian Point. Builder Charles Short.

*Standard***Sept. 30, 1863****Shipbuilding**

This branch of business we are happy to state is becoming brisk in this locality which presents unequalled advantages for its successful prosecution. Mr. Anderson, in addition to his others in course of construction, has laid the keel for a large ship within a few days, and is shortly to commence a vessel of 1,400 tons. Mr. O. B. Rideout has also commenced building a large vessel. The Messrs. Townshends are getting a ship frame down by rail which is to be set up and built in their yard at Chamcook during the next few months. These vessels, with Mr. Whitlock's, Mr. A. Cookson's, and Peacock's and Berry's ships, give employment to a large number of men. It has

been acknowledged by men of judgement and large experience, who have visited St. Andrews, that it possesses superior advantages for shipbuilding. Mr. Rideout has been building ships for 25 years.

Standard

Dec. 2, 1863

Launched

On Saturday last, by Mr. A. Anderson, from his yard, a handsome brigantine called the *Apus*, of about 250 tons register. We have examined this vessel from time to time during course of construction, and have no hesitation in pronouncing her one of the strongest and most carefully built vessels ever launched at this port. She is built of spruce, with a large proportion of hacmatac, is copper-fastened and copper bolted, and thoroughly iron-kneed.

In model and architecture, the *Apus*, in the opinion of those qualified to judge, comes as near the conception of perfection as any vessel ever built here. Beauty and economy seem to be combined in the design of her build; for while she is evidently calculated to be swift sailer, she will, at the same time, carry a large cargo. She was constructed under Lloyd's special survey to class A1 four years, and was superintended personally by Capt. McFeeby, by whom she will be commanded. The *Apus* is owned by the Captain, Mr. Anderson, Glargan and Black and Hugh Shields of St. John.

We wish her enterprising owners success, and have to congratulate Mr. Anderson on the improvement which is evinced in each successive vessel, so far as regards the model. We think we may safely hazard the opinion that St. Andrews has produced in the *Apus* a vessel equal in every respect to any other ever launched in this province. The *Apus* will load shocks at this port for Cardenas.

Same day, from the building yard at Indian Point, a beautifully modeled and thoroughly finished brig of 260 tons O.M. named the *Alexander Milliken*. This vessel is constructed of the best materials, hacmatac and hardwood, is copper-fastened and reflects much credit upon her builder, Mr. Alexander Cookson. We understand she is intended for general freighting business and will be a swift sailer.

*Standard***Jan. 27, 1864****Launched**

At Indian Point, on the 23d inst., a beautifully modeled and thoroughly finished barque named the *Hesperus*, of 432 tons register, and 497 old tonnage. Her frame is composed of hardwood and hacmatac - planking old Norway pine, hacmatac and hardwood; thoroughly copper-fastened and iron-kneed; and her outfit is of the best material. The *Hesperus* is, without any exception, pronounced by nautical men one of the best models and most thoroughly constructed vessels built at this port for several years, and reflects great credit upon her master builder, Mr. William Cookson, whose ability as a shipbuilder is appreciated. This vessel was built under Lloyd's Inspection. She is to be commanded by an energetic and able seaman, Capt. Richard Waycott. We congratulate her owner, William Whitlock, on his addition to the shipbuilding of this port. Mr. W. has done much towards keeping up the former prestige of the place for first-class vessels.

*Standard***May 25, 1864****New Vessels**

Launched on Saturday last at Indian Point, a Brig of 130 tons, named the *Prospect*, built by Mr. John McBride for Messrs. Peacock and Berry. This vessel has been pronounced by competent judges to be a good specimen of naval architecture, reflecting credit upon her master builder. She is to be commanded by Capt. James Hayes, and is intended for a regular trader. Her builder, owners and commander are natives of this place, and we wish them success.

Launched at Bayside on the 24th, inst., a beautifully modeled and thoroughly finished barque of 436 tons N. M., which on gracefully entering her future element was named the *Jennie Ellingwood*. She is said to be a very superior vessel, as no pains were spared in her construction to make her a first-class ship, having been built under French Lloyd's inspection, to class 6 years. Mr. Robert Buntin has added another laurel to his fame as a shipbuilder for the manner in which the work on the barque has been executed. She will be

**Grave of John
Wilson.**

*In memory of
John Wilson,
Esquire, who died
April 1, 1855,
aged 69.*

**St. John
Chapel of Ease,
Chamcook**

Wilson possessed substantial shipping and milling privileges, operated a highly productive shipyard, donated the bell for the Catholic Church, built the Chamcook Chapel of Ease, was the first to have gas in his home, and was remembered as perhaps the chief mover in the St. Andrews and Quebec Railroad.



commanded by Capt. Ellingwood, who with Messrs. Rideout, McAdam, Eaton and King, B. R. Stevenson and others are her owners.

***Standard*
July 27, 1864**

Launched from the building yard of Mr. Alexander Anderson, at the Railway terminus, on Wednesday last a barque classed at Lloyd's 7 years. She was built under the inspection of Lloyd's Surveyor and Capt. English, and is all hachmatak essentially, copper-fastened to sixteen feet forwards and aft; length of keel 124 ½ feet,



Grave of John Townsend.

In memory of John Townsend born 1807, died 1892.

St. John Chapel of Ease, Chamcook

John and Robert Townshend carried on the shipbuilding trade initiated by John Townshend senior in partnership with John and Edward Wilson. A younger brother, James, built the Mountain House on Chamcook Mountain, which was later purchased by the Ross family and renamed Rossmount.

depth of hold 15 ½ feet, her rake 7 ½ feet, beam 27 feet, and is named the *Rosslare*, and will be commanded by Capt. English. This vessel is one of the best built, and most thoroughly finished ever launched at this port; and for beauty of model, symmetry and elegance of finish, is not surpassed by any vessel in the county, and adds another laurel to Mr. Anderson's reputation as a successful shipbuilder. We join with Capt. English's many friends, in wishing him a pleasant passage across the Atlantic - that it will be rapid one there cannot be a doubt.

*Standard***October 19, 1864****Shipbuilding**

It has never been questioned that St. Andrews as a shipbuilding port possesses more advantages, with a few exceptions, than any other place in the Province; and these exceptions could easily be removed were the business carried on extensively, as it would necessitate the erection of establishments for the manufacture of iron knees and girders, and mercantile houses for the importation of anchors, chains, sailcloth, and other material required in fitting our ships. The opportunities for carrying on a successful shipbuilding as stated are not surpassed in the Province. There is ample accommodation for the yards at low rents, the Railway runs directly through these locations, the very largest and best ship timber to any amount can be obtained on the lands through which the Line passes, and be unloaded without any further expense, the planking can be sawed at the steam mills up the line, and thus a large amount of time and labour saved. The facilities presented for carrying on this important branch of business, we have heard old and experienced shipbuilders assert, are not to be met with elsewhere in the Province. All that is required is men of capital who understand the trade and would carry it on extensively and economically; that abundant success would crown their efforts cannot be doubted. We have it on good authority that the vessels built here during the last year and a half for Saint John firms were superior to those constructed under their own supervision, at much lower rates, and a better quality of timber. We are happy to learn that Mr. Edgar, the draughtsman and modeler of Anderson's vessels, has commenced business on his own account in the shipyards at the Station; he will shortly have another vessel on the Stocks, and we trust sufficient inducements will be held out to him to continue the business on a larger scale. Why not use up the splendid timber brought down the line? Would it not be better policy than to sell it to the St. John shipbuilders? By adopting this course, it would materially benefit the place by enlarging its business - giving employment to large number of men, and otherwise increasing its prosperity. As before stated, all that is required is capital, energy, and a thorough knowledge of shipbuilding.

*Standard***Nov. 30, 1864**

Launched at the Bayside, on the 29th inst., a handsomely modeled and copper-fastened barque of 400 tons named the *Jessie*, built by Mr. O. B. Rideout, to class 6 years in the French Lloyds. This vessel has been carefully constructed under the Inspector, and is a well-furnished hacmatac ship. She is owned in this County, commanded by our townsman Capt. Robert Buntin.

*Standard***Dec. 21, 1864****Launched**

A 407-ton barque, *Atlanta*, owned by Harris Hatch. Built and launched at Indian Point. Trader to Europe.

*Standard***Jan. 13, 1869**

Robinson and Co. have 400 ton barque under construction at Indian Point within a few yards of the Railway.

*Beacon***Aug. 18, 1892**

Mr. John Townsend, of Chamcook, who had been lying at death's door for two or three weeks past, passed away on Friday. His funeral took place on Sunday and was largely attended. In the old shipbuilding days at Chamcook, Mr. Townsend followed that business, but of late years he has been engaged in farming. He was over 85 years old. He had always maintained the respect and esteem of those who knew him. One of his sons, Mr. James Townsend is a successful businessman in New York, having large repairing docks there. Ms. Robert Ross is a sister of the deceased.