

SHIPPING

The first vessel, we have mentioned used in shipping was 'The Sterling', built by Hamilton & Warren in connection with the Talbot Mills. It has also been noted that the "Steamer Names" began running between Port and Buffalo, stopping at various ports on the north shore, also a line of steamers from Chippewa to Windsor, which made regular trips here. The Emma was a fast-sailing sloop whose master was Capt. Barrow and the crew, his two sons Tom and Dick. This sloop sunk and its place was taken by the little schooner Union, which ran between here and Cleveland. *Mary*

By 1850, with such good harbour facilities and the placing of

the militia in London, numerous schooners and side-wheelers came and went steadily with soldiers and settlers. In this year 1850, the Earl Cathcart, a propeller steamer arrived with 112 men for Her Majesty's 23rd. regiment in London and 92 men on a later trip. The steamer Pritania also brought troops and supplies for the regiment, as well.

In The St. Thomas Dispatch appears these three advertisements, -
Jan 28th/53-----The Iron Steamer Mowhawk

S.S. Hollywood-Master
Will continue regular trips
between
Buffalo & Port Stanley
Mon. and Wed. - 10 a.m.
On the opening of navigation.

Apr. 25th/53-----Kaloolak-Capt. J.W. Tuttle
Fastest boat on the N. shore of L. Erie.

Apply- -Port Stanley
Routh & Davidson
Geo. Williams
Hodge & Co.

May 3rd/53-----Port Stanley to Cleveland
The new Pressure Steamer
Telegraph.
Leaves Port-Wed. & Sat. at 6 p.m.
Leaves Cleveland-Mon. & Thurs-at 7 p.m.
Connects with STAGES to London.
Apply- Mac Pherson & Crane.

The business of exports and imports had been steadily increasing. The value of exports for the year ending 1850, was about a quarter of a million dollars. The St. Thomas Dispatch for Oct/53, states, "The entries taken from Port Stanley since Apr. 5th. (same year) exceeds \$10,000. The same paper states, "One of the Great Western R.R. locomotives has arrived. It weighed 13 tons and was drawn by 8 yoke of oxen." It was in this same year that wheat of good quality brought at Port Stanley-6s6d to 7s, according to quality. Plenty of pork was now being shipped to Chicago and threshing machines, boots and shoes, pig iron, paint, lumber, coal, sugar and tea were being shipped in.

Other Business Items

----- -1853
Feb. 1st/53-----7 HDS-Porto Rico bright muscovado sugar--for sale--
at Port Stanley--J.A. & C. Roe.

May/53-----The St. Thomas Market Report quoted--
wheat, per bush--oats, 2s--hay, £2 per ton--butter, 10 ¢ per lb.
wool, 30 ¢ per lb.
note- \$ and ¢ are used as well as £.s.p.

Mar 15/53-----50 chests Superior young Hyson tea--for sale--in bond--
at Port.----J.A. & C. Roe.

Aug. 12/53-----Highest market price paid for merchandable wheat at our
warehouse in St. Thomas or MacPherson & Crane's warehouse
at Port Stanley.

Aug/55-----50,000 bush. of wheat wanted--at the warehouse of
Holcombe & Henderson, Port Stanley.

1855-----
over

Shipping notes of 1855

In the late Autumn of 1855, the following cargo was unloaded for Hodge & Thomson and stored for future use in the Red Warehouse viz.-
400 bags of Liverpool salt; 10,000 English fire brick; 400 tons Blessburg, Chippewa and Newcastle coals, and 500 lbs. of Caondago salt.

Sailing of Steamer Ploughboy
In the Spring- Advertisement-
Between Port Stanley and Buffalo
Capt. S.S. Hollywood-Master and L. Ladd-Purser.
1857--

(From London Free Press) The Royal Oak, which recently sunk in the Harbour at Port, was raised by Capt. Fortier. The Government offered a subsidy to remove her. The value of the cargo and vessel was reduced to 1600 dollars.
also

The Everitt entered Port on Friday, heavily laden with lumber, consigned to J. Smith, Esq. of the Port.

also

The J.G. Scott sailed from Pt. Stanley with a fair wind-for Buffalo. Her cargo included 4,000 bush. of wheat, shipped by H. Ely Esq. She also carried 100 bbls. of flour and a number of hides.

also

The Steamer Sandusky is aground on the other side of the lake, but no particulars are available.

1857 (from St. Thomas Dispatch)

Oct. 15th-

Two ships laden with iron for the Grand Trunk R.R. are on their way to Port Stanley. The iron will be carried over the L. & P.S.R.R.

S. SHEPARD SENT FIRST APPLES OVER

Pioneer Exporter Dies at His
Home Here—Had an
Active Career

WAS IN GRAIN
BUSINESS AT PORT

A Lake Vessel Owner—Only
Daughter is Now Living
in England

There passed peacefully away in the city on the evening of Wednesday, Aug. 29, one of the oldest and best known residents of Elgin county in the person of Samuel Shepard, 82 Wellington street.

The deceased who was born in Ancaster, was of an old New England family, his parents having come from Gilmonton, New Hampshire. He leaves besides his wife, one daughter, Lila Rundle, wife of Captain Victor A. Lemieux, paymaster at Wokingham, England. The late F. E. Shepard of British Columbia was a son of deceased, and John Shepard of British Columbia is also a son, both being sons of his first marriage. He also leaves a sister, Mrs. George Lethbridge, of Glencoe, and one brother, Edgar, of British Columbia. The late Colonel Shepard and Edward M. Shepard, of New York, were cousins of deceased.
Before coming to St. Thomas Mr.



MR. SAMUEL SHEPARD, whose death occurred Wednesday night.

Shepard carried on an extensive export grain business at Port Stanley, and bought grain all along the line from Windsor to Buffalo. He was also a lake vessel owner and an apple exporter, being the first man in Canada to export apples to England. His business was very hazardous, and he saw many ups and downs in life. For the last 18 years the deceased had lived a retired life owing to an affliction of the eyes.

Mr. Shepard was of a very genial disposition and a great favorite with all who knew him. In politics he was a Liberal, and in religion an Anglican, being a member of Trinity church.

The funeral which will be private, will take place from his residence on Friday afternoon at 3 o'clock, to Union cemetery.

BOATS MAKING REGULAR TRIPS

to and from Pt. Stanley-Montreal or Cleveland



THE NORTHERN NAVIGATION COMPANY

Almost as soon as the London & Port Stanley R.R. was in running order, the same promoters met and discussed another important project. The London Free Press of Nov. 13th, 1856, carried this news item,-

"It has been suggested that vessels be built to carry to England, the Agricultural products of Western Canada, especially as 600,000 bushels of wheat were sent from London last year. If 1,000 mechanics would take a five dollar share each, the whole amount would be taken. At this meeting it was moved and seconded that a committee be formed to consider the best way of carrying out the enterprise. The following were the members of the committee from St. Thomas and Port Stanley--Messrs. Ross, White, Low and Sheriff Munroe--of St. Thomas; Messrs. Bostwick, Warren, Alex Hodge and Sam. Price--of Port Stanley, to see if merchants would co-operate with the plan.. They received their charter in 1862.

Two fine vessels were built viz.-City of London and Stickluna and the Georgian was bought. Mr. Bowman, Supt. of L.&P.S.R.R. was the manager of these steamers. Up until the G.T.R. took over the L&PS R.R., Port Stanley was an important lake terminal and the Northern Navigation Co. did a good business as well as other Companies and individual boat owners.

Another Navigation Co.

A Company formed by Hope, Gillespie, Thomson and Capt. Pollock, built the Isaac Buchanan and the Jessie Ann Hope, which proved a profitable speculation.

They also owned the Butler Absolute Slade (Brig)
The Telegram went to 'Davy Jones' Locker', and no steamer ran regularly to Cleveland until 1871, when the Lady Franklin was put on the route under Capt. Drake and later the City of Sandusky under the same master.

In 1877, the side-wheeler Saginaw-Capt. Kirby, master, made bi-weekly trips to Cleveland.

The Dominion Navigation Co.

This company was composed of Messrs. Eccles, Wade, Munroe and some other gentlemen, owned and managed the steamer, Alma Munroe.

Though the following pages, many boats not already mentioned will come to life in the stories of the old Captains.

The Merchants Line Transportation Co.

*Elm
Buck
Parker*
The Merchants line Co. plied between Port Stanley and Montreal about 1896 with three boats on the route, the Cuba, the Melbourne (old Alma Monroe) and Acadia. These boats called three times in two weeks, calling at Cleveland both coming and going. They carried on an average of 150 to 200 tons of freight, and also passengers. Supplies for these boats were bought here which benefited local merchants.

Tree Line Boats.
were, -Maple Bay, Beech Bay, Oak Bay, and Willow Bay.

C.S.L. Line.
were, -Beaverton, City of Windsor, and City of Montreal.
These were steel boats.

*City of Toronto
Hamilton & King*
Cuba and Flora shown in photo.



CAPTAIN JAMES WILLIAMSON

by

Agnes M. Hepburn

It was in Kingston, Jamaica, far from his parents' native Scotland, that, in 1823, James Williamson first saw the light of day. Thus began a life of adventure that was to end, after many years, in still another country of that great British Empire, which men like himself had helped to build.

As a youth of 14 yrs. James left Clyde Bank, Scotland, on a sea voyage, with his father, Capt. Robt. Williamson, and received his first blow from fate, when his father died of yellow fever and was buried at sea. That was the beginning of his life as a sailor. And it was not an easy life—this life before the mast, especially not, when it entailed the rise from able seaman to helmsman, mate and finally, master of a craft. But Williamson liked the life and seemed to be cut out for it.

He encompassed full many a fight, and storms without number, shipwrecks, and exposure to the briny deep in the Tropics and in quest of whales in the North Atlantic. His voyages took him to many parts of the world including Mediterranean ports of call. He was in China, Japan, the Holy Land, South America, Africa and the United States of America. He was indeed a

"Son of Neptune." Thirteen times, he crossed the Equator and fifteen times, he rounded Cape Horn.

Many times, he was shipwrecked and rescued. One of these wrecks was off that same island (Hawaii), where Capt. Cook lost his life at the hands of the Kanakas. Williamson was picked up by a whaling ship bound for New Bedford, Mass. He shipped aboard this vessel for 15 mos. before changing to a Spanish Merchantman, which later floundered in the Bay of Biscay. This time, he was rescued by a British Frigate and landed in Ireland. He then joined the crew of a clipper ship on its way to California. On this voyage, he contracted yellow fever and was taken ashore at San Francisco. This was in 1849, at the time of the gold excitement. When he recovered from this illness, he was appointed Government interpreter of Spanish.

But the memory of that colleen of Limerick, whom he had earlier courted in that lovely valley, where the River Shannon flows, lured him to Ireland. He worked his way back and married his Irish Norah. Four children blessed the union, Elizabeth, Joseph, Martin and Theresa.

Now, as a husband and father, James Williamson sought a more regular life, so signed on as second officer of the steamer Peruvian, of the Allen line, which transported the mails

between the British Isles and Canada. After some years spent in this service, he transferred to the Dominion coastguard cutter, Napoleon III, which plied from Quebec to Belle Isle, inspecting lighthouses en route. During the winter of 1878, when many ships were sealed in the ice at Quebec, Capt. Williamson met Capt. Dan May (son of the well-known navigator, Capt. Angus May.) The two men became friends and Capt. May did such a splendid job of advertising Port Stanley, that Capt. Williamson moved his family to Port, the following year.

After settling in Port Stanley, Capt. Williamson sailed the Great Lakes for several years, but finally became a landsman. He and his family occupied the summer home of the Rt. Rev. John Walsh, Bishop of London and they suited well this old and historic Bostwick House. Here on the eminence of Bishop's Hill, Williamson could look out over the restless waves of Lake Erie. His long life at sea, had left an indelible mark on his soul and he could not divorce himself from the turbulent waves. Now, in later life, the leathery skin of his face and his brawny arms showed the result of exposure to the elements, in his many years before the mast. The deep furrows and heavy wrinkles of his cheeks and forehead came from close association with many men of his kind in the ship's fore-castle. His early training showed in the crafts he now plied, the sewing of awnings, sail-making and the building of saleable punts.

During those years of seamanship; in the rigging, on deck or at the helm, as his vessel sailed over the vast expanse of ocean waters and under the arching dome of heaven, Williamson came to sense and know, amidst that great silence of the sea, all signs of foul weather or fair. So perfect were his predictions of the weather, that out-going boats depended to a great extent on his clear judgment. Often,

The crew of the "Ruby", would call him from bed,
 To see if storm-warnings came east or came west;
 And then the old captain would rise with a yawn,
 And tell them what weather would come with the dawn.

Sometimes, on a balmy summer evening, as the elderly couple sat cosily on the porch of the old Bostwick House, lost in reverie, the soft roll of the breakers on the sandy shore below the cliff, was plainly audible and was music to the soul of the old captain. Suddenly, he would burst forth in some long forgotten sailor's chanty and the hoarse notes of his stentorian voice would blend well with the high falsetto of Norah's accompaniment and waft down over the valley below. Other pleasant evenings, he would load his punt with young folk and sing in time with his oars, as his punt rode the waves in and out of the harbour-mouth, much to the delight of the love-lorn maidens and their ardent swains.

Captain Williamson's, "Tales of Adventure" were the lodestone which attracted villagers and visitors to his home, for there is a witchery in the songs and stories of the sea. With a powerful intellect and five languages at his command, he spread the charm of his personality, as he vividly recounted his dramatic stories of the seven seas, those seas, which he had sailed in the old wind-jammers.

May 23rd/1897,

Even as death approached, our old captain spoke in terms of the sea. He bade good-bye to his family just as he had often done when he sailed from Ireland to America. To Norah he whispered, "The watch is called!" Thus, he sailed away on his last voyage to that country from which no mariner returns.

(Facts verified by his son, Martin Williamson.)

Lifeboat Crews

Throughout the early days of navigation along L. Erie, the Lifeboat Crews did great service-such great service that a volume -would not be enough to tell of their deeds of bravery and heroism. even in this village.

There are still some men in the village who belonged to more recent crews viz.-Geo Hough, Walter Brown and Luke Berry, and Frank Eveland.

The first lifeboat came from England across the sea, loaded on a box car and unloaded here. The nails in this boat were of copper to keep from rusting. There was no boathouse, the craft being kept in front of Frank Shepherd's boathouse near the bridge.

The Gov. Survey boat had been surveying the waters of L. Erie and at that time, Rudolph Long was wheelsman. It laid up in Collingwood for the winter and on the first trip down in the Spring, it carried two lifeboats. One of these was left at Port Stanley for use here, *to replace the old one.*

A boathouse was built for it near the bridge but it was moved twice, each time nearer the mouth of the Harbour. It came to rest just north of the slip-dock. A track ran across the dock and a crank which worked by hand, lowered or raised the boat into position.

I have read before of the colourful life of Capt. Williamson and Capt. May, who was an international figure in Canada's early trade with European countries. To-day, I have chosen, Capt. Mark Berry. His brother Wm. was Capt of the Lifeboat for many years and it was from his Gov. records that I have the account of the wreck and rescue of the schooner E.G. Benedict.

Canada

By The Honorable The Minister of Marine
and Fisheries for the Dominion of Canada

(Certificate of Service as)

(MASTER)

To

OF A FORE AND AFT RIGGED SAILING VESSEL IN INLAND WATERS.

Mark Berry

Given under the SEAL of the MINISTER of MARINE and FISHERIES of CANADA at
OTTAWA this TWENTY-EIGHTH day of APRIL 1884

Wm. Smith (Deputy Minister of Marine and Fisheries) A.M. McLellan (Minister of Marine and Fisheries)

Captain Berry is also permitted to act as Master of a Passenger Steamer in the Inland Waters of Canada.

Wm. Smith
Department of Marine and Fisheries
Ottawa, 24th. March/93.

Capt. Mark Berry was not only a sailor, but in his day was a U.S. Marine, a merchant and an employee of the Pere Marquette R.R.

Mark Berry came from W. Sussex, Eng to this Port in 1856, with the other members of his family. They settled first on the Lake Road but moved into the village, down on the east side of Main St. in 1860.

Like most Pt. Stanley boys at that time, he became a sailor. He went to Buffalo and joined up on a schooner running between Chicago and Buffalo. One day when they made the port of Buffalo, the city was all astir for head lines of the papers carried the news of Civil war and a call for recruits. Eager for excitement, young Mark decided to offer his services to the North.

He, along with a car full of other young men were taken to New York, where they trained for thirty days, before they were taken to Portsmouth, N.H. Here, eight hundred of them were put aboard the frigate "Santee" which carried 70 guns.

Commodore Foote, had command of the squadron to which the Santee belonged. The Santee was unable to go up the Mississippi R. towards New Orleans, but 100 of her crew were put aboard the Pensacola to strengthen her crew and thus Mark Berry got to New Orleans. He was one of a number chosen to land under flag of truce, as guards for the officers, who arranged for the surrender of the city.

Now, when he had honorable discharge, he determined to see more of the world, so signed up on a merchant vessel going to the west coast of Africa. He made two trips, each return trip taking one year. Their ports of call were Cabinda and Loango. From there, they made short trips over to the Isle of St. Helena on small boats, and it was from that island they took the water to last during the return voyages. On his second voyage, he spent four months on the island and visited the place of Napoleon's confinement, even sitting on the bed where the famous man slept.

Port Stanley has a great lure for the person who has lived here and no doubt the sailor Mark, grew a little homesick for he returned to Port Stanley took out his Master's papers and sailed his own schooner, the "H.P. Murray and the Russia." Then, this sailor decided to have a change and began a grocery business in the Masonic Building which he kept for twelve years, but about 1900, he gave up the grocery and entered the Bridge and Building Dept. of the Pere Marquette R.R., and in that employ for twenty years.

No doubt at 95 years of age Capt. Berry thought that all excitement was over, for him, but it was not, for an invitation came from the U.S.A. Gov., to attend the seventy-fifth anniversary of the Battle of Gettysburg, to be held June 6th. 1938 at Gettysburg, Penn (1861-65)

Capt. Berry accompanied by his daughters, Dana and Nellie, was able to make the trip. He had a wonderful time and seemed none the worse for the grand celebration.

Death claimed Capt. Berry in 1939, after a full and useful life.

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TWENTY-FIVE YEARS AGO
(From The Times-Journal Files)

Jonathan W. Jackson, East Street, has sold his 50 - acre farm on the River Road to Albert James Way.

Capt. Mark Berry, of Port Stanley, a veteran of the American Civil War who will be 95 years old on Sept. 21, has returned from the Blue and Grey reunion at Gettysburg, Pa. This was Capt. Berry's first visit to Gettysburg. He was with the Union naval forces during the Civil War, being in continuous service on the frigate Santee for two years. He took part at the Battle of Galveston, Texas, and also in the capture of New Orleans. He met only one other naval veteran at the reunion, a colored man who had served on a little gunboat on the Mississippi patrol. Capt. Berry was accompanied to Gettysburg by his daughter, Mrs. Dana Anthony. TIMES-JOURNAL

"July 9, 1939"

The story I am about to read To-day concerns a former citizen of Port Stanley. It was written from tales-told by the citizens of to-day. After I had written it, I felt sure that this quotation fitted well the man in question, *his philosophy of life.*
"To live content with small means, to seek elegance rather than luxury, refinement rather than fashion, to be worthy not respectable and wealthy not rich; to listen to stars and birds, babes and sages with open hearts, to study hard, to think quietly, act frankly, talk gently, await occasions, hurry never; in a word, to let the spiritual unbidden and unconscious, grow up through the common-"this is Life's symphony."

Capt. Wm. Pollock

Capt. Pollock came to Port Stanley in 1842. At that time lots of pork was being shipped through this port to Chicago. His Company built the Isaac Buchanan and the "Jessie Ann Hope" for this trade. He went to Sea at the age of twelve years and visited ports in almost every country in the world, both in War and Merchant ships. He suffered greatly from shipwrecks. He received medals and presents from insurance Companies and the Government for the aid he gave in saving lives and property on the Great Lakes.

For some years, he managed the Batt House, while Capt. Sweeney was his neighbour in the Russell House. In later years he moved with his family to Bay City, Mich.

Near-Disaster Of 89 Years Ago

The following news item appeared in the issue of The St. Thomas Evening Journal on August 2, 1915:

"The appalling Eastland disaster at Chicago brings back memories of the near-disaster more than half a century ago. On May 14, 1866, the steamer City of London, owned by the London and Port Stanley Railway, made its first excursion trip from Port Stanley, with the late Captain Alexander Pollock in command. Many from this city and London were aboard.

"The City of London was of ancient design, top heavy, ballasted with barrels of sand, and carried far too many passengers on that trip. All the available deck room was taken up with excursionists, but all went well until Captain Pollock attempted to turn the craft homeward. It was then noticed that the boat had taken a dangerous list. There were many passengers on the upper deck and the predicament became serious. With rare presence of mind the captain brought the boat around towards the middle of the lake, minimizing the list, and he ordered the ship's fiddler to take his fiddle below to attract the dancers from the upper deck. The passengers followed the musicians and the situation was saved.

"Captain Pollock brought the City of London to Port Stanley safely, but he made it clear to the directors that he would make no more trips. The City of London was partly burned some time after, but later was rebuilt and renamed the Owen Sound. Residents of St. Thomas and London were financially interested in the craft, but the L. & P. S. R. held the controlling interest."

FRIDAY, AUGUST 5, 1955

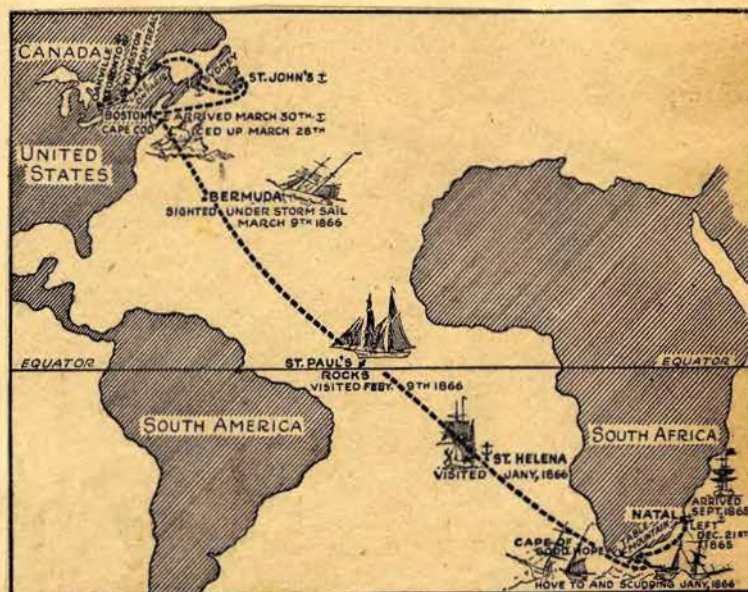
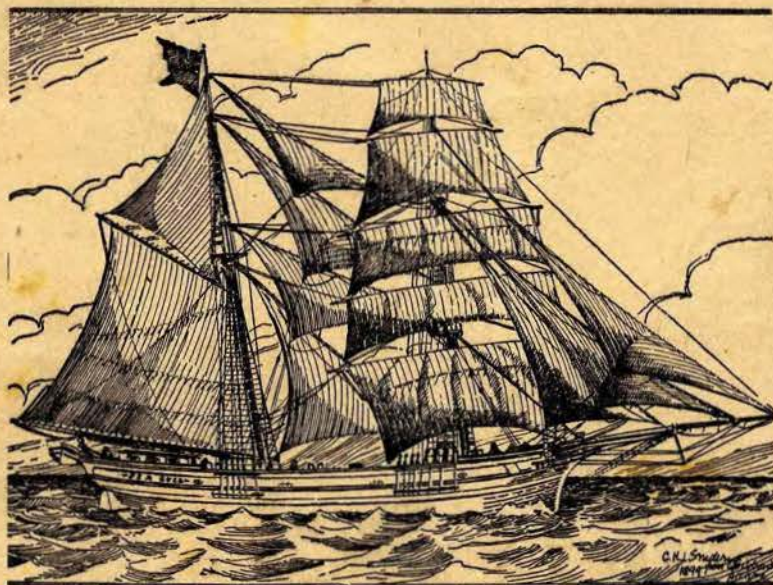
CAPTAIN ANGUS MAY

Captain Angus May was born in Argyleshire, Scotland, in 1818, and went to sea at the age of 14 years. By the time he was 18 years of age, he had his Second Mate's papers. He traversed ocean waters to nearly all parts of the world. In 1840, at the age of 18 years, he was made second officer of the "Lion" of Aberdeen, Scot. and laid for several months at Hong Kong, when the Opium War was on between China and England.

The completion of the railroad between Port Stanley and London and the forming of navigation companies to carry wheat and timber from this port to foreign markets became international news and interested Capt. May to such an extent that he moved his family from Scotland to this village in 1858. He bought an acre and a half of land, situated a-top Waddle Hill, on the Union Rd, a short distance west of Selborne. Here, in a white frame house, surrounded by an orchard, he raised his family of seven. Malcolm and Daniel were sailors like himself, Angus Jr. died when quite a little chap, Duncan kept a store in Port, Christine became the wife of Geo. Moore, Robert was a doctor and practised in Minamore, Mich., while William was a teacher and later a merchant in the village. The family attended the Presbyterian church here, and the younger members of the family attended our school, where they were prepared for third class certificates of that day.

The first sailing done by Capt. May, out of this port was on the Brigantine, "Absolam Slade" belonging to Captain Geo. Williams, the grain buyer. (This brigantine, when built was named after a worthy German settler). He then took charge of "Buttles", belonging to Capt. Pollock and Robt. Thomson (grain-buyer), Hope and Gillespie.

After settling here, he took several lake vessels to Europe and Africa, as navigator, with lake captains in charge. The first such voyage was taken on the brigantine "Sea Gull", owned by Capt. Henry Jackman of Toronto and Capt. Murray of Oakville, where the Sea Gull was built. They carried a cargo of lumber and brought back a cargo of ivory. The following cut, presented by Mr. C. H. J. Snider of the Toronto Telegram, shows the Sea Gull and the route taken by Navigator Angus May of Port Stanley and the members of his crew.



He had charge of the "John A. Macdonald", owned by Capt. Archibald of Toronto, for a while before changing to the "Niagara" of Port Dalhousie, which was built by Muir Bros. This barquentine laid in Scotland several months, chartered to carry pig iron to Adam Hope & Co. of Hamilton. Off Newfoundland the ship was lost and another vessel brought the crew to Quebec. In 1870, Capt. May became navigator of the brigantine, "W.W. Grant", which called

(continued)

at Oporto and took on a cargo of wine and cork for Germany. At Hamburg, they took on salt. For seven years, he sailed from one European port to another and finally landed at Leith, Scotland.

He returned to his home and family, but that Autumn, he took "The Guelph, owned by Capt. Ben Tripp of Toronto, with a cargo of lumber for Hamburg, Germany. They spent the winter in Quebec, where The Guelph, was destroyed by fire.



MAP OF EUROPE.

From "World Atlas", John B. Alden, Publisher--1887.

In January 1878, "The Clifton," owned by the Rev. W. R. Stimson, was made ready for trade with Australia and Capt. May was placed in charge. This voyage is remembered by some of our citizens of to-day. His sons Malcolm and Daniel as well as Alex Neely were members of the crew. Edgar Earnshaw remembers the souvenirs exhibited at the May home, after the voyage and a monkey which was promised by Alex Neely, for the little neighbour boy, Arthur Glover was taken aboard but became so mischievous, he had to be sold before he reached Port Stanley. So favourable was the weather when The Clifton sailed out of New York harbour with her cargo of Canadian products, that not a tack or sheet was lifted. In 1880, The Clifton returned safely with a cargo of wine and wool for the Canadian market.

In 1882, Capt. May and Talbot McBeth (relative of Col. Talbot) of London, bought the schooner Mary from Samuel Shepard. This ship was in service until 1887, when health caused Capt. May to abandon his life's work. It is said his 'log-book' was filled with many nautical incidents and thrilling adventures at home and on the deep.

note-At the time of Capt. May's death, in 1887, the St. Thomas paper, published much of this information. Mr C. H. J. Snider kindly corrected any errors and added other factual data.



MAP OF CAPE COLONY, NATAL, ETC.

NATAL. Na-tal'

Previous to 1856, Natal formed part of Cape Colony; in that year it was erected into a separate colony under Great Britain. The government is administered by a Governor, an Executive Council, and a Legislative Council. Estimated area, 21,150 square miles. Pop. 1881, 416,319; white, 28,463; native, 329,253; coolies, 20,196. Principal town, Durban; pop., 16,630. Capital, Pietermaritzburg; pop., 14,231.

Value of imports, 1883, \$8,755,535; exports, \$4,158,735. Principal exports: hides, \$265,000; ostrich feathers, \$72,630; unrefined sugar, \$610,430; wool, \$2,595,805. Principal imports are manufactured goods and flour. In 1883, 328 vessels, of 232,017 tons, entered, and 326, of 231,892 tons, cleared, the ports. There are 105 miles of railway built, and 120 under construction.