The Era of Shipbuilding in Summerside

Wow! It happened in Summerside
Prepared by Marlene Campbell of Wyatt Heritage Properties, Summerside

Introduction to the Shipbuilding Outreach Box
When people walk along the waterfront of the City of Summerside their eyes are drawn to the deep blue colour of the harbour with its jutting wharves and to the commercial buildings that face Water Street. As they saunter along the boardwalk there is a feeling that things are as they always have been. There is a serenity of nature mixed with the business of the day.

But there was a time when Summerside Harbour looked and felt much differently. The growth of the settlement stemmed from the shipyards that lined the shorefront from west to east. Summerside, once known as Green's Shore, was a handful of farms that lined the shorefront of Bedeque Bay until shipbuilders such as George and James Walsh and J.C. Pope saw the advantages of building ships along the shore. Thus began a golden age of wooden shipbuilding from which a town grew. The importance of shipbuilding in the history of Summerside cannot be underestimated although today there is no hint of the activities that once lined the waterfront. Square-rigged vessels and schooners no longer tie up at the wharves. However, the era of wooden ships is a vital part of the history that influenced this town and needs to be remembered for its richness.

The objective of this outreach box on shipbuilding is to give the user a sense of shipbuilding in Summerside between the years of 1851 and 1895. The topic is so far reaching that the material contained in the box cannot begin to cover the scope of the industry, which brought such wealth and growth to Island communities like Summerside. The outreach box attempts to share with the user the highlights of the vast history of the shipbuilding in Summerside. The supplementary material offers sources for the user to carry their curiosity about the industry to a deeper level. The box is designed to arouse the auditory, visual, and tactile senses.

As creator of this outreach box, the Wyatt Heritage Properties hopes that users will take the material presented and adapt it in their own manner to explore an exciting industry that contributed greatly to the growth of the city and the province.

Topics Covered

Setting the background

The origins of the Town of Summerside

A typical shipyard in Summerside

The craftsmen needed to build a ship

The materials needed to build a ship

Types of ships built in Summerside

Some Summerside shipbuilders

Profile of Summerside shipbuilder John Lefurgey

The story of the *Charles E. Lefurgey*

Setting the Background

❖ For centuries, ships have plied the waters of the world carrying the cargo needs of our daily lives. The ships of modern times are massive metal structures driven by engines of modern technology. Although impressive, they lack the adventure and romance of the wooden ships of days gone by.

❖ Ships as a mode of transportation and navigation are as old as civilization. Man has always desired to know what lies beyond the horizon and the secrets of the sea. Using the skills of his hands and mind he built ships for the journey.

❖ Skilled craftsmen turned the trees of the forest into wooden ships of various sizes and outfitted them with sails to billow in the four strong winds. These wooden ships left settled lands seeking new lands, peoples and treasures.

❖ It was by wooden ships that the Europeans discovered North America and its native peoples. It was ships that brought newcomers to the eastern shores of the continent and the craft of shipbuilding forms an important part of the story of settlement in Prince Edward Island.

❖ Ships were the mode of transportation for both goods and people prior to the building of roads. Approximately 4000 ships of various sizes were built along shorelines of the Island.

❖ Ships built along PEI shores were used for many purposes. Depending on their size they served in the fishery, the coastal trade, or on long sea voyages.

❖ Shipbuilding was vital to the founding story of Summerside, known originally as Green's Shore. The industry changed Green's Shore from a farming community with a small settlement around a wharf, into a prosperous town.

Beyond the Basics: Things to Ponder, Research, and Discuss

What argument would you use to promote the theory that the age of sail was a more romantic period of history for the shipping industry than is the current age?

How do ships move about today? Are they as environmentally friendly as the ships of the age of sail?

Was man more at the mercy of the elements in the age of sail than he is today?

Using the resources of the Internet and the local library trace the roots of shipbuilding back to its origins in civilization. Don't forget the story of Noah's Ark.

How did the shipping industry contribute to the development of the world?

Discuss what North America may have been like today if man had not developed the technology of shipbuilding.

Look at the last pair of shoes you purchased. Where were they made? Chart out the transportation route they would have traveled to arrive in the store where you made your purchase. Was a ship involved?

Why are Prince Edward Island, Nova Scotia, and New Brunswick known as the "Maritime" provinces?

The Origins of the Town of Summerside

❖	The area of land that became known as Green's Shore was visited by the aboriginal people who traveled by canoe from the mainland on a seasonal basis. They called the area Eptek, meaning "hot spot."

❖	The body of water to which the land sloped became known as Bedeque Bay during the French occupation of the Island.

❖	A few Acadian families were scattered along Bedeque Bay during the French ownership of the Island.

❖	The American War of Independence (1775-1783) caused many early North American settlers who were loyal to Great Britain to turn northward to friendly British colonies.

❖	A large group of these Loyalists arrived in Prince Edward Island anticipating free land grants. Some assumed ownership of property in Lot 17, a broad section of approximately 20,000 acres, which included the area around Bedeque Bay.

❖ One of these Loyalists was Daniel Green who arrived in 1785 to take up a five hundred acre tract of land fronting on Bedeque Bay. He secured title to the land in 1795 and managed to secure another five hundred acres.

❖ The countryside was covered in Acadian Forests down to the shoreline and marshes extended out into the water.

❖ The Green family carved productive farms out of the forests and the area where they lived became known by the family name, Green's Shore.

❖ Daniel Green's son, Joseph Green, built the first public building in the area around 1840. It became known as the Summerside Inn and was located where the Linkletter Motel now stands on the corner of North Market and Central Streets.

❖ The Greens built a wharf out into the deep-water harbour. It soon became a trading centre for agricultural goods from the Bedeque Bay area to settlements to the north such as St. Eleanors and Miscouche.

❖ In 1842 the new Steam Navigation Company was able to dock its steamer *St. George* at Green's Wharf.

❖ The Green family began to divide their farmland into building lots and a small maritime settlement began to grow.

❖ In 1851 Bedeque shipbuilders, George and James Walsh, built the first ship at Green's Shore. The deep water of the harbour was for ideal for ship launching. The vessel was a 122-ton square-rigged vessel called *The Two Ladies*.

❖ Other shipbuilders quickly followed the lead of the Walsh Brothers.

❖ Shipbuilding offered seasonal employment to skilled craftsmen.

❖ Enterprising merchants and shopkeepers followed the shipbuilders and began to build places of business on Queen Street and Water Street.

❖ The professional class and the service industry class followed them and a town began to develop. Summerside was on its way to becoming the commercial centre of Prince County.

❖ Shipbuilding for the town peaked between 1863 and 1866 with the registration of fifty-four vessels.

❖ From 1867 to 1869 there was a slump in the industry, followed by steady activity in the early 1870s.

❖ When local timber was used up, wood had to be imported and this drove up the costs of building a ship.

❖ In 1885 only one ship was launched in Summerside. The times were changing and the iron hulled steam ships were pushing the wooden ships aside.

❖ Economic policies in Ottawa, promoted by the government of John A. MacDonald, changed the focus of trade. This was detrimental to the Maritimes, which were also hurt by the non-renewal of the reciprocal trade agreement with the United States. [Check newspapers of the day for more on these policies]

Beyond the Basics: Things to Ponder, Research, and Discuss

Use the early maps, sketches and photos of Summerside to visually trace the development of Green's Shore - Summerside.

Create a linear time line using the information above.

Look at Admiral Bayfield's hydrographic survey of Bedeque Bay done in 1841. What is a hydrographic survey and how is it done?

In your art class, design and build an early Green's Shore. Use the maps, sketches and photos as your guides.

What do you believe Green's Shore - Summerside would look like today if shipbuilding had not come to its shoreline? Would the deep-water harbour have been developed for another reason?

Do some detective work. Take a walk along the boardwalk of Summerside and read the heritage signs. See how many shipyards you can locate. Are there any clues left in Summerside pointing to its shipbuilding past?

A typical shipyard in Summerside

❖ A shipyard was situated near a shoreline to make it easier to launch the finished ship. Ideally, the bank had to have a gentle slope towards the water and the water had to be deep.

❖ Not a lot of land was needed for a shipyard. There only had to be space for the building of the ship itself and the few buildings that went with the shipyard. The distance along the Summerside waterfront was not great in length but it held a fair number of shipyards in close vicinity.

❖ A sailing vessel was built out in the open on top of a slip or a foundation. The slip was built of massive timbers that could support the weight of the ship's frame. When the vessel was finished it would be rolled onto a launchway and into the sea at high tide.

❖ In the early days of shipbuilding most of the timber would be sawed on site in a sawpit. A pit, approximately eight-feet deep, would be dug in the ground allowing one man to stand inside. Another man would stand beside the pit and together they would use a long saw to cut planks from tree logs placed across the width of the opening. This would be their job all day long. In the later years of the industry many shipyards obtained their lumber from sawmills and a few yards even had their own mills.

❖ There would be a steam boiler and steam box for steaming the timber so that it could be bent and curved to fit the shape of the hull.

❖ Many shipyards had their own blacksmith shops. The smaller yards would use the services of a private blacksmith.

❖ There would usually be a framed building for the storing of tools and for the completing of some inside work.

❖ Each shipyard had a cookhouse where the crew could be fed and some even had barracks for the boarding of the men.

❖ Depending on the location of the shipyard a company store might be on site.

Beyond the Basics: Things to Ponder, Research, and Discuss

There are no known photographs of an actual Summerside shipyard. Using the information given above visualize in your mind what a shipyard would be like and build one to scale or create an art exhibit.

The craftsmen needed to build a ship

The average crew for the building of a ship was between twenty-five and forty men. Each person had a specific role.

❖ **The Shipbuilder:**

The word "shipbuilder" generally refers to a person who builds ships as a business. Few shipbuilders were involved in hands-on construction of a vessel. Rather they depended on expert craftsmen to do the building while they financed the work. The shipbuilders would put together the money needed to buy the materials required for the construction and to pay the labour force. In the end they would own the finished ship. At that point it could be sold for profit or used by the owner to transport cargo on the seas. Many shipbuilders built ships on contract.

A large number of shipbuilders were merchants or storekeepers. Merchants bought goods or produce from manufacturers or producers at what is known as the wholesale price and in turn sold the merchandise in their store at a higher price known as the retail price. This is how they made their money. By providing the means of transporting the goods for themselves, they hoped to increase profits.

If someone worked in the shipyard of a merchant or storekeeper they were often paid for their work by the half cash system. This meant they received half their pay in cash and half towards goods they bought in the company store. This gave the worker no choice about where he could buy things and it often meant he didn't get the best price. This method guaranteed the merchant both customers and profit. It was not a fair way to do business, but it helped many merchant-shipbuilders build up their fortunes.

Some shipbuilders actually did build their own ships. An individual might have enough money saved or borrowed to build one ship, which they would then sell, or trade to a bigger shipbuilder or use to conduct their own trade.

❖ **The Master Shipwright:**

A shipwright is a person who is in charge of the construction or repair of a ship. In the shipbuilding days of Summerside all the shipwrights were men. A good shipwright often contributed to the success of a shipbuilder because in overseeing the project he was responsible for the quality of the finished product. A shipwright could also be called a foreman. A shipwright had to be good at his job in order to be kept on year after year by the same shipyard owner. Some of the best shipwrights came to Prince Edward Island from the New England colonies and from Britain. Many young men on the Island became apprentices to these established shipwrights and learned the trade. When the shipbuilding industry began to die out in Prince Edward Island many of the shipwrights left to find employment in other areas.

❖ **Ship designer:**

The designer or architect of a ship might be the master shipwright or it might be a specialized ship designer. The English designers used drawings worked out with algebra and geometry to plan their ships. The British Loyalist designers used a method called the half model as their method of building. [See page 30 of the book Down at the Shore]

❖ **Ship Carpenters:**

The majority of the work crew was made up of the ship carpenters. The carpenters were the skilled craftsmen trained to measure, cut, and shape the wood into the finished product. They were skilled in working with curved surfaces, which was a necessary component of shipbuilding. It was hard but rewarding work and men trained for the job as apprentices. In the off-season when no ships were being built some of the carpenters would seek employment in the construction of houses while others tended to move from place to place looking for shipbuilding work.

❖ **Joiners:**

A joiner was a carpenter who specialized in joining pieces of wood together. Some of the finer ships would have beautifully appointed cabins on the lower deck that were built by a joiner, sometimes also referred to as a cabinetmaker.

❖ **Caulkers:**

The carpenters would nail the boards onto the ship's frame, but between each board was a seam that would fill with water if left untouched. It was the job of a caulker to make the ship watertight by packing these seams with oakum or pitch. It was important to the life of the ship and crew aboard that this job was done correctly. One of the smells of a shipyard would be the smell of the pitch in the open air. The smell also clung to the skin of the men.

❖ **Blacksmiths:**

A ship could not be built without the services of a blacksmith. A sizeable shipyard usually had its own blacksmith shop while smaller yards contracted out the work. The blacksmith made the nails, spikes, bolts, chain plates, mast and deck hardware, turnbuckles, belaying pins, and any other metal parts needed on a ship. It would take long hours for a blacksmith to keep up with the men on the work site.

❖ **Sail Makers:**

The immense sails on a ship were made from heavy cotton canvas imported from England. Men skilled in the craft would cut and sew this fabric called sailcloth into specially shaped sheets that could withstand the winds of the high seas. A five-year apprenticeship was required for a sail maker. In the book *The Age of Sail, Master Shipbuilders of the Maritimes,* the author Stanley T. Spicer states that experienced sail

makers could sew four stitches to the inch and sew twenty yards per hour. Each sail had to be precise in its cut and size. The sewing of sails for a full-rigged ship would take twenty men working twelve hours a day, six days a week for four weeks. For a job that size they would use 10,000 yards of canvas.

❖ **Riggers:**

Men called riggers outfitted ships with masts, spars, sails, shrouds and sheets. This was an important task and involved working with the following components. The mast is a tall vertical spar, sometimes sectioned, that rises from the keel or deck of a sailing ship to support the sails and the standing and running rigging. A spar is a wooden or metal pole such as a boom, yard or bowsprit that is set horizontally to support the sails and rigging. The canvas sails catch the wind, which moves the ship along. A shroud is a set of ropes or wire cables stretched from the masthead to the sides of a vessel to support the mast. The sheets are the ropes attached to the sails allowing them to be moved to make the best use of wind power.

❖ **Block makers:**

The ropes that controlled the sails ran through a system of pulleys set in place by the riggers. The pulleys or blocks on sailing ships were constructed from wood by a tradesman known as a block maker. The blocks were of different sizes depending on the diameter of the ropes.

Beyond the Basics: Things to Ponder, Research, and Discuss

Who did the half cash system of payment benefit? Were there any benefits to the employee? Research other industries that were known to use the half cash or company store method of doing business.

A ledger belonging to shipbuilder John Lefurgey can be viewed at the MacNaught History Centre and Archives.

Do any of the job skills employed during the shipbuilding era still exist today? If so, in what fields of employment are people using them?

What does it mean to contract work? Is it part of the modern work world?

Explore the apprenticeship method of training a skilled worker. Is it still employed today? Is it an efficient method of training a workforce?

When visiting Island communities where shipbuilding took place take note of the houses and see if you can identify those that may have been built by ship carpenters. The book, *The Historic Houses of Prince Edward Island*, written by H.M. Scott Smith, would be a good resource.

The materials needed to build a ship

❖ Prince Edward Island was an ideal place for the shipbuilding industry because of its sloping shorelines, good harbours, and woodlands of timber.

❖ When Prince Edward Island was first discovered by the Europeans it was covered in Acadian forest, which was characteristic of the Maritime Provinces.

❖ The Acadian Forest is found only in eastern North America and is the transitional zone between the coniferous region to the north and the deciduous region to the south. It forms a diverse ecosystem filled with trees, shrubs, wildflowers, berries and wildlife.

❖ In the upland or higher ground areas of an Acadian Forest the species of trees are sugar maple, yellow birch, white pine, eastern hemlock, American beech, red spruce, red oak, white ash, oak, and balsam fir.

❖ In the lower wetland areas of an Acadian Forest the species found are elm, ash, cedar, hemlock and black spruce.

❖ Shipbuilders were resourceful in that they saw the special quality of each species of tree and used various woods in building different parts of the ship.

❖ The quality of a ship depended on the quality of the lumber that went into its construction. In the early days of shipbuilding, builders could use the best of lumber, but as the local resources began to be used up, they couldn't be so particular. By the 1870s nearly all the lumber for ships was being imported from places such as the Miramichi Valley in New Brunswick.

❖ Builders would use hardwoods below the waterline of the ship and softwoods such as juniper and spruce above the waterlines.

❖ Materials such as canvas, metal, and rope that were required for outfitting a ship were imported from Great Britain.

❖ Ironwork was essential for a ship's construction. It was used for everything from nails and spikes to bolts, chain plates, and mast and deck hardware. In later years metal began to be used for knee supports and spars.

❖ Oakum was needed for caulking the ship to prevent it from sinking. Oakum is loose hemp or jute that would be pressed in between the planks and then sealed with pitch.

❖ Pitch was used to water seal the oakum. Pitch is a thick, dark sticky substance obtained from the distillation residue of tar, coal or oil.

❖ Cordage was cords or ropes used in the rigging of the ships. It was usually made from hemp, which is the tough, coarse fibre of the cannabis plant.

❖ Sailcloth of heavy cotton canvas for the making of sails was imported from Britain.

Beyond the Basics: Things to Ponder, Research and Discuss

Locate the Miramichi River on a map and chart the transportation route to Summerside.

Explore the topic of what shipbuilding did to the environment of Prince Edward Island. Entire areas of the province lost their forests. What consequences did this have for the land, and the natural habitat of animals? How much longer do you think the shipbuilding industry could have survived had the timber resources been better managed?

Visit the Sir Andrew MacPhail Homestead at Orwell Corner in Kings County to walk the trails of the forest that is being regenerated as an Acadian forest. You will have the opportunity to see many of our native tree species.

Take a field trip to the Green Park Shipbuilding Museum at Port Hill in Prince County to see the only historic site on the Island that is devoted to the shipbuilding industry.

Learn more about the Acadian Forest by visiting a website that describes the campaign to save the Acadian Forest: http://www.acadianforest.ca/index2.htm

Types of ships built in Summerside

❖ The ships built on Prince Edward Island were designed according to their proposed use. Most ships served in coastal trading, the fisheries, the seal hunt, and for trade around the world.

❖ A ship was given a descriptive label according to its rigging rather than body shape or design. There are two types of basic rigs: Fore & Aft or Schooner Rig, which means the sails run lengthwise from the front to the back of the vessel and the Square Rig, which means the sails run across the width of the ship.

❖ The **Sloop** is a vessel with a single mast, fore and aft rigged and under twenty-five tons.

❖ The **Schooner** is a sailing ship that uses fore and aft sails on two or more masts. Some schooners could have six or seven masts depending on the size of the ship and the volume of cargo. The three-masted schooner was the most popular design in the Maritimes.

❖   The **Brig** is a vessel with two masts with square sails on each.

❖   The **Brigantine** is a two-masted vessel with square sails on the fore mast and fore and aft sails on the main mast. The term is not limited to a vessel of particular construction or size although tonnage usually ranges from 100 to 250 tons.

❖   The **Barque** has three or more masts with fore and aft sails on the after mast and square sails on all other masts. The term is not limited to a vessel of particular construction or size.

❖   The **Barquentine** is a vessel with three or more masts with square sails on the foremast, and fore and aft sails on the main and after masts. The tonnage usually ranges between 250 and 500 tons.

❖   The **Ship** is the largest sailing vessel with three or more masts with square sails on each. A ship usually is over 500 tons

Beyond the Basics: Things to Ponder, Research and Discuss

Check out Wikipedia, the free encyclopedia website, for more information on the different kinds of ships.

Visit the website of the Maritime Museum of the Atlantic for stories and facts about ships and shipbuilding in this part of Canada. For a chart on the various types of vessels view the museum page about sailing ship rigs: http://museum.gov.ns.ca/mma/AtoZ/rigs.html

Look at the book, *Launched from Prince Edward Island, A Pictorial Review of Sail,* by Nicolas J. deJong and Marven E. Moore to view many of the ships built on Prince Edward Island.

Some Summerside Shipbuilders

❖   Summerside had a number of shipbuilders who dominated the local industry. There were also a number of small-scale builders who may have built only one or two ships for their own purposes.

❖   The first shipbuilders in Summerside were George and James Walsh who had previously built ships in Bedeque. Their first ship was launched in November 1851. *The Two Ladies* was a 122-ton square-rigged brig. The location of the shipyard was at the foot of what is now Cedar Street.

❖   James Colledge Pope established the second yard in Summerside. It was located west of what is now known as Holman's wharf in an area that has been land filled. Between 1856 and 1877, the J.C. Pope shipyard built 98 sailing vessels.

This number accounted for half the ships built in the Bedeque - Summerside area. In 1875 he sold the shipyard to merchant R.T. Holman who built several ships.

❖ Between 1864 and 1873, James L. Holman, a brother to R. T. Holman, built four vessels in Summerside.

❖ James Muirhead had a shipyard towards the east end of Summerside harbour. He produced four ships in the years between 1863 and 1867.

❖ Charles Green built six ships between 1865 and 1868.

❖ Colin McLennan was a merchant and shipbuilder who moved his business over from Bedeque as early as 1860.

❖ Angus MacMillian was a prominent Summerside shipbuilder. His shipyard was located where the Shipyard Market now stands. He served in the Island Legislative Assembly for thirty-five years, holding the offices of Provincial Secretary and Provincial Treasurer. He was considered a second-generation shipbuilder in Summerside since he didn't arrive until the later years of the industry. He was second behind J.C. Pope in the number of ships he built.

❖ John Lefurgey was a Summerside shipbuilder, merchant and politician whose name lives on in Summerside history. His shipbuilding property was located south of the building that houses the PEI Bag Company.

❖ John Ramsay had a shipyard between those of Angus MacMillian and John Lefurgey.

Beyond the Basics: Things to Ponder, Research and Discuss

Consider using the archival resources at MacNaught History Centre and Archives to learn more about their lives of any of these shipbuilders

What do you think the characteristics of a successful shipbuilder would be?

Find the names of some prominent shipbuilders in other parts of Prince County. Are any of their legacies left today?

Profile of Summerside shipbuilder John Lefurgey

❖ John Lefurgey was one of the most influential shipbuilders in the Summerside area and was influential in making Summerside an important seaport.

❖ He was born in Bedeque in the year 1825, a son of William Lefurgey who had come to Prince Edward Island with his parents as United Empire Loyalists.

- ❖ He received little formal education but was wise in the ways of the world and was known for his good common sense.

- ❖ John Lefurgey married Dorothea Read whose father, Ephraim, was financially secure through the endeavors of farming, tanning, shoe making and harness making and shipbuilding.

- ❖ Around 1854 he established a general provisions store in Summerside and gradually took over his father-in-law's shipyard.

- ❖ He registered the first ship in his own name in 1864. In the next twenty years Mr. Lefurgey built approximately twenty-one ships at The Golden Shipyard in Summerside, and seven more from other locations.

- ❖ John Lefurgey used his ships to enter the transportation business. His wife's brothers, Captains Whittemore Read and Joseph Read were his two best captains. His ships traveled the world in the transport of cargo.

- ❖ As his wealth and social status grew, Mr. Lefurgey and his family moved into a fine Gothic home on Prince Street in Summerside. Today it is known as the Lefurgey Cultural Centre.

- ❖ He became involved in politics and as a member of the Conservative Party won a seat in the Legislature in 1870. He represented the Summerside area until 1890.

- ❖ His son, Charles Lefurgey, whom he was grooming for the shipbuilding business, died suddenly at the age of twenty-one in 1883. The following year a 936-ton barque called the *Charles E. Lefurgey* was launched from the shipyard. It was the yard's final vessel and was considered the Queen of the Lefurgey fleet.

- ❖ By the time of his death in 1891 John Lefurgey had acquired considerable wealth. He had been a respected figure in the Summerside community for his business practices and for the employment he provided.

The Story of the *Charles E. Lefurgey*

- ❖ John Lefurgey's oldest son, Charles, was being trained to take over the family shipping concern when he died suddenly in 1883. He was twenty-one years old.

- ❖ The following year Lefurgey named a newly launched 936-ton barque in honour of his son. The *Charles E Lefurgey* was the final ship to be built in the Lefurgey Golden Shipyard.

❖   It was described as a magnificent ship. On its maiden voyage it carried 80,000 bushels of oats, which at that time was the largest shipment of oats ever exported from the Island.

❖   The captain of the ship was Joseph Read. His wife sailed with him on many voyages.

❖   The *Charles E. Lefurgey* was reported to be incredibility fast.

❖   The Summerside newspapers were filled with reports of the journeys of the *Charles E. Lefurgey.*

❖   The ship was considered the Queen of the Lefurgey fleet and she served for many decades.

Selected newspaper references to the *Charles E. Lefurgey*

Summerside Journal 20 November 1890, page 2, col. 2
"Barque *Charles E. Lefurgey*, Read, from London for Philadelphia, has put into Queenstown, leaky. She reports having encountered terrible weather, during which her decks were swept away and the barque somewhat damaged."

Summerside Journal 29 November 1893, page 3, col. 1
"The barque *Charles E. Lefurgey*, Capt. Read, which has been loading at the Railway wharf here for some days, sailed yesterday for Great Britain. She carries the largest cargo of grain ever shipped from here, 82,000 bushels. The shipment of white oats, 62,350 bushels, included in the above, is the largest quantity of that grain ever sent from here at one time. The quality of this grain is very superior throughout. Only six working days were occupied in loading the vessel. She was loaded by Messrs. J.E. & A.A. Lefurgey, of this town."

Pioneer 4 June 1894, page 3, col.1
"Work is at present lively around the wharves here. The *Chas. E. Lefurgey* completed loading last week and has on board 72,643 bushels of black oats and 6,100 pieces of deal. On Friday she moved out and is now at anchor around McDonald's Point. On Thursday one of the deserting sailors was captured near Johnston's mills."
[Deal: planks of fir or pine]

Summerside Journal 7 November 1894, page 3, col. 2
"The barque *Charles E. Lefurgey*, Capt. Joseph Read, which has been loading here for some days past is, as we go to press, about ready for sea, and is expected to sail in a few hours for the West Indies. Her cargo, shipped by Messrs. J.E. and A.A. Lefurgey, of this town, consist of 1,100 tons of coal, shipped at Pictou, 25,000 bushels of white oats, 5,200 bushels of black oats, 1,000 crates of potatoes, 60 crates of vegetables, 40 horses, 275 sheep, 4 cattle, 300 geese, 8 live pigs, 275 ducks, 200 turkeys, 175 fowl, 200 bushels barley, 300 head of cabbage, 50 cases lobsters, 55 tons of hay and 40,000 feet of boards.

The value of the cargo is estimated at about $30,000. Mr. A.A. Lefurgey goes south with the ship, on business in connection with the transaction."

Pioneer 25 November 1895, page 3, col. 1
"The barque *Chas. E. Lefurgey*, Capt. Jos. Read, was towed up here by the tug William Aitken early last Thursday morning and was anchored in the stream off Holman's wharf but grounded with the falling tide before the gale began. Notwithstanding the fearful blow, Capt. Read was able to get her in to Holman's wharf and safety secured. Capt. Read looks well after his year's absence and has been receiving the welcomes of his many friends. Mrs. Read, who was also away with him, is also in good health, we are pleased to learn."

Beyond the Basics: Things to Ponder, Research and Discuss

Scan local newspapers in the 1890s looking for other references to the Charles E. Lefurgey or other ships built in the Lefurgey shipyard.

Read the story of the great race the *Charles E. Lefurgey* was involved in on a voyage to South America. It is described on page 42 of Allan Rankin's book *Down at the Shore, A History of Summerside, Prince Edward Island 1752-1945*.

Items in the Chest

Mallet: A hammering tool used in shipbuilding.

Square: This handmade tool was used for drawing or testing right angles. Precise measurements were essential in building a good ship.

Protractor: Used to measure and construct angles, this tool was handmade by a blacksmith.

Tie Down Ring and Metal: Used in a variety of places on a ship. This tool was handmade by a blacksmith.

Chisel: This tool has a sharp, beveled edge. It is used to cut and shape wood and iron.

Wood: The trunk includes samples of seventeen different types of wood. Students will be able to learn about the different types, and visually see the difference between them by looking at both the tree bark and cut wood. As students learn which woods were used in shipbuilding, this will help them to see and feel the wood, and identify with why certain woods were chosen over others.

Hemp: There are several samples of hemp in the trunk. Students can see the different thicknesses and discover the various uses of rope on ships.

Canvas: Sails were made using a thick canvas. This sample allows students to actually feel what a wooden sailing ship's sails would have been like.

Down at the Shore – A History of Summerside, Prince Edward Island (1752 - 1945): Written by Robert Allan Rankin, this book extensively covers the history of Summerside including an entire section on the shipbuilding industry. Learn of the Napoleonic wars and their influence on the timbre trade, creating an economic opportunity for Islanders and the beginning of the shipbuilding industry. See pictures and drawings of early shipyards, shipbuilders, and ships themselves.

Shipbuilding in the Maritimes: Written by Eric Allaby, this easy to read book is full of pictures and describes all aspects of the industry including its beginnings, golden age and decline, along with exploring how to build a ship and the shipyard itself.

Lefurgey Ships: Learn the details of John Lefurgey's ships through the vessel records from the Canadian Heritage Reference Library. These records have been printed out and placed in a duo-tang for easy access.

Newspaper Ads: Provided through the MacNaught History Centre and Archives, these excerpts from Summerside newspapers feature ads relating to the shipbuilding industry including, among others, the sale of canvas from Holman's department store, the opening of a sailmaker's new shop, and a boat-builder looking for work.

Pictures and Photographs: provided by the MacNaught History Centre and Archives, these images of shipbuilders, ships, and shipyards allow students to have a look at Summerside during the shipbuilding era. Pictures are on laminated 8½ " x 11" sheets.

Resources

Down at the Shore; A History of Summerside, Prince Edward Island (1752-1945), by Robert Allan Rankin. Prince Edward Island Heritage Foundation, 1980

Roads to Summerside; The Story of Early Summerside and the Surrounding Area, by Ada MacLeod, edited by Marjorie McCallum Gay, 1980

A Century on Spring Street; Wanda Lefurgey Wyatt of Summerside, Prince Edward Island, 1895-1998, by Deirdre Kessler, 1999

The Age of Sail; Master Shipbuilders of the Maritimes, by Stanley T. Spicer. Formac Publishing Company, 2001

Shipbuilding in the Maritimes, by Eric Allaby. Ginn and Company, 1973

Launched from Prince Edward Island; A Pictorial Review of Sail, by Nicholas J. deJong and Marven E. Moore. Prince Edward Island Heritage Foundation, 1981

Ships, Colonies and Commerce; The Age of Sail and Prince Edward Island, by Laura Brandon and Mark Holton. Confederation Centre Art Gallery and Museum, 1988

"The Shipping Industry of Nineteenth Century Prince Edward Island: A Brief History" by Lewis R. Fischer. Prince Edward Island Heritage Foundation: *The Island Magazine*, Number Four, Spring-Summer 1978, pgs 15-23

Summerside newspapers dating from 1865 are available on microfilm at MacNaught History Centre and Archives, 75 Spring Street, Summerside