

forwarded money to his agent in Halifax to have the vessel insured. After all hope of her turning up again was abandoned he claimed his insurance and then discovered the agent had fraudulently pocketed the premium and that the insurance had never been effected. The loss of his property and of those valuable lives is said to have made him despondent, but encouraged by his wife, who was of a cheerful and sanguine disposition, he embarked in new ventures of a similar kind, most of which were successful.

Shortly after this he launched the "Two Sisters," commanded by his brother-in-law, Captain George McKenzie. She was a trim brig of about 180 tons and was loaded with timber for Glasgow. The days of large ships, even in Great Britain had not yet come. Of the 750 vessels built in the United Kingdom in 1830, only ten were above 500 tons. The Clyde, which has since become such a famous port, was then a little better than a shallow muddy stream.

The "John Geddie" was commenced in 1846 and completed the following year. She was the first ship built under the sole superintendence of the late Thomas Fraser (Foreman). Mr. Fraser was a born captain of industry. He was popular with the workmen in the yard as well as with his employer, and all were desirous that his first venture as Foreman should turn out well. The day for her launching arrived and, to quote the language of an eyewitness, "When the final tap was given to the wedge she slid into the water like a duck." "Everybody cheered and the Foreman was the hero of the hour." The workmen insisted on celebrating the event. A half holiday was proclaimed. A procession led by William McLeod, carrying a bucketful of rum, free for all, paraded the principal streets. The bagpipes were played by the late Mr. Donald Ross, then a young man. The chanter was decorated by a gay ribbon contributed by Miss Sarah Chisholm, afterwards Mrs.