

lying near Fort Cumberland, in consequence of which some of it was leased out, but your Memorialist is now informed that it is to be escheated, and granted to others, and as Lt. Gov. DesBarres is now absent on public business and has not for some years past had time to attend to his own private concerns your Memorialist hath therefore taken the liberty to state a few matters of Fact, in full confidence that when your Honours are more fully acquainted with the circumstances, you will find the way to do justice to Mr. DesBarres and all others concerned.

Your Memorialist also flatters herself that your Honours will see the iniquity and injustice of those people who are endeavouring, by false insinuations, to deceive and impose on the officers of Government; and to defraud Mr. DesBarres out of those lands which have already cost him near five thousand pounds, and that at a time when the hurry of public affairs renders it out of his power to make any defence.

In full confidence that after your Honours have examined into the facts within stated, you will disannul those grants thus fraudulently obtained, and not suffer any other escheatures of the within described lands to take place. Your Memorialist humbly begs leave to submit the premises.

Cumberland, 26th Aug. 1787.

In 1822, he brought an action of ejectment against Messrs. McWilliams, Guild, Gaudet and Melonson.

In 1824, a settlement was arrived at, the year DesBarres died, at the venerable age of 132 years.

### Shipbuilding

Shipbuilding commenced at Dorchester as far back as 1825. Previous to that date, no records are available. It continued until the eighties. Over 50 vessels of all sizes were built there, the largest being in 1856, the Weisford, 1929 tons, by I. McMorran. The local government recognized the importance of the place by appropriating £150 in 1840 for a wharf. In 1874 a branch to Dorchester Island was built, 2 miles long. In the eighties, with the decline of shipbuilding decay set in, and the residents one by one left for more promising fields, and the place is today deserted.

Mr. William Hickman built his vessels at the Island. Mr. R. A. Chapman's yard was across the river at Rockland. Mr. Gideon Palmer built his fleet beside a shallow creek in the upland, dry except at high water. Dorchester boasted at the time of possessing three fleets of sea going vessels, trading in all parts of the world. All quickly disappeared when iron supplanted steel in their composition.

### Vessels Built at Dorchester

1828—Sea Flower, 67 tons, Dorchester, Wm. Henry Street and Jas. W. Street.

1828—Sarah Ann, 238 tons, Dorchester, H. Gilbert.

1826—Intent, 92 tons, Dorchester, George Ord.

1829—Victory, 148 tons, Dorchester, G. Palmer.

1831—Edwin Botsford, 48 tons, Dorchester, John, Isaiah and Ward Edgett.

1832—Sea Flower, 118 tons, T. Crouser, Dorchester.

1834—Sprightly, 20 tons, A. Wallet.

1934—Mansfield, 155 tons, G. D. Robinson.

1835—Dorchester, 47 tons, Jno. Kinnear.

1836—Blanche, 65 tons, Edward Dowling.

1836—Mary, 68 tons, Roderick McNeil.

1836—Union, 82 tons, Peter Thompson.