

THE JENNIE GIBSON

Mr. John Gibson's Vessel Successfully Launched To-Day.

Her Dimensions and Other Particulars of Interest.

A Handsome and Substantially Built Vessel.

Mr. John Gibson's new schooner was successfully launched at the mouth of the Nashua about two o'clock this afternoon. Although it was not very generally known when the launch was to take place, still there was a large number of spectators on the grounds, many of whom had never seen a vessel launched before, and, of course, more than ordinary interest was evinced in the event. The high water was within a short distance around the stocks, and the launching was a comparatively simple and easy task, for as soon as the blocks and supports were removed a slide of only a few feet was required, and the vessel glided out safely upon the surface of the water making a crescent shaped course far into the river. Scores of men and boys were on deck shouting and hurrahing as the Jennie Gibson—the name given to this handsome schooner—rode proudly upon the water. There was not the slightest hitch of any kind, and the launch was most successfully made. Mr. John Gibson was among the number on board of the vessel. The steam tug Bismarck was on hand, and as soon as the Jennie Gibson was afloat, she steamed out toward her and toward her to the wharf in front of the Tannery. She is really a handsome looking schooner, and everything about her seems to be of the most durable nature.

The keel of the schooner was laid in the month of November last. The master builder, Mr. D. Whippley, of Portland, St. John, has superintended the construction of the schooner from the first. He also made her plans, and afterwards went into the woods and selected the timber for building. She is 81 feet keel, 8 feet 7 inches depth of hold, and the breadth of the beam from outside to outside is 28 feet, 4 inches. The vessel is built of blackmahoe and bottomed with built-up, mostly birch, and a keelson of hard pine. She is intended for a vessel of about 125 tonnage, registered. The vessel is supplied with a quarter deck and a forecastle deck. A very handsome and commodious cabin is nearing completion, the work being done by an old and experienced cabin builder, Mr. O'Brien, of St. John. Everything that adds to the comfort and convenience of a vessel's cabin has been attended to. "You can say in your paper," said Mr. O'Brien to a Gleaner reporter this morning, "that it is as good as a cabin as ever built up the river."

Mr. John Eggar has been busy for some time past painting the hull. The bottom has been painted a copper color, then a belt of black and the upper part green. The bulwarks and rail which are yet to be painted will be black. Mr. Downes is preparing the rigging in St. John, and Mr. Robert Leonard, of the same place, is getting the sails ready, which are expected here in a few days. The schooner will be fully rigged and ready for sailing about the middle of May, at which time she is expected to leave for New York with a load of lumber.

The "Jennie Gibson" is to be commanded by Capt. Peckman, of Gibson, whose long experience in the river and coasting service, justly entitles him to the captainship of this fine new vessel.

Mr. Whippley, the cabin builder, states that no place is better adapted for a ship yard than the mouth of the Nashua. The large tannery, near which the vessel has been built, has served as a most convenient place for a loft and work shop. All the light work of the vessel has been prepared in the second flat of the tannery, while the heavy work has been done in the lower part, and only required to be removed a short distance to the ship yard.

The schooner has been thoroughly built and well fastened and none but the very best material has been used in her construction. The owner cannot do too highly congratulate upon his enterprise in pushing through almost to completion, in so short a time, the fine vessel launched this afternoon.

Sporting Notes.
Dan Gallaugh and P. A. Dempsey, of Philadelphia, have agreed to row a three-mile single scull race for \$1,000 on May 22. James Robinson, the amateur champion of England, on a wager of \$500, will try to swim from New York to Dartmouth, four miles in 14 hours and 45 minutes.

J. Huber, of Pittsburgh, the amateur swimmer, announces that he will swim any distance in America, any distance, at any time for \$100 to \$1,000 a side.

Edward Hanlan has written to Richard K. Fox that he will row Temer, if the match can be arranged in the first week in June, at Rockaway, three miles, for \$1,000 a side and upward, national association rules to govern. Temer's answer is expected to-day. Temer has accepted Hanlan's challenge.

A sailing regatta is proposed by the Lowell Journal to take place on the Thames between Hanlan, Ross, Temer, Waterson, Perkins, Gaudaur, Beach, and other sailors who wish to enter, for \$100 or \$200 entrance and with \$250 added. It would be for the world's championship.

Big Jug.
A certain party from town took a large jug of whisky out on the Nashua a few days before the election, and stopped at St. O—ks, and by way of a label wrote his name upon a card, which happened to be the seven of hearts, and laid it to the handle. Sap observing this, went quietly to the party and said that's an awful careless way to leave that liquor. Why? said he. Because somebody might come along with the eight of clubs and take it. I'll send down to Oshant and see if he can't get up something about the

Charter Oak Stove
on that, and they had a good laugh over it.

Nine Hours Work on Saturdays.
A week or so ago the carpenters of this city, at a meeting called for the purpose, decided to give to give only 9 hours work on Saturdays, and this has been agreed to by all concerned. In some cases 9 hours on Saturdays has been the rule for some time past, but now the short day applies to all the carpenters of the city.

SAD DROWNING ACCIDENT.

A Father and Son Find a Watery Grave in the Stream.

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CRUSHED TO DEATH.

A Wood-Pile Falls Upon a Poor Man's Child of Mr. George Smith.

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