

and five daughters. The eldest son, Thomas, was the father of Sir Albert and Edward Smith. He kept a store and was the first postmaster. The post office was officially termed "Smith's", and is so listed today.

In the early twenties Robert Long, an Englishman, settled in Cocagne and engaged in ship-building, lumbering and farming. He married a daughter of Judge Keillor, of Dorchester, and raised a large family.

The first vessel launched at Shediac was built by Bowen Smith in 1817. As there was no saw-mill at the time, the flooring was sawn by hand. There was considerable difficulty in launching her but she finally reached the water and went to England with square timber. There was a considerable trade of this kind in square-rigged vessels for the English market. William Hanington built the second vessel "George" in 1820, a barque of 450 tons. Later, Alexander Nevens built several at the "Cove" just inside the present Railway wharf at Point du Chene. He also built the "Gilbert" Mill in 1825 as well as one at Cocagne. He was drowned in Shediac bay in 1833. One of his daughters married a Hanington, and another the father of Sir Leonard Tilley.

In 1839 the Queen's wharf, 763 feet in length, was built opposite the Hanington property and was reached by the Queen's Road, which now forms the southern boundary of J. W. Y. Smith's property. This was used by vessels until the Point du Chene wharf was built. Goods were shipped to the Bend and other places and there was stage coach connection for passengers. On the road to the Bend there was a stage house, about four miles from Shediac, kept by William Bateman. The old Queen's wharf has long since disappeared. The stones with which it was ballasted may be seen under water at very low tides, but even they have largely disintegrated.

In Shediac Bay, about two and one-half miles from the entrance of the Harbour, a black and red buoy, familiar to all fishermen and sailors, marks a ledge known as the Medea rock. I have a number of interesting old letters which reveal the circumstances under which this dangerous ledge received its name.

In the late autumn of 1838, the 65th Regiment, stationed in New Brunswick, was hurriedly ordered to embark at Shediac for Quebec (probably owing to the troubles connected with the Papineau Rebellion). They arrived at the Bend by water on November 11th, expecting to march at once to Shediac to embark on H. M. Steam Frigate "Medea" and other vessels. The latter were delayed in their arrival and provision had to be made to accommodate the regiment (commanded by Colonel Senior), both at The Bend and in Shediac. The vessels reached Shediac on the 17th, but the "Medea" in making the harbor without a pilot, ran on the rock which now bears her name. She was not injured and was floated off the next day, when she came to a safe anchorage and proceeded to embark the troops. These events are detailed in the following report sent by Oliver Goldsmith, Asst. Comm. Genl., to Sir John Hervey, Lieut.-Gov. of New Brunswick.