

she was captured a second time and carried to Falmouth, where Smith was sent to claim her again and succeeded in doing so. Smith was drowned in going to Halifax and his account with the Company never settled. He was a good and loyal subject and lived with his family in the township of Conway.*

Reference has already been made, in this series of papers, to the shipbuilding operations of Simonds and White. Their first venture was the building of a schooner in 1769 by their workmen Michael Hodge and Adonijah Colby. About the year 1774 James Woodman and Zebedee Ring made an agreement with Hazen & Jarvis to build a vessel at St. John, for which they were to receive as part payment one hundred acres of land at two shillings an acre. The land referred to lay across the river opposite the Indian House in the township of Conway, now the parish of Lancaster. Woodman's wages were at the rate of 4 shillings per working day. The Company evidently contemplated making ship building one of the features of their business, and to that end Mr. Hazen, when coming to reside at St. John, brought with him an experienced ship builder, John Jones, to whom reference has been made in former papers of this series.†

Among the additional facts brought to light in the examination of the papers in Mr. Ward Hazen's possession is the very interesting one that the site of the first mill—which was in operation as early as the year 1767—was at the outlet of the Mill Pond a little within, or to the eastward of, the place where the "City Mills" were afterwards erected by William Hazen and Ward Chipman. We also learn that the first lime stone burned was obtained near the base of Fort Howe hill

*See collections N. B. Hist., p. 114.

†See Magazine Vol. I., pp. 328, 329; also Vol. II., 255, 256.