

The Sale of the Century: British North American Sailing Ships, the Liverpool Market and Vessel Prices in 1854*

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Introduction

In November 1854 a broadsheet circulated to Liverpool shipbrokers announced a major auction of sailing vessels for 7-8 December in the Cotton Sale Room of the Exchange Buildings near the Albert Dock.¹ Organized by two leading shipbroking firms — Tonge, Curry and Co. and Cunard, Munn and Co. — the sale was to be held for the benefit of the estate of a recently-deceased man named Edward Oliver.² Oliver was an interesting, if somewhat elusive, individual who had spent about a decade in Saint John, NB, operating as a timber merchant and a sponsor of shipbuilding activities. Returning to Britain in 1848, he established a shipowning/shipbroking firm in Liverpool, the English port with the strongest ties to British North America. While we know little about his broking activities in Britain, we know a bit more about his shipowning. This is because at his death in October 1854 he owned shares in seventy-nine sailing vessels of 46,897 gross tons carrying capacity (these are listed in appendix 1). While this was a significant number of vessels, in one way it reflected a fairly typical strategy for shipbrokers. As I have shown elsewhere, a real attraction of shipbroking was the very low barrier to entry. While it did not take much capital to become a member of the profession, once established a broker could use his connections to invest in vessels, an activity which, if somewhat more risky than broking, generally promised much higher rates of return on capital.³

Yet if in some ways Oliver appears typical, there was something very unusual about his holdings: of the seventy-nine vessels in which he had an interest at his death, he was the sole owner of seventy-five.⁴ This was uncommon in that most brokers tended to buy a few shares in a large number of vessels, a strategy that enabled them not only to spread their risks but also to gain an edge in bidding for brokerage business. Most often this entailed chartering, but if the broker were fortunate it could also extend to the more lucrative task of handling the sale or transfer of the craft.⁵

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Although the auction to dispose of Edward Oliver's vessels was scheduled to last two days, demand was so high that it was concluded on the first. But what a day it was: seventy-six of the seventy-nine vessels put under the auctioneer's gavel, totalling 45,523 tons, sold for an amazing £585,450. Whether this was the largest single-day disposal of maritime assets in the nineteenth century is best left to seekers after arcane facts, but there is no question that it was a major liquidation of maritime assets. More important, the records of Oliver's sale provide a snapshot of the state of one of the world's most important vessel markets at a crucial point in time. Hence, they furnish some valuable insights about vessel prices. Since, as we shall see, Oliver owned a large number of colonial-built craft, this sale has special relevance to vessels constructed in British North America.

Indeed, it is also in the context of Britain's North American colonies that the year 1854 — and hence this particular sale — becomes especially significant. In 1854 more vessels were built in the colonies than ever before or since, many on speculation rather than with firm orders in hand. A good number of these vessels were sold by middlemen in the United Kingdom, including brokers in the port of Liverpool; the prices that these assets fetched suggest strongly that any shipbuilder who got his vessel to market before the end of 1854 did very well. But it also appears that a tonnage glut developed early in 1855, causing prices to plunge. Unable to dispose of their vessels at prices close to expectations, many of these owner/builders instead held on to them, operating the craft while waiting for the market to improve. It has been argued by a number of historians, including me, that this "forced" a number of speculative builders into becoming owners and hence marked a critical juncture in the evolution of the shipping industry in British North America.⁶

The larger project of which this paper is a part has something to say about this conjecture and other aspects of the marketing of British North American-built vessels in Liverpool. Yet for the sake of coherence I want to limit this particular essay to a discussion of three main contentions. First, I believe that the data provide additional evidence of why so many vessels were constructed speculatively in 1854 — prices were so high relative to "normal" levels that the prospect of windfall profits induced builders to produce an abnormal number of units. This being the case, historians who have suggested that the process "trapped" a number of shipbuilders into becoming shipowners — even if such a generalization is sustainable — are telling only half the story; the other part involves the undoubted attraction of windfall profits to be gained through speculative building. Second, the evidence suggests some caution in assuming that "Canadian-built" vessels were homogeneous. While the relatively small number of vessels in the "sale of the century" underscores the need for caution, it appears that there were distinct (and reasonably consistent) price differentials associated with the various North American colonies. Finally, the material suggests that the argument that inexpensively-built British North American vessels were always targeted at the low end of the market needs to be revised. Indeed, the absolute and relative prices for BNA vessels point to a much more complex reality. If British North American shipbuilders were not building for the top end

of the market (and there is no evidence that they were with any kind of regularity), it would be equally unfair to characterize them as mere caterers to purchasers for whom price mattered to the exclusion of other factors, such as quality.

The Sale of the Century

Of the seventy-six vessels sold on 7 December, nineteen were built in New Brunswick, eighteen in Québec, fourteen in Nova Scotia, thirteen in the United Kingdom, seven in the US, three in Europe, and two in Prince Edward Island. Since fifty-three (69.7%) were built in British North America, there is a large enough sample from which to make some reasonable generalizations about the prices at which British North American-built vessels sold. While there are not enough cases to answer every question we might wish to pose, there is a sufficient volume to answer some of the more important ones.

There was also a reasonable spread by size and age. Thirty-five of the vessels were under 500 tons, thirty-six were between 500 and 999 tons, and seven were 1000 tons and over, ranging up to the 1369-ton *Shackamaxon*, built in Philadelphia in 1851.⁷ Consistent with this size distribution, thirty-nine of Oliver's vessels were rigged as barques, thirty-one as ships, five as brigs, two as brigantines and one as a schooner (for one vessel I have been unable to find a rig). Although Oliver owned some newly-built craft, he also possessed a large number of rather old ones (see table 1). Of those vessels for which we know the date of build, seventeen were less than five years-old, twenty-nine were between six and ten years, twelve between eleven and fifteen, seven in the range of sixteen to twenty, nine between twenty-one and twenty-five and two older than twenty-five years. The oldest vessels on average were those built in the UK and Europe; the ones constructed in the USA and Québec averaged just over ten years of age, while PEI (four years), Nova Scotia (6.2 years) and New Brunswick-built (7.9 years) vessels were of considerably more recent vintage.

Table 1
Age Range of Vessels Sold in Oliver Auction, 1854

Years since Launch	NB	PQ	NS	PEI	UK	EUR	USA
1-5	5	2	5	1	2	0	2
6-10	8	10	7	1	1	0	2
11-15	4	2	1	0	2	2	1
16-20	1	3	0	0	2	0	1
21-25	1	2	1	0	4	0	1
26+	0	0	0	0	2	0	0

Note: Vessels launched in 1854 are counted as being one year-old.

Source: Merseyside Maritime Museum, Maritime Records Centre, DX 706.

The vessels also varied a good deal in terms of construction and maintenance, at least in so far as it is possible to be precise about such matters. The sale circular provided some information on these topics for many vessels, and a search of various related sources, such as *Lloyd's Register*, enable us to get a reasonably good sense of the condition of the ships involved. Take, for example, one of the older vessels in the sale, the 282-ton barque *Adriana*, which was built at Yarmouth in 1833. At launch, it had been classed A1 for nine years and was restored for another seven years upon being resurveyed in 1843; both pieces of information suggest excellent construction and conscientious maintenance. A special survey in 1853 classed the vessel red star (a not-unreasonable state of affairs for a twenty-year-old barque), after which it was felted and sheathed with zinc. For other vessels, like the 582-ton *Ant* or the similarly-sized *Glasgow*, the circular merely said that they had recently undergone "large repairs." The point is that while it is difficult to be completely precise about the quality of construction or the state of repair of various vessels, there are sufficient clues available to ensure that the comparisons to follow involve similar craft.

Price Levels in 1854

But what about price, which of course is the focus of this essay? We know that in Edward Oliver's sale the seventy-six vessels disposed of successfully fetched an average of £12.86 per ton.⁸ To put this in perspective, in a variety of publications I and other former members of the Atlantic Canada Shipping Project have suggested using a relatively flat price of £7.20 per ton (CAN \$35) for new British North American-built vessels in the second half of the nineteenth century.⁹ While I still believe that this price, with some relative minor fluctuations, comes close to the mean for vessels sold from the mid-1860s onward, there is good reason to doubt that it tells us much about the 1850s.

One good basis for such skepticism has to do with the average prices paid for colonial vessels in Liverpool during the "sale of the century." Vessels, regardless of age or class, built in Prince Edward Island (£16.64 per ton) were the most expensive and New Brunswick craft, at £13.06 per ton, were also above the mean. Below the average were those vessels built in Québec (£12.11) and Nova Scotia (£12.06 per ton).¹⁰ The most important point for now is that all the means were considerably above the estimated £7.20 per ton figure.

But there is also much other evidence to support the notion that vessel prices in the mid-1850s were generally above this mythic price. Eric Sager and Gerry Panting reported in a 1990 book that New Brunswick and Prince Edward Island-built vessels sold for close to £12 per ton in 1854, with an upper limit in excess of £15." Moreover, reported sale prices in the years around 1854 provided in published brokerage reports from Tonge, Curry and Co., one of the firms responsible for the liquidation of the Oliver fleet, make it clear that 1854 stands in sharp contrast both to what came before and afterwards (see table 2). Take, for example, those newly-built craft from British North America classed 7A1 at Lloyd's. These vessels increased in price in 1854 by £2.85 to

£3.45 compared to the range in 1853, with a top price of £14.70, reasonably close to what Sager and Panting found, although substantially below the highest prices paid for an Oliver vessel. Conversely, in 1855 prices for the same type of vessel plummeted by £5.35 to £6.45 on average. While Sager and Panting present no data for 1855, their 1856 estimates are sufficiently close to what is reported in table 2 to give us some confidence that the Tonge, Curry prices for that year are more or less accurate. Those classed as 6A1 did not show quite the same volatility, although the peak price of £11 in 1854 was five percent above 1853 levels and almost fifty percent above the prices pertaining in 1855, when the market collapsed. Prices for the inferior vessels classed as 4A1 behaved quite similarly to those in the 7A1 category.

Table 2
Range of Prices for British North American-Built Vessels in Liverpool,
1852-1856

Year	Class 7A1	Class 6A1	Class 4A1
1852	£6.75-8	£6-7.50	
1853	£10-11.25	£9.50-10.50	£7.50-9
1854	£12.85-14.70	£9-11	£8-10
1855	£7.5-8.25	£7.50	£6.50
1856	£7.5-8.25	£7-7.35	£3.50-5

Sources: Tonge, Curry and Co., Annual Reports, as published in *Hazard's Gazette*, 8 February 1853; 28 January 1854; 3 February 1855; and 11 February 1857; *Islander*, 5 February 1858.

The prices obtained for newly-built vessels in the "sale of the century" reinforce the evidence above while at the same time suggesting that levels may have been slightly higher than reported previously, something I would not have expected to find for a sale that took place only two and a half weeks before Christmas, at the end of a boom year. Five colonial-built vessels constructed in either 1853 or 1854 which were eventually classed 7A1 comprised part of the consignment, and prices ranged between £11.83 and £20.54 per ton (the average was £17.28). An additional three craft were classed as 6A1, with a much narrower range between £13.83 and £16.21 per ton (an average of £14.82 per ton). Only one newly-built colonial craft was classed 4A1, but its price of £13.68 was substantially above the levels reflected in table 2.¹²

What does all this mean? In general terms the prices for newly-built British North American vessels in the December auction confirm the inflated levels reported elsewhere. But unlike the other sources, this one is time-specific and suggests that even at the end of the year prices remained high, perhaps even more elevated than has been suggested by other scholars. In practical terms, if a shipbuilder were able to get his newly-built vessel to market before the end of 1854, it appears that conditions were favourable to enable him

to dispose of it at historically high prices. The crisis over price, brought on by a subsequent huge and prolonged tonnage glut, apparently did not hit the market until early 1855.

Edward Oliver's sale also contained a large number of secondhand ships and hence can tell us a good deal about prices for used BNA-built vessels. Perhaps the most striking characteristic of British North American vessels is how well they kept their value, at least in 1854. We can see this by examining vessels built in specific years in the consignment. There were a fairly large number of craft built in 1846, 1847 and 1849 in the Oliver fleet, and these make it possible for us to examine with some precision secondhand prices. On average, vessels built in 1846 and still classed at least 5A1 at Lloyd's were worth £11.50 per ton; those built in 1847 sold for an average of £12.16 per ton; while those constructed in 1849 brought an average of £13.06 per ton. All these prices, it should be noted, were considerably above the average levels that newly-built vessels sold for in the respective years in which they were built; in other words, 1854 was so unique that there was actually price appreciation. While there is no doubt that this was abnormal, it underscores the strong market for both new and used sailing vessels in 1854. Indeed, if we accept for a moment the £7.20 benchmark as a long-term average for British North American-built vessels, it is notable that not a single vessel sold at or below that figure in the "sale of the century."

Prices and Place of Build

The evidence from the sale of Oliver's vessels demonstrates some fairly consistent price differences depending upon place of build. If for a moment we ignore age and class, the highest prices were paid for New Brunswick-built craft, which averaged about one dollar per ton more than the average for all Oliver-owned vessels. Québec vessels, on the other hand, fetched more than four dollars per ton less than those built in New Brunswick, while Nova Scotiamen brought on average about five dollars less than New Brunswick ships. This, of course, is an unfair comparison, since the vessels in the sale varied considerably by age and condition. If we look only at new vessels — those built in 1853 or 1854 — we find that Québec vessels averaged £20.04 per ton, while New Brunswick vessels (£16.36 per ton) averaged eighteen percent less, PEI vessels (£14.41) averaged twenty-eight percent less and Nova Scotia craft (£12.53) earned thirty-seven percent less per ton. If we also control for Lloyd's classification, we find that among those rated 7A1, New Brunswick vessels were worth fourteen percent more than those from Québec, while Nova Scotia-built sailing vessels were worth forty-one percent less (there were no PEI-built vessels in this class). Among newly-built sailing vessels, it would appear that there were significant differences among the colonies.

But did these differences also carry over into the market for used vessels? An analysis of the Oliver fleet suggests that in the secondhand market the same kind of price differentials pertained, although the magnitudes were somewhat different. If we again examine vessels built in the years 1846, 1847 and 1849, we find that New Brunswick

vessels consistently obtained the highest prices while Nova Scotiamen in two of the three years sold for the lowest values (only in 1846 did Nova Scotia-built craft fetch higher prices than those built in Québec, but there was only one of the former in the sale, so this proves little of consequence). Of vessels built in 1846 the lone Nova Scotia craft, the Pictou-built *Columbia*, sold for three percent less than New Brunswick vessels, while Québec ships sold for seven percent less, a fairly small differential. Of those built in 1847, the differences were sixteen and three percent, while for 1849 they were thirty-one and twenty-two percent, respectively. What this seems to suggest is that Québec craft kept their value least well. Nova Scotiamen, while losing their value at a slightly slower rate than Québec-built ships, consistently sold for the lowest prices. On the other hand, the record for New Brunswick vessels was slightly better, especially in the first five years or so of their working lives.¹³

From this evidence, it seems fair to conclude in general that if British North American vessels still had dubious reputations in the mid-1850s, this was more a reflection on Nova Scotia and Québec builders than on their New Brunswick compatriots. Such a state of affairs would not be unexpected, if only because Saint John had a resident Lloyd's surveyor from 1852.¹⁴ But the presence of a Lloyd's surveyor cannot explain why vessels built in the 1840s — the ones we examined in the secondhand market — were so well-built. There must have been other factors at work that impelled New Brunswick shipbuilders to construct better vessels even before mid-century.¹⁵

British North American Vessels: Low-Cost Alternatives?

There is little doubt that British North American vessels enjoyed substantial price advantages in the British market for reasons that are well understood. Since this point is non-contentious, it is perhaps too easy to jump to the conclusion that British North American builders at least until the 1860s consistently targeted the low end of the market. But evidence from the "sale of the century" calls this generalization into question. This is because of all the vessels sold, Canadian-built were not necessarily the least expensive and perhaps more frequently than is recognized were built to the higher classes at Lloyd's.

The evidence for these claims from the "sale of the century" rests on a fairly limited number of examples, so they should be taken as suggestive rather than definitive. But if we examine all the newly-built vessels classed 7A1 or better in Oliver's fleet, we find only one non-colonial hull, *Clifton Hall*, a 388-ton barque built in Sunderland. Although Sunderland had a long reputation for building inexpensive vessels, they normally were priced above colonial-built. Yet at £23.20 per ton, this vessel actually cost less per ton than *Wildfire*, a 457-ton Québec-built barque, which brought £24.07 per ton, or four percent more. *Clifton Hall* was copper-fastened and classed 8A1, while *Wildfire* earned only a 5A1 class, but was fully-finished, not only sheathed with yellow metal but also with over six feet between the decks, which were permanently laid. From what we know about the two vessels, there is no obvious reason for the Québec-built craft to be worth more per ton than its British cousin, except perhaps that the buyer saw some

unspecified feature that intrinsically added to its value. But equally important, of course, is the fact that a buyer was willing to pay more for the Québec-built vessel, at least in Liverpool in December 1854. And one other British North American craft, the New Brunswick-built *Lady Franklin*, also brought in more than £20 per ton.

But what is even more suggestive is the classes that colonial-built vessels in Oliver's fleet won at Lloyd's. He had ten vessels built in either 1853 or 1854 in British North America. Of this total, five were classed 7A1, three were rated 6A1, and only two were classed 5A1 or lower. The 7A1 craft, in addition to *Clifton Hall* and *Lady Franklin*, included *Abyssinian*, an 1155-ton ship built in Restigouche; *^/ce Walton*, an 845-ton ship built in Digby; *Grand Trianon*, a 1062-ton New Brunswick-built ship; and *Montmorency*, an 812-ton ship constructed in Québec. The 6A1 vessels included two New Brunswick-built ships and a Prince Edward Island-built barque, *Margaret and Jane*.

It is possible, of course, that Edward Oliver invested for the most part in vessels built to a certain class. Yet an examination of his secondhand vessels, which contained a large number of poorly-built and unclassed vessels, does not lend support to this supposition. Indeed, if you aggregate his fleet of used vessels, it appears to be a more-or-less standard collection of what a large British Empire sailing fleet might have looked like at the time. For every vessel that I can tell was ever classed 6A1 or better, there were slightly more than two that appear originally to have been 5A1 or lower. Without an examination of how Oliver used his vessels, it is of course impossible even to speculate about why he invested in certain craft. But certainly nothing about his secondhand fleet provides any reason to believe that he looked for any kind of "pedigree" in a vessel. For this reason, it seems reasonable to assume that even among his new vessels, his buying strategy was dictated by something other than (or in addition to) quality. If this were so, it lends added support to the notion that colonial-built vessels as early as 1854 were being built to higher classes and hence were no longer targeted merely at the bottom end of the market.¹⁶

Conclusions

The "sale of the century" was a unique phenomenon, but important nonetheless in that it provided evidence on a large number of British North American-built vessels that were sold at the same time in the same market. As such, it gives us the opportunity to compare vessel prices, not only among those constructed in the various colonies but also with craft built elsewhere.

It may be too much to claim that the evidence here fundamentally alters our perception of the nature of colonial-built vessels. But the data certainly reinforces the notion that 1854 prices were inflated out of proportion to what came before or since. The evidence from the sale of the Oliver fleet, moreover, suggests that prices remained high for the entire year and that a number of colonial-built craft were able to sell at levels even higher than suggested elsewhere in the literature.

Similarly, the information on place of build underscores what appears to be generally assumed by historians, although not argued explicitly: that New Brunswick-built vessels were generally built to a relatively high standard, while Nova Scotiamen were on average least well built. The small number of cases here makes it difficult to advance this argument with too much force, but it is at least suggestive of what may well be larger trends in the quality of vessel construction.

Finally, the evidence that British North American builders may have been building slightly earlier than generally thought for a more expensive niche in the market also must be taken as suggestive rather than definitive. But there are enough cases here to make this a lead worth following. Of special importance is the edge that New Brunswick-built vessels appear to have had even before the establishment of a resident Lloyd's surveyor in 1852, which suggests a more complex explanation may well be required.

Edward Oliver's fleet ended up being sold to buyers from all over Britain; some of the vessels also ended up back on colonial registers or were transferred to foreign owners. Once they were dispersed, there was nothing particularly distinctive about them. What makes them of historical interest is that all were part of that remarkable sale in Liverpool on a December day in 1854.

NOTES

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1. The broadsheet, which also contains evidence on the prices for which individual vessels sold, is in Merseyside Maritime Museum, Maritime Records Centre, DX 706. Unless otherwise indicated, all data in this paper come from this source.

2. For information on the structure of the Liverpool shipbroking community, see Lewis R. Fischer, "A Bridge Across the Water: Liverpool Shipbrokers and the Transfer of Eastern Canadian Sailing Vessels, 1855-1880," *The Northern Mari-*

ner/Le Marin du nord, III, No. 3 (July 1993), 49-59.

3. This process, using a Norwegian shipbroker as a case study, is documented in Lewis R. Fischer and Anders M. Fon, "The Making of a Maritime Firm: The Rise of Fearnley and Eger, 1869-1917," in Fischer (ed.), *From Wheel House to Counting House: Essays in Maritime Business History in Honour of Professor Peter Neville Davies* (St. John's, 1992), 303-322.

4. This information is derived from the sale circular. It is possible that he did not own all the shares on one or two more vessels, but the wide variety of ports of registry made it impossible to check them all in the time available.

5. On this pattern, see Lewis R. Fischer and Helge W. Nordvik, "The Growth of Norwegian Shipbroking: The Practices of Fearnley and Eger as a Case Study, 1869-1914," in Fischer and Walter Minchinton (eds.), *People of the Northern Seas* (St. John's, 1992), 133-155. For evidence of similar strategies in a later period, see Fischer, "Profits and

Stagnation: Fearnley and Eger and the Interwar Crises, 1919-1939," in P. Holm, *et al.* (eds.), *Northern Seas Yearbook 1994* (Esbjerg, Denmark, 1994), 45-66.

6. See, for example, the argument in Eric W. Sager and Lewis R. Fischer, "Atlantic Canada and the Age of Sail Revisited," *Canadian Historical Review*, LXIII, No. 2 (June 1982), 125-150.

7. Because vessels in this period were typically sold using old measure tonnages, they have been used in this essay wherever possible.

8. All sterling prices are reported as decimals rather than pounds, shilling and pence for ease in presentation. Readers will recognize that the figure £7.20 means £7 4s.

9. See, for example, Lewis R. Fischer, Eric W. Sager and Rosemary E. Ommer, "The Shipping Industry and Regional Economic Development in Atlantic Canada, 1871-1891: Saint John as a Case Study," in Fischer and Sager (eds.), *Merchant Shipping and Economic Development in Atlantic Canada* (St. John's, 1982), 33-53.

10. Vessels built in the USA were bought on average for £13.56 per ton, while Europe (£12.41) and UK-built vessels (£12.22) fell below the mean.

11. Eric W. Sager with Gerald E. Panting, *Maritime Capital: The Shipping Industry in Atlantic Canada, 1820-1914* (Montréal, 1990), 68-70.

12. There was also one 5A1 vessel, *Wildfire*, which is discussed in more detail below.

13. The narrowing price differentials between New Brunswick ships and those built elsewhere in the colonies six to ten years into their working lives suggests that New Brunswick-built vessels began to depreciate even more rapidly than those built elsewhere in the colonies. The reasons for this remain somewhat murky, especially given the fact that in the Oliver fleet at least New Brunswick vessels appear to hold their classes slightly better than those from Nova Scotia or Québec.

14. See Sager with Panting, *Maritime Capital*, 67.

15. One possible explanation, which deserves further research, is that a greater proportion of New Brunswick tonnage was produced in urban shipyards, where higher levels of capital per ton may have required builders to construct vessels to a higher class in order to recoup their investments.

16. This is in line with what is reported for 1857 in Sager with Panting, *Maritime Capital*, chapter 3, note 45.

Appendix I
Ships Sold at Auction, 7 December 1854

Name	Rig	Tonnage	Built	Price
Ant	Barque	582	Portland, 1830	£5000
Adriana	Barque	282	Yarmouth, 1833	3500
Africa	Barque	516	Nova Scotia, 1852	7000
Abyssinian	Ship	1155	Restigouche, 1854	17000
Adam Lodge	Ship	567	North Shields, 1833	5500
Alice Walton	Ship	845	Digby, 1854	11000
Anne	Barque	435	Canada, 1845	5750
Arethusa	Ship	712	Quebec, 1845	8000
Australia	Brig	272	Nova Scotia, 1852	2800
Birkenhead	Ship	985	New Brunswick, 1841	7800
Brothers	Barque	447	Nova Scotia, 1847	4500
Ceylon	Brig	253	Scarborough, 1828	4000
Charles Chaloner	Ship	871	Saint John, 1846	9500
Christiania	Barque	777	Canada, 1838	Unsold
City of Lincoln	Ship	891	Quebec, 1847	5000
Clifton Hall	Barque	388	Sunderland, 1854	9000
Columbia	Barque	633	Pictou, 1846	8000
Confidence	Barque	444	Pictou, 1849	5000
Conrad	Ship	841	Quebec, 1847	12000
Countess of Arran	Barque	316	Quebec, 1840	2500
Countess of Errol	Ship	513	Kennebunk, 1839	5500
Elgin	Barque	548	Nova Scotia, 1847	7000
Ellen	Barque	409	Isle of Man, 1837	4000
Empire Queen	Ship	992	New Brunswick, 1847	13000
Emporium	Brig	149	Newport, NS, 1847	1500
Europa	Barque	272	Quebec, 1834	3200
Fingalton	Barque	860	Quebec, 1837	8500
Georgiana	Ship	513	Quebec, 1838	5100
Georgina	Barque	647	Baltimore, 1834	8000
Glasgow	Barque	584	Quebec, 1832	5400
Grand Trianon	Ship	1062	New Brunswick, 1854	17500
Haidee	Ship	756	Saint John, 1849	12000
Haidee	Barque	283	Whitby, 1836	4100
Harmonie	Barque	410	Jacobstadt, 1840	6000
Harriet Wild	Brigantine	202	Nova Scotia, 1849	2200
Hebrides	Ship	646	Greenock, 1841	9500
Henry Gardner	Ship	701	Saint John, 1844	8700
Huma	Barque	457	USA, 1846	6000
Jamaica	Barque	298	Liverpool, 1834	4000
James T. Foord	Ship	790	Quebec, 1844	9500

Name	Rig	Tonnage	Built	Price
Kate	Ship	833	New Brunswick, 1852	13500
Kate	Barque	370	Brunswick, ME, 1840	6000
King William	Ship	463	Whitby, 1831	5500
Lady Franklin	Barque	482	Richibucto, 1854	9900
Lavinia	Brig	160	Greenock, 1839	Unsold
Margaret and Jane	Barque	347	PEI, 1853	5000
Marsden	Brig	296	Sunderland, 1840	2400
Mary Pleasants	Ship	809	Portsmouth, 1845	11000
Medora	Barque	386	Nova Scotia, 1841	4500
Montezuma	Barque	524	Quebec, 1846	6000
Montmorency	Ship	812	Quebec, 1854	13000
Nepaulese Ambass.	Barque	375	Sunderland, 1850	5000
New York Packet	Barque	437	Antwerp, n.d.	Unsold
New York Packet	Barque	685	New Brunswick, 1839	6000
Peltoma	Barque	469	St. Andrews, 1846	5500
Pemberton	Ship	1253	Quebec, 1846	14000
Pero	Unknown	225	?, 1823	2300
Polynesia	Ship	731	Pictou, 1852	10000
Princeton	Barque	356	USA, 1852	4000
Rover	Schooner	53	PEI, 1847	1000
Sandford	Brigantine	198	Guernsey, 1844	2300
Sarah	Ship	729	Quebec, 1847	9500
Schoodiac	Ship	1004	St. Stephen, 1844	12000
Sea King	Ship	773	St. Andrews, 1845	9000
Shackamaxon	Ship	1369	Philadelphia, 1851	28000
Shannon	Barque	305	Quebec, 1847	3300
Solway	Barque	594	Saint John, 1843	6000
Sovereign	Barque	542	Hull, 1814	4500
Spartan	Barque	626	USA, n.d.	6000
Stranger	Barque	250	Grangemouth, 1846	3000
Thames	Barque	858	Saint John, 1846	9500
Theodore	Ship	1063	Quebec, 1849	13200
Thomhill	Barque	646	Quebec, 1848	9000
W.S. Hamilton	Barque	298	Sunderland, 1834	2500
Western Bride	Ship	1121	Saint John, 1854	15500
Wildfire	Ship	457	Quebec, 1854	11000
Witch	Barque	456	New Brunswick, 1847	6000
Yeoman	Ship	955	Saint John, 1845	14000
Zetland	Ship	1283	Nova Scotia, 1848	20000

Note: Tonnages are Old Measure wherever possible.

Source: Merseyside Maritime Museum, Maritime Record Centre, DX 706.