

# Marks / Merck Messenger

Editor: Carolyn Joyce Marks

Volume V, Issue I

Winter 1999

## From the Editor:

Once again I am under the gun. Somehow I don't think it will ever change. Hopefully I will get this issue mailed before I leave for another Back Bay Mission trip. Jean **SOUTHER** (my Mission companion) and I leave 7 Jan for Biloxi, MS. We will be finishing up on the installed accounting system and procedures manual we started last January. Of course we hope to stop for visits along the way to catch up on our cousins' activities. I also plan on meeting (for the first time) John **MERCK** of Louisiana.

The first week in December I flew down for an emergency work-camp to assist the victims of Hurricane Georges. Working with the South Mississippi Interfaith Task Force, I was assigned to work with a group of Presbyterian men from Georgia that we dubbed the "chain-saw gang". Although it was hard work, we actually had fun cutting up fallen trees and clearing properties so people could get their lives back to normal. I spent the last two days helping the builders finish up two dormitories for work-campers at the Mission. Volunteering is fun, rewarding and you get to meet so many great new friends. Some of you should try it - you just might like it.

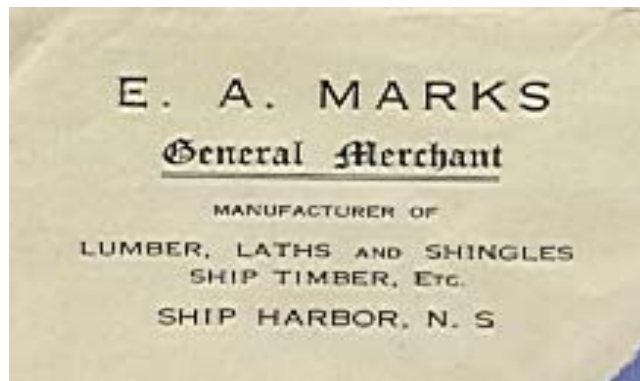
Needless to say, my genealogy research and work has been at a near standstill during the holidays. I have received very **FEW** updates from all of you out there. This newsletter is supposed to be a **SHARING** of news and research. How about hearing from some of you. You don't like to write??? Then send me an E-Mail. You don't have a computer??? Then go to your local library. Most of them have on-line connections and would be glad to help you access our web-page and send a message.

Till next issue, God Bless -- Cjm

~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~

## Eastern Shipbuilding Company

Family folklore said that Ned **MARKS** (*red*) had a shipyard in Ship Harbour. I decided to do a little research to find out something about it.



Copy of envelope used by Ned in his business.

Bill **EDWARDS** of Ship Harbour said he remembered the "piles of sawdust down by Eisan's Cove and the large iron ring-bolts in some of the stones". While visiting with Greer and Frances (**BURGESS**) **MARKS** (*red*) I asked about the shipyard. Greer is the grandson of Ned **MARKS**. Greer's wife brought out several pictures taken during the construction of the ships and some of the completed vessels. (I am in the process of scanning them into my computer for future use. You will see a few herein.) I then visited with Lee **SITEMAN**, who

just  
celebrated  
90  
birthday.  
remembered  
boatyard  
as a



celebrated  
his  
birthday.  
He  
remembered  
the  
yard  
as a

As you can see from the picture these vessels were quite large and needed elaborate scaffolding to enable the men to reach the top. You must remember that these vessels were built before the age of power tools as we know them.



Edward Addington “Ned” **MARKS** established his shipyard in what is known as Eisan’s Cove. A very picturesque spot on the western shore of Ship Harbour.

#### **Eastern Shipbuilding Company** (continued)

In addition to a lumber mill where he milled the wood used in building the ships, he had a general store.

The crews would go into the woods up at Ship Harbour Great Lake and fell as many logs as would be required. They would then float them down the



lake into Lake Charlotte and on into Weeks’ Lake and finally down into the head of Ship Harbor. Ned also had property on the North Branch River above Little River Lake which was beyond the Head of Ship Harbour. The logs would then be towed across the harbor down to Eisan’s Cove where they would be milled and readied for construction. In the winter months they would hitch up the horses to sleds to transport the logs over the ice.

*F*  
*ramework of the M. O. Crowell*



A natural condition that helped them was the depth of the water. The head of Ship Harbour is several miles in from the ocean and it is still forty to fifty feet deep, plenty for launching large ships.

The last vessel built was the *M. O. Crowell*. Following the closing of the shipyard, Ned moved his general store to the “Head”. The last owner of this store was Arthur Gordon **MARKS** (*red*), the grand nephew of Ned **MARKS**.

*M.O. Crowell nearing completion.*

With this much backup, I went in to the Public Archive of Nova Scotia and accessed the *Nova Scotia Registry of Shipping* by Thos. R. Dewolfe, 1866 published by Order of the Government, Halifax, NS.

I was able to find several but not all of the ships built. I then referred to the Halifax Ships Registry and with the little time I had left managed to find several of the vessels’ registrations and in some cases there demise.

Of particular interest was the vessel *OCEAN BRIDE*. Built for Conrad (red) and Lawrence (blue) **MARKS**, she was registered 7 Nov 1863. The *OCEAN BRIDE* was a typical schooner built in those days. A two masted, carvel build, billet head and square stern. Almost one year from her launching, she "was lost in this harbor on 30 Nov 1874".

### Eastern Shipbuilding Company (continued)

I researched the Chronicle Herald and I found that the harbor referred to (above) was where the news item was received from. On 1 Dec 1874 the following news item appeared:

#### **SUNDAY'S STORM IN ST. JOHN**

Damage to Shipping in the Harbor.

About three o'clock yesterday morning rain began falling lightly; eight hours afterwards it commenced pouring and came down in torrents until six o'clock in the evening when it stopped, only to resume at eight o'clock - with less violence, however. From the commencement of the rain until late in the afternoon it was blowing a gale from the South, and the angry appearance of the harbor and the bay told that the storm outside was very severe.

Vessels that had intended to sail hence did not dare to leave their quarters. (Note: the *Ocean Bride* had been cleared for sailing on 30 Nov per the Port listing.) Among the latter were the big ship "W. D. Lawrence". She cleared on Saturday with the largest cargo ever taken from this port by a sailing vessel.

The "Duaroben" again put back to the Island, but the storm was so great that a tug could not be sent to her assistance, and she and another vessel were left at the mercy of the wind.

The ship "W. H. Corsan", which arrived from Maitland on Friday, had a hard battle with the gale. She was lying alongside the Ballast wharf, where she is about to commence loading deals for Liverpool. The wind struck her broad side, but the ropes with which she was fastened did not break. Unfortunately, however, the posts to which the ropes were tied gave way and the ship was drifting rapidly towards the opposite wharf, when the anchor was let go. A heavy hawser was then procured and under the directions of Pilot Doyle, the vessel was properly secured.

During the day three vessels arrived..... The tug boat "G. D. Hunter" which towed over one of the larger vessels bears marks of the severity of the storm. Her galley was stove in; part of her guard smashed and the cook house door broken. The other craft escaped uninjured.....

There was a collision between three schooners in the harbor, but the extent of the damage could not be learned. As the ferry-boat "Ouangoody" was crossing the harbor last evening one of the hands heard a cry--- that of a person struggling in the water near one of the vessels. As soon as the boat reached the shore, search was instituted but nothing could be seen near the place the nothing heard but the noise of the wind and waves. (Note: In the death record, Conrad **MARKS** (lt. blue), age 19, was lost at sea in 1874).

The storm caused most of the ice to run out of the river St. John, the lower portion of which began to rising rapidly. In the Bay, the wind was so violent that the tug-boat "Captain" which went up for logs, was obliged to return without them. A large quantity of logs, between twenty-five and thirty joints, broke loose from Rivers' Mills and drifted as far as Robertson;s Point.

--St. John News.



Below is a partial listing of some of the vessels built by Eastern Shipbuilding Co. in Ship Harbour. Only the last two were built by Ned. The yard obviously was established by someone else as Ned was born in 1858. Possibly it was J.N.Rafuse & Sons who built ships there also.

Name	Reg.#	Year	Tons	Length/Breadth/Hold	Owner	Comment
Matilda	38945	1854	43	71.4 / 21.0 / 7.8	Donald A. Shaw	Sold-reregistered in St. Johns, NF 1860.
Lord Raglan	35726	1855	88	78.0 / 23.0 / 9.4	John W. Yeomans	Lost on voyage from Newfoundland May 1863
Vision	36148	1858	63	67.7 / 19.3 / 9.3	Wm. Leahy	Sold- St. John, NB 1863. Lost in 1897.
Flying Cloud	36275	1860	53	65.8 / 20.1 / 7.9	James Murphy	Lost off Gay Islands with load of herring 1865.
Lade Milne	36337	1861	49	59.4 / 19.6 / 8.3	Jame O'Hara	Lost totally in 1864.
Lady Mulgrave	41906	1861	129	84.6 / 24.9 / 9.6	John Carlin	Transferred to Sydney, NB.
Helen	42366	1863	42	53.8 / 18.5 / 7.4	Wm. Hare	Lost in ice sailing from St. John April 1866.
Ocean Bride	42398	1863	21	45.1 / 16.2 / 6.5	Conrad Marks	Lost in harbor 30 Nov 1874.
Impressive		1918	341	129.7 / 32.1 / 12	C. H. Ritcey	Lost on Bahama Bank 17 Dec 1920.
M.O.Crowell		1919	416	135.6 / 32.2 / 12	M. J. Parks	Abandoned in the Atlantic 8 Nov 1927.

### Twigs and Branches:

Congratulations to Rev. Lee and Christie **MERCK** (*orange*) on the birth of their daughter Beverly Caroline. Their new twig arrived 3 Oct 1998 weighing in at 7 lb. 13 oz. Beverly's grandparents are the Rev. John L. and Ruth **MERCK** of Louisiana.

Big doings in Musquodoboit Harbour this month. A family celebration for the 80<sup>th</sup> birthday of Anne (**MARKS**) **McBRIDE** (*peach*). Congratulations and very Best Wishes Anne for many more healthy years.

Word from Don **MARKS** (*peach*) that his Canadian Carpentry Services is quite busy with new students.

Sincere sympathies to the families who have lost loved ones.

Essie (**LUSK**) **MERCK** (*orange*)  
Widow of Joseph W. **MERCK**  
d. 14 Nov 1998, Six Mile, SC

Hollie and Jeffrey **FAULKNER** (*blue*) are both attending \_\_\_\_\_ the University in Antigonish, \_\_\_\_\_ NS. They are the children of Wayne and Catherine (**MARKS**) **FAULKNER**.

Sarah **WILLETT** (*blue*) is completing her final work placement at Harbor View Hospital in Sydney Mines, Cape Breton. She is earning her degree in Occupational Therapy.

Heidi (**WILLETT**) **McBRIDE** (*blue*) has been putting in extra hours. The dentist she works for had emergency surgery and other doctors are covering for him. They in turn now need extra coverage.

### Wanderings and Wanderers:

Bonnie-Jean **MARKS** (*peach*) was home to visit her father Don for the holidays and then off to Maui, HI.

Word from Doug and Eva (**NAUFFTS**) **MARKS** (*blue*) says that all of their children and their families were home for the holidays. What a crowd that must have been but I am sure a wonderful time.

Marion (**MARKS**) **HAGGMAN** (*peach*) and her daughter Carley **HAGGMAN** enjoyed a trip to Paris, France.

Tom and Robin (**MARKS**) **McCABE** (*blue*) and family spent their Thanksgiving holidays in Baton Rouge, LA visiting Robert and Gerry (**DOWLING**) **MARKS** (*blue*) and Steve and Christine (**MARKS**) **JACKSON** (*blue*) and their boys.

Edward **STODDARD** (*blue*) has been home for the holidays from his assignment in South Africa.

In the last issue I neglected to acknowledge Jim and Lillian (**FLEET**) **RING** (*blue*). We had a lovely visit and dinner with them while I was in Nova Scotia. As

I have said before, traveling can be very enjoyable when you have such nice people to visit on the way.

---

## In & On the Internet

### E-MAIL Update

Please add the following to your "on-line" address book:

Betty Kilday <[bkilday@bellsouth.net](mailto:bkilday@bellsouth.net)>

Elizabeth Anne "Betty" (MERCK) KILDAY is a descendant of John Merck (1798) (*yellow*) line.

Doug Marks <[Dugmarks@aol.com](mailto:Dugmarks@aol.com)>

Douglas has not been connected to our tree yet but we have hopes.

Lee Merck <[merck@cruisenet.net](mailto:merck@cruisenet.net)>

Rev. Lee MERCK is a descendant of Daniel MERCK (1800) (*orange*).

Sharon Norton <[gifts4all@cncnet.com](mailto:gifts4all@cncnet.com)>

Sharon ————— Renae  
(MERC ————— K) NORTON is  
a  
descendant of Baulser MERCK (1795) (*purple*).

### In & On the Internet (continued)

I have added another webpage to our site. I have indexed the book *Around the Harbours* and put it on the net. It is a Cemetery Survey on the Eastern Shores performed by the Marine Highway Historical Society in 1981.

I am currently indexing *Haulin' in the Family Net* by Linda Gray LeBlanc that covers vital records of Ship Harbour, Owl's Head, Little Harbour, Clam Bay, DeBaie's Cove, Clam Harbour and Lake Charlotte.

Should anyone out there have an idea for a webpage or wish to include something, please contact me. Remember this a family endeavor.  
Our URL is:

[http://www.geocities.com/  
Heartland/5622/MarksHomePage.html](http://www.geocities.com/Heartland/5622/MarksHomePage.html)

## Genealogy 101

We have another inquiry. Perhaps someone out there can help. From Doug MARKS in California - looking for information on George MARKS.

George L. and Rosella [Rosalie] (WINN) MARKS parents of Herman Bertrand MARKS b. 6 Feb 1874 in Whitby, Ontario, Canada. According to H.B.Marks' army record, George L. was listed as living in the following areas: Cleveland, OH 3 Oct 1898, Bracondale Post Office, ON 23 Apr 1907 and Toronto 23 Apr 1910.

~ ~ ~ ~ ~

In prior issues we have indicated our ancestors involvement in the Civil War between the states. During my research I came across some interesting facts I'd like to pass along.

### "Firsts" of the Civil War and Pertinent Facts

Medical care of the wounded was systematically organized.

A practical machine gun was developed.

Large-scale coverage was carried on by recognized

news correspondents at the front.

Railroads were extensively used for the movement of supplies and troops.

The electric telegraph was used in the strategic control of military operations.

The Medal of Honor was awarded.

Chance of surviving a wound in Civil War days was 7 to 1; in the Korean War, 50 to 1.

Total dead on both sides was about 600,000.

On the Union side nearly 2/3 died of disease and 1/3 of injury or were killed.

About 80% of all wounds were produced by the single shot, muzzle loading rifle in the hands of foot soldiers.

Death comparisons with recent wars:

Civil War	622,511
WW I	116,516
WW II	405,399
Korean War	54,246

Estimate cost of the war to the  
Union                      \$ 6,190,000,000  
Confederacy                \$ 3,000,000,000

---

*“Success is getting what you want. Happiness is  
liking what you get.”*

-H. Jackson Brown

---

### **The Marks/Merck Messenger**

The Messenger is a family newsletter published four times annually. The purpose is to gather information about our families and share it with others, to help in the genealogical research of our ancestors, and to keep in touch with each other.

Subscriptions are **\$8.00 US** for one year.

Send to:

**Marks/Merck Messenger**  
**Carolyn J. Marks, Editor**  
**61 Webster Street**  
**North Quincy, MA 02171-2001**

All correspondence may be sent to the above address. Addresses of possible readers are appreciated. E-Mail may be sent to: **72643.1125@CompuServe.com** or **cjmarks@gis.net**