

board. There is also another, for preparing dimension stuff; timber is sawed to proper dimensions for frames of buildings of every kind, style and description, with the utmost facility and despatch; instead of the old, and now almost obsolete custom of hewing with the broad-axe, after it has been effectually scored and beat off with a narrow axe, by what is technically called a *light hand*.

LATHS. — There is manufactured from the slabs, that were formerly thrown into the river, or used for fuel, no less than six hundred and fifty millions of laths per annum, which supply almost the entire consumption of our Atlantic coast, from New Brunswick to Texas.

SUGAR BOXES were first manufactured on the Presumpscot river, at Saccarappa, seven miles west of Portland, and were productive of the origin of the sailor's blessing over his meats, when coasting between Portland and the West Indies, with an outward bound cargo of sugar boxes, hogsheads, hoops, &c., and a return cargo of sugar, molasses, *rum*, (in those days,) tropical fruits, &c., the first stanza of which reads thus:—

“OLD HORSE, *old horse*,
How came you here?
All the way from *Saccarappa*,
Down to *Portland Pier*.”

The manufacture has uniformly and constantly increased; now there are, at least, three hundred cargoes shipped to the West Indies and other ports, annually. During this rapid and successful progression, the demand has not fallen behind the supply, at remunerating prices to the manufacturer and shipper, and beneficial to the consumer.

SHIP BUILDING.

This State ranks first among the States in this important branch in mechanism.

In 1842 the entire tonnage built in the United States, was 129,083 tons, of which Maine built 38,941 tons, nearly double the amount built in that year by both Massachusetts and New York. In 1843 she exceeded the amount of any other State by 1,922 tons. The annual cost of new vessels at that time was estimated at two and a half millions of dollars. In 1854, the entire amount of tonnage built in the State was more than 275,000 tons, at a cost of upwards of twelve millions of dollars. Bath alone contributed over forty thousand tons, at a cost of one million six hundred thousand dollars. Richmond, about

13,000 tons, at a value of over half a million. Hallowell, 6,500 tons, at a quarter of a million. Bowdoinham nearly as much. Pittston, Farmingdale and Georgetown, have contributed a respectable quota to help make up the grand total.

Wiscasset has made a respectable beginning, although isolated, as it were, from all back country trade. Damariscotta has for a long time held a respectable position for her large class vessels. Waldoboro' has for some years evinced great activity and adequate success, and we sincerely hope that her recent calamity will not cripple her energy and usefulness, although it has somewhat impaired her capacity for present operations. Warren has not been behind in acquiring a reputation for skill and adaptation.

Thomaston need not blush at the enterprise of her neighbors, and within a few years has largely increased her operations and tonnage.

Rockland stands prominent at the Eastern part of the domain for enterprise and skill. The largest ship ever built in the State was constructed here in 1853, by George Thomas, Esq., ("The Red Jacket") celebrated for having made the shortest passage between New York and Liverpool that has ever yet been accomplished by a sailing vessel. Her worthy projector has sought the confines of the Old Bay State for his future operations. May his shadow and usefulness never be less. Rockport, Camden and Lincolnville are important marts of the trade. Belfast has for many years held an envious position and rapidly increased her wealth and importance. Searsport has grown up to be a large, wealthy, and influential town, purely by her ship building interest.

Frankfort, Prospect and Hampden are successful allies. Bangor and Brewer contribute largely to the enterprise, while Bucksport, Castine and Orland are successful rivals in enterprise and mechanical skill.

Ellsworth is extensively engaged in the production of fine specimens of the art.

Cherryfield and Millbridge are marts of considerable importance, while the ports of Machias and East Machias are not to be forgotten, and Pembroke takes a prominent rank with her older and more experienced neighbors.

Eastport within a few years has largely increased her business. Calais possesses much energy and zeal in the enterprise, while Robbinston has for many years built more tons in proportion to her population than any other port in the State or Union. A large portion of the materials used in this important branch of industry is found on the soil and near the *entrepot* of all the principal *locales* of the trade. White oak and hard wood for frames, juniper for knees, hackmatack for ~~the~~ top timbers, and

spruce and pine for spars and masts, are found here to almost an unlimited extent. And here also are our energetic and industrious mechanics and artisans fully competent to construct as fine crafts as ever plunged into their adopted element. Maine ships rank second to no other State in the Union for beauty of model, harmony of proportion, strength of build, faultless finish, great carrying qualities, and swiftness of speed. In almost every village on the shores of the State, you will find wealth poured into the laps of her enterprising citizens who have adopted the liberal and honest policy of building good and substantial vessels, uniting strength with durability, and great carrying capacities with fast-sailing properties. Twenty years ago, or even less, Maine ships were a drug in the market. Western underwriters looked with a sort of holy horror upon everything built east of Merrimac River, until an eminent builder of Maine had constructed at one of the most popular depots for building crack ships, south of the Merrimac, two vessels, built of exactly the model, of precisely the same materials, and had one hail from the place of building, and the other from east of the Penobscot. The one hailing from South of the Merrimac was taken by the *savans* of the underwriters as A No. 1, with the greatest avidity; while the other, hailing from east of the Penobscot, and supposed to be built there, was looked at and examined with the utmost care and strictest scrutiny; laborious investigation, sly nods and sage aphorisms, politely informed the owner that they were *reluctantly compelled* to take it as A No. 2, and that only in consideration that his other ship was of such superior strength and admirable workmanship. This superstitious awe has happily disappeared, and now our ships stand at the head of the catalogue, not only in all our principal Atlantic cities, but are classed as second to none built in either the new or the old world, and the stripes and stars may be found floating over Maine bottoms on every sea and in every clime.

NAVIGATION OF MAINE, JUNE 30, 1854.

Districts.	Reg'd Tonn.	Enrolled Tonn.	Boats under 20 tons.	Total.	No. of Vessels.	Tonnage.
Passamaquoddy,	14,592	17,114	294	32,100	11	756
Machias,	4,156	28,463	230	62,840	9	290
Frenchman's Bay,	3,889	37,820	594	42,003	114	5,372
Penobscot,	9,871	45,056	774	55,701	227	11,294
Saco,	2,102	3,161	54	5,317	17	394
Bangor,	16,388	26,287	52	42,727	5	110
Portland,	84,851	34,824	655	120,330	77	3,164
Belfast,	17,715	39,027	582	57,324	161	6,308
Bath,	22,642	29,818	705	53,165	12	1,975
York,		2,003	43	2,046	7	169
Wiscasset,	17,474	12,553	725	30,752	144	5,715
Kennebunk,	7,294	306	250	7,844	24	982
Waldoboro',	53,825	67,083	1,828	122,726		

TONNAGE BUILT IN 1854.

The amount of tonnage given below was gathered from the best sources at hand. Should discrepancies appear between this and the Collector's authentic lists for each collection district, it will be borne in mind that our information was received at a much earlier day.

	<i>Tons.</i>		<i>Tons.</i>
Addison,	175	Kennebunkport,	3,414
Arrowsic,	248	Kittery,	4,392
Augusta,	1,300	Lincolntonville,	994
Bangor,	659	Lubec,	568
Bath,	40,415	Machias,	1,122
Belfast,	6,707	Millbridge,	1,750
Biddeford,	1,340	Newcastle,	4,300
Bluehill,	1,130	Nobleboro',	750
Boothbay,	2,237	Orland,	1,097
Bowdoinham,	50,295	Orrington,	303
Bristol,	3,400	Pittston,	3,394
Brewer,	3,497	Pembroke,	5,003
Brunswick,	1,117	Perry,	300
Bucksport,	2,603	Phippsburg,	1,415
Calais,	2,831	Portland,	2,735
Camden,	4,413	Prospect,	4,244
Cape Elizabeth,	925	Richmond,	12,801
Castine,	2,200	Robbinston,	8,135
Cherryfield,	1,370	Rockland,	14,473
Columbia,	720	Scarboro',	450
Damariscotta,	2,530	Searsport,	3,652
East Machias,	1,621	South Thomaston,	7,101
Eastport,	8,712	Steuben,	182
Edmunds,	250	Sedgwick,	415
Ellsworth,	3,400	Sullivan,	1,520
Falmouth,	175	Surry,	1,364
Farmingdale,	2,070	Thomaston,	6,067
Frankfort,	3,350	Tremont,	680
Franklin,	900	Trenton,	360
Freeport,	7,220	Trescott,	2,100
Georgetown,	2,050	Waldoboro',	8,284
Gouldsboro',	950	Warren,	1,651
Hancock,	115	Wells,	64
Hallowell,	6,424	Westbrook,	2,012
Harrington,	632	Wiscasset,	4,000
Hampden,	1,030	Woolwich,	1,004
Jonesborough,	380	York,	450
Jonesport,	188	Yarmouth,	3,160
Kennebunk,	5,444		