

Wooden Ships Brought Fame And Money in Olden Days

Sketch of Public Men who Built Wooden Vessels
in Maritime Provinces

(Lucian in Vancouver News-Advertiser.)

The revival of wooden shipbuilding recalls to mind a great number of Canadian public men who were shipbuilders in the early days. The first four ministers of marine and fisheries in Canada were shipbuilders and ship owners. Hon. Peter Mitchell, one of the fathers of Confederation, built ships at or near Newcastle in his own county of Northumberland. New Brunswick. The next was Sir Albert Smith, a former premier of the province, who, though a lawyer by pro-

fession, built and owned a good many ships, and accumulated thereby a substantial fortune. The third was Hon. J. C. Pope, of Prince Edward Island, who was a practical shipbuilder, like his father. Then came the Hon. A. W. McLelan, afterwards Lieutenant Governor of Nova Scotia, who, with a partner, built a number of ships at Great Village, in his own county of Colchester.

Among other shipbuilders who were in public life one could mention Hon.



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John Lafury, Senator Yeo, Capt. Welsh, Lieut.-Governor and Senator Howland, and Hon. William Strong, of Prince Edward Island; Mr. Moffatt, of Restigonche, N. B.; Hon. Robert Young, of Gloucester; John A. Covert, of Sunbury, and Mr. Murchie, of Charlotte; Hon. Josiah Wood, now Lieutenant-governor of New Brunswick, formerly member for Westmorland; Galus Turner, of Albert County; the Troop family, of St. John, and George F. Baird, of Queens County.

From Nova Scotia one might mention such men as James W. Carmichael and the McGregors, of Pictou. One of these latter was lately governor of Nova Scotia, and Mr. Carmichael, who was one of the chief builders in Eastern Nova Scotia, represented Pictou several terms. The Hon. Edward Kenny, at one time Lieutenant-governor of Nova Scotia, and his son Thomas, were among the largest ship owners in the province, and had an interest in ships built in many shipyards. Senator Northrup, of Halifax, built and owned ships. The Kaulbachs, father and son, of Lunenburg, were large ship owners, and both were representatives of the county. For some 50 years Lunenburg was seldom without a shipbuilder in public life. Capt. Coffin, of Shelburne might be mentioned in this connection. He sailed his own ships before he became receiver-general in the Mackenzie ministry. The Killams of two or three generations; the Lovitts and Bakers and J. R. Kinney, of Yarmouth, were among the noted and opulent shipbuilders and owners, and represented the county either in the legislature, in parliament or in the senate. Hon. Colin Campbell, of Digby; Mr. Pickup, of Annapolis; Mr. Jones, of Yarmouth, belong in this class. In Kings County, Nova Scotia, the Woodworths; and in Hants County, J. B. North, Senator Churchill, the Bennett Smith family, the O'Briens of Noel, and the Putnams and Arthur Cochran, of Maitland, may be counted among public men who were shipbuilders. This is only a partial list in three provinces, and it might be carried back for two or three generations.

Shippbuilding on this continent began in Nova Scotia. The first shipyard on the hemisphere was established at Port Royal (Annapolis). In 1609 by Pontgrave, associate of Champlain and De Monts. He built in that year and the year after a barque and a sloop.

The town of Yarmouth is a modest port and the population forty years ago was less than it is now. But in 1876 no less than 103,000 tons of shipping was registered at Yarmouth. In 1871 the tonnage was 90,000 tons, and even then it was boasted that Yarmouth owned more shipping than London had in the reign of Charles II or all Great Britain when America was discovered.

We have spoken of Lunenburg, where there was much shipbuilding a hundred years ago, and from that on to recent years. Fishing schooners, and vessels for the West India trade were Lunenburg specialties. One Peter Young built in that county 63 vessels and Joseph Young 81 vessels. Of Joseph's output 11 were square-rigged and 70 were schooners.

One Zwicker of Mahone Bay, who was incidentally a politician, had built in his own shipyard 143 vessels. Joseph Weagie built eight, his son 25 and his grandson 32, the whole 65 being the product of 89 years' activity.

In the neighboring county of Queens Snow Parke, had built 46 vessels before 1826. Liverpool, in this county, was in the war of 1812 a great privateering port. Twenty or thirty prizes might be seen in that harbor at once, and a good many Liverpool vessels fell a prey to Scotch England privateers. In this adventurous atmosphere flourished Enos Collins, for many years a member of the Nova Scotia council. His grandfather in New England his father in New England and Nova Scotia, and he himself were shipbuilders and ship owners. Enos was also a captain. He was fond of running blockades, of loading ships and sending them in groups with cargoes to places that were only reached through peril of

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the enemy, and selling of several hundred per cent. profit. A true life of Enos Collins would be more exciting than fiction. A great many of the vessels of his large fleet were captured from the enemy.

He gave up his adventurous life and settled down at middle age or a little after, in Halifax. There he established the first bank in Nova Scotia and lived in peace and prosperity to the age of 97 or so. His estate was probably the largest ever gained by one man in Nova Scotia. He established himself in a country house several miles from the city, where he farmed some rocky and refractory soil. He was not fond of society, though his daughters were popular in fashionable circles of Halifax. A partisan officer was attracted by one of them, and rode out to see her at home. Throwing his bridle rein to a man who was working in the garden he went in to the spacious residence. The lady and he afterwards went out to find her father and make introductions. Hon. E. Collins was obeying the colonel's orders and still holding the horse. Nevertheless, General Laurier, as he was afterwards, was to take to marry Miss Collins, and became a member of the Canadian and Imperial Houses of Commons.

Strenuous Work Soon Tells On You

Business Men and Breadwinners
the Victims of Nervous
Exhaustion.

When worry is added to overwork men soon become the victims of nervous exhaustion—neurasthenia—the doctor calls it. Some have no reserve strength in their systems to bear the strain; others overtax what strength they have. If you find that you are nervous and not sure of yourself, that you sleep badly, and wake up tired and aching, your nerves are out of order. Other signs are inability to take proper interest in your work; your appetite is feeble; your back feels weak, and you are greatly depressed in spirits. One or more of these signs mean that you should take prompt steps to stop mischief by nourishing the nerves with the food they thrive on, namely the rich, red blood made by Dr. Williams' Pink Pills. These pills have cured thousands of cases of nervous disorders, including nervous prostrations, neuralgia, St. Vitus dance and partial paralysis. Here is an example. Mr. P. H. Callan, a well known business man in Coleman, P. E. I., says: "I owe my present health, if not life itself, to Dr. Williams' Pink Pills. I had always been an active man, and when I began to run down in health paid little attention to it as I thought it only a temporary weakness. As time passed, however, I found myself growing worse, and consulted a doctor, who said that I was not only badly run down, but that my nervous system was badly shattered. I lost flesh, my appetite was poor, I slept badly and notwithstanding the doctor's treatment grew so weak that I had to leave my business and was confined to the house. Time went on and I was steadily growing weaker, and my friends were all greatly alarmed for my condition. In this condition I was strongly recommended to try Dr. Williams' Pink Pills, and as the doctor's medicine was not helping me I decided to do so. By the time I had used three boxes I could tell that they were helping me. When I had taken eight boxes of the pills I felt able to attend to my business again, and people were surprised to see me out. I continued the use of the pills until I had taken twelve boxes by which time I was feeling as well as ever I did, and was being congratulated by all my friends on my full restoration to health. I feel now that if I had used Dr. Williams' Pink Pills at the outset I would not only have saved much money spent in doctor's bills, but would have had renewed health sooner. I cannot speak too highly of this medicine, and would recommend it to every man who feels weak, nervous or run down."

APRIL FOOL'S DAY AND ITS ORIGIN

How April Fool's Day came to be no one really knows. But the best guess is that which credits the day to France, which took the lead over all Christendom in commencing the New Year on Jan. 1 instead of March 25. Before the change was made the New Year Merry making, culminated on the octave of the feast, viz., April 1, when visits were paid and gifts bestowed. With the adoption of the reformed calendar in 1564, New Year's Day was carried back to January 1, and only pretended gifts and mock ceremonial visits were made on April 1, with the view of making fools of those who had forgotten the change of date. The custom once started was kept up after its origin had been forgotten.

HOW "BOUND FEET" BEGAN

According to Chinese history, the custom of small feet among the females of China originated several centuries back, when a large body of women rose against the Government, and tried to overthrow it. To prevent the recurrence of such an event the use of wooden shoes so small as to disable them from making any effective use of their feet was enforced on all female infants.

AUSTRALIAN TROOPSHIP SUNK

The Greenock Steamer Ballarat, 500 feet long, 82 feet beam and 27 feet deep, 11,200 tons, carrying troops from Australia to England, was recently sunk by a German submarine. The soldiers were rescued by British torpedo boat destroyers and trawlers. The behavior of the troops on board the Ballarat was splendid, according to the report made by the commanders on board, and recalls the heroism displayed by the soldiers at the time of the sinking of the British troopship Birkenhead off the African coast in 1852.

Would Nationalize Most Railways

Proposal to Add G. T. P. Grand Trunk and C. N. P. to the Government Railways

Immediate nationalization of the Grand Trunk, G. T. P. and Canadian Northern and their amalgamations with the National Transcontinental into one great publicly owned system, operated by an independent board of five commissioners on a strictly business and economic basis, free from the danger of all political interference, is the recommendation of Sir Henry Drayton and W. M. Acworth in the majority report of the royal commission appointed last July to inquire into the general problem of transportation in Canada. This report was presented to parliament last week. Accompanying it was a minority report by the third commissioner, A. H. Smith, president of the New York Central. The American railroad expert is opposed to government ownership and operation, believing that best results can be achieved by continuing private enterprises with the re-organization and better co-ordination of the work of the G. T. P., G. T. National Transcontinental and Canadian Northern.

Both commissioners agree that the Canada Pacific is now giving good service and should not be interfered with. Both commissioners also agree that present conditions are economically bad, that there is wasteful duplication of lines, lack of co-ordinated transportation economy and heavy deficits to be met on behalf of Canada for years to come, unless some scheme of radical reorganization is promptly carried out.

A Board of Five

The scheme devised, in the majority report, for overcoming the object as to political interference, is the operation of the new system by a board of five trustees, three being expert railway men, the fourth of a man of the fifth one who specially possesses business and financial experience and the confidence of the railway employees.

This board is to be originally appointed by parliament, but it is to be non-political, permanent and self-perpetuating. The tenure of office is to be substantially the same as that of judges of the supreme court. The trustees are to be appointed for a fixed period of seven years, and vacancies are to be filled in the case of the railway members, by the Governor General in council, on the nomination of a majority of the remaining trustees.

In regard to the Intercolonial, they believe that its absorption in a new system would be in the interests of the Maritime Provinces generally and in the interests of the tax payer who has a right to demand efficient and economical expenditure of his money.

Commissioner Smith differs from the other commissioners in regard to the feasibility of eliminating political interference in the management of a government owned and operated system. He declares that it is impracticable for any parliament to bind itself to a given policy of non-interference with a government board, and he believes the scheme proposed by Sir Henry Drayton and Mr. Acworth contains many elements of danger. The plan of Sir Henry Drayton and Mr. Acworth to nationalize the G. T., Canadian Northern and G. T. P., would, he claims, add about \$1,000,000,000 to the direct debt of Canada. "Judging from the experience Canada has had," he adds, "with its government railways it is fair to assume that the annual interest charge of about \$40,000,000 would remain a permanent burden."

NOTICE OF LEGISLATION.

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