

carried, as well as doing away with port charges and dues collected from Canadian coastwise shipping, that is making our ports free to Canada's merchant marine in home trade, and so encourage revive and build up again a home-owned, and native manned merchantile marine.

Dartmouth, N. S., is favourably situated for the location of a number of large steel ship building plants—deep water, an open port all the year, with a dry dock already constructed on the opposite side of the harbor.--(**Dartmouth Board of Trade was the only one that put themselves on record for a Canadian native built and manned Merchantile Marine.**) A bounty of six or seven dollars per ton for building steel ships and four or five dollars a ton on wooden ships would make Dartmouth and other Maritime towns beehives of "industry and thrift" as Rev. A. E. Burke stated in his letter, with references to days gone bye.

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In 1907, this photo represented the Canadian coasting Schooners waiting for Coal cargoes with "furlled sails and folded hands," while the Norwegian steamers were being loaded, or "Wait till the river freezes."