

was from Halifax nine years later that the force that reduced Louisbourg was dispatched, and in the following year of 1759, the forces under Wolfe and Amherst that captured Quebec and asserted British dominance over the St. Lawrence System.

In the years before the fall of Louisbourg, the presence in Nova Scotia of large numbers of French-speaking Acadians who refused to take an oath of allegiance to the British Crown was seen as an unacceptable danger by the military command in Halifax, under pressure from the New Englanders. Many thousands of Acadians were rounded up and transported to various settlements in New England, the Carolinas and Virginia.

Following the settlement of Halifax, there was a major immigration to the area from Germany and Switzerland. These "foreign Protestants" settled for the most part along the south shore, where the town of Lunenburg grew up. When the Acadians were expelled from their land, large numbers of settlers from Connecticut and other New England states moved in to take over.

With the end of hostilities in 1763 many Acadians returned and were resettled. During the same period, large numbers of Ulster and Yorkshire settlers moved into the area around the present town of Truro. A small group of Highland Scot pioneers settled in Pictou and proved to be the first wave in a flood of immigration from the Highlands to the area. During and after

the American Revolution, approximately 30,000 Loyalists moved to Nova Scotia. Black free men and slaves were among those who came as Loyalists. They multiplied Nova Scotia's population many times.

Economic development

From the 1780s, shipbuilding was an economic staple for the colony. Nova Scotia produced small vessels for coastal and West Indian trade and when the wars ended Nova Scotia provided many ships to carry vast quantities of lumber to Britain. Halifax was a port of call for Cunard Lines from the late 1830s to 1869. The shipyards of Nova Scotia had never been busier. For the next twenty years more than a thousand ships were built in Yarmouth and nearby ports. Soon, sailors from Nova Scotia were to be found around the globe. Lunenburg became famous as a fishing port and for the quality of schooners built there. The Nova Scotia fishing schooner *Bluenose*, the most famous of its day, is commemorated in the *Bluenose II*, a reproduction of the old vessel, based in Halifax. A similar ship is portrayed on the Canadian ten-cent coin.

When Nova Scotia joined Confederation, the era of sailing ships was at its height. But within two decades the situation had changed dramatically. As more and more steamships entered service, shipyards and lumber operations went into decline and old skills