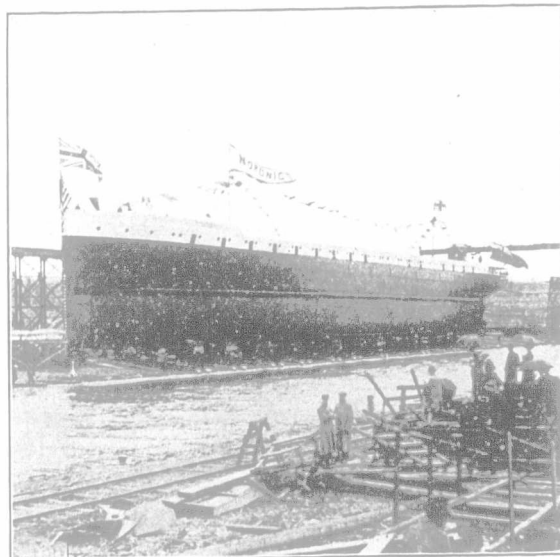


undercut the sailing vessel in most of the long voyage charters.

From 1880 to 1890, Canada's shipping dropped rapidly. Canadian shipowners found that there was no more money to be made out of wooden sailing ships offshore voyaging, and shipbuilding in that direction stopped. The fast clippers which ran the Southern cotton across to Liver-



Noronic ready for Launching, Port Arthur.

pool; the ships and barques engaged in the Cape Horn and East India voyages; the package and grain freighters were eventually ousted by steam and steel, and they ended their days "droghing" timber and deals across the Atlantic, or "tramped" long and poor charters loaded with coal, until the sea claimed them or they were broken up. It was a glorious record with a mournful ending, but one which is still preserved in the memories of men who lived in those days, and who loved the reign of sail and the sight of fine ships.

Notable Canadian Built Ships.

Mention has already been made regarding shipbuilding activities in the southern part of Nova Scotia, and in the records of Canadian ship construction, Yarmouth county appears to have been the principal centre. The citizens of the town and vicinity made a specialty of building and owning ships, with the result that, at Confederation, this district led all the other Canadian shipbuilding localities in aggregate tonnage.

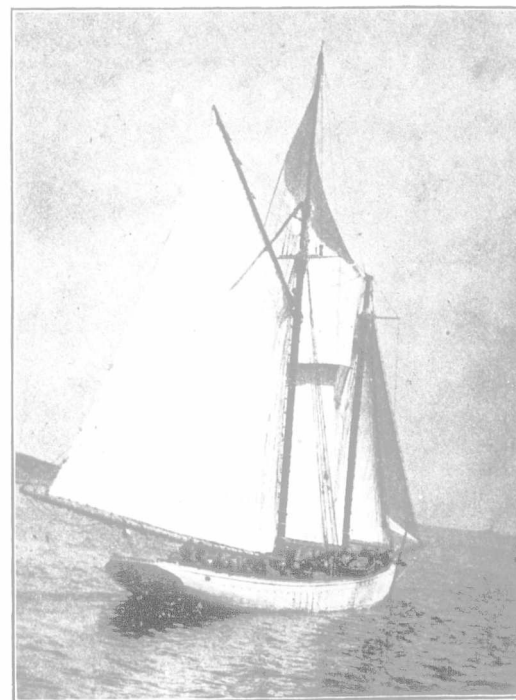
In 1876, Nova Scotia had twenty Ports of Registry; 2,787 vessels measuring 480,000 tons; New Brunswick had five Ports of Registry, 1,150 vessels measuring 295,000 tons; Quebec had six Ports of Registry, 1,840 vessels with an aggregate tonnage of 219,000 tons. In Nova Scotia, Yarmouth County led the others as a shipbuilding centre, and under the flags of the Laws, Lovitts, Burrills, Canns, Killams, and many other owners, some very fine ships were built and sailed. Notable among these were the ships "Vancouver," 1,400 tons; "St. Cloud," 1,528 tons; "Lennie Burrill," 1,350 tons; "Everest," 1,680 tons, and "William Law," 1,600 tons—all built between 1876 and 1880. Between the latter date and 1,750 1884, the ships "Vendome," 1,550 tons; "Fred B. Taylor," 1,798 tons; "Ellen A. Read," 1,750 tons, and the big "County of Yarmouth," 2,154 tons were launched, besides many splendid

barques of lesser tonnage. In those days, vessels over 1,500 tons were considered large craft, and an idea of Canada's capabilities in ship construction may be readily gained from a glance at the tonnage of the ships that were built on her shore. Shelburne County built many fine ships, and from Kelley's yard in Shelburne was launched the ship "Crusader" 1,500 tons, in 1879. The Kelleys, Youngs, and Muirs all had shipyards in the County and each yard built a full rigged ship a year during the palmy days, in addition to smaller craft.

Hants and King's Counties saw the construction of many fine craft, notably the ship "Canada" and "King's County" of 2,131 and 2,061 tons respectively, and launched at Kingsport in 1890. Hants County sent forth the splendid ship "Forest," 1,500 tons—reputed to be one of the best constructed vessels of her class—and from the yards at Maitland, a number of ships and barques were launched. Cornwallis saw the building of the "Harvest Queen"—a big 2,000 ton ship launched there in 1890. Out of Pictou County, the McKenzies built many notable craft, and from yards in the county the 1,400 ton ship "Hamilton Campbell Kidston" was constructed to the order of a Glasgow firm.

In Annapolis County, a fast type of clipper barquentine was built, notably the "George E. Corbitt"—a vessel renowned for her handsome appearance and fast passages, and many of the craft sailing under the ownership of the Delaps and Corbitts were built in Annapolis and Granville and were universally recognized among sailormen as smart ships.

New Brunswick's shipbuilding activities centered around St. John, and the large ships and



A Fishing Boat off the Banks.

barques "Herald," "Kate Troop," "Howard D. Troop," "Zedekiah Ring," "Agnes Sutherland," etc., were all built there. The "Zed. Ring," as she was called, was well known among the seafaring fraternity as a very large ship—registering well over 2,000 tons. St. John rivalled Yarmouth as a shipbuilding port, but owing to

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