

following the close of the revolutionary war, had allotted large tracts of land in the county and elsewhere in the province. Slowly the population increased. By 1775 effective Municipal Government had been established, and the centre of the town was moved further down the harbour following the escheatment of the McNutt Grant to the Crown. In 1786 the county had 90 families, the number of whom had grown to 178 in 1793, the majority living in the village of Pictou. The first years of the century brought an increasing number of emigrants, principally from the Highlands of Scotland. From 1801 to 1805 as many as 1300 souls landed at Pictou in a single season, the greater number of whom settled on farms in Pictou and adjoining counties. As a result of this emigration from Scotland, the county became predominantly Scottish in character, a distinction it enjoys to this day, as more than 27,000 of its 36,000 inhabitants are the descendants of this thrifty and intellectually forceful race, who have played and play today a conspicuous role in the business, educational, intellectual and political life of the Province and the Dominion.

The new settlers gradually took up land along the East, Middle and West Rivers, and also along the Strait shore. The land was rich in forests of pine and other wood, and lumbering became one of the chief industries of the county. In 1774 the first cargo of square timber was shipped from Pictou to Great Britain. In 1803 some 50 vessels were loaded at its wharves, and it is estimated that

the exports from 1800 to 1820 amounted to \$500,000 yearly, the greatest part of which consisted of lumber.

In 1828 Pictou became a free port, and following the repeal of other trade restrictions which had hitherto been imposed on the colonies by the mother country, its trade rapidly overcame the panic of 1825-26. An era of ship construction began, which continued for a period of 45 years only to decline when the wooden ships were replaced by those made of iron.

With the acquisition of all the reserve mines in the province, by the General Mining Association in 1827, coal mining assumed large proportions. In 1836 the company constructed a railroad six miles long from the mines to a point not far from Pictou Landing, opposite the Town of Pictou. It was the first steel railway in Canada, and carried the coal to the Loading Ground, where it was loaded into ocean going vessels. The organization of the Hope Iron Works in 1872 at New Glasgow, eight miles distant, also added to the transportation growth of the town, while at the same time smaller industries grew up within its own limits. In 1840 G. J. Hamilton founded the biscuit factory, which under his successors, as G. J. Hamilton & Sons, Limited, has grown to one of the largest in the eastern provinces. At Lyons Brook, three miles distant, John Logan established a tannery in 1848, which with the years has become one of the largest sole leather factories in the Dominion. The Pictou Foundry and Machine Company, whose foundation was laid as early as