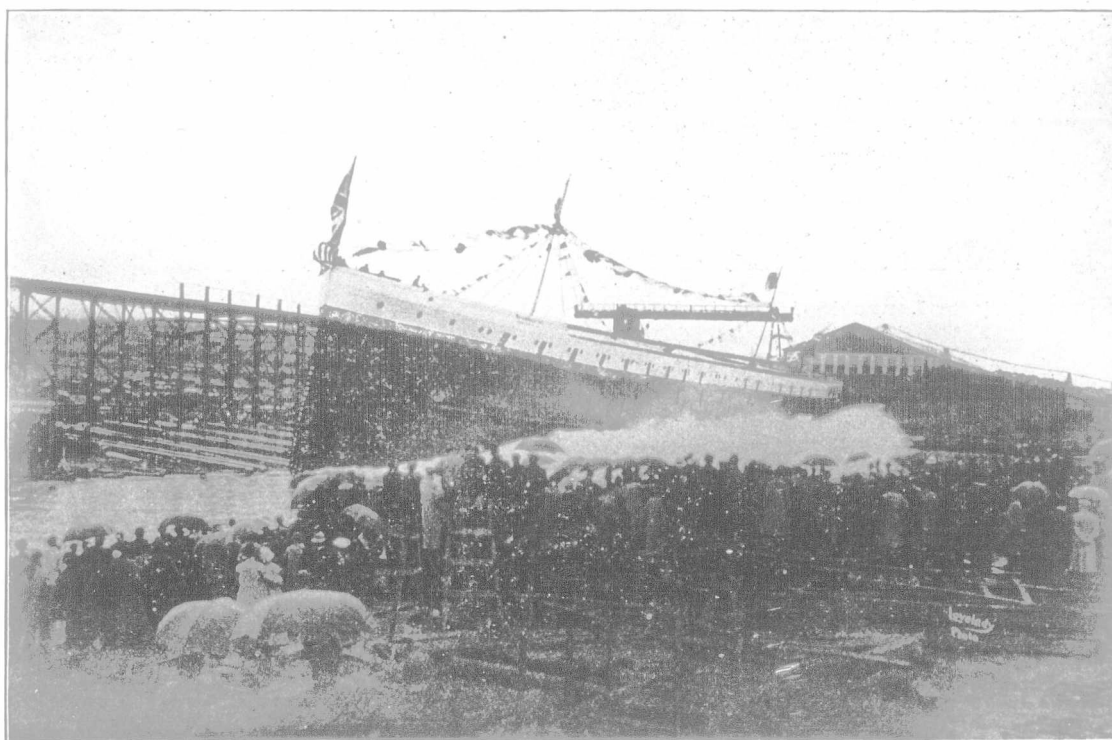


Colonial ship owners were quick to take advantage of the situation. Ships, barques, barquentines and brigs were launched off the Nova Scotian and New Brunswick beaches as fast as the shipwrights could turn them out, and as they cost very little to build, they were able to compete successfully with European nations in the carrying trade of the world.

Then came the discovery of gold in California in 1849, and the demand for ships and the big freights offered caused a great boom for shipowners. China tea, and the Australian wool trade was developing fast and ships were required to carry the cargoes. It was an age of progress. India was opening up; the cotton trade was booming; nitrates and guanos from the West Coast of South America and various scattered islands; the oil trade from Pennsylvania, and the transatlantic cargoes of grain cotton, and lumber, all demanded ships to carry their various freights,

connection, it is interesting to note that a Nova Scotian shipbuilder, Donald McKay, who established a yard in East Boston, was the man who turned out the fastest and finest of the Yankee clipper ships. The "James Baines", "Flying Cloud", "Sovereign of the Seas", and "Donald McKay"—famous fast sailing packets—were all the products of his yard.

Then came the American Civil War which sounded the death knell for the United States mercantile marine. The damage wrought to the Northern shipping by Confederate privateers—notably the "Alabama"—gave Canada and Great Britain a chance to secure the carrying trade formerly held by the shipping destroyed during the struggle for supremacy between the North and the South, and our neighbor across the border has never regained it since. So great was the fear entertained by Northern ships owners for the "Alabama," that, sooner than



Launching of Noronic. Boat was launched sideways. In Great Britain they usually take water bow first.

and though Great Britain made a brave struggle to secure the bulk of this vast freightage, yet the United States and Canada, with their cheaply and quickly built ships, cut in and almost ousted her.

The characteristic conservatism of the British naval architects and builders of that time did a great deal to help the development of Canadian and United States shipping. The clumsy, apple-bowed, stump masted British merchant ship could not compete in fast passages and quick delivery with the sharp clipper models of the New World shipbuilders, and it was not long before the smart Yankee and Bluenose clippers and packet ships snapped up the gilt edged charters in the carrying trade.

The Clipper Ship Era between 1849 and 1870 were the halcyon days of sail, and, while Canada made surprising strides during those years, yet the mercantile marine of the United States held the palm in clipper ship construction. In this

risk losing their money invested, they sold their ships to other countries or placed them under foreign flags.

In 1878, Canada had forged so much ahead since the Civil War, that her shipping ranked fourth among the ship-owning countries of the world, with a fleet of 7,169 vessels aggregating 1,333,015 tons. Since that date, which was the zenith of her shipping prosperity, she has declined to tenth place—her total tonnage in 1912 amounting to 836,278 tons.

Many reasons are assigned for the decline, but the chief was the introduction of steam in lieu of sail, and also the advent of the large capacity economical steel tramp steamers which British yards turned out in a continuous succession. Sailing ships—no matter how splendid and fast—could not compete with the steamer in the Transatlantic and short voyage trade, and the cheap Tyne and Clyde built steel tramp freighter