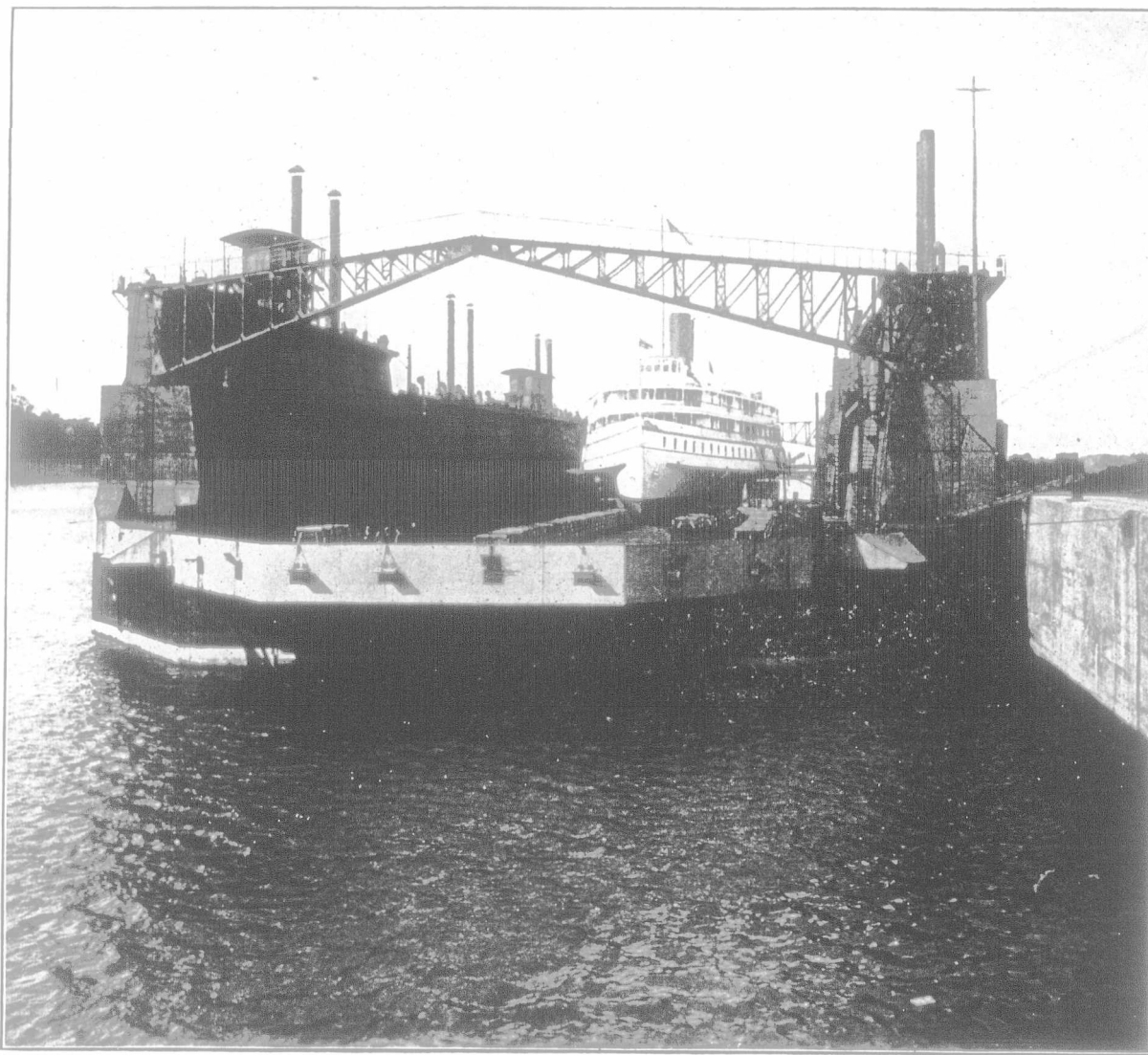


freight the products of fishery, farm and forest, and as building material was handy and of the right sort, the settlers naturally began to build their own ships.

Beginning with small shallops, sloops, and schooner rigged pinks fashioned after the English and Dutch models, and ranging from 3 to 10 tons burden, ship construction in the Maritime settlements of Canada developed gradually until the middle of the eighteenth century when schooners were built able enough to undertake a voyage to the West Indies. Imbued with all the daring and hardihood of the pioneer, the farmer-sailors who made the long voyage in these

decessors until shipbuilding became one of the colony's premier industries.

The southern part of Nova Scotia became a great centre for ship construction, and as early as 1787, the town of Yarmouth owned enough shipping to justify it being made a Port of Entry, and in 1864, one hundred years after its settlement, Yarmouth owned 133 vessels with a tonnage of 36,524 tons. From its humble entry into the shipbuilding and ship owning field with schooners such as the "Pompey" built in 1764, this little Nova Scotian town made such tremendous progress that in 1879 its shipping numbered 297 vessels with an aggregate tonnage of



The Duke of Connaught Dry Dock with an R. & O. Steamer undergoing repair. This dry dock has a lifting capacity of 27,500 tons.

small 25 ton craft, found their trading voyages so successful that they were encouraged to build vessels of a still larger type, and with the development of trade came the development of shipbuilding.

Requiring but little in the matter of plant, and having been blessed by Nature with an abundant supply of timber adjacent to the water, a few men, handy with axe, adze and saw and descendants of a breed who were as much at home on the sea as on land, found everything favorable for their enterprise. Year after year saw the launch of vessels larger than their pre-

decessors until shipbuilding became one of the colony's premier industries.

The Napoleonic wars and the maritime strife in which Great Britain was engaged during the eighteenth and the first part of the nineteenth century necessitated the building of many vessels of war and the consequent drain upon the forests of the Mother Country caused a great rise in the price of oak and other woods used in ship construction. Merchant ships built in Great Britain could not compete with the cheaper vessels built in Canada and the United States, and British