

(G. K.) was a familiar sight in all the great seaports of the world from Shanghai to San Francisco. But the decline of the wooden shipbuilding industry had begun, and iron vessels gradually replaced wooden ones, while ocean steamers carried more and more freight. In the 1870's there were scores of large Nova Scotian sailing ships doing a profitable business in the oil trade between American ports and Europe. The tanker drove these from the seas.

When the change from wood to iron and steel in ship construction began to affect Nova Scotian builders, J. W. Carmichael tried to adapt to the situation by ordering his first iron sailing ship, the *Brynhilda*, from a builder in Scotland. Later on followed the *Helga* and the *Swanhilda*, both fine steel vessels. The *Micmac*, the first steamer owned by his firm, was built in Glasgow in 1893, and was followed by the *Pontiac* in 1903. The three-masted steel schooner *James William*, 440 tons, was built in New Glasgow by J. W. Carmichael and Company and launched in 1908. When the Carmichael firm sold her in 1927, it was the end of the shipping trade in New Glasgow, according to Mr. James M. Cameron in his book on *Ships and Seamen of New Glasgow, Nova Scotia*. Walter McNeil built the last schooner in New Glasgow, the *Annabell Cameron*, in 1917.

River John began a notable shipbuilding era around 1835, when the barque *Charles*, 519 tons, was built by Alexander McKenzie. In the same year, the barques *Susan*, 537 tons, and *George*, 526 tons, were constructed by other builders there. By the 1860's, River John was famous as a building centre, having such prominent builders as Alexander McKenzie and James Kitchin. The foreman and designer in Kitchin's yard was Duncan Johnson, who enjoyed a wide reputation, winning a prize for one of his models at the Paris Exhibition of 1867. He built the ship *Warrior*, 1611 tons, at the Kitchin Yard, the largest vessel built in Pictou County.

Some shipbuilders at River John over the years were: R. M. Blackmore, John Crerar, C. Dwyer, James Kitchin, Sr., James Kitchin, Jr., Alex. McKenzie, K. McLean, Charles McLellan, Charles McLennan, James McLeod, John Mockler (who also built ships at Port Philip and Point Brule), John Reid, G. Smith, and J. J. Yorston.

Among the shipbuilders at Merigomish were: John Cameron, J. W. Copeland, R. S. Copeland, W. G. Crearar, B. L. Kirkpatrick, B. L. Kirkwood, D. Patterson, Jas. Purves, R. Thackray.

Some shipbuilders at the town of Pictou were: William Campbell, B. and J. Creighton, John Crearar, J. Curry, Wm. Foster, H. Hatton, Henry, John and George Hatton, W. and J. Ives, James Kitchin, Jas. Little, James Lorway, C. Primrose, J. and H. Primrose, J. Purvis, Alex. Russell, Alex. Thompson, J. and J. Yorston.

Some men constructed ships at various ports at different times.

Mr. Justice Frank H. Patterson in his *History of Tatamagouche* lists over

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