

In Nova Scotia, by contrast, outright granting of land continued until 1900.<sup>35</sup> This resulted in alienation of land, forested as well as agricultural, from the Crown. Most of the timber holdings were vested in thousands of small grants, leading to small-scale timber operations and a lack of monopolies. Many small-scale operations still exist (53 per cent of forested land privately owned is in holdings of less than one thousand acres), and Nova Scotia in 1980 was credited with a model program for small woodlot owners.<sup>36</sup> The provincial policy of granting land meant also that no large source of revenue from Crown lands was available to the government. The effects of these early differences in land policy were evident many years later. In 1932, for example, 16.6 per cent of forest land in Nova Scotia belonged to the Crown; in New Brunswick, the Crown controlled 55.2 per cent.<sup>37</sup>

An almost constant seesaw of treaties and trading opportunities existed for both New Brunswick and Nova Scotia from 1784 to 1866. By 1850, forest products accounted for two-thirds to four-fifths of the export trade of New Brunswick and for one-sixth of the export trade of Nova Scotia.<sup>38</sup> Over the years, the forest products going to Britain from both colonies were masts, spars, square timber, boards, planks, deals and ships. Nova Scotian deals went exclusively to Britain; those from New Brunswick found markets in both Britain and the United States. Nova Scotia built some wooden vessels for export to Britain in the years before 1840, but subsequently, most ships were built for the colony's own mercantile trade.<sup>39</sup> New Brunswick continued to build vessels for export and this trade was given a boost during the American Civil War, when American shipyards were building warships for conflict rather than merchantmen for export. This increased the demand for New Brunswick built vessels in the British market to meet the needs of a rapid expansion in world trade.

Although Nova Scotia exported forest products to Britain, as well as laths and firewood to the United States, provincial markets remained predominately in the

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35 F.E. Fernow, *Forest Conditions of Nova Scotia* (Ottawa, 1912), p. 36.

36 Nova Scotia, Department of Lands and Forests, *Forest Times*, 2, no. 5 (September 1980), 1.

37 Stanley Alexander Saunders, *The Economic Welfare of the Maritime Provinces* (Wolfville, 1932), p. 16.

38 S.A. Saunders, "The Maritime Provinces and the Reciprocity Treaty," *Historical Essays on the Atlantic Provinces*, ed. G.W. Rawlyk (Toronto, 1971), p. 163.

39 Frederick William Wallace, *Wooden Ships and Iron Men* (London, 1925), pp. 20-60. S.A. Saunders, "The Maritime Provinces and the Reciprocity Treaty," pp. 177-178.