

scale on the East River and shifted the economic centre of the area of New Glasgow, where shipbuilding, railroading and manufacturing began to develop. By the 1850s, Pictou town also had its foundry, its specialists in the shipbuilding trades -- blockmakers, sailmakers, shipwrights -- its woodworking factories and its long-established Academy.

In New Brunswick, during the period from 1784 to 1867, the timber trade and the shipbuilding related to it were all-important. In contrast, Nova Scotia depended on a variety of activities for her revenue. She lived by means of the sea -- fishing, the naval establishment and shipbuilding for the carrying trade. Her livelihood came from the earth as well -- from mining, agriculture and lumbering. Even though British needs and British decisions provided a framework within which the lumbering industry in both provinces could develop, the end result was different. The critical factors were the timing of settlement and the difference in geographical features. These two, in conjunction with a marked difference in the disposal of Crown lands, made New Brunswick the "lumberman's province."<sup>57</sup>

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57 For a recently published book discussing lumbering in New Brunswick, see Graeme Wynn, *Timber Colony: A Historical Geography of Early Nineteenth Century New Brunswick* (Toronto, 1981).