

West Indies. This Caribbean trade required mixed cargoes, which New Brunswick did not have, but which could be supplied by Nova Scotia; the general cargoes always included lumber.⁴⁰ Before the American Revolution, New England dominated trade with the British West Indies, but when New England no longer had access to these markets, they were quickly supplied instead by transplanted New Englanders in Nova Scotia, who had already been interested in them. One such pre-Loyalist settler in Nova Scotia had been Simeon Perkins of Liverpool. A cargo he shipped to the West Indies in 1792 well illustrates the mixed goods required and the types of containers used for shipping. The bill of lading included 68 barrels of herring and other fish, five barrels of fish oil, seventeen hogsheads of codfish and pollock, 1053 feet of merchantable boards and 20,000 shingles.⁴¹ Nova Scotia's trade with the West Indies flourished again from 1807 to 1811 and during the War of 1812, when United States access to the area was closed. Petitions and memorials from Halifax merchants were frequent, regarding the necessity of continuing to keep the United States out of the West Indies trade.⁴²

After 1815, in particular, immigration and the timber trade had close associations. Changes in land use, a population increase, unemployment, and crop failures in Great Britain and Ireland, were factors which stimulated a large scale emigration of Scots and Irish to America. Between 1815 and 1851, 59,000, mostly Scots and Irish, emigrated to Nova Scotia. In 1847 alone, a peak emigration year, 18,000 arrived in New Brunswick.⁴³ Especially in that province, immigrants soon found employment as lumberers. Even before they left home, some became a cog in the timber trade because many of them arrived in timber ships. Timber out to Britain and passengers back in the same vessels became a profitable business. The state of many vessels and of their passengers was abominable.⁴⁴ The voyage of ten to twelve weeks across the ocean in cramped quarters might end not only in illness, but in shipwreck as well. Many passengers arrived destitute and ill from

40 C.G. Hawkins, "The Origins of the Nova Scotian Lumber Trade," *Public Affairs*, IX, 2 (winter 1946), 109.

41 Bill of lading, 11 October 1792, for the schooner *Charlotte*, William Godfrey, master, for sundries shipped by Simeon Perkins, Liverpool, to the West India Islands. Vertical Manuscript File: Simeon Perkins, PANS.

42 G.F. Butler, "The Early Organization and Influence of Halifax Merchants," *Collections*, XXV (1942), 1-16.

43 Mrs. R.G. Flewelling, "Immigration to and Emigration from Nova Scotia 1839-1851," *Collections*, XXVIII (1949), 75-78. Helen I. Cowan, *British Immigration Before Confederation* (Ottawa, 1968), p. 20.

44 Lower, *Great Britain's Woodyard*, pp. 241-244.