few years in which one or more small vessels were not built. Under Intendant Hocquart (1729-1748), the colony prospered, and in some years as many as ten vessels were privately constructed. These were either for sale in France or for use by their builders in the Isle Royale or West Indian trades. During the decade 1740-1750, the building of ships of war was also undertaken—entailing, according to contemporary accounts, suspension of the private industry.

After the English conquest, the horizon of Canadian trade was much widened and the new colony was admitted to all the privileges of the British market, which then included substantial bounties and tariff privileges for colonial wood. The purpose of these was political, the aim being to diminish in some measure Great Britain's dependence on the Baltic countries and Norway for her supplies of wood, especially for her supplies of masts and naval timber, the raw material on which she depended for the construction and maintenance of her navy and therefore for her national existence. Under this stimulus, a small trade had long been carried on from the American colonies, a trade in which, after 1763, the colony of Quebec began to share. Gradually, during the years previous to 1800, "Quebec yellow pine" became a commodity familiar to London timber merchants. But the bounties given were never large enough to offset the geographical advantages of the Baltic, and the shipments from Canada were inconsiderable during the remainder of the eighteenth century.

The settlement of Ontario after 1783, with the consequent opening-up of new timber areas, should have resulted in progress in the lumber industry and doubtless would have so resulted had there been a market, but there was none. The Canadian situation may be contrasted with that in the United States, where although there was also no foreign market, development in the east always afforded a local outlet for the supplies of the new regions of the west. In Canada, the east continued to remain a source of supply, and it was in the new regions themselves that, in the course of time, the heaviest consumption took place.

But the precarious dependence upon an overseas market difficult of access was to be dramatically changed by events then shaping themselves in Europe. War was always a threat to Britain's supply of wood, and the Napoleonic wars, involving every part of Europe, soon became an especially dangerous threat. Supplies came through freely until Russia accepted the Berlin decree and Sweden was forced to adhere to the Continental System. By these triumphs, Napoleon, in 1808, succeeded—temporarily, at any rate—in practically cutting off wood exports from the Baltic. Imports of squared timber into Great Britain, for instance, fell from about 215,000 loads (129,000 M feet) in 1806 to about 25,000 loads (15,000 M feet) in 1808. This was quite as effective and as dangerous a blockade as was the submarine destruction of shipping during the last war. Without wood, ships could not be maintained in condition to keep the sea. Without ships, Britain was helpless. The Government was thus forced to look elsewhere for the all-important raw material and naturally turned to the next most accessible region —the North American colonies. Encouragement was given to private firms to embark in the Quebec or New Brunswick timber business. Local regulations as to cutting went by the board. A highly protective duty was imposed. Results were obtained at once, and within a year or two the export of timber from British North America to Great Britain had assumed large proportions. Napoleon's challenge had been successfully met. Although supplies from the Baltic had been cut off only during the one year, 1808, yet the apprehension lingered for years and