

1605 "spruce trees of excellent timber and height able to mast ships of great burden." Oak he also mentions, but not pine, for this is a fir country. On the Camden and Union hills he observed "notable high timber trees, masts for ships of four hundred tons." It was from this region that England received her first cargo of masts. These were cut in the summer of 1634 and shipped in the *Hercules* of Dover. Attracted by this rich and gigantic forest growth, it was customary for many English vessels returning from Massachusetts to head east in order to cut and ship their return cargo on the shores of Maine.

With the approaching depletion of England's native growths her shipbuilders turned first to the Baltic region for naval timber and masts. Then the Dutch wars of the seventeenth century all but cut off this supply. Great masts had been brought from New England to the English dockyards, but there was no system co-ordinating supply and demand. The quotation at the head of this chapter is evidence of the anxiety of the Lords of the Admiralty as reflected in this entry of their clerk in his famous diary. In desperate straits, England turned to the colonies, and in 1652 there began a regular supply of these great sticks that were to furnish the largest masts of the Royal Navy for a century and a quarter.

This business of furnishing masts is reflected in curious connections. In 1665 the General Court of Massachusetts softened its refusal at the behest of the Commissioners of the Crown to furnish troops for a proposed attack on the French by a resolution to present to the King the best commodity the colony afforded for the accommodation of the Royal Navy. This turned out to be masts. Of the cargo sent two years later a part was from the Maine woods. Two of the committee were Captains Clark and Lake. Since 1650 they had been carrying on an extensive business at Arrowsic in fur, lumber, and shipbuilding. The two great masts which they delivered to Sir William War-

ren were indeed royal length, and crosswise :
The first step taken the interest of British of a Surveyor of Pine a sion called for a survey any navigable river. H large fir trees—20 to 30 Island and the Sheepsco on the Kennebec where pine or fir and masts, h be had along the rivers Piscataqua, but here "the tumber." From Pemaqui tities of oak tumber, bo convenient places when might be built yearly.

This was soon follo new charter of Massachu to the Crown of all whit inches at a foot above t previously granted to a p was imposed for the fellin A surveyor was appointec the coast were carefully suitable for masts or bo broad arrow. With his ma cuts through the bark, res or the track of a crow, th

Up to the outbreak of eastern towns of the provi ship timber were cut along in England and those at Jar