

To Q. 8.—I am of opinion that a ship classed at Lloyd's for 7 years A 1, lasts, on an average, 12 years, and that ships copper fastened and built of dry and well seasoned wood, which are included in that class, ought to be classed for 9 years A 1, at least, thus giving a difference of three years between that term and the real duration of our vessels.

To Q. 9.—There has existed in Quebec a society composed of a certain number of individuals, formed for the building of ships, by the name of the *Société d'Union*.

To Q. 10.—The course usually adopted by shipbuilders to obtain the money necessary for the construction of ships is to apply to a lender or advancer, who has a monopoly of that industry, to whom has to be given as security the carcass or frame of a vessel in course of construction, or some other property of great value; he is paid legal interest at the rate of seven per cent., and a commission of five per cent. as well on the money as on the freight and the sale of the vessels and the purchase of the materials used in the building.

To Q. 11.—I am of opinion the banks, if allowed the power of lending money to shipbuilders, with a right of hypothec on our vessels in course of construction, would thereby greatly contribute to facilitating the building of ships, and would make it much more profitable: moreover they would do away with the monopoly which paralyzes that industry.

To Q. 12.—I am of opinion that the increase in the building of iron ships in England is calculated to lower the selling price of our Canadian vessels there, and that this results from the injustice of Lloyd's in England as to the classification of our vessels as explained in the 8th reply.

To Q. 13. I am of opinion that it would be easy to introduce into this country, in a permanent manner, the building of ships known as composite, that is to say, built partly of wood and partly of iron, by the establishment in this country of manufactories to prepare the iron, as knees, ribs, &c., and by obtaining justice from Lloyd's,—that is to say, the granting of a proper classification to our composite vessels, built with our timber.

To Q. 14.—I am of opinion that to obtain the building of composite vessels, it would be necessary for the Government to extend protection in the shape of a bounty to persons building such ships with our timber, and having to import neither wood nor workmen, as prayed for by the petition of some builders, now before the Committee; for it would be unjust to protect those who have acknowledged themselves to be incompetent.

To Q. 15.—I am of opinion that shipbuilding would be greatly developed if the builders and owners had the right of selling on different markets, or to other nations than England. On the market of the United States of America there is, under a law of their Government, this obstacle: no American subject can appear as proprietor of a vessel built in an English colony.

To Q. 16.—There are no manufactories at Quebec for the manufacture of iron in the shape of knees, ribs, &c., to be used in shipbuilding; but did such exist, those materials would be obtainable at lower prices, labor being cheaper.

To Q. 17.—I cannot state the number of vessels built and registered at Quebec since the year 1862. But I know that the classification of vessels built since that date has been 7 years A 1, and that the selling price has ranged from £9 sterling, at which I have myself sold, to £5 sterling.

To Q. 18.—The average cost per ton of a vessel of from 500 to 1,000 tons is, at Quebec where I reside, \$36; and the cost of such a vessel in the United States is \$60; in England, from £10 to £12 sterling: and in France, from \$45 to \$50.

Answer of Wm. H. Baldwin, Shipbuilder, of Quebec.

To Q. 1.—I have been interested as a shipbuilder for upwards of 20 years, and am owner of three vessels built this winter. Have built 47, all wooden.

To Q. 2.—Vessels of tonnage, averaging 1,200 tons each, in all 56,400 tons, valued at \$2,368,800.

To Q. 3.—It is not as active, nor ever will be, as regards wooden built vessels; because this description of vessels is becoming more unsalable every year on the European markets: its place being taken by composite ships. Besides, the materials employed in building wooden ships are becoming dearer every year.

To Q. 4.—They have, and especially the last season, when the whole of the shipbuild-