

# THE CANADIAN MAGAZINE.

VOL. V.

MAY, 1895.

No. 1.

## SHIPBUILDING IN QUEBEC.

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LONG before Canada was transferred from French to English rule, the value of Canadian woods for shipbuilding purposes had been discovered by the colonists. Indeed, Mr. LeMoine tells us that a 74 gun ship of war had been built at Quebec. There were also a few small merchant vessels built. Red pine was then the favorite wood for the purpose.

Under British rule, shipbuilding at Quebec prospered, and French-Canadian mechanics became very expert at the work. The vessels were then of small tonnage, as they were all the world over. A 500 ton ship was considered a very large one, and, within the memory of the writer, ships of 300 tons were employed largely in the India and China trades, while the great timber trade between Quebec and the United Kingdom was chiefly carried on by brigs of from 150 to 250 tons. In 1810, twenty-six vessels, having a tonnage of 5,836 tons, were built at Quebec, the average being only 224 tons. In 1812, thirty-seven were built; but then came the war with the United States, which paralyzed the industry for some years, and even in 1820, only seven vessels were built.

Between 1842 and 1852, the number of ships annually built at Quebec

varied from 37 to 70, with an aggregate tonnage of from 13,785 to 41,505 tons. The duties levied in Great Britain on Canadian timber were then 10 shillings per load of 50 cubic feet; and, in order to evade these, two monster ships were built on the Island of Orleans, near Quebec, of solid logs, to be broken up on their arrival at port. One of these never reached its destination. There was always, however, a prejudice in England against soft wood ships, all English-built ships being built of white oak. Canadian ships, from first to last, suffered from this prejudice. While English-built ships were classed A1 for twelve years, the most that "Lloyd's Registry" would grant for Quebec ships was a seven years' class, and this, of course, regulated their market value.

For a time, Quebec ship-builders turned to Canadian oak. It was very strong, but, as a rule, it was found to be affected with "dry rot" in about five years, and, after a time, it was finally abandoned. Except for a few parts requiring great strength, such as stem, stern-post, keelsons, and beams, tamarac (or as it is called in the Maritime Provinces hackmatac) was found to be far superior for the purpose, combining, as it does, strength and