

on imported material, would no doubt conduce to the perfect establishment of ship-building at Quebec.

By S. Cantin, of Montreal, Shipbuilder.

1. I am interested as a builder.
2. Sailing vessels and steamers ; average tonnage, 500 tons.
3. This business is not so prosperous as it has been, and the principal cause is, that wooden vessels are being generally replaced by iron ones.
4. There was only one strike—of little or no importance—about a year ago. The men had some reason to strike, as wages were too low in comparison with the expense of living. I do not know what wages carpenters are now getting in England.
5. The drawback that we get on certain classes of materials is no more benefit than other branches of industry derive in getting their raw materials free of duty, and besides this they have generally a protection of about 15 per cent.
6. I do not consider the drawback a sufficient protection.
7. The drawback is of course, some help, but not sufficient.
8. A vessel built to class 7 years at Lloyds, is, in my opinion, quite good and strong enough to class eight years. Those built of dry materials ought to class one or two years more.
9. No.
10. I have never built on speculation, so that I have not been obliged to work on borrowed money.
11. I think that if the Banks were to do this at the ordinary rate of interest, it would be a help to builders. I would in that case, be inclined to build on speculation myself.
12. The building of iron vessels has had the effect of lowering the price of wooden ones as the former class longer.
13. In order to build composite ships, we require machinery, furnaces, &c., and trained mechanics to do the work. When these are once acquired, I have no doubt that we will be able to compete successfully with foreign builders. After our men get into the way of working we could get out the straight bars and bend and shape them here cheaper than to import them and in less time. The iron brought out already worked, generally gets out of shape in course of handling on the way.
14. For sea-going vessels, I think that a bounty of \$3 or \$4 per ton would do. Provided the raw material only is imported and the work done here. For inland steamboats and other craft which are now imported in pieces (duty free or returned to importer) already shaped and punched, and only riveted together here, there should be a permanent protection of at least 10 per cent, over and above whatever duty may be payable on the raw material.
15. It would be a great advantage if we could sell to all nations, and especially the Americans, as their coasting trade would be of great benefit to us. In the case of the Americans, the obstacle is, that the United States Government will not register vessels built in the Dominion of Canada.
16. There are foundries for casting ship work, but I do not know of any place here where knees, crooks, beams, or any wrought iron work for ships is manufactured. There has been no demand of anything of the kind here yet.
17. There have been six sea-going sailing vessels built and registered here since 1862, averaging under 400 tons, classing A 1, 7 years at Lloyds ; also two sea-going steamers.
18. The cost of a wooden vessel of from 500 to 1,000 tons, is from \$45 to \$10 per ton. The same vessel in the United States would cost from \$75 to \$70, Canada currency. I am not aware of any wooden vessels having been built lately in England, but I believe iron ships are built for about £15 sterling, per ton.
19. I have had no personal experience in this matter.
20. I think the best way of developing ship building here is to encourage the construction of composite ships and steamers, as they are made partly of wood, and we have it in the country. This method of building will also be the best for our inland navigation, as well as for sea-going vessels.

Answers of Henry Fry, Esq., Shipowner, of Quebec.

To Q. 1.—I own six ships trading to Quebec, Montreal, and India, and I have had