

navigation is easily acquired, first by calculations and problems in proper schools, and afterwards by such practice at sea as time and experience only can give.

McAuley.—Shipmasters, pilots and mariners can be instructed in our principal schools in the county. The difficulty here is in getting vessels, and not masters or mariners.

A. M. Rudolf.—When seamen have a thorough practical knowledge of their business, and know how to manage a ship thoroughly, the more highly they are educated the more reliable they are.

Question 44.—What class of vessels or ships are built in your County, with the tonnage yearly; and of these, what portion is sold abroad, and what part owned in the County?

Answers of—

Cartwood.—None but small schooners and open boats; not over 100 tons annually.

Chalmers.—Not any building in this County at present.

Patterson.—About 1,000 tons is the yearly average of steamers and sailing vessels built in this County. Very few are sold abroad. Several sea-going ships of 1,400 tons have been built here and gone to sea; there are none now building.

Farncomb.—Only one vessel has been built at this port during the past 13 years; burthen, 100 tons.

Fraser.—Barques and schooners of from 100 to 350 tons; steamers, principally tugs; scows and barges. About 400 to 500 tons yearly, only a small portion of which is sold out of the country.

Dunham.—Average number of ships built here (Port Burwell) yearly for the past seven years, 2½; whole tonnage, 2,425, embracing barques, schooners and scows, of which six have been sold and the balance are owned here. This does not include any vessels built elsewhere in the County.

Simpson and Taylor.—None.

Scott.—Ship-building in this County is confined simply to small boats—stone and wood barges.

Whitehead.—None built lately; all ured at home.

Anderson.—Steam tugs and scow schooners. About one vessel built in this port yearly. None sold away from the County.

Gaskin.—Vessels from 150 to 450 tons burthen are built here, four or five yearly. None go abroad, they are built for local use.

Elliott.—Wooden scows. It is very difficult to say what amount of tonnage. All owned here, and none sold abroad.

Dumaresny.—There have been no vessels built of late years in this County.

Vigneau.—Building timber being very scarce here comparatively, none have been built for some years. We buy from the neighboring Maritime Provinces, but the refusal of the bounty to such vessels has caused us to be losers by them, as they do not pay. It is therefore necessary that the bounty should be extended to all the vessels which we hold of British construction, or even of foreign, if that were possible, as our neighbors own superior vessels which might fall into our hands, in the case of shipwreck.

Chrasson.—We build our own vessels, but timber is now becoming scarce and for some years back we have had to purchase vessels in Nova Scotia.

Bailey.—Our vessels are of 60 tons and under.

Henderson.—The boats or vessels generally built are from 45 to 50 tons burden.

McGonagle.—A few small vessels.

Doyle.—All classes.

Clark & Morgan.—The largest and finest afloat.

Jamieson, C. Cole, Cook and Harris.—All classes; cannot answer latter question.

Eden.—Chiefly schooners, but some brigs and brigantines have been built,—the latter mostly owned by Jersey houses, the former in the County.

Whalen.—Only schooners of 90 to 200 tons.

Dimock.—Those built by Messrs C. Robin & Co. are first-class; the others, cannot say, nor state the yearly tonnage built, or whether sold abroad or owned in the country.