

To Q. 4.—Strikes have taken place during late years more frequently than formerly, and have proved more detrimental to shipbuilding, because the carpenters and caulkers of our city, influenced by the example of those in the United States, have combined and acted together. These strikes may be attributed, more or less, to the disproportionate rate of wages to the cost of living, rent, taxes, &c., and also to the successful strikes of the ship laborers, who, for the past few years, have been able to control the rate of wages given them for loading and discharging vessels.

To Q. 6.—The drawback, as it is called, has been of considerable assistance to the trade.

To Q. 7.—The tariff, by doing away with the duties on the different articles used in the shipbuilding trade has, to a certain extent, injured it.

To Q. 8.—Ships built by me twenty years ago are sailing and still in good order. Ships that now class at Lloyd's for seven years, if built of well-seasoned timber that has been cut at the proper time, ought to have a greater number of years to run; the same may be said, with greater truth, of copper-fastened vessels.

To Q. 10.—Shipbuilders, as a general rule, obtain money from *fournisseurs* in the following way:—The advancer gives notes at 3 or 4 and sometimes at 6 months, which the builder gets discounted at the banks for 7 per cent per annum, with an addition of half per cent. commission now; before launching there is a commission of 5 per cent.; 2½ on importing the materials and outfit; a commission in England for insuring and selling; and should the bills be renewed, a further commission is charged, the whole amounting to about 20 per cent.

To Q. 11.—If the banks were allowed the power of lending money to shipbuilders on the same footing as merchants now lend, there would be a clear gain to the builder of from 10 to 15 per cent; for the builder, instead of buying at 6 months, could buy for cash at 10 per cent. less at least. But the banks are under the control of directors, who are the merchants now advancing to shipbuilders.

To Q. 12.—Iron vessels are certainly taking the place of wooden vessels in many trades; but wooden vessels, as better fitted for special trades, will always be required.

To Q. 13.—It would be easy to introduce into this country, in a permanent manner, the building of composite ships. At first it would be necessary to import the iron from England; but with the magnetic sand which we have, manufactories would soon be put into operation, so that we could compete with the English builders on a better footing.

To Q. 14.—I do not think it would be necessary for the Government to extend protection in the shape of a bounty; but rather that all duties be remitted on materials used in the construction of vessels.

To Q. 15.—The shipbuilding trade would be greatly advanced by the sale of vessels in other countries. The United States, for small vessels, would be the best market, were it possible to sell there. In other countries the high protective duties prevent any transactions in the sale of vessels.

To Q. 16. There are no manufactories here of iron used in shipbuilding, except of castings. The factories in Germany, owing to the rise of wages in Great Britain, can supply castings for about 20 per cent. less than in England or the Clyde. The cost of erecting a manufactory here I cannot as yet say,—waiting an answer to this question from a correspondent in Liverpool.

To Q. 18.—Vessels to class A 1, 7 years, at Lloyd's, of from 500 to 1,000 tons, cost, in Quebec, \$34 to \$42 per ton; in the United States from \$50 to \$60; and in England from £10 to £13 sterling.

To Q. 19.—The merchants in England, as well as those here, only look after their own interest, and sacrifice vessels to reimburse themselves for their advances and commissions, which are generally exorbitant. If the builders could sail their vessels and were not obliged to realize in a market which is nearly always glutted, it would be more profitable than any association that could be formed.

To Q. 20.—If other markets than English were open for the sale of Quebec built vessels, whether wooden, iron or composite, I have no doubt that we could compete with, if not surpass, any shipbuilding port in the world. The cheapness of labor and timber, and the possible manufacture of a superior quality of iron from magnetic sand at a lower rate than imported iron, if assisted by the action of the Government in remitting all duties