

and can they be obtained at as low prices as in England? And in any case, what would be the probable expense of erecting and carrying on a manufactory adapted to such purposes, and would such manufactory be remunerative to its owners?

17. Can you furnish a statement of the number of ships built and registered at your locality, the number of tons measurement of such ships, and their classification by Lloyd's Agent from 1862 to the present date, or to such time as you may find it possible to include, and shewing also the average selling price of such ships?

18. Can you furnish an approximate estimate of the cost per ton of a vessel of from 500 to 1,000 tons in the place where you reside, and of the cost of a similar ship in the United States of America, England, France and elsewhere?

19. Have you not reason to complain of the manner in which the business of ship-builders is conducted in England and elsewhere, in relation to the sale of their ships and other transactions connected therewith, and would it not be advantageous for the ship-builders to form themselves into a protective association with respect to that subject?

20. What, in your opinion, are the best means to be adopted to promote the building of ships, whether of wood, or of iron, or composite, &c.?

(Translation.)

Answers of N. Rosa, ship-builder, St. Roch de Quebec.

1. I am interested as a builder.
2. I have built wooden ships measuring, on an average, eight hundred tons.
3. This branch of industry is not so active and prosperous as in the past. The general causes are, that there were no builders able, by themselves, to build, without having recourse to a loan. At the present time, there is, properly speaking, but one person who lends money on vessels. He enjoys a monopoly and compels the builder to comply with his terms. Consequently the want of advancers is one of the leading causes.
5. The Government of the late Province of Canada afforded a far more effectual protection to ship building than the present Government.
6. The abolition of duties on articles used in ship-building has rendered that protection illusory for this branch of industry, which is suffering in consequence of it. For it is not the builders who are now protected, but the importing merchants. They pay no duty whatever, and sell their goods at as high a price as if they were obliged to pay it, and building suffers from it. Any person whomsoever can buy at as low a price as the builder, and in fact the latter not unfrequently pays higher to some merchants, without obtaining any remission of duties as was formerly done.
8. Ships classed for seven years at Lloyd's last, on an average, ten to twelve years. They ought to be classed at the least for nine years.
10. Builders obtain the money necessary for building from advancers, who charge seven per cent. interest, five for commission, two and a half on the freight, and a commission of five on the sale of the vessel, if made in England. They charge, moreover, a commission on goods imported by them for builders, or charge them a profit and compel them to take silver in place of paper money and the quarter dollar at par.
11. If the Banks could lend, with a right of hypothec on the vessels, it would be an advantage to this industry, provided they did not exercise a monopoly.
12. Iron vessels have contributed to cause the price of our vessels to fall. But the chief cause of this depreciation is that there is no person to represent the interests of the Canadian ship-builder on the London market.
13. Nothing could be easier than to build composite ships here, the iron being manufactured here or imported manufactured from England.
14. The protection I recommend is the remission of the duties, as was formerly done, in favor of the builder, or the fixing of the average amount per ton, of these duties, as for instance:—

For a vessel wholly iron fastened, the sum of.....

“ “ copper fastened, the sum of.....

For a composite vessel, the sum of.....

in proportion to the duties, and that the remission should be made to the builder himself