

borrowed, 4 per cent on the sale of the vessel in England, 1 per cent for the broker, 2½ per cent on the freight and 2½ per cent to the collector. When they import the materials they pay 2½ per cent commission in England and 2½ per cent in Canada.

12. Yes, particularly because capitalists are naturally inclined to buy iron ships, and a proof of this is, that at the present moment, orders are received so fast that they can hardly be executed in the next two years.

13. I am of opinion that the building of ships termed composite ships, would be very important and profitable for Canada, particularly as works might be established here for the preparation of the iron.

14. It would be very reasonable that the Government should grant every ship-builder a bounty on the first four ships built by one of them, and that bounty ought to be \$6.00 per ton.

15. I am in a position to assert, that in France vessels would fetch a higher price than in England; and if we were at liberty to make sales on several markets, the price of ships would range still higher.

17. The price of vessels, built four or five years ago, reached in the English market, from £8 10s. to £9 per ton; now they sell for £6 15s. to £7; many remain unsold for two or three years.

18. At the present moment, ships cost here from \$35 to \$36 per ton; in France and England, the price reaches \$44 or \$45. But I wish to remark, that a ship built in England, of the same timber is classed for 9 or 10 years, while ours are classed for only 7 years.

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*Answers of Messrs. Dunn & Samson, Shipbuilders, Quebec.*

*Ques. 1.* We have been employed in the building of ships for the last twenty-seven years, and on our own account for the last six years.

*Ques. 2.* Wooden ships usually built at Quebec, classed A, seven years at Lloyd's; twelve hundred tons average.

*Ques. 3.* The general cause is the number of iron ships built in England.

*Ques. 8.* On an average ships classed at Lloyd's for seven years last from twenty to thirty years. The ship "Marion," which we repaired last year, and built by us in 1848, her timbers, floors and plank were quite sound. We should think that a seven-year ship ought, at least, to be classed for ten years.

*Ques. 11.* We are of opinion that if the Banks were allowed to lend money at a reasonable rate it would materially improve business.

*Ques. 12.* The building of iron ships in England diminishes the selling value of Canadian vessels for this reason, the iron ships get twelve and fourteen years class and are preferred as freight vessels.

*Ques. 15.* We are of opinion that it would greatly improve the trade, if Canadian vessels could obtain a sale in foreign ports, especially in the United States; and we beg to state that in any future transaction with the United States, having reciprocity for its object, to bear this in mind. Small vessels meet with a ready sale in France.

*Ques. 16.* There is no factory here for forging ribs or knees. If the iron mines lately found could supply the demand, we have no doubt but we could compete with other markets, and that if there was a proper factory established here for working the iron ore and hundreds of tons of scrap that now find a market in the United States at four shillings per cwt., there is no doubt but it would pay; but to form an estimate of what such a factory would cost would require a very minute calculation.

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*Answers of Mr. Thos. H. Oliver, Shipbuilder, Quebec.*

*To Q. 1.*—I have been a shipbuilder since 1830, and during that time have built, repaired and outfitted many vessels.

*To Q. 2.*—I have built ships of all sizes, from 160 tons to 1,800, to class A 1, 7 years at Lloyd's.

*To Q. 3.*—Shipbuilding is not now as active nor as prosperous as it formerly was in Quebec; the high rate of interest, heavy commissions and the low prices obtainable in the markets of Great Britain are the principal causes of this state of affairs.