

MINUTES OF EVIDENCE.

List of Questions submitted by the Committee to various parties, whose Replies are appended hereto.

1. Have you been, and are you interested in any manner, more or less directly, in ship-building, either as a builder, outfitter, or otherwise, and state in what capacity?
2. What description of ships have you built, and what has been, on an average, their tonnage?
3. Are you of opinion that that industry is not as active and prosperous now as it formerly was in the place where you reside: and if so, please point out the general causes of that state of affairs?
4. Have strikes occurred among the workmen employed in ship-building during late years, to a more important extent than in preceding years; and if so, please state if you attribute them to the insufficiency of the wages, relative to the cost of living now as compared with what it was in former years?
5. Have the Government of the former Province of Canada, and the present Government extended, and does the latter extend effectual protection to the ship-building interest?
6. Are you of opinion that the return, in money, of the duties on different articles employed in the building of ships, such as iron, cordage, &c., which was made to ship-builders by the Government, gave sufficient protection to the builder?
7. Are you of opinion that the tariff, by doing away with the import duties on such articles used in the building of ships, has not rendered that protection illusory and insufficient, and that that industry must suffer considerably from it?
8. How long, on an average, in your opinion, does a ship classed at Lloyd's for seven years, last, and do you think that that classification is a just one, and ought it not to be extended to a greater number of years? and state whether ships, copper-fastened and built of dry and well-seasoned wood, which are included in that class, ought not to be classed for a greater number of years?
9. Are there, in the place where you reside, Associations comprising a certain number of individuals, and formed for the building of ships, and how are they constituted?
10. Can you state what are the means usually adopted by builders to obtain the money necessary for the building of ships, and whether it is through lenders or *fournisseurs*; what rate of interest and of commission do they pay, as well on the money as on the freight and sale of the vessel, and the purchase of materials used in the building?
11. Are you of opinion that the Banks, if they were allowed the power of lending money to ship-builders, with a right of hypothec on the vessels in course of construction, would avail themselves of that power, and would thereby contribute to and facilitate the building of ships, and make it more profitable?
12. Are you of opinion that the increase in the building of iron ships in England is calculated to diminish the selling value of Canadian vessels there; and if so, please state the cause?
13. Are you of opinion that it would be easy to introduce into this country, in a permanent manner, the building of the ships known as composite, that is to say, built partly of wood and partly of iron; and state whether the course to be adopted would be the establishment in this country of manufactories to prepare the iron, or the purchase of manufactured iron in England, as knees, ribs, &c.?
14. Are you of opinion that to attain that end it would be necessary for the Government to extend some protection, either in the shape of a bounty granted to persons building such ships, or in any other way, and what description of protection would you recommend?
15. Do you not think that the building of our ships would be greatly developed if builders and proprietors had the right of selling them on different markets, or to different nations, other than in England, and of obtaining more favorable conditions of sale: which markets would be the best, and what are the objections, or rather the obstacles to the sale of such vessels on other markets?
16. Are there any manufactories for the manufacture of cast iron knees, ribs, fut-tocks, &c., used in ship-building, and if so, at what price can those materials be obtained?