

but the ship smiths, sail, rope and spar makers, riggers, shantymen, farmers, ship chandlers, mill owners, as well as lumber and general merchants, shared in its prosperity. At one time in Quebec more than half the men were engaged in shipbuilding and nearly all the rest in doing business with them. Consequently, when the trade finally fell away, owing to low freight rates, dear money and the advantage of steam over sail, a period of suffering for our working classes followed. Even the shipbuilders themselves were not exempt from the hard times, and while many found themselves on the verge of bankruptcy, the majority of the others were poorer by far than when they went into the business.

**W**HETHER with the axe or saw, the French-Canadian workman was an expert at the calling and formed the bulk of the skilled labour to be found in a shipyard. Hundreds of these men made their way to the shipyards on the shores of the Great Lakes, at Owen Sound, Collingwood, Chicago, Detroit, Toledo, Cleveland, Buffalo, Oswego, etc., where work in their trade continued brisk and wages high.

During the years that trade boomed, however, there were scenes of great activity, especially from November to May, in the half hundred yards on both sides of the St. Charles River, as far as Stadacona—where Jacques Cartier wintered his three small ships on his second voyage to Canada in 1536—in one direction, and at Gingras, behind the historic pile known as the General Hospital, in the other. John Munn's yard was located at the foot of Grant Street. The small park, presently bounded by St. Roch St., Joseph and St. Paul Streets, was once used as a shipyard, while the present Ste. Anne railway depot occupies the site of a yard formerly the property of Messrs. Nicholson & Russell. Others were located at Cap Blanc, Wolfe's Cove, Sillery, Cap Rouge, Pointe aux Trembles, Levis, Lauzon, Island of Orleans, etc. As a result, scores of vessels, in the early days as small as one hundred tons, but latterly some of two thousand tons, of magnificent design, were fitted out for sea in the various yards. During one of the winters of the Crimean War, in the fifties of the past century, eighty-two ships, barks and brigs were built in the yards on the banks of the River St. Charles. In 1864-65, one hundred and thirteen vessels of all sizes were constructed in the various shipyards, while in the winter of 1866-67 there was the unusual sight of five ships on the stocks at the same time in the Dinning yards at Cap Blanc, namely, the Friga, Mora, Grace Redpath, Helen Drummond, and the Richard. In Allan Gilmour & Company's extensive yards at Wolfe's Cove, where some of the finest tradesmen in the shipbuilding industry first saw the light of day, four vessels on the stocks side by side were often to be seen during the season of shipbuilding. The handsome clipper ships from Quebec, loaded with timber, deals, staves and lathwood, made many a record passage to England in the olden days, and were the pride, not only of the Atlantic, but of the Quebec men who assisted in their designing and construction.

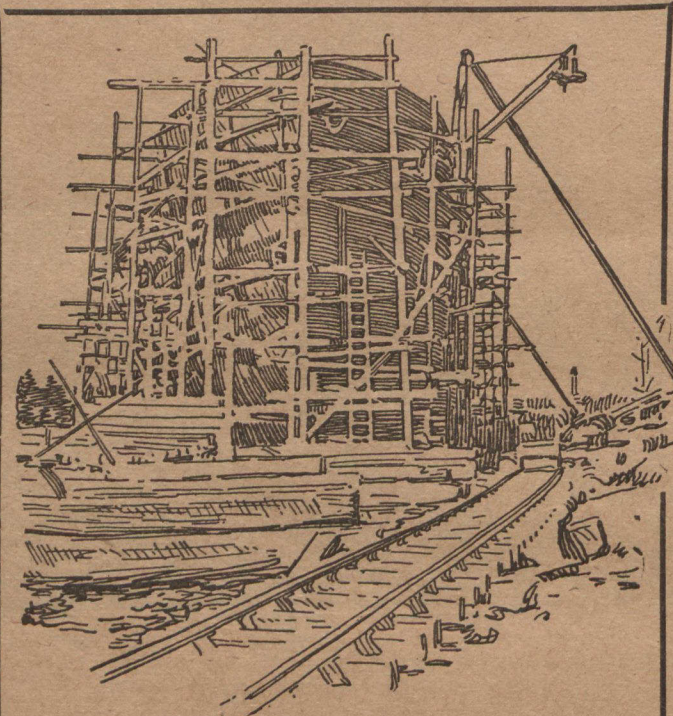
Many million feet of pine deals, carried in these vessels every season, were cut at the Hall saw mills, at Montmorency Falls, said to be the largest in the world at the time. They were on the site now occupied by the textile factory. There were no less than six mills side by side and two known as "tidal mills" in operation, with six miles of dockage. Two of our prominent fellow citizens, Mr. J. G. Scott, President of the Board of Trade, formerly manager of the Lake St. John Railway, and Mr. D. H. Pennington, lumber merchant and a member of the Harbour Commission, started their business careers there. Among the number of swift-sailing wooden ships built in Quebec, one of the most famous was the Shooting Star, built in Lee's yard, at Hare Point, of 1,400 tons burthen, which made the passage on her maiden voyage from Quebec to Liverpool, with a cargo of deals, in fourteen days. The beautiful clipper Brunelle, called after her builder, logged over fourteen knots an hour and left swift sailers and even steamers far astern of her, while the Roseneath,

with a full cargo, made the passage from Quebec to Glasgow in fourteen days. The best known day's run for a clipper ship—the Flying Cloud—not a Quebec-built vessel, by the way, was four hundred and thirty-three and a quarter statute miles from noon to noon, a record of travelling over the waters of the Pacific that could hardly be surpassed by the modern greyhounds propelled by steam to-day. To see a ship with her studding sails set aloft and aloft was considered by our forefathers one of the seven wonders of the world.

The clipper packet ship was a vast improvement over the ordinary sailing ship. It had just about reached its highest point of development when the ocean steamships first made their appearance. The packet ship was built for speed with very fine lines and carried a great spread of canvas. The Grand Republic, one of the last of this style of vessels, was built in the United States in 1854. She was a four-master of 3,400 tons, 305 feet long, 53 feet beam and 30 feet in depth. She made the run from New York to the Scilly Islands in thirteen days. The Allan clippers that sailed to Quebec and Montreal at one time are still well remembered by the older generations.

It is a question whether there remains to-day, in any part of the world, a Quebec-built vessel, while grass covers the sites of most of the old shipyards.

The paddle wheel ocean steamer reached its zenith with the launching of the Scotia, of the Cunard Line, in 1862. She was the last of the race. The wooden steamship, copper fastened and copper bottomed, etc., is long since a thing of the past.



Seen in the yards of the Nova Scotia Steel and Coal Co., Ltd., Trenton, N.S.

## HOW THEY FEEL ABOUT IT IN THE MARITIMES

SAVE OUR COASTWISE SHIPPING.

**A** GREAT commercial fleet, owned and manned by Canadians, is of paramount importance. To carry the Canadian Bread Battery from Canada's wheat fields to Canada's soldiers on the field of battle, the Missing Link must be found.

### CANADIAN SHIPS.

**R**T. HON. A. J. BALFOUR, First Lord of the Admiralty, replying to various speakers who had complained of the shortage of ships for mercantile purposes, said that the whole possibility of carrying on the war rested on the British Navy and the mercantile fleet. He urged that the wisest remedy for the shortage of tonnage was to go on with the building of merchant ships, which he thought should be reckoned as war work second only to the manufacture of munitions.

(Extract from Letter-Head of Alex. G. Baillie, Port Hastings, C.B.).

May 14, 1917.

Editor, Canadian Courier:

I hope you will help bury the ramshackle Flag of Norway, that has been nailed to the mast-head at Ottawa and copper-fastened there for 45 years—and Bring Back The Flag.

ALEX. G. BAILLIE.

The Island of Orleans was quite a centre for ship-building for years. Fine square rigged vessels, the envy of their captains and crews, were launched from Island yards. Nearly all the small boats used in Quebec, including the swiftest yachts, pilot boats, yawls, etc., were also built at the Island, as, indeed, they are even to-day. It was during the years 1823-24 and 1824-25 that two vessels, the Columbus, of 3,690 tons, and the Baron of Renfrew, of 5,294 tons, were launched from the yard at l'Anse du Fort. They were the largest wooden vessels ever built in Quebec or, for that matter, anywhere else, and were constructed solely for the conveyance of square timber to the English market. The Baron of Renfrew was 303 feet in length, with a beam of sixty feet, a hold of thirty-five feet and between decks, of which she had five, seven feet. There was considerable difficulty experienced in launching the vessels and both were wrecked before returning to Quebec, entailing a loss of over five million dollars on the owners, who were English capitalists.

The late Narcisse Rosa, a former well known ship-builder in Quebec, gave the number of vessels built in this port from 1797 to 1896 as 2,542, of 1,377,099 tons, and valued at \$55,119,600. But shipbuilding had its origin in New France as early as 1666, when Intendant Talon had a vessel of one hundred and twenty tons constructed on the St. Charles River, while many keels were laid in succeeding years. Patrick Beatson built a full rigged ship christened the Neptune, of 363 tons, and measuring 117 feet in length, in 1797, and it is the first one recorded since the conquest. The last wooden vessel built in this district was the barkentine White Wings, of 430 tons, constructed by William Charland, and launched from his yard at Lauzon, in 1893. As late as 1887, however, the Titanic, a ship of 1,405 tons, was built by George T. Davie, at Levis. It was as early as 1839 that John Munn, the most prominent shipbuilder in Quebec at one time, launched the largest vessel hitherto built in Quebec, a ship of 1,267 tons, named the United Kingdom. The Quebec, Rowland Hill, and John Munn, the latter 400 feet in length, three well known passenger steamers of the early period of the past century, that plied between Quebec and Montreal, were also built by Mr. Munn.

**T**HE wood used in the construction of sailing and war vessels in the early days was white and red oak, elm, birch and spruce. The masts were brought from Bay St. Paul, Que., and the Lake Champlain district. The majority of the vessels, especially the war craft, were manned by crews brought out from France, while the foremen carpenters, riggers, block makers, etc., were also sent out by the French Government in order to instruct the Canadians in the work. M. Macarthy was captain of the port in 1747. The iron work for the ships was cast at the St. Maurice Forges, located some seven miles from Three Rivers, which were opened in 1732. These forges were worked for some years by the French Government, and guns as well as projectiles were cast there. After 1763 the English military authorities took possession of the forges, but in 1767 leased them to a local company for a term of sixteen years. In 1783 Hon. Conrad Guger was the lessee, and he was followed in turn by Messrs. Munro & Bell, Matthew Bell, etc. The old style box stoves, household utensils, as well as the farm implements used by the settlers, were also cast at the forges down to an early period of the past century.

Under the Talon regime several vessels were built in 1671, while in 1687 one was built by the local merchants. In 1701 Talon built a record vessel of four hundred tons. These were wholly for commercial purposes. He also established a line of navigation between Quebec and the West Indies in 1668. After his departure, the industry fell away and no shipbuilding was carried on save in a very small way, and to meet purely local wants until 1732, when Intendant Hocquart took up the question, established a shipbuilding yard of four or five acres on the River St. Charles, with a dry dock on the opposite shore. Ten merchant ships were constructed there that

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