

To Q. 2.—The ships were A. 1, seven years and averaged about 650 tons.

To Q. 3.—During the past two years it has not been as active and prosperous as formerly, the cause, I believe, has been in a great measure owing to the introduction of iron and composite vessels, and to the injurious combinations of the workmen, called Union Strikes.

To Q. 4.—Yes; The average of wages has been fair, but probably not quite enough to meet the extra cost of living.

To Q. 5.—I believe so.

To Q. 8.—I believe that Canada A 1, 7 years' ships, at the end of that term become second class, and from the nature of the wood of this country of which they are built, they could not be re-classed as A. 1, except almost at the cost of re-construction. These vessels, built of seasoned materials, under cover, and to occupy twelve months in construction, think they might be classed A E 1—10 years.

To Q. 10.—I have heard it said that the following rates have been charged in this Port by the Merchant making the advances.

	Per cent.
Commission on money advanced by Note, for construction of vessels and fitting-out ready to launch	5
Commission on seeking a Charter for vessel.....	2½
“ on effecting insurance on vessel and freight.....	2½
“ on collecting freight in England.....	2
“ on sale of vessel.....	4
Interest of loan	7
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Total	23

To Q. 12.—Yes.

To Q. 13.—Not easy to introduce such; better purchase the requisite materials in the great marts of England.

To Q. 14.—Believe that the bounty system would afford but very temporary aid and is detrimental to commerce.

(Translation.)

Answers of Guillaume Charland, of Quebec, Shipbuilder.

1. I am a builder and owner of ships at Quebec.
2. I have been a builder of timber ships only, for twenty years past, and the average tonnage of my ships has been a thousand tons each.
3. This branch of business is not as active and prosperous at present as it was in years past, and this state of things is to be imputed to the great number of iron ships which are built in England.
4. Several strikes have taken place here, and they have been more frequent and of greater importance in the present year than in any previous one, in consequence of the low rate of wages as compared with the price of provisions. In England, workmen have had, this winter—that is during the short days—four shillings sterling per day.
5. Although ship building is, more than any other kind of work, the means by which the greater part of our population in Canada gain their livelihood, I have always remarked that it has never received the aid and encouragement to which it is entitled at the hands of Government.
6. This drawback allowed on various articles used in ship-building, such as iron, cordage, &c., is more profitable to England than to Canada. For the general advantage of the public, it would be better to fix the price per ton, subject to the old duties. I wish to have it observed, that ship-builders are not the only parties who trade in this line of business.
7. See the last answer.
8. The mean time that a ship built in Canada will last, is about thirty years at least. The classification at Lloyds' is unjust, it ought to be for nine years; and copper fastened ships built of sound seasoned timber, in good order, ought to be classed for eleven years.
9. There are no longer any such, notwithstanding all the efforts made to keep them up.
10. They must borrow money at 7 per cent, pay 5 per cent commission on the amount