

2,542 all told, comprised ships, barks, brigs, steamers, schooners; they recall the prosperous days of ship-building in our port, when the ship-builders counted their *employees* by the thousands in the shipyards dotting the St. Charles, Wolfe's Cove and Levis; hardy and happy men, making the welkin ring to the old chorus "Cheerily, men!" when the clippers and greyhounds slid into their native element, at high water, on a bright May morning, with the "rank and fashion" attending the launch.

Mr. Rosa's volume closes with a sketch of some strikes, disastrous in those days as they are in ours, and with a list of the vessels wrecked on the Lower St. Lawrence and especially on Anticosti, before it was lighted and buoyed, long before the golden era of the chocolate king, Mr. Menier.

This list of wrecks embraces the name of the ship, of her captain, cargo, exact locality where stranded, loss of life, if any, &c.

Notwithstanding the abundance of raw material and cheapness of skilled labor, the grand old industry of ship-building is now a dead memory in our port. Will it ever revive? Qu'en sabe?

The 2,542 vessels launched at Quebec from 1797 to 1896 represent, according to Mr. Rosa's computation, a capacity of 1,377,099 tons, and placing at \$40 per ton the cost of building we have \$55,119,600, to be divided as follows: \$16,529,988 for labor and \$38,589,602 cost of materials. It may be said that the flourishing suburb of St. Roch, rich at present with other industries, for close on a century, lived on the construction of wooden ships.

1861—July brought us Isambard K. Brunel's Leviathan, the *Great Eastern*, 19,000 tons, new m., Capt. Kennedy. "She was 692 feet long by 83 feet beam and 58 feet deep, with six masts, five funnels, 20 boats, five splendid saloons,—to be propelled by four screws and a pair of paddle engines.