

To Q. 8.—No vessels of the class at Lloyd's are built here.

To Q. 13. I do not think it would be advantageous to build composite vessels for our lakes and rivers.

Answers of Thomas Killam, Esq., M.P., shipbuilder, Yarmouth.

To Q. 1.—I am a shipowner,—I have had built, under my inspection, by days' work or by the ton, most of the vessels I have owned or now own. I have never built ships for sale.

To Q. 2.—Woodenships—class four (4) to six (6) years; tonnage, from 100 to 1,400 tons.

To Q. 3.—Shipbuilding is not active here, caused by the general depression in shipping, for the want of remunerative employment.

To Q. 9.—There is no large or incorporated association for the building or owning of ships; but there is generally a number of owners to a ship, each one owning so many sixty-fourths.

To Q. 10.—Parties here build ships to use, or enter into a contract for the purpose, for the hull and spars only. In having them built by contractors they generally get six or twelve months' credit for half or three-fourths of the cost; the builders getting credit, as the vessel progresses for supplies to carry on the work, and getting the money, as they best can, for the notes given them by those who get the ship, or giving them to the parties from whom they have obtained supplies; those for whom the vessel has been built, getting their outfits on credit. When there was good employment for ships, there was, generally, no difficulty in making payments when due.

To Q. 12.—I am of opinion that iron ships will eventually supersede wooden ones for long voyages, being preferred by shippers of goods.

To Q. 13.—I am not sufficiently acquainted with this description of ships to give an opinion. The trial by bringing the iron materials for a few ships cannot equal in cost the expense of conveying the wood materials to the building yards in Great Britain for their construction there. The undertaking, if begun, would be under no disadvantages, and there would be little or no risk in making a trial by private enterprise alone; that is, if that class of ships is wanted.

To Q. 14.—Granting bounties would be a policy for the Government to decide on. I see no reason for it.

To Q. 18.—Hereabouts iron-fastened vessels, from 500 to 1,000 tons, to class six years, will cost, when ready for sea, about \$40 per register ton.

Answers of J. Bell Forsyth, Esq., Merchant, Quebec.

To Q. 1.—For the last 20 or 30 years I have been in the habit of advancing on ships when building.

To Q. 2.—From 500 tons to 1,500,—wooden.

To Q. 8.—Ships built as they are, invariably, under the inspection of Lloyd's surveyor, ought to have classification extended one or two years, and ships copper fastened to ten years.

To Q. 9.—I believe such an association has been tried in Quebec, but I know nothing of their constitution nor do I think they can ever succeed; or rather, I do not think they can compete with individual enterprise.

To Q. 10.—Shipbuilders pay, generally from 2½ to 5 per cent. commission on moneys advanced, and 7 per cent. interest, and if the vessel is not sold in Quebec, generally from 4 to 5 per cent. in addition; 2½ commission on freight is charged in England for collecting.

To Q. 12.—I think so, principally because iron ships class for so many years and because they can be built so cheap now in comparison to a few years ago.

To Q. 20.—Could the Reciprocity Act with the States be renewed, and were Canada ships admitted free of duty, ship-building would revive in the Dominion, but till then, or till vessels are wanted in England I see no future for our vessels.

Answers of J. Patton, Esq., Lumber Merchant, of Quebec.

To Q. 1.—Was some years ago connected with relatives (formerly Merchants and Ship Owners of Quebec) who advanced ship-builders; not in any way connected at present.