

*Ship Building.*—This most important branch of our home industry, which annually consumes a large quantity of timber and gives employment to hundreds of our mechanics, has suffered a severe shock from which it is not likely soon to recover. Last year 62 vessels of an average of 950 tons each, were built and launched at this port. Of this number many yet remain unsold in the English market, while the prices offering are less than the actual cost of their construction. There is something wrong in the system upon which the shipbuilding trade of this port is carried on. In Liverpool and other ports to which our ships are sent for sale, there is no one there to represent them, or to put their qualities properly before intending purchasers, while the brokers to whom they are entrusted for sale are interested in running them down. This has come to be a well-known fact among our merchants and builders. Vessels built in St. John's, New Brunswick, and other lower ports, rate £1 per ton higher in the Liverpool market than our vessels do, simply because the capital for their construction comes from Liverpool, and because the merchants and brokers of that commercial emporium are interested in puffing them up to the detriment of all others. Every ship-builder who has gone to England from here found that he had this difficulty to contend against. Although in point of finish, and in one or two other minor particulars, the St. John's vessels are superior to ours, yet in material, solidity of construction, and adaptation to the wants of the carrying trade, they are vastly inferior. Wood cannot be had in the Lower Provinces in such lengths or of such quality as are to be had in our yards. Of late years, since we have had a resident Lloyd's Surveyor, a great improvement has taken place in our mode of ship building. Our vessels are now built under the Rules of Lloyd's Register of British and Foreign Shipping, to class A. 1, for seven years. The best White Oak is now used for keelsons, shelves, clamps, beams, lower deck, water-ways, &c., instead of the Red Oak formerly used in Quebec built ships. Rock Elm and Tamarac of the best quality are used for frames and planking, and the vessels are diagonally strapped on the outside of frames, iron-kneed and ridged throughout, making them as firm and staunch as wood and metal can make them. The additional expense ought to bring an additional price and an increased reputation for our vessels, but this we will never get until we have a responsible and competent agent in Liverpool, who will properly look after our interests, as the interests of the ship-builders of the Lower Provinces are looked after.