

*Farnsworth.*—Four at this port, 381 tons.

*McNeill.*—Not more than 6 or 7 schooners ; tonnage, say about 240 ; number of men 24 ; employed in the coasting trade generally.

*Sellon.*—On December 31st, 158 vessels 15,966 tons, employed in the West Indian, South American, Newfoundland, United States, fishing and coasting trades, were owned at this place.

*Ratchford.*—Number, 94 ; tonnage, 11,505 tons.

*Cook.*—Our vessels are chiefly engaged in the coal trade between this port and United States, and are manned by any kind of seamen their owners can pick up. This loose way of procuring men subjects both masters and owners to much trouble and inconvenience in the shipping of their crews. It is thought here by those most interested, that a Shipping Office under good regulation and judicious management, would have the desired effect of remedying this evil.

*Kavanagh.*—Cannot give the tonnage. The coal trade.

*W. Kidston, Jr.*—Ten vessels of an aggregate of 548 ; principally engaged in the coasting and Newfoundland trade ; some two or three in fishing ; manned by natives.

*Question 40.*—How are the Masters and other officers instructed, and are there any regulations for the instruction of young mariners on shipboard ?

*Answers of—*

*Chalmers.*—Many are, instructed by practice on shipboard.

*Frazer.*—No instruction.

*Dunham.*—Masters and officers become so by practical experience on shipboard, by gradation. There are no particular regulations for the instruction of young mariners.

*Scott.*—No mode of instruction. Steamers generally under command of those who have been previously the pursers of the vessels.

*Gaskin.*—Masters are not instructed specially, they rise from before the mast. Masters of most of our steamers rise from pursers.

*Middleton.*—There are no apprentices on the lakes. Boys and young men commence as ordinary seamen, and after a few years experience take their places as able seamen, from which they rise by merit to be mates and masters.

*Elliott.*—No schools for instruction. Parties learn by shipping when young, and growing up in the business.

*Dumaresy.*—The instruction of masters and other officers is very limited, and there is no means of instructing the young mariners on board the schooners.

*Stors.*—The only instruction they have is what they can pick up aboard. There are no regulations for the instruction of young mariners.

*Vigneau.*—There is no marine school here. The captain or master and officers generally all possess the same practical knowledge of the art, acquired by practice from childhood, as a farmer is formed in Canada and elsewhere. There are no regulations on board, other than the constant working of the vessels entailed by the fishery on the banks and shoals around us. The fishery on the coast of Labrador is more quiet ; there is less sailing done.

*Chrasson.*—There is no school of navigation here.

*C. C. Fox.*—The masters of the foreign going ships, mentioned in my reply to Question 39 learn navigation in Great Britain. I only know of one among the masters of fishing or coasting vessels who is acquainted with the science, and there are no means of teaching the young mariners on board.

*Henderson.*—Masters and men on the vessels have all gained their knowledge by practice.

*McGonagle, Doyle, Clark, Morgan, Jamieson, C. Cole, Cook and Harris.*—According to the Merchants' Shipping Act.

*J. W. I. Fox.*—The masters and mariners here have generally no education, very few can read and write, and there is not one who could navigate a ship beyond the ports of the Dominion.

*Eden.*—The masters and other officers of vessels have no means of becoming instructed in the different branches of navigation.