

Well-to-do masons, successful shoemakers, risked their all in building wooden ships. Later, in 1876 and in 1878, strikes took place amongst the shipwrights, caulkers and riggers, equally disastrous to *employees* and employers. The inflated bubble burst at last.

Mr. Jos. Auger, N.P., in a luminous magazine article, has pointed out the causes and extent of the trouble, also the help needed to place Canada-built ships on the same footing as subsidized ships constructed in France: a Government grant and joint associations to provide capital.

Not very long since there was issued from the press of Mr. Léger Brousseau a French publication of 200 pages, under the title: "La Construction des Navires à Québec; Grèves et Naufrages, par Narcisse Rosa, ancien constructeur." This was a history, with valuable statistics, laboriously collected by a well-known ship-builder, Mr. Narcisse Rosa, still in the land of the living—of sea-going crafts of various descriptions, built at Quebec during a period of a hundred years—1797-1896—setting forth date of construction, name of ship, of builder and captain, length, breadth, rig, locality where launched, and tonnage. Mr. Rosa did not include ships built under the French regime, in the royal yards, such as the frigate *Orignal*, which came to grief in Diamond Harbor in 1750. The compilation of this list of ships—more lengthy than that of Homer's ships, certainly more capacious crafts—seems to have been a labor of love to the veteran ship-builder, who had to ransack dry-as-dust shipping lists a hundred years old, almanachs such as furnished by John Neilson, and the *Quebec Gazette*, dating back to 1764; the *Quebec Herald*, 1789; *Quebec Mercury*, 1805; *Quebec Morning Chronicle*, 1847, and other periodicals and reviews, &c. Several will doubtless regret that an English translation has not, so far, been made of this booklet, unique in our French literature. The Quebec vessels,