

provide a remedy for this evil, inasmuch as the English market is nearly the only one to which we can send our ships for sale without paying expensive duties in addition to the exorbitant fees at Lloyds. It is my opinion that our Government should appoint Canadian Inspectors for Canada, to inspect and superintend the building of our ships. The Europeans who are imposed upon us, are often persons of no ability, who owe their appointment to patronage. There are at Quebec men of the highest capacity for the fulfilment of such a duty.

We can build magnificent ships at Quebec for the sum of thirty-six dollars (\$36) a ton, which would be classed as seven years' ships.

Julien.—Good vessels constructed here and classed for seven years, can be sold for \$32.

These vessels are classed by superintendents or inspectors, appointed by the English and French Lloyds.

The cost of classification is as follows:—For the first inspection a fee of \$20, and 25 cents per ton on completion of the vessel.

Council of Quebec Board of Trade.—It is not usual to build five or six year ships in Quebec. Our ships are classed seven years by the surveyors to Lloyds and Bureau Veritas, the cost of survey being one shilling per ton for Lloyds, and half that sum for the Bureau Veritas. The cost of a seven year ship fitted for sea, exclusive of disbursements for the voyage, ranges from thirty-six to forty dollars per register ton.

Hon. J. Ferguson.—At from six to ten pounds per ton, and are surveyed while in course of construction by a surveyor from Lloyds, by whom they are recommended for classification for 5, 6 or 7 years as the case may be, at a cost, for a general survey, of one shilling sterling per ton.

J. & S. Leonard.—Vessels can be built and fitted for about \$33 per ton, classed by English, French and American Lloyds, and at various prices, the American the cheapest.

D. W. Stewart.—The vessels are classed by an officer specially appointed for that purpose, who visits them while being built; the cost I don't know.

Robertson.—Five and six years' vessels fitted for sea, \$30; seven years class for about \$34 per ton; classed by English Lloyds and French Veritas. Cost of classing, according to size; for vessels of 400 tons register, about \$100.

Hickman.—Five and six years' class vessels can be fitted for sea at about \$30 per ton; seven years' class for \$34 per ton. Classed by English Lloyds and French Veritas at cost of about 20 cents per ton.

R. Cole.—At about \$32 per ton. They are classed by Lloyds; cannot state the charges for classification and inspection.

Snell.—Five year ships can be built for £6 per ton; six year ships for £7 per ton, and seven year ships for £9 10s. per ton; they are surveyed by Lloyds' agent while building. The agent's fee is one shilling per ton. The agent does not class them but recommends them for such a class as he deems proper. They are classed in England; the charge for classification is, I believe, £5.

Tory.—Forty dollars per ton for seven years; classed by Lloyds.

Harley.—From \$24 to \$30 per ton.

Tremain.—Our vessels are not built under inspection. They are built and fitted for sea for from \$40 to \$50 per ton.

Ruggles.—From \$35 to \$40 per ton, known as carpenter's tonnage. Of late years classed at French Lloyds.

Donovan.—Ships will cost about \$40 per ton. There is no person appointed to class vessels.

Viets.—A vessel of 174 tons, Custom House measurement, copper fastened, and well fitted out, costs from \$40 to \$45 per ton. The ships built in this County, if not altogether, are mostly classed at French Lloyds, being at less cost than by English Lloyds.

J. V. Stewart.—About \$36 per ton. They are classed at French Lloyds at a cost of about £35 sterling.

Perry.—About \$40 per ton register. Classed chiefly by French Lloyds. Six pence sterling per ton register for 5 year ships, and one shilling sterling for six year ships.

Corbet.—About \$48 per ton.

Amberly.—The cost of seven, six and five year ships built at Yarmouth is as follows