

One such school would be sufficient for this County. It would be the means of extending a knowledge of navigation, and would certainly encourage ship owning. There is no means whatever at present for the mariner of this County to acquire any knowledge of navigation.

*Vigneau.*—The Government, for the education of seamen, should grant a sum for the establishment of schools of marine instruction at Amherst and House Harbor, from 1st December till 1st April. This course, which is followed all along the coast of New England, U. S., would encourage youths to learn navigation, and such of them as are in better circumstances to acquire vessels for themselves,—an inclination which languishes here, especially when there is no bounty on the tonnage, that being indispensable here to enable us to compete with the advantages possessed by our American neighbors.

*Chrasson.*—The Government would do well to subsidize one or two teachers of navigation here.

*C. C. Fox.*—The benefit all who follow the sea, whether fishermen or not, would derive from a knowledge of navigation is indubitable, and equally so is the fact that the best way of teaching the science would be by schools established in different ports of the Dominion. What means can be devised for introducing them on these coasts, so that instruction in navigation should at once be cheap and easily accessible I cannot say; but I wish to indicate one or two ways in which the coast population will be immediately benefited by their introduction, besides that additional security to coasting and fishing vessels, which is at once obvious.

On all the seaboard a large portion of the population become mariners in the hope of either becoming masters in the mercantile marine, or petty officers in the navy. Now, the young men of these coasts are placed at a disadvantage, not only as compared with those of other countries where tuition in navigation is easily obtained, but even with those of their own class inland. Those who follow the ordinary trade are assisted in every way; their education and daily observation teach them some part of their future trade, and they can be apprenticed to some particular calling without difficulty. Not so with our youth on the coast. None of the elements of navigation are taught in our schools,—neither father nor friends can teach them that of which they are themselves ignorant, and if they enter the only branch of industry to which their early training inclines them, they must remain mere laborers with no hope of ultimate advancement. Thus, not only is an important profession closed to them, but Canada is weakened by the absence of a body to which she must look to form her future marine.

This ignorance of navigation is also heavily felt by the older men who have already taken to sea either as fishermen or coasters. A good knowledge of localities enables them to voyage about the Gulf, and even on the Atlantic seaboard of the Lower Provinces. But here again their ambition is rudely checked, for should their coasting freights fail, they have no alternative but to lay up their schooners and leave their more educated competitors to freight to the West Indies or United States. This tells severely on their material prosperity, and through them on that of the country generally. There can be no inducement to build either more or better vessels when the use they can make of them is so limited; nor is it likely that they will invest more capital in an enterprise the great prizes of which are taken by others. In fact, instruction in navigation and the circulation of superior models, (suggested in Question No. 12), must accompany each other, if the full benefit of either is to be derived by Canada. Should both be rendered accessible to the people, I for one, am confident that in a few years our ships will be manned by crews as hardy, industrious and intelligent as can be found in any country, and will compete in all markets on equal terms with those of our enterprising neighbors in the United States.

One more point of view from which the schools of navigation must be looked at, I will mention: Many of the European shipmasters frequenting this coast lose wares or men from desertion or illness. The laws of Insurance require that their ships shall be properly manned before sailing, which implies the presence on board of some one able to take charge besides the master. But to obtain this is often impossible here, especially late in the season when there is no time to send elsewhere, and hence they have to leave with insufficient or incompetent crews to the great risk both of men and vessel. All this danger and hindrance to commerce the existence of schools of navigation would prevent.