

barques, brigs, brigantines and schooners.

*Grant.*—Our vessels trade to all parts of the world, and consist of wooden vessels built in the Dominion, and iron vessels built on the rivers Mersey and Clyde.

*Langlois.*—Sailing vessels and steamboats.

*Tyrrell and Ouellet.*—On the River St. Lawrence; sailing vessels and steamers.

*Julien.*—Sea voyages and coasting by vessels of from 100 to 1,000 tons.

*Council of Quebec Board of Trade.*—In addition to the ocean trade which is extensive, a large shipping business is done by means of schooners and barges to Montreal, the Gulf ports and Maritime Provinces. Our ships are propelled by steam and sail, and are constructed both of wood and iron.

*Hon. J. Ferguson.*—The nature of the navigation in this County is the carrying of wood, fish and grindstones from Bathurst, New Bandon, Caraquette, Shippegan and Tracadie to Britain, ports of the Dominion, Newfoundland, Miquelon, United States, South America and Italy; its extent is considerable, but I am not in possession of statistics. In the wood trade, Bathurst employs vessels of from 50 to 1,200 tons, the capacity of the vessels employed by the other ports ranging from 14 to 200 tons.

*Heney.*—The navigation carried on from our Parish is chiefly coasting, carrying lumber from the County of Charlotte to ports in the United States. Some vessels are employed in the coal trade in summer, between Pictou and the United States; there also one or two vessels owned in this Parish that are freighting between New York and the West Indies. The vessels employed in the above trades are schooners of from 75 to 100 tons, with the exception of one brigantine.

*J. & S. Leonard.*—Lumbering is carried on largely and employs many vessels large and small.

*Edgett.*—Coal and plaster or gypsum are exported from Hillsborough, freestone and lumber from other ports in vessels of from 200 to 500 tons. Brigantines are the common rig.

*D. W. Stewart.*—The navigation carried on to and from this port is to Great Britain, the adjoining colonies, and the United States. Sailing vessels are employed.

*Robertson.*—Carrying building stone, grind stone, plaster and coal during the summer with our small vessels, say from 100 tons to 250 tons, and in the winter send them to the West Indies with lumber, and bring in return sugar and molasses. Our large vessels carry lumber to the United Kingdom and freight from the United States to different ports of the world.

*Hickman.*—(This reply exactly same as preceding except "small vessels of 100 to 150 tons" instead of "100 to 250 tons.")

*R. Cole.*—The vessels employed are brigantines and schooners, and usually make half a dozen trips to the United States in a season.

*A. Ferguson.*—The extent of trade or commerce by navigation carried on in this County is confined to the exportation of fish and agricultural produce. A few coasters are employed in the trade with other ports of the Dominion; their number is limited. Since the introduction of steamers in the Gulf, they have in a great measure supplied the place of sailing crafts, and in proportion as the steamers have increased their capacity for freight and the accommodation of passengers, their freight list has proportionally increased. The trade of the different towns along the coast visited by steamers is giving evidence of increased vitality and is rapidly improving.

*Snell.*—Ships, barques, brigs, schooners and steamers. Three first named classes trade to foreign ports. Schooners do the coasting business, and steamers carry freight and mails. Some small steamers are employed as tow boats.

*Tory.*—In connection with the fisheries, coasting, trading, foreign, &c. Ships, brigs and schooners.

*Chailoner.*—A few local vessels from 30 to 60 tons.

*Hemion.*—The schooners of this County trade to the United States, Newfoundland, Canada and Prince Edward Island. They also trade and fish on Labrador and to St. John, New Brunswick. These trading in coal or fish vary in size from 20 to 100 tons.

*Pride.*—The vessels in this County trade to the United States, Newfoundland, Canada, Prince Edward Island, Labrador and Halifax, and vary in size from 20 to 100 tons.