

*Ocean Monarch*, built by Baldwin & Dinning, was sold, when half finished, at \$53 per ton, and, as she was of 1,887 tons, she realized over \$100,000, and was said to have left her builders a clear profit of \$20,000.

Those, however, who preferred to trust to the Liverpool market, were grievously disappointed. The business was overdone, and before the close of the year a panic set in, and colonial ships fell to £7 per ton. The failure, too, of W. Edward Oliver, of Liverpool, a large dealer in Quebec ships, inflicted heavy losses both on builders and advancers. In the summer of 1854, Quebec had launched fifty large ships; the business had given employment to fully five thousand men, whose families represented nearly one half the population of the Ancient City and Levis.

Mr. C. R. Coker succeeded Mr. Menzies as Lloyd's surveyor, and as a marked improvement took place in the quality of Quebec-built ships, the society gradually relaxed some of their arbitrary rules, and gave the ships a higher classification.

One year was added for "salting on the stocks," making eight years A1; another was added for hardwood tree-nails (wooden bolts), and some minor improvements, making nine years A1, and one builder (Baldwin), obtained ten years for building under a shed. The shed, unfortunately, caught fire in one of the great St. Roch's conflagrations, and both it and the ship were consumed. No other builder repeated the experiment, and for many years nine years was the highest class granted by Lloyd's register, although English built ships were granted thirteen and fourteen years.

Another great improvement was carried out by the Gilmours, and McKay and Warner, viz., double diagonal ceiling. The writer had two ships, the *Rock City* and the *Cosmo*, built in his way, and often proved the enormous increase in strength it afforded, but Lloyd's gave

no additional class for it, although Mr. Coker pronounced the *Cosmo* the best ship ever built in Quebec. One builder—Pierre Brunelle, a French Canadian—stood pre-eminent both for his models and workmanship. Mr. Coker assured the writer that he had seen work done in Brunelle's yard quite equal to any done in Her Majesty's dockyards, and Captain Orkney, of Greenock, who commanded one of Brunelle's ships, the *Brunelle*, reported that she was one of the fastest wooden sailing ships in the world, as he had seen her make fourteen knots. Brunelle, however, died a poor man, as did most of his compatriots.

In the sixties, ship building revived, and in 1863 Quebec turned out no less than sixty new ships, ranging from 1,673 to 231 tons. The business of advancing now chiefly fell into the hands of one firm—Ross and Co.—and they did much to assist the builders, for instead of sacrificing the ships on their arrival in Liverpool, they fitted them out and ran them in the India, Australia, Manilla and California traders, and in this way several of the builders made a competency, while Ross & Co. also, made large commissions. Among these builders were McKay & Warner, P. V. Valin, J. E. Gingras, and J. E. Samson. Lloyd's, too, agreed to give three years of additional class to ships "doubled on the stocks," enabling them to obtain a maximum of thirteen years, but it came too late to materially affect the business.

But now two great revolutions in the art of ship-building were maturing.

English ship owners realized that, though iron ships were more costly at first, in the end they were more economical and profitable than wooden ships. Lloyd's gave an iron ship a twenty year class, and at the end of that time, if she had escaped serious accidents, she was almost as good as new, and, in the meantime all the re-