

ing interest were greatly hazarded thereby. The main cause of the last strike was the insufficiency of wages, seeing the labouring man was getting only 1s. 8d. per day, and the carpenter 2s. to 3s. 9d., and the cost of living very much higher than in previous years.

To Q. 7.—The protection afforded by the Government in the drawbacks allowed, has been a substantial benefit to the builders.

To Q. 8.—There is a great difference, according to circumstances, in their duration; much depends on the season in which they were built, the length of time in building, how built, the trade engaged in, the state of repairs they are kept in; and I think the classification a just one, though vessels properly built and well seasoned, and thoroughly copper-fastened, should enjoy a higher classification.

To Q. 13.—I am of opinion that the building of composite ships would become permanent in this country if once properly introduced. In the course of time, manufactories would doubtless be established to prepare the iron, &c., used.

To Q. 14.—I am of opinion that the Government should allow a bounty on the first few composite ships to encourage their introduction.

To Q. 16.—There are manufactories for cast iron, but not any for iron knees or ribs. Futtocks can be had cheaper here than in England.

To Q. 20.—The only means is for the Government to grant a bounty of at least \$6.00 per ton on a few ships.

Answers of J. W. Dunscombe, Esq., Collector of Customs at Quebec.

To Q. 6.—The protection was sufficient, but the system was highly objectionable, almost inviting fraud.

To Q. 7.—It was a sound principle to take off duties on articles employed in shipbuilding, and ought to be ample protection and encouragement to the business.

To Q. 15.—We sell more of our vessels to France than to England, and we also sell to Germany, vide Statement B. The United States of America and the Spanish flag are not open to our builders. There is no doubt if we had liberty to furnish vessels to the United States and to Spain, it would be of great advantage to the shipbuilding interest in Canada. In fact the Dominion of Canada can build for the world, if the market was open to her.

To Q. 17.—I give you the ships built, vide Statement A., and refer you to Lloyd's agent for classification.

To Q. 18.—Ships built during the last three years in Quebec, from 500 to 1,000 tons, cost ready for sea, not including provisions, from \$32.00 to \$36.00 per ton, classed at English Lloyds' 7 years A. Similar vessels would cost in the United States from \$55.00 to \$60.00 Canadian currency. Such low-classed ships are not built in any part of Europe. The cost in England, France, and elsewhere in Europe, would be double the cost in Canada.