

*Cook.*—Vessels built here are classed from four to 7 years. There are now building about 2,500 tons, but in former years the average tonnage built would be from 5,000 to 6,000 tons. In general our shipbuilders build their vessels for the purpose of sailing them and they are therefore built and rigged in a superior manner. Few North American built ships can bear comparison with those built and fitted out in Pictou.

*W. Kidston, Jr.*—As a general thing, second class schooners of an average tonnage of 100. All are ultimately sold.

*McAuley.*—Schooners, brigantines, brigs and barques are built in our County and owned by different persons.

**Question 45.**—At what cost can 5, 6 or 7 year ships be built and fitted for sea, exclusive of disbursements for the voyage? By whom are your vessels classed, and what are the charges of classification, including the cost of survey when in course of construction?

*Answers of—*

*Chalmers.*—Vessels are classed by a marine inspector from Toronto.

*Patterson.*—We have no vessels built here to class over five years. Sailing vessels of 200 tons and under can be built and fitted for sea without disbursements for the voyage for \$45 per ton; over 200 tons for \$40. (Tonnage computed by carpenter's measurement.)

Our vessels are classed by marine inspectors, appointed and paid by the different Associations of Lake Underwriters. To get a vessel classed for seven years the inspector must see her at four stages of her construction. His expenses for such special surveys must be paid by the owner. They have not complied with this rule, and therefore we have no vessels classed for 7 years.

*Fraser.*—In no place could vessels be built cheaper than here, but ship-building not being encouraged there is very little done. What few vessels are built are classified by the various insurance agents who insure them, but I do not know what they charge.

*Dunham.*—Vessels built here will cost about \$30 per ton on an average. Classed by underwriters at their own expense.

*Simpson.*—Cost about \$50 per ton.

*Scott.*—I have no knowledge of the matter further than that there is some classification made by the Association of Canadian Underwriters.

*Anderson.*—Good vessels of 300 to 400 tons, as large as could pass through the Welland Canal, would cost, ready for sea, \$40 to \$50 per ton. Lake vessels are classed by the insurance inspectors.

*Middleton.*—Vessels are classed by the American Board of Underwriters through their inspectors in Canada, and by an inspector from each of the Canadian Insurance Companies. There is no charge made for classification.

*Elkott.*—Could not say.

*Vigneau.*—Our vessels cannot be built and rigged for less than twelve and even fifteen pounds a ton, apart from the outlay caused by the voyage. They are never classed, there being no inspector here, or regulation on the subject.

*Chrasson.*—Sea-going vessels cannot be built and fitted out under from £12 to £15 per ton. Our vessels are not classed; there is no inspection.

*Clark.*—They are 20 years, and cost £16 to £20 sterling.

*Morgan.*—The iron-built ships class 14 years and under.

*Delany and others.*—At cost of £500 to £650 for vessels of 40 to 50 tons.

*Dimock.*—Vessels classed No. 1 can be built and fitted for sea, exclusive of disbursements for the voyage, for \$32 per ton. Not aware by whom our vessels are classed, they being classed at other ports.

*Labbe.*—We build at Quebec vessels of all sizes and dimensions which are mostly classed at the English Lloyds and at the French Veritas as seven years' ships. The fees which we are bound to pay are £5 sterling for the first visit, and 1s. sterling for each ton of the ship's measurement. After having paid these fees we cannot obtain justice, as our ships ought to be classed as nine years' ships instead of seven years' ships. I have had occasion at different times to pass several years in England, and have discussed the merits of our ships there. The English themselves acknowledge that our ships lasted much longer than was shown by their classification, and that measures should be taken by our Government, and application be made to Lloyds through the British Government to