

THE
Maritime Trade Review,
DEVOTED TO THE

*Industrial and Commercial Interests of the
Provinces of New Brunswick, Nova Scotia
and Prince Edward Island.*

ISSUED MONTHLY.

Subscription Price, . . . \$1.00 a year. Post-paid.

F. L. JONES, Proprietor.

Printed at the "Star" Book and Job
Printing Office of

H. CHUBB & Co.,
St. John, N. B.

This paper does not hold itself responsible for the
opinions of its Correspondents. Its columns are open to
the free discussion of trade matters from whichever
point of view they may be regarded.

ST. JOHN, N. B., JULY, 1874.

It would seem that the Dominion Government waste time and money in overburdening the Statute Book with laws which they hesitate to put into execution. There must be some weak-kneed gentleman in the government, otherwise the measure for the inspection and classification of Dominion vessels would have long since been put into operation. A grant having been made for the purpose, why the delay?

It was certainly the design of this, as well as the former government, to extend rules and regulations over the shipbuilding interests of the colonies, and down to the period of the prorogation of Parliament such was the intention. Certainly we have arrived at that stage when we should have a "home" survey. It would be the means of affording encouragement and protection to Colonial shipping, and in course of time colonists would appreciate and regard with becoming deference and national pride a home institution under the control of suitable persons.

A rapid development of the shipbuilding resources of the Dominion is now being prosecuted under a foreign register, the Bureau Veritas, and it behoves our rulers to break down the monopoly which will ultimately prove detrimental to Canadian shipping, and also injurious to commerce at large.

In a series of articles which lately appeared in the *Daily Telegraph*, "Reminiscences of Shipbuilding in the Dominion," from the pen, it is said, of D. R. Munro, of Lloyds' Register office, to whom credit is given for the candid manner in which the subject has been treated the *Nautical Gazette* of New York speaks approvingly of them, and designates them as the most impartially written on this important question. These form very interesting contri-

butions to the history of shipbuilding in New Brunswick.

Extract of Mr. Munro's letter in the *Daily Telegraph*, in reference to home classification:-

"It was some ten or twelve years subsequent to the appointment of a Lloyds' surveyor here, that the Bureau Veritas came into notice in this port, by the appointment as inspector of a person having much local influence, and who was considerably interested in shipping. He had full power given him, it is said, to decide matters without reference to any board, also to grant certificates of class on the completion of the vessels. The allurements of extra years class to ships, and other favors, brought this foreign register rapidly in favor, so much so that they are swelling up their book materially.

The builders seem to be satisfied, but the writer is impressed with the idea that it would be much to the advantage of ships in the future did we have but one registry, and thus be untrammelled, considering the competition which must occur in societies desirous of making a book at all hazards! On this point Mr. Baker, the assistant secretary to the American Lloyds' Register, in his evidence before the Royal Commission, said: "The American universal register was getting all the ships, because they classed more easily through competition."

Were there but one registry say by all means of a nationality belonging to the flag under which we live, or under control of the Government, having the countenance of Lloyds, and making the services of Lloyds' register surveyors, who are stationed all over the world available, it would be beneficial in many respects. There would be but one set of requirements for the better security of life and property, and for no other purpose or end should a registry be permitted to exist. The equipments and stores would be in quantity and kind, and of recognized quality. We should not have chains and anchors coming from questionable or private sources with private tests, jeopardizing life and property, as evidenced lately in this port. On this point an array of contracts could be made apparent.

Again many fail to see why the Dominion, as the fourth maritime power, in point of tonnage, should be exposed to the dictation of those who have entered the field, and not have our own way of doing things. Admitting that our way may not be remarkable for its simplicity in the inception, self-government is becoming the order of the day. In this, as in other matters, many are in the habit of looking elsewhere, than relying upon their own efforts. If politics were lost sight of in the selection of proper officers, its reputation, like Lloyds' register, would become world-wide, and your correspondent fails to

see why confidence in such a proposed institution should not be inspired under the direction of the Minister of Marine, whose office is so ably administered by his deputy. This, with the formation of a committee composed of shipowners, builders and underwriters for the port, consisting of such men of experience and thought as Messrs. Francis Ferguson, J. V. Troop, John Fisher, D. V. Roberts, W. A. Robertson, Francis & Joseph Ruddock, George Thomas, Robert Marshall, William Thomson, D. Vaughan, Robert Reed, Z. Ring, James Nevins, J. L. Dunn, T. A. Temple, C. A. Fairweather, and others to be mentioned. The formation would not be so complex or so difficult. But, as remarked in another place, to make it serviceable, have it acknowledged by London Lloyds' Register Committee and make the services of their surveyors available, for the reason that vessels of ordinary tonnage, after sailing hence, seldom return until they become aged. The cargo carried, in the meantime, is to distant parts, is oftentimes of a perishable nature, and in many instances double and more than double the value of the ship, and, as a rule, the insurance upon it is placed in England: hence the necessity of a recognition.

It may not be generally known that the Bureau Veritas, erroneously designated Lloyds, is but of recent date, and it is said the emanation of a foreigner, one Monsieur Charles Bal. No evidence appears that the reports on ships, if any, are forwarded hence, or are adjudicated upon by a committee of disinterested persons, like in Lloyds' Register, uninfluenced by mercenary or other motives, or that the survey and making a book is not the chief characteristic. No rigid rules were, it is said, promulgated previous to the past few years for the guidance of parties building under them, in the colonies, but they had to rely on the surveyors for information in case of excessive dimensions, or in respect to sizes, etc.

From the large number of ships under inspection, the allurements must be advantageous. The number of vessels to examine, and the limited number of surveyors to perform surveys on them, are striking features. This may explain the anxiety of certain persons to retain the present existing state of things, and why they are averse to any interference with the accommodating registers located in the Dominion. It may also explain to the unsophisticated the interested motives of those seeking signatures against a Dominion Registry, and furnishes a commentary on the influence brought to bear by those so interested.

THE serious illness of the Editor and Proprietor of this paper has caused a delay in its publication. The same reason will account for any errors that may have crept in this issue. We trust that Mr. Jones will soon be restored to his family and friends.—PUBLISHERS.