

similitude of the Customs practice of both Countries, materially aid in perfecting the new instructions to be issued.

Copies of the Customs Acts themselves, however, of all Council and Departmental Orders and Regulations and Departmental Circulars, are sent to all the Ports of the Dominion, and these have hitherto in a great measure, supplied the want of a renewal of the printed Instructions.

When such a book of instructions has been prepared, every officer of the Customs should be required to carry a copy of it always about him. It would also have a wholesome effect if all officers below the rank of landing waiters were required to wear a distinguishing uniform.

#### *Registry of Ships.*

The Registry of shipping in the Dominion is a subject requiring immediate consideration, the laws and rules which govern it being different in the several Provinces: for instance, in Ontario, the Act of the late Province of Canada, 22 Vic., Chap. 41, entitled "An Act respecting the Registration of Inland Vessels," is exclusively followed, but in the Province of Quebec, both the Provincial Act cited and the Imperial "Merchant Shipping Act, 1854," are resorted to as the rule of measurement and Registry. In Nova Scotia and New Brunswick the Imperial Act alone is considered as being in force. At the Port of Quebec all vessels, whether sea-going or river craft, are registered under the Merchant Shipping Act, and so also in Gaspé, New Carlisle and Amherst. In Montreal sea-going vessels only are registered under that Act, whilst the inland vessels are registered under Provincial Acts.

Besides the confusion which this creates in the application of the rules which should govern the subject, it is open to the still greater objection of giving two different rules of measurement for the tonnage of ships, the Provincial Act having adopted the rules of admeasurement prescribed by the Imperial Act of 1845, which rules have been superseded by those of the Imperial Act of 1854.

Moreover, by the Imperial Merchant Shipping Act, the Governor or Lieutenant Governors act as Commissioners of Customs, and have to decide some points in connection with the registration of shipping; and doubt has been raised whether these powers are vested in the Governor General or the Lieutenant Governors of the Provinces. It appears also that fees are charged in Nova Scotia and New Brunswick where none are allowed in Ontario and Quebec.

It is therefore, very desirable that the existing laws for the registration of shipping be revised, with a view of establishing not only a uniform rule for the admeasurement of ships throughout the Dominion, but a uniformity in the laws and practice as to the registration of shipping generally, and it is to be hoped that such a measure may be passed in the approaching Session of Parliament, and that steps will be taken to obtain the recognition in Great Britain of the registration of ships effected under the law to be so passed, as equivalent, so far as nationality is concerned, to Registration under the Imperial Merchant Shipping Act, 1854.

#### *Coasting.*

Our internal and frontier navigable waters, added to our sea coast on the Gulf of St. Lawrence, the Atlantic Ocean and the Bay of Fundy, present an extent of coast which few countries, if any, in the world possess. A rough estimate of the Canadian shores of the great navigable waters and marine coasts referred to, would give about 10,000 statute miles of coasting in the four Provinces constituting the Dominion of Canada. The internal traffic by water (to say nothing of the traffic by land through the facilities afforded by railroads), of so vast a line of communication, must necessarily be difficult if not impossible to compute with any thing like accuracy, from the fact that many of the craft or vessels carrying on this internal traffic would be leaving and going to places at which there were no public officers, through whose ministry such traffic could be recorded. Nevertheless, an attempt has been made to overcome this difficulty by requiring that coasting vessels should keep cargo books. There is reason, however, to apprehend that even this device (which is borrowed from Great