

DESIRED ABOLITION OF THE LIGHT DUES NOW LEVIED IN THE
UNITED KINGDOM.

The next step towards procuring the abolition of the light dues in the United Kingdom should be that suggested by the London, Eng., Chamber of Commerce, *i.e.*, that Colonial associations bring the subject before their respective governments, so that the Council of 1895 will probably find it opportune to make the necessary representations to the Dominion Government to induce it to press the matter upon the attention of the Imperial Government.

PORT WARDEN OFFICE.

Inclusion of Gulf, Lower Ports and Newfoundland Vessels within the Port Warden's jurisdiction.—In May the Council was requested by the Department of Marine to state on what grounds vessels for Newfoundland, the Gulf and Lower Ports were exempted from the Port Warden's jurisdiction. The Council replied that never since the constitution of the Port Warden office had vessels for those ports been considered as coming under its regulations and that the Custom House Officers had also agreed in that view as they had granted clearances to all such vessels without the production of the Port Warden's certificate, which was required in the case of vessels leaving for other ports. To this, the Deputy Minister of Marine replied as follows: "I have the honor to inform you that in view of the "fourteenth and sixteenth sections of the Port Warden Act, the Port "Warden and Collector of Customs have been acting illegally in not applying the provisions of the act to ships going to ports anywhere outside "the limits of inland navigation, and I have to request that immediate "steps may be taken to have the law applied in its entirety." The Council did not further discuss with the Department this new and surprising interpretation of the Act, but it takes this opportunity of stating that though perhaps such interpretation may be legally correct it was never contemplated by the Council of 1881, by whom the present Act was drafted and procured. The Port Warden office was established at instance of this Board for the supervision of the loading, not of vessels generally, but only of such as were grain laden and bound for oversea ports, and it was not until 1882 that the Council procured an amendment of the Act whereunder vessels carrying general cargo were brought under the Port Warden's jurisdiction. The Council admits, however, that