

952.

*Le Gouverneur général à l'ambassadeur aux États-Unis*  
*Governor General to Ambassador in United States*

DESPATCH 151

Ottawa, November 27, 1922

Sir,

With reference to Your Excellency's despatch No. 289 of the 2nd November, regarding the proposals put forward by Mr. Hughes, Secretary of State of the United States, with a view to the restriction of liquor smuggling, I have the honour to inform Your Excellency that the Department of Marine and Fisheries, being anxious to co-operate with His Majesty's Government in the steps taken to stop the false transfer of vessels from United States to British registry in Canada, has issued instructions to Registrars of Shipping in Canada that in every case where an application is made to them to register a vessel which has been purchased from a United States subject, if the application for registry is not supported by a certificate under the seal of the United States Shipping Board authorizing the transfer to British registry, all papers must be forwarded to the Department of Marine and Fisheries for instructions before entering the vessel in the Register Book.

A copy of the instructions to Registrars is enclosed herewith.<sup>1</sup>

I have etc.

BYNG OF VIMY

953.

*L'ambassadeur aux États-Unis au Gouverneur général*  
*Ambassador in United States to Governor General*

DESPATCH 323

Washington, December 12, 1922

CONFIDENTIAL

My Lord,

With reference to my despatch No. 305 of the 15th ultimo relative to the new regulations affecting the transfer of United States ships to foreign registry, I have the honour to transmit to Your Excellency herewith copy of a transfer order<sup>2</sup> authorizing, under certain conditions, the sale and subsequent transfer to Canadian registry of the American S.S. *Matoa*.

Two of the conditions laid down by the United States Shipping Board in this document state that (a) the vessel must not be used for the transportation of liquor to and from the United States and that if any infraction of this undertaking comes to light, the *Matoa* will be liable to seizure and forfeiture by the United States authorities, and (b) that the ship in question must not be used in trade with any American port.

<sup>1</sup>Non reproduite.

<sup>1</sup>Not printed.

<sup>2</sup>Non reproduite.

<sup>2</sup>Not printed.