

over which the British Parliament have no control, and which is practically beyond the reach of British influence, should be officially recognized, and he believes from a national point of view, it would not have in the future a beneficial effect, and he cannot, therefore, recommend such recognition.

The undersigned would further observe that his attention has been called to the injurious effects the said Plimsoll Bill, if it became law, would have upon Canadian shipping, from several other sources besides those referred to; and on the 10th inst., he, by appointment, met the representatives in Parliament for Nova Scotia and New Brunswick, who urged the necessity of remonstrating with the Imperial Government against permitting the said Bill becoming law so far as to affect Canadian tonnage, and also urging the immediate establishment of a system of Canadian classification and inspection. It will also be remembered that the Government has been questioned in the Canadian Parliament as to whether they have taken steps to obtain the exemption of Canadian tonnage from the operations of said Bill.

The undersigned would observe that a strong feeling exists in Canada that in questions so vitally affecting our interest as those relating to shipping, and to which our Canadian Parliament give so much attention, and in relation to which our Canadian people are well qualified to judge of what suits their interests, Her Majesty's Government may safely adopt the policy, that wherever the Canadian Parliament have dealt with questions relating to shipping, the Imperial Parliament should exempt Canadian ships from the operation of Imperial Legislation upon that subject.

This principle the Imperial Parliament, to a great extent, have already recognised in the Merchant Shipping Act of 1854, in exempting Colonial ships while within the bounds of a Colony having a Parliament or Legislature which has legislated upon the subject, from the operations of said Act. It is desirable that the principle of exemption, in so far as Canadian shipping is concerned, should be extended to all British ports, and that the Imperial Government should throw the responsibility of the legislation necessary to control and regulate Canadian shipping, upon the Canadian Parliament, subject always to the control which Her Majesty possesses, in the approval or rejection of such measures as the Canadian Parliament may enact.

This course would give great satisfaction in Canada, and would do much to perpetuate those ties which bind us to the Mother Country.

The undersigned believes that such a policy is in accordance with the general views entertained by Her Majesty's Government, and the experience of past years shows that the Parliament of the Dominion of Canada have not unworthily exercised the great powers which they possess, and he would, therefore, respectfully submit that Her Majesty's Government should be asked to recognize the principle which he has above stated.

He would, therefore recommend that, pending the decision upon the above recommendation, and in order to relieve Canadian shipping from the evils anticipated from the Plimsoll Bill:

1st. That the Imperial Government be asked that in any legislation that may be had affecting shipping, they should give to the Canadian inspection and classification of vessels, hereinbefore referred to, when it may be organized, the same standing and recognition as they may give to Lloyd's Registry or the Liverpool Underwriters' Registry for Iron Vessels.

2nd. That if the Plimsoll Bill, or one of a similar character, becomes law, that for the first twelve months thereafter it shall not apply to Canadian vessels, in order to afford to Canadian shipping an opportunity to obtain the necessary inspection and classification under the Canadian system of inspection and classification as contemplated by the annexed Bill.

3rd. That inasmuch as the Canadian Parliament has legislated upon the Deck Load question, Canadian vessels should be exempted from the operation of sections 15, 16, and 17 of the Plimsoll Bill.

4th. That Canadian vessels be exempt from the operations of sections 19 and 20 of the said Bill; or if Her Majesty's Government consider that course objectionable,