

Vesselmen are at liberty to call or not, as they choose; the same trouble exists on freight coming from the head of the lakes, and applies particularly to package freight of all kinds, both ways.

I think it well to place on record a short memorandum in regard to the American coasting vessels and the manner in which they are conducted:—

#### AMERICAN LAWS.

The American Congress by Act of June 19, 1886, as amended by Act of Feb. 17, 1898, provides:—

‘No foreign vessel shall transport passengers between ports or places in the United States, either directly or by way of a foreign port, under a penalty of \$200 for each passenger so transported and landed.’

It is further provided by s. 26 of the Act Feb. 17, 1898.

‘No merchandise shall be transported by water under penalty of forfeiture thereof, from one port of the United States to another port of the United States, either directly or via a foreign port, or for any part of the voyage, in any other vessel than a vessel of the United States.’

‘This section shall not be construed to prohibit the sailing of any foreign vessel from any one to another port of the United States: Provided, that no foreign merchandise other than that imported in such vessel from some foreign port which shall not have been unladen, shall be carried from one port or place in the United States to another.’

#### CANADIAN LAWS.

The Canadian Legislature by Act, 2 E. VII, c. 7, s. 3 (1902) and now Section 955 of Chapter 113 of the Revised Statutes, 1906, provides:

‘No goods or passengers shall be carried by water, from one port of Canada to another, except in British ships.

‘If any goods or passengers are so carried, contrary to this Part, the master of the ship or vessel so carrying them shall incur a penalty of four hundred dollars; and any goods so carried shall be forfeited, as smuggled.

‘Such ship or vessel may be detained by the collector of Customs at any port or place to which such goods or passengers are brought, until such penalty is paid or security for the payment thereof given to his satisfaction, and until such goods are delivered up to him, to be dealt with as goods forfeited under the provisions of the Customs Act.’

#### COASTING REGULATIONS IN REPORT OF FOREIGN VESSELS.

All foreign vessels trading on the coast and entering the harbours of Canada from sea or inland waters, are governed by the following rules:—

Section 1. Foreign vessels may transport cargo and passengers from a foreign port and land the same at two or more Canadian ports, clearing from each in succession until all of said cargo and passengers are landed.

Sec. 2. Foreign vessels may take cargo and passengers from two or more Canadian ports and transport the same to a foreign port, clearing from each in succession, but taking final clearance from such foreign port at the last Canadian port which they enter on such voyage.