

but which it is claimed are as buoyant and as susceptible of carrying cargoes as iron vessels. On this point the undersigned can offer no opinion, but if the facts are as the St. John Board of Trade have stated (and he has no reason to doubt it,) the matter should be brought under the notice of the Imperial Government, with a view of preventing an unintentional wrong being done to our shipping.

The undersigned, having thus pointed out the injurious manner in which certain of the provisions of the Plimsoll Bill will affect the shipping of Canada, would beg to observe that, at the request of the British Board of Trade, the Government of Canada deferred legislation in matters relating to shipping, even after the Bills were before Parliament, because, as was stated by the British Board of Trade, it was desirable to see what action the Imperial Parliament would take in relation to the Shipping Code, which, for successive sessions for several years past, the Imperial Parliament has had under consideration. Before Canada legislated last year, the Department of the undersigned received intimation that the Code relating to Merchant Shipping, then under the consideration of the Imperial Parliament, was not likely to be passed, and that it would not be well further to defer Canadian legislation. The Government of Canada has, accordingly, submitted to the Canadian Parliament several measures relating to and regulating Pilotage, Merchant Shipping and Seamen, several of which have become law, and which are largely assimilated to past Imperial legislation. Amongst these is one, a copy of which is annexed, entitled "An Act relating to Shipping, and for the registration, inspection and classification thereof," in which provision is made for the inspection and classification of ships within the Dominion of Canada. Under this law it is proposed to establish a system of inspection and classification which, it is hoped, will take the place, so far as Canadian tonnage is concerned, of both Lloyd's and *Bureau Veritas* and it is of the utmost importance to the shipping interests of Canada that the certificates which may be granted under the law referred to should be recognized by the Board of Trade in the same manner as it is proposed by the fifth section of the Plimsoll Bill, that the certificates of Lloyd's officers or the officers of the Liverpool Underwriters' Registry of Iron Vessels, should be recognized.

The undersigned would respectfully observe that the shipping interests of Canada have assumed such vast proportions that her people view with alarm any legislation which may effect detrimentally that great interest.

There is now owned in Canada tonnage amounting to about 850,000 tons, valued at about \$25,000,000, and giving employment to about 25,500 men. The people and Government of Canada are fully alive to the importance of fostering and encouraging such a great source of national and individual wealth; and though the Parliament of Canada, by its legislation, has fostered and promoted the prosperity of our Merchant Marine, it has never hesitated, when the interests of humanity demanded it, to impose such restriction as was necessary to give additional security to life; but it cannot be denied that the effect of the present measure, if it becomes law, will be to hold out inducements to transfer a large portion of the tonnage of Canada to foreign flags, as by that transfer Canadian ship-owners would escape the restriction which would be imposed upon them by the proposed Bill.

The undersigned would view, with great regret, the necessity for such a course, yet he feels assured that if the Imperial Parliament should legislate in such a manner as to discriminate, in practice, unfavorably to Canadian ships, such will be the result.

The St. John Board of Trade ask, in order to remedy the classification difficulty, that *Bureau Veritas* should be given the same classification as is given to Lloyd's.

There is no doubt that the feeling largely pervades our shipping communities that the Rules of construction of *Bureau Veritas* are more sensible, and more suited to securing a substantial sea-worthy ship, at a minimum of cost in Canada, than Lloyd's, and the former is represented as practically driving the latter out of most of our building ports, and, therefore, the recognition of *Bureau Veritas* as asked for in the said Petition of the St. John Board of Trade, would give satisfaction to our ship-owners. The undersigned, however, cannot recommend that a Foreign Association,