

The same *Ellen O'Brien* fined \$8 and costs, or one month's imprisonment for a similar offence. Gave up the effects in this case also.

25th.—*Daniel Burns*, formerly runner for the crimp Ward, found guilty of boarding the ship *Cherokee* without permission. Fined \$8 and costs, or one month's imprisonment with hard labour. Fine paid.

SEPTEMBER 5th.—*Thomas Harrington*, a crimp, found guilty of boarding the ship *Helden* without permission. Fined \$8 and costs or one month's imprisonment with hard labour. Paid.

OCTOBER 2nd.—*Alexander Mitchell*, runner for Newman, a crimp, found guilty of boarding the ship *Gertrude* without permission. Fined \$20 and costs, or 40 day's imprisonment with hard labour. Committed.

3rd.—*Neilson Anderson*, runner for the crimp Newman, found guilty of boarding the ship *Gertrude* without permission. Fined \$20 and costs, or 40 days' imprisonment with hard labour. Committed.

8th.—*William Kerrigan*, a crimp, charged with boarding the barque *Loundan* without permission, accompanied by his two runners, *John Williams* and *John Dibbin*. Case dismissed. Note.—When the prisoners were arrested, one of whom (Kerrigan) was found hid in a bunk in the forecabin; the Chief Mate, who was in charge of the vessel, then stated that they had no permission to come on board; but when he appeared as a witness on the trial he stated that he saw the prisoners on board, but took no notice of them, thus tacitly allowing them permission.

26th.—*Hugh Kelly*, runner for Mrs. McCall, found guilty of boarding the ship *Illustrious*, without permission. Fined \$20 and costs, or 40 days imprisonment with hard labour. Fine paid.

November 2nd.—*Andrew Clark*, a crimp, found guilty of detaining the effects of two seamen. Fined in each case \$8 and costs, or fifteen days' imprisonment with hard labour. Note.—The crimp left Quebec at once.

At all the other seaports in the Dominion, the Chief Officers of Customs act as Shipping Masters, under the Imperial Act, so far as relates to British or British Colonial vessels, registered out of Canada, with the exception of the Port of Halifax, where the Registrar of Shipping acts in that capacity, under the 39th section of the 75th chapter, Revised Statutes of Nova Scotia. An application has been made to me, however, by a number of shipowners and merchants of Halifax, urging the appointment, at Halifax, of a Shipping Master, to superintend the shipping and discharging of seamen, for vessels registered in Canada, as well as those registered out of it, and it is probable a Bill may be introduced next Session of Parliament to carry out their wishes.

At present, the laws regulating the shipping and discharging of seamen in the Dominion, are different in each of the Provinces, and in order to remedy this objectionable state of affairs, a Bill was prepared some time ago, under the directions of my Department, and introduced into Parliament by the Government, and subsequently withdrawn, as it was understood at that time, that the British Government were about to introduce a Bill on the same subject, in the Imperial Parliament; and they expressed