

of and by the officers of Bureau Veritas, and as it is a rival institution to Lloyd's, and has, in the past four years largely superseded it in the classification of Canadian ships, it could scarcely be expected that the Committee of Lloyd's, or their officers, would accept the inspection and classification of Bureau Veritas as sufficient, and especially as their rules of construction differ so widely; and it would therefore necessarily follow that in every case of the thousands of sea-going vessels which Canada owns, and which, as before stated, are largely classed in Bureau Veritas, the greater portion of them, before they could sail out of a British port (other than a Canadian port) would probably have to go into dock, be opened up, and incur the expense and delay of a re-inspection and classification either by the officers of the Board of Trade or Lloyd's Surveyors; and this means in each case a large amount of money, while the ships of the United Kingdom, built under Lloyd's, would avoid this difficulty, expense and delay.

There is, however, another danger which Canadian ship-owners have to fear from the state of facts referred to, viz., that inasmuch as Lloyd's and *Bureau Veritas* vary considerably in respect to scantling, materials, fastenings, outfits, &c., and as by the Bill referred to it may be reasonably assumed that Lloyd's requirements of construction will be made the standard of efficiency, upon which certificates will be issued by the Board of Trade, a large proportion of our vessels will be in danger of being refused certificates altogether, or at least they will only be obtained after much expense and delay have arisen.

It must, therefore, be apparent that under the Bill as proposed, Canadian ships would be placed at a great disadvantage as well with foreign ships as with vessels of the United Kingdom.

In relation to the next feature of the Bill, viz. :—The regulation of Deck Loads the undersigned would observe that the 17th section is objectionable, and will seriously affect not only the shipping, but the lumber trade of Canada, inasmuch as it imposes very severe penalties for entering a British port with a deck load within the limitation of time hereinbefore named. The Parliament of Canada at its present session passed a law regulating the carriage of Deck Loads (a copy of which is hereto annexed.) By this law it will be perceived that vessels are prohibited from carrying deck loads from the 1st of October to the 16th March, higher than three feet above the deck, and that only of sawn lumber with spare spars for ship's use on voyages from Canada to Europe, but to that extent they are so permitted, and at other periods there is no restriction—and further, that vessels sailing between Canadian ports and the West Indies are restricted between the 15th November and the 16th March, to a maximum height over the main deck of four feet six inches of sawn lumber. This measure received very full consideration before it was adopted by the Parliament of Canada, and though opposed in its various stages by many members of Parliament as being too restrictive, it will be seen by the annexed statement of the evidence and discussion thereon, had before the Parliamentary Committee on Banking and Commerce—which Committee is composed of the leading business and commercial men of the Commons House of Parliament—that the Bill was generally sustained, and was adopted as a fair and just law in regard to the limitation to be placed on Deck Loads. Should, however, Mr. Plimsoll's Bill become law, it will be perceived that a vessel may comply with our law and take three feet in height of deck load, and when she arrives in the United Kingdom will be liable to severe penalties, inasmuch as no vessel is permitted to enter British ports with any deck load between the periods named in said section seventeen. This would very seriously affect the trade between Canada and the United Kingdom, as appears by the discussions which were elicited before the said Committee of Banking and Commerce.

In regard to the "Free Board" or "Load Line," it will be seen by reference to the said annexed Petition of the St. John Board of Trade, and the statements of the Committee of the Halifax Chamber of Commerce, that they claim that the proposed arrangement will work detrimentally to Canadian shipping, and that a preference will be given to iron vessels over the vessels of Canada, which are almost entirely wooden.