

The Carrying Trade Trouble

Shipping Men Refute Claims of Extra Expense in Loading Here.

How Ships Are Kept Away From Ports of the Province.

The news of the movement to build lumber-carrying boats, told in Thursday's *Colonist*, was welcomed by shipping men, who will gladly see additions to the limited fleet of sailing vessels which call Victoria their home port. There are now but three craft owned here—the bark *Lord Templeman*, 2,038 tons, now discharging lumber at Capetown; the *Drummond*, a ship of 1,793 tons, which, after carrying lumber from Chemainus to Melbourne, is bringing cargo of coal to San Francisco from Newcastle; and the *Drumbrunt*, a ship of 1,775 tons also en route to San Francisco from Newcastle. These three vessels are owned by a joint stock company whose offices are here, and about the only foreign-going sailers of any size owned in Victoria, whereas San Francisco people own over 100 sailing vessels, and some few are owned on the Sound. The American ship-owners, as told yesterday, use every effort to circumvent against British Columbia ports, and are widely circulating a contention advanced by them that vessels calling in this province must receive 60 cents per thousand, or 2s. 6d. more British currency seems to be more often used in shipping than in other trades in this province. This claim of extra cost was refuted by W. A. Ward, president of the board of trade, whose pointed remarks on the disadvantage under which shipping men are compelled to labor have been printed in the *Colonist*. Ward not only does Mr. Ward refute the unfair claims; other shipping men spoken of on the matter are equally strong in their denial that any such extra expense is incurred to warrant such a charge being made to charterers on this side.

Not many days since one of the local shipping firms took up the question of this extra charge of 60 cents per thousand with the California Shipping Co., who own and control about 40 vessels sailing out of and into the Sound many, in reply to the local firm, said that the harbor dues were more expensive here, "sick masters" are compulsory, and again, bills have to be met for towage to Port Townsend from their loading wharves in order that the vessels can secure crews; and also expense incurred by demurrage at Port Townsend. These are the usual claims advanced by vessels should be paid 60 cents more per thousand for loading on this side. This means \$400 on cargo of 1,000,000 feet. Not taking one of the ships of the California Shipping Company which recently loaded at a British Columbia wharf, and had to be paid the 60 cents per thousand to cover this alleged extra cost, investigation shows that the extra cost was for towage from Vancouver to Port Townsend, for a crew, and loss of time there, the cost for towage and amount charged for crew in time amounting to \$350, and yet the master of this ship had never made any effort whatever to ship a crew at Vancouver. His stores were shipped to Port Townsend, he said, and he might as well go there for a crew. He wanted to go there, and get the British Columbia wharf at Seattle, charged with the \$300 incurred by his vessel in going there, when a crew could have been shipped, and a better crew at that, as easy as it could have been at Port Townsend.

Thus is disposed of 30 cents of this additional 60 cents per thousand demanded. This same ship paid but \$3 for harbor dues, which could hardly be alleged excessive. The same vessel paid \$27 for sick mariners' fund, which allowed for any man in her ship's company securing medical treatment in the port. The German ship *Arctura*, which recently loaded at Chemainus, arrived on the Sound before coming here to load, and left a sailor in a hospital at Seattle. The captain when here stated that he wished he could have got the sailor to this side, for in Seattle he had to pay a doctor the full professional fees for every visit, and had to pay \$15 per week for attendance, besides the doctor's fees. The sailor was ill for about two months, and when the ship sailed the captain had to deposit money to meet the expenses; whereas if the sailor had been landed here, no further payment would have had to be made other than the regular monthly rates to the hospital, which is paid but once a year, no matter how many times a ship calls within the year. This same ship was a mere bagatelle compared with what the master of the *Arctura* left.

Pilotage is compulsory here, but the cost looks very small indeed on a thousand sack, compared with the charge made of 60 cents. Then there are several other claims made by the California Shipping Company in support of their contention. One is regarding charges against their ship for port agency, which, in the case of the ship in question, was covered by \$25, for the local agent looked after all the customs and other business of the ship while in port. Another claim was regarding the charges charged for advancing and disbursing money for the master of the ship, in which case no more than the usual banking rates and exchange is charged. There are several other claims made to bring the bills of cost against the ship here up to \$500, which, they contended, it cost over the amount that would have been paid for loading at an American port, where the bills were easily disposed of by the local company.

While there are differences in customs arrangements on this side, all told, they would not amount to 10 cents per thousand, or \$100 on a cargo of one million sacks. Here a ship sailing to Seattle, and back, pays a crew of 12 men, and 12 mariners' fund, according to her tonnage, whereas, on the American side, no charge is made for crew, and no mariners' fund. The charge is, however, a benefit to the shipowner, instead of otherwise, as instances are known where the German ship *Arctura*, the ship here pays an insignificant amount, and this allows of any of her company securing medical attention and hospital treatment within that year. On the American side, the ship is, however, obliged to pay full professional rates to the attending doctors, and full nursing and hospital rates.

Taking all in all, the claim for an additional 60 cents per thousand feet is not based on good grounds, but the American owners do not desire the British Columbia ports to British Columbia, and advance and circulate the contentions put forward by them, more than anything, in order to make good their intended boycott of British Columbia ports.

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Regard the shipmen, who are all know, there are a good many laws on the statute books, which, if enforced to the letter, would prevent to Port Townsend from their loading wharves in order that the vessels can secure crews; and also expense incurred by demurrage at Port Townsend. These are the usual claims advanced by vessels should be paid 60 cents more per thousand for loading on this side. This means \$400 on cargo of 1,000,000 feet. Not taking one of the ships of the California Shipping Company which recently loaded at a British Columbia wharf, and had to be paid the 60 cents per thousand to cover this alleged extra cost, investigation shows that the extra cost was for towage from Vancouver to Port Townsend, for a crew, and loss of time there, the cost for towage and amount charged for crew in time amounting to \$350, and yet the master of this ship had never made any effort whatever to ship a crew at Vancouver. His stores were shipped to Port Townsend, he said, and he might as well go there for a crew. He wanted to go there, and get the British Columbia wharf at Seattle, charged with the \$300 incurred by his vessel in going there, when a crew could have been shipped, and a better crew at that, as easy as it could have been at Port Townsend.

On the other side of the line, as soon as a ship reaches a port, the runner goes on board the ship and takes all the men and cargo. There is no complaint, and even if there was, it would not go far, for all interests work hand-in-glove with each other.

On the United States side shanghaiing is still practiced, and many a crew goes out in which there are scarcely three in the thirteen or fifteen who are sailors. The captain of the ship *J. B. Thomas* said that on his last voyage from the Sound, when he was at Port Townsend with his crew, he found but three in his crew of thirteen who were sailors. The captain of the *Chilian* bark *Elisa*, when here a week or so ago, told a story of a crew that had been shanghaied on his vessel on the coast of Chile, when he had just returned. The ship had hardly got out to the Cape when these three men, who had been with picks and shovels, which had been given them when they went on board, and asked the captain whether the ship was expected to reach Cape Nome. They had been shanghaied and told that they were to go to Cape Nome, and picks and shovels having been given them to keep up the deception. It took the Cape when these three men, who were sailors and were part of the crew, were ordered to go to the Cape, and the ship was expected to reach Cape Nome. They had been shanghaied and told that they were to go to Cape Nome, and picks and shovels having been given them to keep up the deception. It took the Cape when these three men, who were sailors and were part of the crew, were ordered to go to the Cape, and the ship was expected to reach Cape Nome.

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There is no reason why the *Alpha* should not be placed on the ships here as well as at Port Townsend, but with the privilege of staying there for 48 hours, as given, compared with the red tape on this side, business in this manner is not profitable. It is not for the fact that the Canadian customs place restrictions in the way of it being done as profitably as on the Sound. On the American side the vessels were allowed to come into a port and lie for forty-eight hours, in which time they could get crews, load supplies, transact business and leave, and they would not be obliged to enter the port for any other reason. The *Alpha* did not stay over the given 48 hours. According to the Canadian customs laws, vessels are allowed to lie in the Royal Roads for a long time, but do not do business with the shore, then the customs obliged them to enter, and the *Alpha* was allowed to enter the port. The Canadian customs work on the system of charging a man for going into a ship where there is no business, as on Uncle Sam's side, the system is to let the men in and profit by his business, and the *Alpha* was allowed to enter the port.

Still another shipping man interviewed said that the *Alpha* was not justified to a certain extent in discriminating against British Columbia ports to British Columbia, and advance and circulate the contentions put forward by them, more than anything, in order to make good their intended boycott of British Columbia ports.

Taking all in all, the claim for an additional 60 cents per thousand feet is not based on good grounds, but the American owners do not desire the British Columbia ports to British Columbia, and advance and circulate the contentions put forward by them, more than anything, in order to make good their intended boycott of British Columbia ports.

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Alpha Returns In Distress

She Began to Leak When Two Hundred Miles From Port.

The Firemen Were Knee Deep In Water When She Arrived.

The steamer *Alpha*, which sailed from the outer wharf at noon on Wednesday with 500 tons of salt salmon, returned in distress at noon yesterday. She is lying at the outer wharf, with three of her crew working the hand-pump continuously to keep the water down in her flooded engine and fire rooms; her fire pipe is disabled, and there are some other minor repairs necessary. Although little can be learned from Mr. Barber, representative of the steamer, that the *Alpha* was not damaged by the fire, the fire room, to cope with which only her hand pumps were available, could prevent the use of the steam pumps.

The weather was fortunately fine, and the steamer was about 200 miles out from Victoria when she began to leak. The Japanese port by the northern great circle route, when word was brought to the *Alpha* that she was leaking. Investigation showed that she certainly was, water rising slowly in her, although from the leak was not yet determined, and it may be that the vessel will have to be docked before it is repaired.

The Royal roads is now an open road, and vessels calling there and anchoring without using the port are not allowed to stay without entering; but the *Alpha* is not allowed to enter. Why cannot some arrangement be made to have vessels coming from the American ports, and the *Alpha* is not allowed to enter and pay harbor dues for the short time required to have the vessel repaired. Fortunately it will be induced to come.

Take a vessel coming here for repairs. She must enter and pay harbor and customs dues, no matter how small the repairs, in cleared and painted or have any repair work done, provided the vessel