

Calling your attention to our names as annexed.

We have the honour to remain, Sir,
Your obedient servants.

[Here follow the signatures.]

The Minister, we understand, cordially promised for the important subject his most careful consideration; and we have been informed that a memorial almost similar to the above, is now being extensively signed by the merchants, underwriters, ship-owners, and brokers, in Nova Scotia and New Brunswick.

The Government of Canada have given much attention to the shipping interest of the Dominion, as witness the Act recently passed entitled: "*An Act relating to Shipping, and for the registration, inspection, and registration thereof.*" (36 Vic., chap. 128.) The scope of this measure is very great, and of itself would be a sufficient warranty to justify the Imperial Parliament to provide that, upon Canada undertaking to put into practical operation such measures as the circumstances of the case may reasonably demand, that then the tonnage of Canada shall be exempt from any British legislation, except so far as such measures shall be applicable to foreign tonnage.

As an example of the character of the Canadian Act above referred to, we quote the following:

28. Any person appointed either by the Minister or by any Court of Vice Admiralty to survey a ship under the provisions of the next preceding sections of this Act may in the execution of his duty go on board such ship at all reasonable times and inspect the same or any part thereof, or any of the equipments, cargo or articles on board thereof, or the certificate of registry thereof, not unnecessarily detaining or delaying the ship in proceeding on her voyage; and if such person considers it necessary to do so, he may require the ship to be so dealt with as that he may be able to inspect every part of the hull thereof; and whosoever hinders any person so appointed from going on board any ship, or otherwise impedes him in the execution of his duty under this Act, shall for every such offence incur a penalty not exceeding twenty dollars.

29. Every person who, having authority as owner or otherwise, to send a ship registered in Canada to sea, or on any voyage on any waters within the limits of Canada from any port or place in Canada, sends her to sea or on any such voyage from any such port or place in an unseaworthy state, so as to endanger the life of any person belonging to her on board the same, shall be guilty of a misdemeanor, unless he proves that he used all reasonable means to make and keep the ship seaworthy, and was ignorant of such unseaworthiness, or that her going to sea or on such voyage in an unseaworthy state was, under the circumstances, reasonable and unavoidable; and for this purpose he may give evidence in the same manner as any other witness. A misdemeanor under this section shall not be punishable on summary conviction.

When the Plimsoll agitation was at its zenith in England, the Dominion Board of Trade, then in session at Ottawa, realizing how detrimental the success of this move-

ment, evidently worked up in the interests of the Iron Freight tonnage of England, would be to the shipping of this country, unanimously adopted the following memorial, which largely covers the ground, even at the present moment, and which there is reason to believe, has been made the subject of correspondence between the Canadian and British Governments:

To His Excellency Earl Dufferin, Governor-General of the Dominion of Canada, in Council.

The Memorial of the Dominion Board of Trade:
HUMBLY SHEWETH,

That the tonnage owned and registered in the Dominion of Canada, in proportion to her population, exceeds that of any other country in the world:

That Canada now ranks fourth if not third, as regards gross amount of tonnage, and that the building of vessels as well in the vicinity of our great inland waters as in Quebec and the Maritime Provinces, is one of the prominent and most profitable of the industries of this country:

That prior to the Confederation of the Provinces in 1867, our large sized vessels were, as a rule, built under contracts for parties in England and elsewhere, and that when they once passed out of the builders' hands, our interest in them ceased:

That the practice of building vessels for sale, has been almost wholly abandoned, and that now ship-builders, being joined by Canadian capitalists, build their vessels, whether for inland, coastwise, or deep-sea voyages, and own them and reap the advantage or loss in the business, as the case may be; our ships are now found on every sea in the commercial world—carrying valuable East India and other cargoes, delivering the same in the best of order, and in a condition as satisfactory as by first-class iron freight vessels:

That the Bill introduced some time ago by Mr. Plimsoll in reference to shipping—and more recently the appointment by Her Majesty's Government of a Royal Commission to enquire into and report upon the matter,—has caused the marked attention of people of all maritime countries to be given to questions concerning the character, condition and loading of ships; and the feeling in the United Kingdom is so wide spread that Parliament will in all probability legislate in the matter:

That the people and Parliament of England, however desirous of doing ample justice to her loyal subjects in the Dominion, cannot be supposed to know thoroughly how much one of the great Departments of Canadian industries may be injured by attempting to legislate for us in this matter:

That the people and Parliament of Canada will join heartily with our mother country in doing all that humanity demands for the preservation of life at sea, or that a judicious precaution requires; as instanced when, at the last session of Parliament, an Act was passed limiting deck loads to a reasonable quantity, and also another intitled "*An Act relating to shipping, and for the Registration, Inspection and Classification thereof;*" but they strongly object that so noble a purpose may, from want of a knowledge of the true position which our shipping now occupies, be made a plea for detrimental interference with our ships which contribute so largely to our importance and wealth:

Your Memorialists therefore humbly pray, that your Excellency in Council may, in view of the fact that legislation will be proposed in the Parliament of Great Britain, consequent upon the report of the Royal Commission recently held in London, adopt such measures as the Government, in its wisdom, may deem necessary

to prevent such legislation from prejudicially affecting the tonnage of the Dominion of Canada.

And, as in duty bound, your Memorialists, &c.

That the Government of Canada are fully alive to the great importance of the Tonnage interest of the Dominion, is evidenced by the fact that the Marine Department has just issued, in the form of a "Supplement," a Blue Book, giving a complete list of the shipping of Canada, with other equally interesting facts relating to this important interest, which now reaches an aggregate of about 1,200,000 tons, and represents a capital of no less a sum than \$48,000,000; and it is a well-authenticated fact that a relatively large proportion of these vessels, which number in all over seven thousand, are constantly engaged in the transport of valuable cargoes to and from all parts of the commercial world—performing this service, in a manner, as satisfactory as if carried in Iron Bottoms, which Plimsoll and his friends seek specially to favor.

It being abundantly clear that the laws, rules, and regulations controlling shipping in Great Britain and Ireland, place the tonnage of Canada in a most unfavorable position, as compared with tonnage owned in the neighboring Republic, which latter is determinedly competing with our ships for freight in British waters—the practical question would appear to be what remedial policy should be set in motion.

Would it not be well for the Government to at once organize "Canadian Lloyds,"—which under 36 Vic., chap. 128, may be done by an Order-in-Council—under such well-digested laws, rules and regulations, as may be deemed expedient; and then take measures to secure recognition of the certificates of the surveyors of "Canadian Lloyds" (whether resident in Canada or Great Britain) by the Boards of Trade or other legally authorized authority in Great Britain and Ireland. So that a vessel owned, registered, and classed in "Canadian Lloyds," holding a proper certificate of seaworthiness from the aforesaid mentioned surveyors, shall not be subject to any more control than if said vessel were owned, registered, and classed in the United States of America or other foreign country.

Of course our "National Board of Survey and Classification" should be non-compulsory; and similar well-established "Boards of Survey," as well in England as elsewhere, should be recognized, provided the same courtesy be extended to "Canadian Lloyds." It would also appear to be in the general interests that a "Consulting Committee," composed of leading shipowners and underwriters, be appointed by Government, unpaid, for each Province, to which should be referred any dispute between sur-