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Massistance for any railway to the north Nanaimo and other districts a fair share of the benefits to be derived from the work, or which has for one of the fundamental conditions of its construction the alienation of public lands, except, postibly, as a merely temponary expedient.

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Shipping Crews On Foreign Vessels

Interesting Report Submitted to Council of the Board of Trade.

Regulations Now in Force Prejudicial to Canadian

Gentlemen.—Your committee appoint to report upon the conditions under who crews are at present shipped on foreigoing merchant vessels in British Colubia ports beg to report as follows:

The regulations now being enforced in regard to the shipping of crews on foreign-going vessels are prejudicial to the interests of Canadian trade on this coast and must inevitably work in favor of United States ports. The shipping masters will not under-take the responsibility of finding crews for out-going vessels and captains are not permitted to employ any other person to assist them in securing crews.

It was disclosed that this pros

to the utmost to the serious injury of Canadian shipping Interests.

Vessels arriving here from long volumes ages invariably lose a portion of the crews by desertion and often the whole the control of the crews of seamen has to be replaced by the time the vessel has completely loaded.

The Canadian regulations have alway made it difficult to secure crews with facility, whereas the boarding house masters in the United States ports on Puge Sound are always ready to supply crews and in many cases have yearly contract with shipowners.

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ments held out by the agents of the Puget Sound boarding masters.

The shipping masters have never made any effort to provide crews for vessels, and the only assistance to the shipping interest in this essential matter has been given by boardinghouse masters.

The majoity of unemployed seamen in Factific Coast ports having left their previous ship without being paid off, the only remuneration which the boardinghouse master can receive must be out of the seaman's advance note, and any sum paid by captains for procuring crews.

In the past in British Columbia ports, under perhaps a not too strict interpretation of the law, certain boardinghouse masters have undertaken to provide crews with results satisfactory to both captains and on Puget Sound from \$35 to \$80 per head.

On the other hand, the wages paid to seamen here have usually been 25 per cent. higher than on Puget Sound, where the seamen here are made to accept lower wages to compensate for the extra amount charged the captains by the boardinghouse masters.

Your committee is of the opinion that a continuance of the practice of boardinghouse masters charging a moderate fee for securing crews in British Columbia ports will be to the advantage of seamen and all other parties concerned, and your committee would recommend such an amendment of the regulations as will permit this.

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mit this.

It seems to your committee that under subsection C of clause 11 of the Shipping of Seamen Act, shipping masters should be allowed to license not more than two reputable persons in each port, who should be authorized to assist captains in securing, and that for such services a fee of not more than \$10 per head should be paid.

UNITED STATES' ALIEN LAW.

As the personal representative of F. Sargent, commissioner-general of immigration, United States Immigration Inspector Duddleston, of Winnipeg, will reach Seattle probably tomorrow on a tour of investigation, says the Seattle Times. Mr. Duddleston was in Washington recently and at that time Commissioner Sargent gave him instructions to proceed to the Coast on matters said to be of great importance.

There is some friction between the American and Canadian immigration authorities regarding the enforcement of the alien law. The inspectors who have been assigned to the various vessels trunning between Puget Sound and British Columbia ports have encountered many obstacles in their efforts to enforce the law, and complaints have reached headquarters.

While the law specifies that Canadians shall not be subject to headtax, it does not permit the residents of British Columbia to come into the United States without examination. It is said that many papper aliens are now attempting to reach Seattle from cities across the line, and the inspectors are having their hands full to prevent members of the criminal class from entering the country.

At the present time little attention is paid to the proper inspection of aliens on the British side, and it is believed that Inspector Duddleston will make a thorough investigation while on the Sound. It is believed that some agreement will be reached with the immigration authorities in Canada to facilitate the work of the local inspectors.