

The undersigned has carefully examined the Bill referred to, and is convinced that if it passes into law as it is introduced, it will seriously interfere with the shipping of Canada. To illustrate this, he will refer to such portions of the Bill as in his opinion will have that result.

The 4th section of the said Bill prescribes that every British ship shall be surveyed by an officer of the British Board of Trade, and no ship shall proceed on any voyage from a British Port, unless the owner or master of such ship has such certificate from the Board of Trade as is by this Act prescribed, and which certificate is in force, and any officer of Customs may detain any British ship until such certificate is produced; and it further declares that "if any British ship proceeds on a voyage without such certificate, the owner and master of such ship shall each incur a penalty not exceeding fifty pounds, and a further penalty not exceeding ten pounds for every day during which such voyage shall continue."

The 5th Section provides how the survey shall be made, and declares that "in case any such surveyor is not satisfied with the result of such survey he shall deliver to the owner or master of such ship a requisition in writing containing the particulars of the works or other matters in his judgment necessary to render such ship seaworthy, and such owner or master shall, before he receives a declaration of survey comply with the terms of such requisition to the satisfaction of such surveyor, unless the Board of Trade shall, after appeal, otherwise order and direct." The said Section further provides that the certificate of a surveyor or the Secretary of the Committee of Management of Lloyd's Register of British and Foreign Shipping or of the Liverpool Underwriters' Registry for Iron Vessels shall be received "in lieu of, and the same shall for the purposes of obtaining a certificate under this Act be of the same force and effect as a declaration of survey by one of the surveyors of the Board of Trade."

The Bill in sections 15 to 18 inclusive deals with the question of deck loads, and in Section 17 prohibits vessels, under a severe penalty, except as therein stated, from entering a British port with a deck load between the first day of January and the thirty-first day of March, or between the 15th September and the 31st December in any year.

The Bill in Sections 19 and 20 deals with the question of the "load-line" or "free board" of British vessels, and by the fourth schedule defines how this shall be ascertained, and regulates the same, both as applicable to iron and wooden ships.

In remarking, therefore, upon the way in which Canadian ships will be affected by this Bill, it will be perceived that, in the first place, it is only applicable to British, and not to foreign ships, and that as Canadian registered vessels are British ships, and are recognized as such by the British Merchant Shipping Act of 1854, Canadian vessels will be subject when in British ports outside the limits of Canada, to restrictions from which foreign ships with which they have to compete are exempted, and Canadian Vessels are thereby placed at a disadvantage in British ports as compared with foreign ships.

It may be said that they are, however, placed upon the same footing as British vessels owned in the United Kingdom, but in effect this is not the case, for while the fourth section of the Act makes a survey compulsory, and the requirements of the surveyor absolute, (subject to the appeal stated) it gives to the certificates of the officers of the two institutions therein named, viz., Lloyd's Registry and the Liverpool Underwriters' Registry for Iron Vessels, the same force and value as is given to the certificates of the officers of the Board of Trade; and as the greater proportion of the shipping registered in the ports of the United Kingdom has been built under the supervision of, and surveyed and classed by, the officers of one or other of these institutions, these certificates can be given, without the necessity, in a large majority of cases, of opening up the ships or incurring much expense. This is, however, not the case with Canadian shipping. It is alleged, and I believe with truth, that a very large proportion of the sea-going tonnage of Canada, and more especially of the Provinces of New Brunswick and Nova Scotia, is built and classed under the supervision