

articles, on request, as 'mate and pilot' for the trip."

Analysis of Accidents Reported, 1916

Groundings and strandings	12
Collisions	10
Striking locks or gates	2
Striking bridges, docks, piers and harbor and channel banks	5
Accidents to machinery or other gear through stress of weather or otherwise	3
Fire	1
Total	33

GROUNDINGS AND STRANDINGS.

St. Lawrence River	2
Welland Canal	1
Lake Erie	2
Lake Huron, North Channel	1
St. Marys River	2
Lake Superior	3
Kaministiquia River	1
Total	12

COLLISIONS.

Harbors	5
St. Lawrence Canals	1
Welland Canal	2
Lake Superior	2
Total	10

STRIKING LOCKS OR GATES.

St. Lawrence Canals	1
Welland Canal	1
Total	2

STRIKING BRIDGES, DOCKS, PIERS, AND HARBOR AND CHANNEL BANKS.

Bridges	1
Docks	4
Total	5

ACCIDENTS TO MACHINERY OR OTHER GEAR THROUGH STRESS OF WEATHER OR OTHERWISE.

All in open water	3
Fire	1
Total	33

The report was unanimously adopted. The chairman suggested the desirability of having the Dominion Marine Association undertake the Canadian Lake Protective Association's work. After discussion, it was agreed that the Canadian Lake Protective Association, being now a recognized body, and having membership comprising only a section of the Dominion Marine Association, should be continued as a separate organization, but it was suggested that it might have the same executive committee as the Dominion Marine Association, without any change in the constitution, so it was decided that the Canadian Lake Protective Association's committee for 1917 consist of the Dominion Marine Association's executive committee, whose names are given in the report of the latter association's annual meeting on this page.

The German "Blockade" of Europe.—In connection with what the German authorities have declared to be a submarine blockade of Great Britain and the allied countries, which is merely an unrestricted submarine and mine campaign against all vessels, whether belonging to neutral countries or not, they have announced that they will allow the United States to run one steamship a week to Great Britain under certain guarantees. They also stipulate that such vessels must be painted with white and red vertical stripes about 10 ft. wide, and must carry a large flag of red and white checked material on each mast, with the U. S. flag at the stern. A daily paper points out that the C.P.R. house flag, which is flown from all C.P.R. vessels, is checkered red and white, so that in reality the Germans have ordered the use of the C.P.R. flag on such vessels as they will permit to sail. It may be added that the Canadian Pacific Ocean Services, Ltd., house flag, while checkered red and white, has in the centre the letters C.P.O.S.

Dominion Marine Association's Annual Meeting.

The annual meeting was held at Toronto, Feb. 15, the chairman, W. E. Burke, Assistant Manager, Canada Steamship Lines, Ltd., presiding. The executive committee presented a comprehensive report over the signature of the President, and of the Counsel, Francis King. It showed that the steam tonnage enrolled in the association in 1916 was 166,997 net registered tons, against 210,000 in 1915. The barge or sailing tonnage was 29,469 net registered tons, against 32,075 in 1915, a total of 196,466 tons, against 242,075 the previous year. This decrease follows conditions due to the war which have continued to attract tonnage into ocean trade. Members of the association have continued the enrolment of the ships they own, irrespective of their location, but a great number of sales have been made and many losses at sea have occurred and therefore a fair comparison with the tonnage of previous years is not possible. The association has at least temporarily lost the tonnage of one member company, the manager of which resigned his seat on the executive committee during the election of officers at the annual meeting in 1916.

The report dealt in full detail with the past year's work, including the following subjects: Legislation, coasting voyage defined, pilots in Quebec district, masters and engineers for boats with internal combustion engines. The Business Profits War Act, 1916. United States Seamen's Act, Mr. 4, 1915. U. S. Rivers and Harbors Bill. International Joint Commission. Board of Grain Commissioners for Canada. Rules of the road. St. Lawrence River pilots and ship's articles, Kingston to Montreal. Montreal pilotage bylaws. Restrictions upon trading to foreign ports. Chicago drainage canal, withdrawal of water from Lake Michigan. Pollution of international waters. Shipping offices, registers for seamen. Deckloads, loadlines and bulkheads. Power development. Unlicensed small craft. Grain cargoes, Canadian regulations regarding outturns; Buffalo Grain Clearance Corporation; trimming arrangements; extended powers of Grain Commission under order in council of Mar. 22, 1916, and enquiries resulting; overtime work and minimum loading speed of elevators. Canals: safety devices on gates, guards at lock entrances. Navigation of the Kaministiquia River. Harbor and channel improvements. Aids to navigation. Canadian Railway and Marine World. General business, membership and tonnage. The report was unanimously adopted.

Special consideration was given to the Grain Commission's enquiry as to the regulations governing the adjustment of discrepancies in outturns of grain cargoes, and the meeting confirmed the executive committee's action in approving of force during 1916.

Report was made of the Lake Carriers' Association's action in appointing a committee to confer regarding the Buffalo Clearance Corporation, and the President and Vice President for 1917, with the association's Counsel, were appointed a committee for the same purpose, with power to agree, on behalf of the association, upon any proposed plans.

The following were appointed as a committee on aids to navigation: A. A. Wright, A. E. Mathews, W. J. Bassett, Toronto; W. J. McCormack, Sault Ste. Marie; J. F. Sowards and H. N. McMas-

ter, Kingston, and they were empowered to elect a chairman.

The four vacancies on the executive committee, occurring by the expiration of the terms of office of H. W. Cowan, Montreal; C. B. Harris and A. A. Wright, Toronto, and W. J. McCormack, Sault Ste. Marie, were filled by the re-election of Messrs. Harris, Wright and McCormack and by the election of J. T. Mathews, Toronto, to succeed Mr. Cowan, who declined re-election. John Waller, Montreal, was also elected a member of the executive, to succeed Jas. Playfair, Midland, Ont., who had withdrawn from the association's membership. The executive committee for 1917 is now constituted as follows: A. A. Wright, Toronto, President; J. T. Mathews, Toronto, First Vice President; A. E. Mathews, Toronto, Second Vice President; W. E. Burke, G. E. Fair, C. B. Harris, W. L. Reed, J. F. Stewart, Toronto; L. Henderson, John Waller, Montreal; D. Murphy, Ottawa; W. J. McCormack, Sault Ste. Marie.

Government Vessel Building in Canada.

—In response to questions in the House of Commons, Feb. 7, the following information was given respecting vessel building by the Dominion Government since Sept. 1, 1911: Five tugs, or tenders, were built by the Government for the Public Works Department's service and five were built for the same department by private builders. Three others were built but not registered, and one is under construction. Two motor launches were built for the Naval Service Department, but not registered, and five tugs or tenders were built for the Railways and Canals Department, one by the Government and four by private builders. Nine steamships and dredges were built by private firms for the Marine Department, and one dredge is under construction. The Government has also built 35 miscellaneous vessels for various departmental services.

The Storstad-Empress of Ireland Collision.—In connection with the distribution amongst various claimants of the amount realized by the sale of the s.s. Storstad, after sinking the C.P.R. s.s. Empress of Ireland, in the St. Lawrence River, off Father Point, May 29, 1914, a question has arisen in an appeal by the C.P.R., as to whether the vessel sank within Canadian coastal waters or on the high seas. If it is decided that the disaster occurred within coastal waters, the distribution to claimants will be governed by the Canada Shipping Act, and if decided otherwise, the Merchant Shipping Act (British) will apply. In either case, the C.P.R., claiming \$2,500,000, will get nothing, the amount realized by the sale of the Storstad being \$175,000, which will not even meet the prior claims and expenses.

Steamship Depreciation Schedule.—The Dominion Marine Association has adopted the following schedule of rates of depreciation for use in returns under the Business Profits War Tax Act, 1916, the percentages named being per year on the original cost of the new vessel, including only structural additions: Steel built steam lake freighters, 3%; steel built barges, 5%; composite steamers and barges, 5%; wooden steam freighters, 7½%; wooden barges, including schooners, 10%; passenger boats (wooden or steel), 7½%; steel tugs, 5%; wooden tugs, 7½%.