

quite a number of vessels enrolled in this Association left the lakes during 1915 to engage in trade on the ocean, some of them going under charter along the Atlantic coast and as far in some cases as the coast of South America, while others crossed the ocean and in some cases engaged more or less permanently in European trade. A considerable number of these vessels returned to the Great Lakes for the fall trade, not only because of the ordinary inducements in that trade, but also because the Minister of Trade and Commerce raised the question of the possibility of shortage of Canadian tonnage on the lakes and consequent suspension of the coasting laws. A considerable number remain at sea and five unfortunately have been totally lost, one of them having been torpedoed, one not reported, two foundered, and one stranded in the West Indies. Questions arose naturally as to the extent of the jurisdiction this Association should exercise under these circumstances, and underwriters having also made enquiry on the subject, the committee decided at a meeting in Toronto on Aug. 11 that the Association should deal only with casualties occurring within the limits covered by certificates issued to masters for inland waters. No doubt all members of the Association will concur in this at the annual general meeting.

The bulletins issued in 1915 have been sent to all masters of enrolled steamers, to all members of the Association, and to the various underwriters and brokers interested. Circular letters have been issued to members as occasion arose, and a mass of correspondence has been conducted regarding the special questions raised by the casualty reports and in connection with the various other matters referred to in the foregoing paragraphs. No general meetings have been held since the annual meeting as the matters dealt with have been all within the powers of the committee. Members of the Association have nevertheless been kept advised of special action taken at any time, and have corresponded fully on subjects of special or general interest. If all would make full use of the privileges of membership and co-operate with the officers by suggestion and advice as to the conduct of the Association's work, it would be of great advantage to the undertaking.

Special benefits will come from strict compliance with the rule as to filing reports and all members are asked to see that their masters are supplied with forms and use them on all occasions. This is a matter peculiarly within the power of the management of ships, and co-operation in this respect is essential. Owners receiving reports should also see that they are promptly filed with the Association and should themselves send in notice where for any reason the master is known to have failed or to be likely to fail in complying with the rule.

ANALYSIS OF ACCIDENTS REPORTED, 1915.

Groundings	28
Collisions	15
Striking locks or gates	10
Striking bridges, docks, piers and harbor and channel banks	13
Accidents to machinery or other gear through stress of weather or otherwise	9
Damage by ice	1
Watchman killed	1
Total	77

Groundings.

St. Lawrence canals	4
St. Lawrence River	9
Lake Ontario	3
Welland Canal	2
St. Clair River	2
Lake Huron	1
Georgian Bay	1
North Channel	1
Straits of Mackinac	1

St. Mary's River	1
Lake Superior	2
Kaministikwia River	1
Total	28
Collisions.	
Harbors	4
St. Lawrence canals	6
Welland Canal	2
Detroit River	1
Lake Huron	1
St. Mary's River	1
Total	15
Striking Locks or Gates.	
Lachine Canal	1
Cornwall Canal	4
Morrisburg Canal	1
Welland Canal	4
Total	10
Striking Bridges, Docks, Piers and Harbor and Channel Banks.	
Bridges	2
Docks and piers	8
Banks	3
Total	13
Accidents to Machinery or Other Gear Through Stress of Weather or Otherwise.	
(All in open water in one or other of the Lakes)	9
Ice Damage.	
Lake Superior	1
Watchman Killed.	
St. Lawrence River	1

Correspondence was read regarding alterations asked for in the 1916 marine insurance policy with respect to the deductible average and layup rebate clauses and the matter was referred to the executive committee for the current year.

Dominion Marine Association's Annual Meeting.

The annual meeting was held in Toronto Feb. 3, the President, A. E. Mathews, of the Mathews Steamship Co., in the chair. The executive committee presented a comprehensive report over the signatures of the President and of the Counsel, F. King, showing that the tonnage enrolled continues to increase, the steam tonnage being now over 210,000 net registered tons against about 200,000 tons in 1914, although naturally enough the barge or sailing tonnage shows some slight decrease, the figures being just over 32,000 as against 33,500 in 1914. The report dealt in full detail with the past year's work, including the following subjects: Legislation; Canada Shipping Act; bill to place carriers by water under Board of Railway Commissioners; Seamen's Bill, United States; grain cargoes, discrepancies in weights and the bill of lading; amendment of the Grain Act; trimming of cargoes; elevator hours; coasting laws; sessions of the Grain Commission; rules of the road, piloting on the Upper St. Lawrence; U. S. customs report of entry into Lake Michigan; masters for British registered ships in the coasting trade; competition of unregistered and unlicensed small craft, including motor boats; screening of bituminous coal in bond; power development; the canals, New Welland Canal, Lake Ontario entrance, Morrisburg Canal upper entrance, lighting of the Cardinal Canal, military regulations for canal protection, bulletin boards, general improvements; harbor and channel improvements, Kaministikwia River, channel at Algoma Central dock, Little Current, Goderich Harbor, Port Colborne Harbor, Port Dalhousie, Port Weller, Trenton Harbor, Kingston Harbor, St. Lawrence River, Lachine cut; aids to navigation; new school of navigation; lake vessels in ocean trade, general business, membership and tonnage. The report was unanimously adopted.

It was decided that the executive com-

mittee seek a continuance of the method of adjustment of grain cargo outturns in force during 1915.

The question of trimming arrangements at Fort William, including that of installing mechanical devices, was referred to the executive committee with a request for prompt action. The President announced the withdrawal of the trimming charges at Port Colborne.

The question of procuring authority to sign river pilots on ships' articles in advance of their boarding the vessels, and if possible for a number of ships and for considerable periods, was referred to the Canadian Lake Protective Association with request for action and with the suggestion that the Association's counsel discuss the matter with the Marine Department and endeavor to procure a favorable ruling upon some practical method.

The competition of unlicensed motor boats and other small craft was discussed and it was decided to request the speedy enactment of the provisions of the bill to amend the Canada Shipping Act, which would to some extent provide the desired remedy.

The decided opinions of the Association previously expressed at various times, are to be again presented to the Dominion Government, in the general terms that no water should be diverted from the St. Lawrence River for power purposes unless in accordance with some comprehensive scheme for the development of the whole river worked out by commission or otherwise, and that the interests of navigation be consistently treated as paramount.

The executive committee was asked to seek an interview with the Minister of Marine and to urge upon him the installation of safety devices on lock gates, spring spiles or guiding booms at lock entrances and properly adjusted automatically operated signal lights on lock gates, as recommended in the report.

A resolution from the Kingston Board of Trade, calling attention to the need of immediate preparation of Kingston harbor, to accommodate vessels which will pass through the Welland Ship Canal, and asking the Association to assist in bringing the matter before the Government, was approved and the executive committee was asked to petition for surveys, plans and proposals and for such further action as the Government may feel able to take.

The President reported upon the new 14 ft. Canadian channel through the Thousand Islands and presented plans of the same. It was decided to congratulate the authorities upon the completion of the undertaking. Later in the day the Canadian Lake Protective Association agreed to endeavor to bring about the use of this channel and to co-operate in testing it and proving its practicability.

Four members of the executive committee retired by effluxion of time, namely, L. Henderson, Montreal Transportation Co.; G. E. Fair, Farrar Transportation Co.; H. H. Gildersleeve, Northern Navigation Co., and H. W. Richardson, Great Lakes Transportation Co. Messrs. Henderson & Fair were re-elected, and James Playfair, Great Lakes Transportation Co., and J. F. M. Stewart, Lake Commerce, Ltd., and Point Anne Quarries, Ltd., were elected to succeed Messrs. Gildersleeve and Richardson. The other members of the committee are as follows: Term expiring in 1917—H. W. Cowan, Canada Steamship Lines; C. B. Harris, Canadian Lake & Ocean Navigation Co.; W. J. McCormack, Algoma Central Steamship Co. (who was elected to succeed S. V. McLeod, who is on active