

further consideration, and the bills were not again presented to the House.

LAKE TRAFFIC GENERALLY.—Reference should be made to special and well-attended meetings of the lake carriers section of the Association, which have been held in Toronto twice last fall, and again in Jan. and March, all of which have been called and attended by your Secretary, and at which business affecting the special interests of the members present has been transacted. Some matters referred by the last of these meetings to your Executive Committee are still under consideration. These include the present method of loading at Port Arthur and Fort William, and the hardship entailed in moving about from port to port; the provision of bills of lading to protect owners, and demurrage on coal and grain.

MEMBERSHIP.—The membership of the Association remains as it was during 1903 and 1904, with the addition of some two or three new companies. The total tonnage represented is 112,297, of which 79,349 tons are steam, and 32,948 tons other vessel property. The Association represents substantially the leading passenger and freight lines on the inland waters of Canada, and it may be pointed out that practically all the Canadian vessels engaged in carrying grain upon the lakes have come into the Association with the exception of the Algoma Central, the Canada Atlantic, and C.P.R. steamers. On account of the Treasurer's statement submitted to you, it must be explained that one company whose total tonnage is included in the above total has so far paid dues this year only upon a section thereof, and that two other companies which have entered during the season have not yet paid their dues and their tonnage is not included in the above figures. Your committee has considered the method of assessment, and recommends that hereafter a minimum of \$5, and a maximum of \$100 be paid by members. It is also recommended that the assessment for 1905-6 be at the rate of — cents per ton on steam vessels, and — cents per ton on sailing and barge property.

The report was unanimously adopted, except the portion of the last section respecting the membership fees for the current year, the committee having left some of the amounts blank.

It was moved that the assessment for 1905 be at the rate of 2c. per ton on steam vessels and 1c. a ton on sailing and barge property. An amendment was moved placing the minimum assessment at \$5, and the maximum at \$125. The amendment was lost and the original motion carried, but the Executive Committee was authorized to consider any special cases which might be brought to its notice, and in respect to which there might be complaints as to the amount levied.

Following is a summary of the Secretary-Treasurer's statement:—

RECEIPTS.	
Balance from 1903	\$ 1,274.37
Interest savings bank deposit	30.18
Membership dues	1,243.75
	<u>\$2,548.30</u>
DISBURSEMENTS.	
Bank commissions on cheques	\$ 4.27
Postage	51.84
Telegrams and telephones	34.85
Printing and stationery	134.14
Periodicals	8.10
Charts	23.38
Travelling expenses, Executive Committee and Secretary-Treasurer	440.85
Salary Secretary-Treasurer, including balance of 1903-4	650.00
Funeral late Jno. Bertram	62.10
Wreath late Jno. Bertram	10.15
Balance in bank	1,128.62
	<u>\$2,548.30</u>

R. O. Mackay brought up the question of the speed of vessels in the Detroit and St. Clair rivers, more particularly screw steamers. A

steamer passes any given point in these rivers about every ten minutes. Opposite Court-right most of the steamers use the Canadian channel, and they are in the habit of keeping close to the Canadian shore, particularly on the up trip, for the purpose of having less current to contend with. The Michigan Central Rd. has extensive docks at Court-right, and when a boat is moored at the dock and a passing steamer keeps too close to the Canadian shore, the suction is so great as to make a steamer moored at the dock surge, and unless she has an additional number of lines they are broken, and she is carried away from her moorings. Mr. Mackay thought that a steamer passing at a high rate of speed through low waters was liable for damage to the property caused by her going at such speed. Last season the Wahcondah was carried away from her moorings at Court-right and the Donnacona at Point Edward, and the first named boat sustained damage to the extent of about \$100, and the other between \$200 and \$300. His firm was in correspondence with the owners of the boats, which are owned in the U.S., that did the damage. The U.S. define the rate of speed at which a vessel should go through St. Mary's River, and he thought Canada should have a rule for the Detroit and St. Clair rivers, for such portions of them as are under Canadian jurisdiction. It was decided to submit the matter to the Minister of Marine.

J. A. Cuttle suggested that the Farran's Point Canal should be kept open the entire season, including Sundays. This canal, which is about five miles above the head of the Cornwall Canal, is simply a lock at the foot of the currents, or most intricate part of navigation on the St. Lawrence. Under the existing regulations, vessels are detained there all day Sunday, and are obliged to start at 9 o'clock on Sunday night, while if the night is at all unfavorable, they have to wait till the following morning. The lift lock at Cardinal, at the head of the currents, is kept open all season, thus enabling vessels to pass down on Sundays and to reach Dickenson's Landing, at the head of the Cornwall Canal, on Sunday evening. This is a great convenience, which would be considerably added to if the Government would deal with the lock at the lower end of the currents in the same manner.

H. H. Gildersleeve contended that all the canals should be open on Sundays. J. A. Cuttle opposed this, saying that if the matter was opened up the time for which the canals are opened on Sundays might be curtailed. The matter dropped without any action being taken.

A resolution, as given in our last issue, was passed urging the Department of Marine to take immediate steps to secure reciprocal steamboat inspection between Canada and the U.S.

R. W. Shepherd stated that under the new inspection rules the Ottawa River Navigation Co. and other vessel owners were required to provide a number of additional life-boats. It was preferable to have these of metal, instead of wood, on account of better lasting qualities, etc., but there was practically only one maker of metallic life-boats in Canada, viz., in the Province of Quebec, and his output was very limited and his prices high. Mr. Shepherd therefore urged that the Government should be asked to admit metallic life-boats free of duty, at least until such time as they can be made in Canada in sufficient quantities to fill the demand. It was decided to prefer a request to the Department of Customs in accordance with Mr. Shepherd's suggestion.

A resolution was adopted thanking the Dominion Government for the way in which it had granted a number of requests made by the Association.

Officers for the current year were elected as stated in our last issue.

In the afternoon most of the members attending the meeting interviewed several cabinet ministers and officials. They first waited on the Minister of Marine, Hon. R. Prefontaine. C. F. Gildersleeve, on behalf of the Association, protested against the passage of the bill introduced in the House of Commons by D. L. McCarthy, M.P., to amend the Steamboat Inspection Act. He urged that steps be taken to arrange with the U. S. Government for reciprocal steamship inspection, and that pending such an arrangement the U.S. Government be asked not to enforce for this season, as far as Canadian vessels are concerned, its new regulations respecting the amount of cork required in life preservers. He also suggested that the present system of levying marine hospital fees be abolished, that the speed of vessels on the Detroit and St. Clair rivers be regulated, and that the charges at Government wharves be abolished. C. J. Smith spoke in reference to life preservers. Owing to the Slocum disaster the U.S. authorities had decided that life preservers which had passed inspection before would not now be accepted. The present life preservers used in Canada contained about 5½ lbs. of cork, while the U. S. rules call for 6 lbs. The R. and O. N. Co., to comply with the new regulations, would require about 4,000 new life preservers, and the various companies embraced in the Association would probably want at least 20,000. It would be impossible to procure them in time for the opening of navigation. He suggested that the Minister should ask the U.S. Government to extend the rule for the present season and then that there be reciprocal inspection between the two countries. He also pointed out that the Canadian rules do not give credit for life rafts in the same way as the U. S. rules do. J. A. Cuttle spoke in reference to marine hospital dues, contending that the Government collected more than was necessary, and pointing out that vessels clearing from Quebec ports had to pay hospital dues in the U. S., while vessels clearing from Ontario ports did not have to do so. Captain Donnelly urged the necessity for arrangements between Canada and the U. S. respecting reciprocal inspection. H. H. Gildersleeve objected to the charges at Government wharves on Georgian Bay. He pointed out that the Government, for the purpose of aiding navigation and the different localities, have built wharves at which a charge is made for steamers landing, in addition to a Government rate of wharfage on the goods. The Government appoints caretakers who are not responsible for the goods when landed. He contended that a wharf was like the dredging of a channel or a lighthouse—an aid to navigation—and that a charge should not be made for the one unless it was for the other. He also urged that Government wharfingers should be responsible for the goods landed in their charge, and that the goods should pay the wharfage instead of the steamers being taxed when landing them. It often happened that the Northern Navigation Co.'s steamers discharged freight on which the earnings were less than a dollar, while the steamer had to pay \$1.50 to \$2.50 for landing. In reply, Mr. Prefontaine promised to carefully consider the various requests and said he would immediately communicate with the U. S. Government respecting the inspection matters.

The delegation then called on J. McDougald, Commissioner of Customs. R. W. Shepherd urged the abolition or suspension of the duty on metallic life buoys. Captain Donnelly suggested a change in the system of clearance papers to vessels leaving Fort William and Port Arthur. He pointed out that when a vessel starts to load a grain cargo at Fort William, the captain often expects to complete loading there, but when the vessel is partly loaded he is ordered to go to Port Arthur for the balance, or, as frequently