

Marine Department.

The Dominion Marine Association's Annual Meeting.

The Association's annual meeting was held in Ottawa, Feb. 6, the President, James Playfair, of Midland, Ont., in the chair. The executive committee's report showed that the total tonnage enrolled steadily increases, although the barge or sailing tonnage is becoming less, and although the figures quoted do not show the actual increase in tonnage owned by members, because vessels bought or built and placed in commission during the past season have not all been included in the tonnage statements upon which assessments were paid. The tonnage actually enrolled is 155,523 net registered tons of steam and 35,607 tons of barge or sailing vessels, making a total of 191,130 net registered tons. Adding the new vessels which will be in commission in 1913 the total should approximate 200,000 net registered tons. The report dealt in full detail with the past year's work, including the following subjects:—Chicago drainage canal, pilotage, St. Lawrence River Commission and power development schemes, the Grain Commission, Lake Shippers' Clearance Association, coasting laws, reciprocal arrangements regarding inspection of Canadian and U. S. steam vessels, immigration officers, radiotelegraphy, U. S. bill regarding seamen, conference of steamboat inspectors, rules of the road, ships articles, examinations for masters and mates, lower grade certificates for masters of tow barges, carrying passengers on tugs and wrecking steamboats, wage schedule and shipping offices, importation of bituminous coal, screening in bond, legislation at last session of Dominion Parliament, extension of period of navigation, a Canadian Lloyd's, statistics regarding water borne freight, statistics regarding interprovincial trade, wreck reports, the canals, including continuous operation, early opening, bridge tenders, ignorance of English language on part of canal employees, safety device for lock gates, protecting lock entrances, handling lines at canal entrances, widening of Lachine Canal between Cote St. Paul and bridge above lock, Lachine Canal upper entrance, Soulanges Canal dock for Cedar Rapids Manufacturing and Power Co., Murray Canal available draught in 1912, Welland Canal, G.T.R. Air Line bridge, channel at lower entrance Canadian lock at Sault Ste. Marie; Montreal Harbor, traffic regulations, elevator storage charges, extra charges for Sunday work, additional elevator capacity, jurisdiction of Commission; Livingstone channel, Detroit River, channel east of Fighting Island, Detroit River, north channel Georgian Bay to St. Mary's River, Niagara River, Kingston Harbor, Fort William and Port Arthur Harbors, Georgian Bay ports, and to navigation.

During the consideration of the report action was taken on a number of the clauses as follows:—

CHICAGO DRAINAGE CANAL.—Resolved, that the Association ask the Minister of Marine and Fisheries for action by way of protest against the continued withdrawal of an excessive amount of water by the Sanitary District of Chicago in contravention of the recent decision of the Secretary of War, and that continued efforts should be made by the Dominion Government to assist the United States federal authorities in protecting the waters of the Great Lakes against the withdrawals now

made with no authority other than that derived from the legislature of one state in the Union.

PILOTAGE.—Resolved, that a committee of the Association attend the sessions of the Pilotage Commission and present the standing complaints against the present system, asking also for amendment of the law to provide the identical treatment for vessels from Ontario that is provided by statute for vessels trading with the other provinces; the committee to consist of the Montreal members of the Association and Messrs. Playfair, Norcross, Mathews and King.

GRAIN COMMISSION.—Resolved, that an interview be sought with the Grain Commission, while the members of that body are in Ottawa, and that the whole question of loading and dispatch be discussed, the Chairman of the Commission having intimated a desire to hear the Association's views in verbal discussion.

In this connection, Mr. W. W. Jones, of Port Arthur, addressed the meeting and presented a written argument in favor of the appointment of a single vessel agent at Port William and Port Arthur. This document was referred to the Association's grain section, and Mr. Jones was asked to join the deputation to the Grain Commission.

LAKE SHIPPERS' CLEARANCE ASSOCIATION.—The continued failure of the Clearance Association to furnish any financial statement or particulars of its business was reported, and it was resolved to insist on the presentation of the full information to which vessel owners are entitled. It was resolved also that the following committee should attend a conference to arrange a new agreement and schedule of rates, namely:—Messrs. Henderson, Playfair, Norcross, Richardson, Murphy, McLelland and King; and that the committee should endeavor to eliminate free storage, to make dispatch of vessels the basis of settlement, and to obtain a tariff based upon actual cost.

COASTING LAWS.—Resolved, that a deputation of those members able to remain in Ottawa should interview the Minister of Customs on the following day and discuss with him the regulations necessary to enforce strict compliance with the exact terms of the limited privileges granted United States vessels on Nov. 29, 1912.

SEAMEN'S UNION BILL IN UNITED STATES.—Resolved, on a report of the action taken by British interests through the British Embassy at Washington, to ask that a protest on behalf of Canadian vessels be presented in like manner, with special reference to the section of the bill rendering foreign vessels in a U. S. port subject to the laws of that country to enable a seaman to collect on demand half his wages earned up to that time.

RULES OF THE ROAD.—Resolved, to press for amendment to bring the rules on the Lakes and Upper St. Lawrence into strict conformity with the American Pilot Rules in force on these waters.

SHIPS ARTICLES.—J. V. O'Donahoe, Richelieu and Ontario Navigation Co., presented the recommendation referred to in the report, and after some discussion it was referred to the executive committee

and Messrs. O'Donahoe and Gildersleeve.

LOWER GRADE CERTIFICATES FOR Masters of Tow Barges, Carrying Passengers on Tugs and Wrecking Steamers.—Resolved to continue to press for amendment of the law in both these matters and to accept the amendment regarding passengers suggested in the annual report as a reasonable one in accord with the Merchant Shipping Act.

WAGE SCHEDULE.—W. L. Reed, T. Marks & Co., submitted the report of the special committee appointed to consider this question, recommending what the committee considered a fair schedule of wages, and it was adopted, on the understanding that the wages set out were minimum rates, and might be increased in any instance if members so desired. The report was ordered printed and circulated among members.

STATISTICS.—In this connection J. L. Payne, Comptroller of Railway and Canal Statistics, addressed the meeting asking the co-operation of members in his work.

LIVINGSTONE CHANNEL.—Resolved, that the Association's counsel, F. King, attend the session of the International Joint Commission in Detroit on Feb. 17, to represent the Association and present the views already expressed to him by members who have consulted their captains; and also that members endeavor to send navigators to give evidence in support of these opinions.

CANALS.—Resolved, that members able to remain in Ottawa on Feb. 7 wait upon the Minister of Railways and Canals and urge that the canals be opened at the earliest possible date this year on account of the various reasons rendering that desirable.

On the recommendation of S. V. McLeod, of the Algoma Central Steamship Line, instructions were given to ask for the continued dredging required on the Canadian side of the channel below the Canadian lock at Sault Ste. Marie; and also to ask for action to return to its old channel the current deflected by accumulations of material dumped on the U. S. side by the contractors working on the new Davis lock.

THE COMMITTEE ON AIDS TO NAVIGATION was reappointed, the members being S. C. Calvin, J. Donnelly, W. H. Featherstonhaugh, R. Fraser, J. B. Foote, H. H. Gildersleeve, D. Noonan, C. J. Smith and A. A. Wright.

ELECTION OF OFFICERS.—The meeting then proceeded to the election of the executive committee for 1913, and on the report that L. Henderson, H. W. Richardson, W. F. Wasley and A. A. Wright were the four retiring members, of whom Messrs. Henderson and Wright had been appointed only in 1912 to fill two vacancies caused respectively by death and resignation, it was resolved to reappoint Messrs. Henderson and Richardson and to appoint H. H. Gildersleeve and G. E. Fair, these four to hold office until 1916. J. E. McLurg, having resigned office in the Algoma Central Steamship Line, and having been succeeded by S. V. McLeod, the meeting appointed Mr. McLeod a member of the executive committee in Mr. McLurg's place to hold office for the unexpired period of the term, namely, until 1914.

The executive committee elected the fol-