

during 1914 the failure to report did not make so much difference, as it appeared to the committee that the master had already been disciplined by the owners of the vessel, and in at least one case had been dismissed. Yet, notwithstanding this, for the reasons named above the bulletin and the association's records should be made as complete as possible.

Early in the year it was found that the limited number of the committee rendered it difficult to obtain a sufficient attendance at meetings to give fair consideration to the business on hand, and at a general meeting of the association at Toronto, July 17, it was resolved to add to the committee W. J. Bassett, G. E. Fair, and A. A. Wright.

Analysis of Accidents Reported, 1914.

Groundings	18
Collisions	23
Striking locks or gates	1
Striking bridges, docks, piers, and harbor and channel banks	11
Stress of weather causing substantial damage	2
Engines put out of commission by ice in circulating pump	1
Striking unknown obstruction in channel	1
Total	57
Groundings.	
St. Lawrence River	9
Lake Ontario	1
Lake Erie	1
Lake St. Clair	1
Detroit River	1
Lake Huron	3
St. Mary's River	2
Total	18
Collisions.	
Harbors	7
Lake St. Peter	1
St. Lawrence Canals	3
Lake Ontario	1
Welland Canal	8
St. Clair River and Ship Canal	2
St. Mary's River	1
Total	23
Striking Locks or Gates.	
Cornwall Canal	1
Striking Bridges, Docks, Piers, and Harbor and Channel Banks.	
Bridges	3
Docks and piers	4
Canal banks and walls	3
St. Lawrence River channel bank	1
Total	11
Stress of Weather Causing Substantial Damage.	
Lake Huron	1
Lake Superior	1
Total	2
Engines Put Out of Commission by Ice.	
Georgian Bay	1
Striking Unknown Obstruction in Channel.	
Lake St. Louis	1

Use of Neutral Flags on Belligerent Merchant Vessels.—Since the use of a neutral flag by the British s. s. *Lusitania* when approaching England recently, there has been a little misunderstanding as to the recognized use of a neutral flag under international laws. The intention conveyed in the German notice regarding shipping to Great Britain is a flagrant breach of the international rules, and the shipping of all nations, whether neutral or not, is endangered, to the extent of Germany's ability to carry out its threat. Whatever protection, however, there may be in the use of a neutral flag under the extraordinary conditions created by Germany, even a belligerent nation is entitled to claim, under the international rules, in order to protect the lives and property of neutrals on board. The right of search is not denied to the Germans, and the use of a neutral flag may, or may not, cause them to carry out such a search before proceeding to extremities. It is not considered, by those in authority generally, that the use of a neutral flag on belligerent merchant vessels will add in any way to such danger to neutral vessels as may now exist.

Dominion Marine Association's Annual Meeting.

The annual meeting was held in Ottawa, Feb. 16, the President, L. Henderson, Managing Director, Montreal Transportation Co., in the chair.

The executive committee presented a comprehensive report over the signatures of L. Henderson, President, and F. King, Counsel, showing that the tonnage enrolled continues to increase, the steam tonnage now being approximately 200,000 net registered tons, and the barge or sailing tonnage remaining about the same at approximately 33,500 tons. The report dealt in full detail with the past year's work, including the following subjects:—Legislation; Canada Shipping Act; Marine Conventions Act, 1914; Workmen's Compensation Act; bill to place inland vessels under the Board of Railway Commissioners; Seamen's Union Bill, United States; development of power at Sault Ste. Marie, Ont., and Waddington, N.Y.; pollution of navigable waters; grain cargoes, discrepancies in weighing and the bill of lading, grain trimming, dispatch in loading and Lake Shippers' Clearance Association, automatic weighing machines; canals, lock entrances, bridge semaphores, canal gates, canal draught, occasional canal damages; canal statistics; customs report of entry by Canadian vessels into Lake Michigan; load lines and deck loads; rules of the road; rules for life saving appliances international convention on unification of certain rules of law relating to the limitation of liability of owners of sea-going vessels; pilotage on the Upper St. Lawrence; Dominion Wreck Commission; masters' and mates' certificates; shipping coal ex warehouse; screening bituminous coal in bond; Montreal harbor improvements; aids to navigation; lake disaster fund.

The report was unanimously adopted. Of the four members of the executive committee who retired by effluxion of time, A. E. Mathews, Mathews Steamship Co., Toronto, and Dennis Murphy, Ottawa Transportation Co., Ottawa, were reelected. W. L. Reed, Canadian Northwest Steamship Co., Toronto, and W. E. Burke, Canada Steamship Lines, Montreal, were elected in place of F. S. Wiley, Canadian Northwest Steamship Co., and J. W. Norcross, Canada Steamship Lines.

The other members of the committee, whose terms expire in 1916 and 1917, are:—L. Henderson, Montreal Transportation Co.; H. W. Richardson, Great Lakes Transportation Co.; H. H. Gildersleeve, Northern Navigation Co.; G. E. Fair, Farrar Transportation Co.; H. W. Cowan, Canada Steamship Lines; C. B. Harris, Canadian Lake and Ocean Navigation Co. and Merchants Mutual Line, Toronto; S. V. McLeod, Algoma Central Steamship Lines, and A. A. Wright, St. Lawrence and Chicago Steam Navigation Co.

The executive committee elected A. E. Mathews, President; H. W. Richardson, First Vice President; and W. E. Burke, Second Vice President.

The association, in conjunction with the Canadian Lake Protective Association, voted \$750,000, to be divided between the Red Cross Society and the Belgian Relief Fund.

The Department of Marine has issued notice to mariners relative to the closing of certain Canadian ports, should occasion arise, and the establishment of examining stations at Halifax, Quebec and Esquimaux. Detailed instructions are given, which must be followed by all vessels making port.

The Future of Canadian Pacific Railway Steamship Operations.

In an interview in New York recently, Sir Thomas Shaughnessy, President, C.P.R., is reported, when questioned with reference to the company's application to Parliament for authority to lease or charter its vessels to a company to be formed for the purpose, to have made the following statement:—"What is planned is merely an organization for simplifying management. We are proposing, indeed we are now forming a shipping company which will take over our own ships and probably some others. This shipping company will, in reality, be a subsidiary company for the handling of our ocean traffic, so as to keep this part of our business quite apart from the management of the railway. It is merely an internal arrangement—we want to put our steamship business in the same relation to the railway company as if it were an independent steamship company. This, we are sure, will mean increased efficiency and prove beneficial to our shareholders."

It is probable that the "close working agreement" which has been in operation for some time, will be concluded by the inclusion of the Allan Line vessels in the new company being formed.

During 1912 numerous changes took place in the management of the Allan Line, including the retirement of Sir Montagu Allan, B. J. Allan and J. Smith Park from the Board, and the election of Sir Frederick W. Taylor, T. Reynolds and Sir Thomas Skinner in their places. The fact of Sir Thomas Skinner being a director of the C.P.R. was commented on at the time as being likely to confirm the reports of closer future relations between the Allan Line and the C.P.R.

At the end of 1912 it was announced that the register of joint stock companies in Edinburgh, Scotland, showed that of the 60,639 shares in the Allan Line Steamship Co., 57,637 were held by the Royal Trust Co., Montreal.

The Building of Submarines in Canada.

In the House of Commons on Feb. 11, Hon. W. Pugsley, M.P. for St. John, N.B., moved for a copy of correspondence relating to the purchase by the Government of two submarines ordered originally for the Chilean Government. In the course of the discussion he said:—"I was pleased to observe the other day in Canada, a paper published in London, a dispatch from Montreal, or from New York originating in Montreal. I am sorry the Minister of Militia is not in his place. The dispatch is as follows:

"A telegram received in New York from Montreal, according to Reuter, says:—"To meet the exaggerated stories published in the United States, the Canadian Militia Department has authorized the statement that there is no reason why the facts concerning the construction of submarines in Canada should not be published. They are as follows:—The keels of eight first-class craft have already been laid down by the Canadian Vickers Company here, and it is expected that several will be ready in August next. The plant is running at full capacity."

I would ask the Minister of Marine and Fisheries if that statement is correct?

Mr. Hazen: As to whether the Militia Department authorized the statement I do not know.

Mr. Pugsley: As to the fact?

Mr. Hazen: As a matter of fact, I think submarines are being built by the Canadian Vickers at Montreal.

Mr. Pugsley: For whom?

Mr. Hazen: I presume for the British Government.