

### The Shipping Federation of Canada's Annual Meeting.

The Shipping Federation of Canada held its annual meeting at Montreal Mar. 25, when the following officers were re-elected for this year:—President, A. A. Allan; Chairman, Executive Council, J. Thom; Treasurer, J. R. Binning; other members of executive council:—D. W. Campbell, W. R. Eakin, R. W. Reford, A. Mackenzie.

The following statistics were submitted of the business of the port of Montreal:—

	1912.	1911.
Regular lines, tons .....	552,937	484,560
Tramp tonnage, tons .....	81,189	77,846
Total .....	634,126	562,406
Increase in line tonnage 1912 .....	68,377	
Total increase tonnage 1912 .....	71,720	

Following are the main portions of the President's report:—

The first ocean vessel to open the season was the s.s. Zieten of the Canada Line, on May 2, and the last ocean vessel to leave was the s.s. Bray Head, on Dec. 3.

The number of seagoing vessels that arrived in Montreal during the season was 415, with a tonnage of 1,790,518 tons, as compared with 398 vessels of 1,714,354 tons in 1911, an increase of 17 vessels and 76,164 tons. The passenger trade was exceedingly busy, and large increases on both eastbound and westbound traffic are shown compared with the previous year. In the exports there were decreases in the following commodities as compared with 1911; cheese, 74,661 boxes; butter, 132,777 packages; flour, 61,138 sacks, and 12,096 barrels; meats, 35,004 cases; hay, 19,205 bales; cattle, 38,810 head; sheep, 3,276 head; while increases are shown in lard of 141,002 packages; wheat, 12,635,437 bush.; barley, 1,135,684 bush.; oats, 838,358 bush.; apples, 60,378 barrels, and 22,619 boxes; and lumber, 5,528,949 ft.

One new berth for ocean vessels (no. 16) has been added to the accommodation this year, and two new sheds were taken into use on the Tarte Pier. The water in the harbor was at a higher level than in 1911, and relieved the anxiety of the shipowners in that respect.

The season passed almost without friction on the wharves, though there were some slight troubles. There was a sufficiency of labor available all through until about the close, when some of the lines finishing earlier than others, their men mostly left for the lumber camps and their homes.

The Federation employed independent engineers to enquire into the probable effect of the Chicago drainage scheme, on the water levels, in the lakes, and resultantly in the River St. Lawrence. The results of these investigations were startling enough to put on record here, and show the lowering as recorded at the Lower Lachine Lock, during the period of seven years beginning in 1884. The height is in feet above mean sea level:—

	September, Lowest.	October, Lowest.	October, Lowest.
1884-1890 .....	23.05	22.72	23.04
1891-1897 .....	21.35	20.87	20.94
1898-1905 .....	20.43	20.72	20.36
1906-1911 .....	18.75	18.30	18.10

The opinion given as to the cause of this lowering is, the effect of the dredging away of the natural bars, in the profile of the river bed, without artificial compensating works being erected, and the level may be expected to continue to fall until such works are adopted. What form these works should take is not definitely stated, but no dams or other works should be allowed to be constructed which would interfere with the free flow of the surface water or form ice bridges. In view of this

report, I am strongly of the opinion that before the deepening of the ship channel to 40 ft. is proceeded with further, the government should be urged to have stringent inquiry made into the causes of the lowering of the water levels, that a scheme of compensating works should be considered, and that all data required with regard to currents, velocity, etc., should be systematically collected. This is a serious matter for the shipping interests, and I think that steps should be taken to remedy it, and that no time should be lost in bringing the same to the notice of the Government and asking their immediate consideration.

The new system of distinguishing lights in the ship channel is giving every satisfaction, and is admitted to be a great improvement on that previously in use. The aids to navigation under the control of the Marine Department, have been well maintained during the season, and any defects have been promptly attended to. Thirty eight defects were reported by masters and pilots to this office direct.

In the annual report of 1910, the congestion on the wharves was fully entered into. The scheme for a master portage system was blocked by the Harbor Commissioners refusing to lease the sheds to the shipping companies, unless they withdrew their scheme, which was done, and the old system still obtains. Before the close of that year we received a letter from the Montreal Board of Trade pointing out the necessity of some system for the quicker and easier handling of freight on the wharves, as complaints had been received about the time wasted in getting delivery. In my opinion, however, no improvement can be looked for until the Harbor Commissioners, withdraw their instructions re the leasing of the sheds, which would then give the shipping companies an opportunity of introducing a system of master portage, and reduce the cost of handling freight, besides do away with the congestion.

### Alleged Discrimination Against Ontario Vessels in Montreal Harbor.

At the Pilotage Commission's sitting in Montreal Mar. 3, F. King, Counsel, Dominion Marine Association, protested against what he contended was unjust discrimination against Ontario vessels in Montreal harbor. He pointed out that all vessels trading between the ports of Quebec, Nova Scotia, New Brunswick, Prince Edward Island and even Newfoundland and the Atlantic coast as far as New York are exempt from the compulsory payment of pilotage dues, while vessels trading from Ontario ports to those in other provinces are required to pay these dues. He contended the amendments passed by Parliament in 1908 rendered the discrimination more marked than it was before, because it deprived Ontario of even the limited measure of exemption that its vessels enjoyed when drawing less than 16 ft. of water, thus making all vessels which had passed through the St. Lawrence 14 ft. canals liable to dues in Montreal harbor, including pilotage dues every time the vessel moved in that harbor.

Mr. King suggested five changes as follows: 1. The inclusion of the word "Ontario" in clause C of sec. 477 of the Canada Shipping Act. 2. The right that Ontario masters and mates should procure licenses such as are proposed under sec. 487. 3. That rules be devised whereby sec. 435 be made operative, and apprentices licensed to perform the lesser duties which might be required of a pilot on an inland boat. 4. That a tow barge does not require a pilot,

and, logically it should not be required to pay pilotage dues. 5. That the moving charge ought to be done away with throughout the whole of Montreal harbor, so that an inland vessel whose natural destination is that harbor, unless she is engaged in the pulp wood trade, or as at present in the steel trade with Sydney, will not have to pay this charge when she enters or moves in that harbor.

We are advised that the Montreal pilots and the Shipping Federation of Canada contend that vessels from Ontario are not to be trusted to navigate Montreal harbor or the river below. In support of this contention they promised to file a list of alleged accidents or threatened accidents. A copy of this list, subsequently supplied to Mr. King, named seven cases since 1898. On behalf of the Dominion Marine Association it is claimed that of the seven cases only three were real collisions and of these only one involved a vessel from Ontario and that was a small side-wheel tug of only 147 net registered tons, which was undoubtedly at fault, but which suffered in the collision just as much from the improper conduct of those on the other ship as from her own failure to carry a licensed pilot. It is claimed that some of the other cases were absolutely ludicrous in the childishness of the suggestions made. Four of them involved U. S. vessels, and an investigation in one of these cases disclosed the fact that the master had a certificate good only on the Great Lakes, that is as far east as Ogdensburg. This destroys the effect of these cases with reference to Ontario vessels whose masters hold certificates which extend right down the St. Lawrence to Father Point.

### The Cunard Steamship Company's s.s. Andania.

The Cunard Steamship Co., which since 1911 has been operating three steamships, the *Ascania*, *Ansonia* and *Ultonia*, between London, Southampton and Canada, carrying second cabin and third class passengers, will add two more vessels during the summer, the *Andania* and the *Alunia*. The *Andania* was launched at Greenock, Scotland, Mar. 22. She is a twin screw vessel of 13,000 tons. Her length is 540 ft., breadth 64 ft., and depth 46 ft., and will be propelled by two sets of quadruple expansion engines, balanced. She will have accommodation for 2,140 passengers—520 second cabin and 1,620 third class. She has large bilge keels, water tight doors and bulkheads. She will be fitted with wireless apparatus and submarine signalling.

The second cabin dining saloon will be on D deck. The dining rooms for both classes will be on the same deck, extending in both cases across the whole breadth of the ship; on the same deck also will be kitchens, situated between the two dining rooms. The writing room will be on A deck, and the lounge on the same deck, amidships. Immediately aft of the lounge will be a gymnasium. The smoking room will adjoin the lounge on A deck. It will be lighted by windows affording a view over the stern.

The second cabin state rooms will be entirely on B and C decks. In the third class accommodation there will be a ladies' room, two smoking rooms, and a large general room where concerts can be held. All third class passengers will be berthed in cabins, of which there will be a considerable number for two persons. The majority, however, will accommodate four or six passengers, the latter being intended for families and parties.