

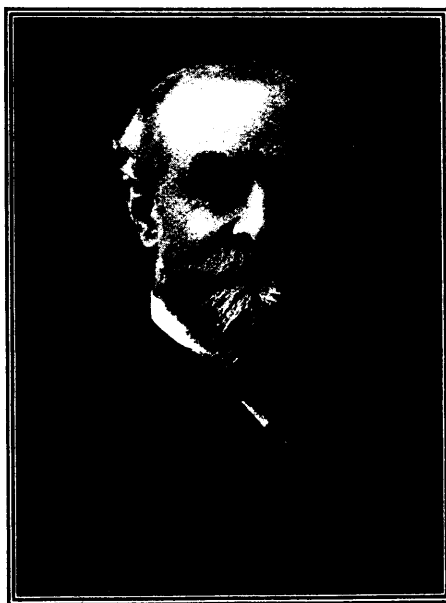
DOMINION MARINE ASSOCIATION.

The most important event in marine circles during the past month has been the establishment of the Dominion Marine Association. The movement which culminated in the very successful meeting held in Ottawa on April 7 was started in Kingston, Ont., by H. H. Gildersleeve, who enlisted the co-operation of the Kingston Board of Trade, the Secretary of which, F. King, performed the secretarial duties in a very thorough manner. The necessity for the formation of a marine association has long been felt, and its value has already been established by the results of its representations to the Dominion Government. The Minister of Finance announced in his budget speech that the canal tolls would be suspended for two years, and it has since been announced that the order-in-council imposing tonnage dues and inspection fees on vessels entering Canadian ports will be revoked. It now remains for the Association to press the other representations made to the Government, viz., for relief from the payment of overtime fees to customs officials, for the change in the "rules of the road" to harmonize them with those in use in U.S. waters, and for changes in the rules for examinations of engineers. It must be borne in mind that the canal tolls have not been abolished, they are merely suspended, and the Association will do well to collect evidence showing the favorable results of the suspension as they will undoubtedly occur, so as to present the facts to the Government and secure permanent abolition.

There are many other matters in the marine interests in regard to which the Association will undoubtedly be able to perform important work.

On the invitation of the Kingston, Ont., Board of Trade, a meeting of representatives of the Canadian merchant marine interests was held in the City Council Chamber, at Ottawa, on April 7, at 10 a.m. Among those present were: C. F. Gildersleeve, Managing Director, Richelieu and Ontario Navigation Co., Montreal; E. W. Rathbun, President, Deseronto Navigation Co., Deseronto; J. Carruthers, President Corn Exchange, Montreal; De W. Carter, Board of Trade, Port Colborne; F. H. Annes, Secretary Board of Trade, Whitby; Col. Farewell, Vice-President Board of Trade, Whitby; J. McLellan, Bowmanville; T. J. Jones, Selkirk, Man., representing the Dominion Fish Co., the Imperial Fish Co., the Northern Fish Co., Ewing & Fryer Fish Co., and the Northwest Navigation Co.; T. Stewart, Lindsay, Trent Valley Navigation Co.; G. Taylor, M.P., Gananoque; L. Henderson, Montreal Transportation Co., Kingston; T. Conlon, Thorold; R. T. Holcomb, Ottawa Forwarding Co., Ottawa; Jas. H. Hall, Ottawa Forwarding Co., Ottawa; R. C. Carter, General Manager Deseronto Navigation Co., Deseronto; D. Noonan, General Manager Rideau Lakes Navigation Co., Kingston; R. W. Shepard, Managing Director Ottawa River Navigation Co., Montreal; B. W. Folger, Manager Niagara Navigation Co., Toronto; J. Playfair, Midland Navigation Co., Midland; J. A. Cuttle, General Manager Montreal Transportation Co., Montreal; H. W. Richardson, Kingston; A. Chadwick, Kingston; A. C. Bell, M.P., New Glasgow, N.S.; J. B. Fairgrieve, Hamilton; J. Redden, Kingston; Capt. C. McInnes, Orillia; J. H. G. Hagarty, Managing Director St. Lawrence and Chicago Steam Navigation Co., Toronto; W. Leslie, Collins Bay Rafting and Forwarding Co., Kingston; G. Somerville, Manager Wentworth Navigation Co., Toronto; G. T. Howard, Manager and Treasurer C. P. C and P.

Transfer Co., Prescott; J. J. Long, President Northern Navigation Co., Collingwood; H. S. Folger, General Manager St. Lawrence River Steamboat Co., Kingston; D. Murphy, M.P.P., Ottawa; E. J. B. Pense, M.P.P., Kingston; F. Plummer, Can. Lake and Ocean Navigation Co., Toronto; T. Harling, Montreal; P. Ransfield, Ottawa; Senator Bernier, Manitoba; Senator Baker, Sweetsburg, P.Q., Capt. J. E. Bernier, Quebec; A. A. Wright, the Victoria Harbor Lumber Co. and the French River Boom Co., Toronto; H. W. Wilson, Rideau Lake Navigation Co., Kingston; W. E. Bishop, Manager Hamilton Steamboat Co., Hamilton; J. McKelvey, Kingston; W. Magee, Hamilton; F. A. Magee, Hamilton; A. Hicks, capt. str. Varuna; J. E. Healy, Picton, Ont.; A. W. Hepburn, Manager Lake Ontario Navigation Co., Picton, Ont.; A. H. Baker, Picton, Ont.; A. B. Colville, Algoma Central Steamship Line, Sault Ste. Marie; G. F. Marsh, Huntsville and Lake of Bays Navigation Co., Huntsville; Capt. J. Gaskin, President Board of Trade, Kingston; F. King, Secretary Board of Trade, Kingston; John McLeod, Kingston; J. McD. Mowat, Kingston; A. K. Kirkpatrick, Kingston; C. A.



EDWARD WILKES RATHBUN,
Vice-President Dominion Marine Association.

Jacques, Montreal; P. E. Campbell, President Montreal and Cornwall Navigation Co., Cornwall; J. B. Canton, Montreal; H. H. Gildersleeve, General Manager, Lake Ontario and Bay of Quinte Steamboat Co., Kingston; Thos. Donnelly, Donnelly Salvage and Wrecking Co., Kingston; M. A. Jesmer; S. G. Lindsay, Ottawa; A. P. Cockburn, Secretary-Treasurer, Muskoka Lakes Navigation and Hotel Co., Gravenhurst; T. E. Brigham, Ottawa; and the Editor and Publisher of THE RAILWAY AND SHIPPING WORLD, and others who failed to register.

Capt. Gaskin, President of the Kingston Board of Trade, being absent at the opening of the meeting, E. J. B. Pense, M.P.P., took the chair and introduced the Mayor of Ottawa, F. Cook, who welcomed the delegates to the city.

J. J. Long, of Collingwood, Ont., having been elected presiding officer for the meeting, invited Hon. J. I. Tarte, Lt.-Col. Gourdeau, Deputy Minister of Marine, the Presidents of the Boards of Trade of Ottawa and Kingston and the President of the Montreal Corn Exchange to seats on the platform.

TONNAGE DUES AND INSPECTION FEES.

C. F. Gildersleeve moved that the tonnage dues and inspection fees required to be paid by the owners of Canadian steamers should be abrogated, and that the salaries and other expenses of the steamboat inspection service, to provide for which these dues are imposed and collected, should be borne and paid by the general public revenue, for the following among other reasons: That the steamboat inspection service was established simply and solely for the safety of the public, and that the taxing of steamboat owners to provide for an expenditure entirely in the interests of the general public is unfair to those who are thus forced to pay more than their share of the public expense. That in other services established for the public benefit such as the administration of justice, the customs, the militia, or the police, the public revenues bear the necessary expense. That no such fees are imposed upon steamboat owners in the U.S., the cost of the service there being defrayed from the public funds. That nevertheless, because the Canadian Government has imposed fees upon all U.S. steamers trading to any part of Canada except Ontario, the U.S. Government has in retaliation imposed on our steamers trading to their ports the same fees which we have imposed on theirs. That all Canadian steamers are thus obliged to pay double fees, namely, their own and those imposed in the U.S. as well; while, on the other hand, U.S. steamers trading to Dominion ports outside of Ontario pay only one fee, that of Canada, and those trading to ports in Ontario pay none. That Canadian owners thus suffer the double injustice of being unfairly taxed a second time by another country for the single reason that they have been unfairly taxed once already at home. That Canadian steamers thus compete for trade with U.S. steamers under a most serious disadvantage, and that this state of facts is not only prejudicial to the interests of the Canadian merchant marine, but also retards the growth and damages the prospects of the whole trade and commerce of the country. That further, freight steamers built and registered in Great Britain and doing business between Canadian ports are not subject to Canadian inspection, nor do they pay any tonnage dues. They have only to submit to inspection once every three years under the rules of English Lloyds. So that, in effect, the Canadian Government puts a premium upon ships built and registered outside the Dominion. That the principles usually governing the imposition of license fees do not apply. The Canadian merchant marine does not constitute an industry of such a nature as to require restriction; rather it is one deserving of the greatest encouragement, and no reason whatever appears for levying upon it an expenditure which ought rightly to be made from the public purse, and that this meeting is of the opinion that the laws should be amended so as to provide for abrogation of inspection fees and tonnage dues in Canada, which will relieve Canadian owners from payment both in Canada and in the U.S., and reciprocity of inspection with the U.S. by which the Canadian inspection certificate will be held to be sufficient in U.S. ports, and vice versa, so that the need for double inspection will be obviated.

In supporting the resolution, Mr. Gildersleeve said:—"It is admitted that a strong commercial marine is one of the most desirable things for any country to possess, and in Canada, with its splendid inland waters, this is equally true in regard to inland as well as ocean marine; but in Canada, from the severity of the winter and other causes, the operation of inland vessels is restricted to eight months out of the year at the longest, and in the case of some passenger steamers to only