

To amend the Masters and Mates Act so as to make the examinations more rigid, and to prevent the issue of certificates to persons who are not able to pass proper examinations.

To rescind the order-in-council which permits certain collectors of customs (people who are utterly unqualified) to act as examiners of masters and mates, and to appoint a properly qualified examiner or examiners, to be paid by salary, and not by fees, as at present.

To make the rules for sailing and fog signals, signal lights and whistles, towing rafts, etc., on the Great Lakes uniform with those of the United States.

To negotiate with the U.S. Government for an abrogation of the U.S. law which compels Canadian vessels going to Lake Michigan to call at either Cheboygan or Mackinac and report, this law being a relic of the old war time of 1812, and causing delay, and in heavy or rough weather serious danger, and there being no similar law in Canada.

To provide that all persons acting as pilots on the St. Lawrence River shall be examined and furnished with certificates if found qualified, many of the pilots at present employed having no certificate and being irresponsible.

That all lake tugs over 50 tons be required to employ a duly qualified mate holding a certificate of competency as such.

Captains McCoppen, Milligan, Boyle and Towers were appointed a committee on legislation to act with E. A. Lancaster, M.P. for Lincoln and Niagara, who has charge of the bill before the House of Commons to amend the Masters and Mates Act, and to secure other needed legislation. A delegation of two was appointed to go to Ottawa to see the Minister of Marine in regard to proposed legislation, aids to navigation, and other matters referred to in the resolutions already mentioned.

The following captains were elected grand officers:—Master, Jas. Wilson, Collingwood; First Officer, J. McGiffen, Toronto; Secretary, W. Ireland, Parry Sound; Treasurer, M. McKay, Owen Sound; Pilot, J. Dix, Kingston; Watchman, J. T. Towers, St. Catharines; Lookoutman, W. J. Madden, Penetang; Auditors, A. McIntyre, Collingwood, W. J. McCoppen, Port Colborne. The next meeting of the Grand Association will be held in Toronto, on the second Tuesday in February, 1906.

The Association has adopted an official burgee with blue ground and red border, a wreath of maple leaves and a beaver being shown on a white insertion. Its badge is a steamer's steering wheel and an anchor with the letters C.A.M.M.

The mayor of St. Catharines and the president of the Board of Trade called on the delegates in session and welcomed them to the city. The publisher of THE RAILWAY AND SHIPPING WORLD also addressed them briefly, and in response several of the delegates expressed their appreciation of this paper and their satisfaction with its marine department.

The Niagara, St. Catharines and Toronto Ry. took the delegates and several friends by special car from St. Catharines to Niagara Falls and return, and gave them a splendid winter view of the Falls and of the ice bridge. General Manager Seixas accompanied the party. The line has had heavy snow to contend with, but with its excellent equipment, including a rotary snow plow, has kept its service up with commendable regularity.

Richelleu and Ontario Navigation Co.

The report for 1904, presented at the annual meeting in Montreal, Feb. 6, is as follows:—

	1904	1903
Gross receipts.....	\$999,869.51	\$1,104,801.97
Operating expenses.....	886,410.29	894,745.66
Fixed charges.....	19,146.29	20,423.74
Net profit.....	\$94,312.93	\$189,632.57

A dividend of 3%, amounting to \$93,960.00, was paid May 2, 1904. The reduction in gross earnings is virtually all in passenger traffic, and is largely attributable to the influence of the St. Louis exposition, and to the sailing season opening up some three weeks later than in 1903, the loss of earnings due to the backward season alone amounting to \$24,928.95. The new steamer Montreal is almost completed, and will be ready for service on the opening of navigation. The company is to be congratulated on the manner in which this steamer is turning out, and the result more than justifies the purchase of the hull by the directors. Owing to the increase of the freight and passenger traffic on the Hamilton line, the steamer Spartan is being lengthened 25 feet by the Bertram Engine Works, and will be ready for service on the opening of navigation. This change will considerably increase her passenger accommodation, and will add 40% to her freight carrying capacity. The steamers Carolina and Virginia have been thoroughly overhauled and repaired, and the repairs made have materially improved their value. The steamer Canada is being rebuilt at Levis for the Saguenay Division. The balance of the fleet and the company's hotels, shops, wharves and shore property have been thoroughly maintained during the past year, and quite a number of improvements and betterments have been made on same. The marine railway dock, mentioned in the last annual report, is still receiving attention, and the matter is progressing favorably. The bond issue, amounting originally to \$571,833.33, now stands at \$349,426.69, \$25,793.34 having been redeemed Mar. 1, 1904, and the company has in the treasury \$29,199.99 of bonds redeemable Mar., 1905. The expenses of the operating department have materially decreased during the past season.

INCOME ACCOUNT.

Dividend 3%, paid May 2, 1904.....	\$ 93,960.00
Written off—Final settlement, St. Lawrence Steam Navigation Co., Steamers Canada and Carolina, depreciation of stores and steamers' outfit and bad debts.....	118,249.54
	\$212,209.54
Net Surplus.....	15,365.50
	\$227,575.04
Surplus, Dec. 31, 1903.....	\$133,262.11
Net Profit for 1904.....	94,312.93
	\$227,575.04

ASSETS.

Steamers, real estate and buildings, wharves, etc.....	\$3,608,101.42
Coal, stores, provisions, etc.....	77,400.36
Accounts receivable.....	23,476.77
	\$3,708,978.55

LIABILITIES.

Capital stock.....	\$3,132,000.00
Bonds, 5% sterling.....	\$571,833.33
Cancelled.....	193,206.65
On hand.....	29,199.99
	\$222,406.64
	\$349,426.69
Accounts payable.....	96,822.34
Unclaimed dividends.....	234.00
Accrued interest on bonds.....	5,823.78
Bank loans.....	109,306.24
Surplus.....	15,365.50
	\$3,708,978.55

The officers and directors for the current year are:—President, R. Forget, M.P.; Vice-President, W. Wainwright; other directors: Hon. L. J. Forget, Col. F. C. Henshaw, G. Caverhill, J. K. Osborne, H. M. Pellatt, W. Hanson, G. O. Paradis, E. B. Garneau, H. M. Molson; General Manager, C. J. Smith; Secretary, F. P. Smith.

Dominion Marine Association.

The executive committee and a number of members of the Association interested in grain transportation on the Great Lakes met in Toronto, Feb. 1, to discuss a number of matters of importance. There were present: C. F. Gildersleeve, H. W. Richardson, T. Donnelly, R. O. MacKay, J. A. Cuttle, A. A. Wright, J. H. Hall, members of the executive committee; and J. S. Playfair, T. Conlon, A. B. MacKay, J. H. G. Hagarty, J. B. Fairgrieve, J. T. Matthews, C. H. Nicholson, D. B. Hanna, G. Marks, H. A. McKee, Capt. Bassett, Capt. Foote, R. Williamson, F. Wiley, D. Fair, and others. The questions discussed included the shortages and surpluses in the weights of grain at receiving elevators as compared with the loading elevators; elevator facilities, bills of lading, demurrage, etc.

The annual meeting of the Association will be held at Ottawa, early in March.

In connection with matters that have been under discussion by the executive, it may be of interest to state that the revision of the rules of the road has been completed, and it is expected that copies of the new rules will be ready for distribution at an early date. The original rules passed in Chap. 79 of the Revised Statutes of Canada remain in force upon all waters with the exception of those upon which the present issue is to take effect, which is confined in its operations to the same waters as are referred to in the U.S. Rules, viz.: the Great Lakes and their connecting and tributary waters as far east as Montreal, the dividing line taken at Montreal being the Victoria Bridge, and the lower exit of the Lachine Canal. Further particulars in regard to the new rules are given on page 113.

So far as the revision of the rules and regulations as to the inspection of vessels are concerned, it is regretted by marine men that the revision has taken place on both sides of the boundary simultaneously and without consultation. Representations were recently made to the U.S. Government in respect of inspection matters, and an intimation has been given to the effect that the rules will be considerably altered, and the request of the passenger steamboat interests will probably be acceded to on a number of important points.

A statute passed by the Dominion Parliament in 1904 gave the Governor-in-Council power to remit the inspection fees imposed upon U.S. vessels trading into Canadian waters as soon as the U.S. Government remitted similar fees on Canadian vessels trading to U.S. ports. The Secretary of the Dominion Marine Association has received a definite undertaking from the Secretary of Commerce and Labor at Washington, that in pursuance of the policy of the U.S. Government the inspection fee upon Canadian vessels would immediately be removed whenever the Canadian Government took similar action with regard to the fee imposed here upon U.S. vessels. This view has been presented by the Association to the Government at Ottawa, and it is understood that the necessary negotiations are in progress between the two Governments. When these are completed an order-in-council will be issued abolishing the fee on U.S. vessels, which will be followed by the Department of Commerce and Labor at Washington, which was given full power by the statute to make the change, taking similar action there. It is hoped that the action will be taken before the opening of navigation in order to save payment of the fees for 1905.

The investigation into the alleged frauds on pilots at Vancouver has resulted in the dismissal of the chairman of the Board, E. Crow Baker, who was shown to have unlawfully retained funds belonging to the pilots