

in harmony with those of the United States. The Secretary has applied to the Department of Marine for a copy of these, in order that the Association may consider them and see whether they go far enough without making a complete change in the law; and if they are furnished for the purpose named they will have full consideration.

The Marine Review referring to the meeting said: "The Canadian members of the committee are of the opinion that there are a great many imperfections in the pilot rules and White law, and are not ready to accept them entirely in the shape in which they now stand, but the purpose of the meeting was to get together as far as possible and agree upon changes which are to be made in order to bring about absolute uniformity in the rules of navigation on the lakes. While representatives of the big lake marine organizations from both sides of the international boundary were together the question of more lights in Canadian waters and more aids to navigation was also brought up, but no decided action was taken, all being referred to the future meeting."

Richelieu and Ontario Navigation Co.

The following report for the year ended Dec. 31, 1903, was presented at the annual meeting in Montreal Feb. 18:

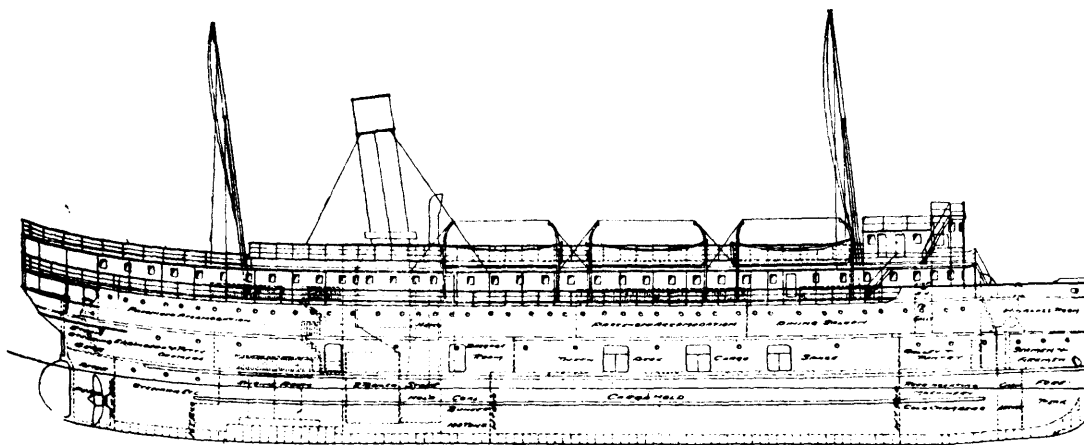
The gross earnings continue to show an increase, due to the improved facilities offered by the Company. The directors regret the loss of the steamer Montreal on Mar. 7, 1903, which was still in the hands of the builders, and the Company's interests were fully protected. The hull has been taken over, and the steamer is being reconstructed at the Company's workshops at Sorel, and will be ready for the opening of the season of navigation of 1905. The steamer Carolina, which met with an accident in the Saguenay River, on August 19 last, is also being repaired at the Company's shops at Sorel, and will be ready for the coming summer season. The directors, recognizing the great importance of modern improvements and to effect greater and permanent economy, are enquiring into the construction of a marine railway drydock to be built at Sorel. Under the deed of trust securing the Company's bonds issued in 1895, \$24,333.33 have been withdrawn and cancelled during the year, making the total bonds cancelled to date, \$167,413.31 out of the original issue of \$571,833.33, and leaving \$404,420.02 still outstanding.

The following were elected directors: L. J. Forget, W. Wainwright, R. Forget, F. C. Henshaw, G. Caverhill, C. P. Paradis, H. M. Molson, E. B. Garneau, J. K. Osborne, H. M. Pellatt, W. Hanson. R. Forget was subsequently elected President, succeeding L. J.

working order, situated as follows: St. John, N.B.; Levis, P.Q.; Sorel, P.Q.; Montreal, P.Q.; Kingston, Ont.; Toronto, Ont.; Owen Sound, Ont.; Collingwood, Ont., and Windsor, Ont.; also one in Victoria and one in Vancouver, B.C. The gain in membership last year was 120 members, and the Association now numbers 800 members, with prospects of new Councils being formed in Ottawa and Midland, Ont. The receipts for last year were \$1,106, expenditure \$762, leaving \$342 with one council to hear from. Matters of various kinds were fully discussed, and their bearing on engineers, compared with other countries where better protection is provided, were fully gone into.

A communication was sent to the Secretary of the Dominion Marine Association informing him that a delegation had been appointed by the Grand Council to meet a committee from the Marine Association, in order to secure a better understanding of the aims of each organization and, if possible, come to some understanding whereby both could work in unison to bring the matter of better protection to owners and engineers before the Government. But, owing to the short notice, the Marine Association could not arrange for a conference, and the matter had to be laid over.

The following officers were elected for the current year: Grand President, T. J. S. Milne, Kingston, Ont.; Grand Vice-President, N.



PROFILE AND SECTION OF TURBINE STEAMER FOR THE CLEVELAND AND GEORGIAN BAY LINE.

Gross receipts.....	1903	1902
Operating expenses.....	\$1,104,801 97	\$1,036,666 27
Fixed charges.....	804,745 66	840,449 03
Net profit.....	20,423 74	21,632 32
	\$189,632 57	\$174,584 92

ASSETS.		
Steamers, real estate and buildings.....		\$3,465,711 79
Wharves, etc.....		9,332 83
Coal, stores, provisions, etc.....		27,517 03
Accounts receivable.....		117,255 85
Cash on deposit.....		\$3,703,817 50

LIABILITIES.		
Capital stock.....		\$3,132,000 00
Bonds 5% Sterling.....		\$571,833 33
Less cancelled.....		167,413 31
On hand.....		14,600 00
		\$3,703,817 50

INCOME ACCOUNT.		
Dividends 6% paid May 2 and Nov. 2, 1903.....		\$187,920 00
Carried to Surplus, Dec. 31, 1903.....		1,712 57
Net income over and above expenses, fixed charges and interest, for year ended Dec. 31, 1903.....		\$189,632 57

Two semi-annual dividends of 3% each, amounting together to \$187,920.00, were paid.

Forget, who declined re-election, and G. Caverhill was elected Chairman of the Executive.

National Association of Marine Engineers.

The fifth annual session of the Grand Council was held in Kingston, Ont., on January 26, 27, and 28. The Local Council tendered the delegates a dinner on Jan. 26, over 100 delegates and invited guests being present. The business done at the meeting was largely of the usual routine character. The Grand President, T. J. S. Milne, of Kingston, in his address mentioned the large increase of membership during the year. He referred to the bill that was before the Dominion Parliament last session, and was laid over till the ensuing, and asked for the support of all the members to uphold the executive in pressing the legislation required by the marine engineers to a vote of the House. The bill referred to asks that all boats coming under the Canadian Inspection Act, except small pleasure yachts, be required to carry licensed engineers, and that the practice of granting temporary certificates to men without any qualifications be discontinued.

The Grand Sec.-Treas., N. J. Morrison, of St. John, N.B., submitted a lengthy report, giving a detailed account of the work of his office during the year. He reported that there were 11 councils organized and in good

Ducap, Montreal; Grand Secretary-Treasurer, N. J. Morrison, St. John, N.B.; Grand Conductor, Chas. Robertson, Owen Sound, Ont.; Grand Doorkeeper, O. L. Marchand, Montreal; Grand Auditors, James Gillie, Kingston, Ont.; E. M. Garrity, Toronto.

The next meeting will be held at Collingwood, Ont., Jan. 24, 1905.

Turbine Steamers for the Great Lakes.

W. J. Brown, of Detroit, Mich., who was manager of the str. Pittsburg, formerly operated on the upper lakes in the freight and passenger trade, and which was burned early in 1903, is interested in a proposal to place a line of turbine steamers on a route between Toronto and Fort William, Ont., giving a bi-weekly service. The steamers will be operated as the Cleveland and Georgian Bay line, and it is proposed to place three in the service. Plans prepared at Newcastle-on-Tyne, Eng., and which have been received by Mr. Brown, provide for steamers having the following dimensions: length, keel, 235 ft.; over all, 250 ft.; breadth, 41 ft.; depth, 14 ft. The hull will be built of steel, and the steel will extend up the sides to the top of the first cabin deck, which will insure greater strength than is usually found in lake steamers. Berth accommodation will be provided for 250 passengers, and all the staterooms will be on the outside. The diningroom will extend the en-