

Dominion Marine Association's Annual Meeting and Report.

The annual meeting was held in Toronto, Feb. 20, A. A. Wright, President, in the chair. The executive committee's report, as printed below, was presented and adopted, after various clauses had been discussed.

A letter having been read from the Board of Grain Commissioners, announcing the receipt of a notification from the Terminal Elevator Co. that it was not prepared to continue, for the season of 1918, the arrangements in force in 1917 in connection with cargo allowances, the association decided to maintain the attitude taken by the executive committee in favor of a renewal of the 1917 arrangements.

J. T. Mathews, L. Henderson, W. H. Smith and F. King were appointed a committee, with power to add to their number, to interview Marine and Public Works Departments' officials at Ottawa, for the purpose of getting the regulations respecting turning of vessels at Fort William changed to an equitable basis.

A letter having been read from the Secretary and Business Manager of the National Association of Marine Engineers of Canada, enclosing a 1918 minimum wage scale and classification for steamships operating in the Great Lakes district, which it was stated had been sent to all owners, asking an increase in pay, it was decided that, in accordance with previous custom, the question be dealt with by individual owners.

The committee appointed to interview the Marine and Public Works Departments' officials, in reference to the turning of vessels at Fort William, were authorized to urge on the Marine Department the necessity of enacting regulations respecting drinking water on vessels, so that Canadian vessels would thereby comply with U. S. requirements.

The Upper Canada Tract Society was granted \$200, towards the expenses of the Toronto Sailors' Institute for 1918.

The question of dredging at Wolfe Island, in the St. Lawrence River, having been considered, it was decided to recommend to the Dominion Government that the work be done.

The resignation of W. L. Reed, formerly of the Canadian Northwest Steamship Co., as a member of the executive committee, was accepted, the company having gone out of business.

The question of aids to navigation was referred to the incoming committee.

It was decided to protest again the proposed power development work at Rapide Plat, in the St. Lawrence River, by the New York & Ontario Power Co.

The committee named as above, to interview Marine and Public Works Departments' officials, was authorized, in conjunction with J. Donnelly, to ask the Marine Department to amend the boiler inspection regulations, particularly in regard to the pressure allowed and the hydrostatic tests required every year.

The following were appointed a committee on aids to navigation: A. A. Wright, W. J. McCormack, A. E. Mathews, J. F. Sowards, James Bassett, H. N. McMaster, G. E. Fair and W. H. Smith.

The four vacancies on the executive committee, caused by the expiry of the terms of W. E. Burke and A. E. Mathews, Toronto; D. Murphy, Ottawa (deceased), and W. L. Reed, Toronto (resigned), were filled by the re-election of Messrs. Burke and Mathews and by the election of James Bassett, Toronto, and J. F. Sowards, Kingston. The other members of the

committee, whose terms have not expired, are: A. A. Wright, J. T. Mathews, G. E. Fair, C. B. Harris and J. F. M. Stewart, Toronto; L. Henderson and John Waller, Montreal, and W. J. McCormack, Sault Ste. Marie.

J. T. Mathews was elected President, W. J. McCormack, Vice President, and G. E. Fair, Second Vice President.

EXECUTIVE COMMITTEE'S REPORT.

The following report was submitted, signed by A. A. Wright, President, and Francis King, Counsel:—In preparing the following report of the association's work for the year 1917, the executive committee has made no effort to extend its scope beyond that covered in previous years, and has made reference only to those matters of interest to shipping on Canadian inland waters which have been the subject of consideration or action at meetings of the association or of its committees, or which have been otherwise dealt with by the association's officers during the year. The report is thus somewhat limited in extent, for the number of meetings held in 1917 has been much smaller than usual, and largely owing to war conditions the opportunity to seek or promote reforms by legislation or otherwise has been wanting, while at the same time and for the same reasons the pressing need of opposition to unwise legislation or of scrutiny of exploitations adverse to shipping interests has been correspondingly lessened. The items dealt with may be referred to under separate headings, as follows:—

Legislation.—Omitting orders in council and departmental regulations, which have not heretofore been included under this heading, it may be said that the only legislation before the Dominion Parliament in 1917 directly affecting shipping and requiring consideration by the association was the proposed amendment of the Railway Act, designed to bring carriers by water under the Board of Railway Commissioners' jurisdiction. The association's successful opposition to this proposal is reported in the following paragraph:—The Dominion Statutes for 1917 thus contains no general public statute relating to shipping.

The Railway Bill, Sec. 358.—In the course of the last few sessions of parliament the association has successfully opposed a number of bills introduced for the purpose of bringing carriers by water under the jurisdiction of the Board of Railway Commissioners. In the session of 1917, however, the argument turned on a section in the general bill to amend and revise the Railway Act, and it was necessary to bring opposition, not to a private bill but to a government measure. The section in the present Railway Act is as follows:—

"The provisions of this act in respect of tolls, tariffs and joint tariffs shall, so far as they are applicable, extend to the traffic carried by any company by sea or by inland water, between any ports or places in Canada, if the company owns, charters, uses, maintains or works, or is a party to any arrangement for using, maintaining or working vessels for carrying traffic by sea or by inland water between any such ports or places."

The bill proposed to amend this by a slight verbal alteration and by the addition of four important lines so that the section would read as follows:—

"The provisions of this act, shall, so far as deemed applicable by the board, extend and apply to the traffic carried by any railway company by sea or by inland water, between any ports or places in Canada, if the company owns, charters, uses, maintains or works, or is a party to any arrangement for using, maintaining or working vessels for carrying traffic by sea or by inland

water between any such ports or places, and the provisions of this act in respect of tolls, tariffs and joint tariffs shall, so far as deemed applicable by the board, extend and apply to all freight traffic carried by any carrier by water from any port or place in Canada to any other port or place in Canada."

A protest was filed against the proposed amendment, and the progress of the bill in committee was carefully watched. Upon learning that those favoring the legislation were relying to some extent upon the supposed existence of similar legislation in the United States, evidence was procured to prove that neither the Interstate Commerce Committee nor the new Shipping Board exercised any such jurisdiction as that proposed over common carriers, and care was also taken to inform the public of the impracticability of the proposal. In due course the matter came up for argument in the House of Commons Railway Committee, and a representative delegation from the association, supported by the leading boards of trade and many mercantile and shipping concerns throughout the Dominion, made a strong case against the amendment of the section. As a result the committee struck out the amending words in bold face type in the second quotation set out above, leaving the section substantially as it had stood heretofore and as first above quoted. The bill has not yet been enacted, but it is assumed that the section will finally appear in accordance with the committee's report.

Drinking Water on Ships.—Just prior to the opening of navigation in 1917 your Counsel's opinion that the new U.S. regulations as to pure drinking water would apply to Canadian ships entering U. S. ports, was confirmed by rulings of the officials charged with the enforcement of the law. In the short time remaining before the opening it was practically impossible to comply with these regulations, for they required that unless drinking water was taken on board from an approved source it must be purified by approved means, including among other things the installation of a separate system entirely distinct from the ordinary water piping, and also the installation of an approved plant for sterilizing the water. The Marine Department at Ottawa was consulted, and later a deputation waited upon the Deputy Minister. Full information was supplied to him as to the difficulties in the way, and a day or two later he visited Washington in the hope of making an arrangement in the interests of Canadian ships. He was successful, and the arrangement reached, suspended the regulations in U. S. ports as to Canadian vessels until the spring of 1918, on the understanding that in the meantime regulations of a similar nature would be adopted in Canada, and it was agreed that proof of compliance with these Canadian regulations would be accepted in U. S. ports. Since that time many members of the association, as opportunity arose, have installed plants on their ships approved by the U. S. authorities. Members have also been advised from time to time that, in the absence of Canadian regulations, ships must be prepared to show compliance with those of the U. S. on entering ports of that country; and full information as to approved installations has been circulated. The Department has also been reminded of the arrangement to enact Canadian rules, but up to this date has not sent notice of any action or submitted any proposals for considerations.

Canadian Regulations regarding Grain