

lanes have been adopted by all the trans-Atlantic lines. (Proceedings International Maritime Conference, 1889, vol. 3, pp. 269, 270, 277.)

At the conference of 1889 the subject of the enforcement of the agreement as to these ocean lanes came under consideration, and reference was made to the discussion which had taken place before the United States Naval Institute at Annapolis. In the course of this discussion, Ensign Everett Hayden made the following statement (Ibid, p. 278) :—

“The mails are given to the fastest vessels. One steamer may take a safer route, traverse a slightly longer distance, and lose the mails. This very thing happened last year, when the Werra was beaten a few hours by the Servia, and Captain Busuis complained that he had followed the route recommended and lost the mail in consequence. This question should, therefore, be carefully considered and postal regulations framed accordingly.”

This statement of Mr. Hayden's expresses very clearly one intrinsic difficulty which had been perceived at the time of the conference, that is to say, the want of a sanction to any voluntary agreement that might be entered into between the steamship companies. It also points out very clearly the disposition of the several governments to encourage speed in the ocean transit, even at the expense of safety. It is obvious that any effective regulation of this subject could only be secured by international agreement.

Life-saving Devices.

The next subject that was dealt with by this conference of 1889 was that of life-saving systems and devices. The report of the committee on that subject is in Vol. 3 of the Proceedings, p. 162. This contains a report to the British Board of Trade of a commission which had been appointed by the Crown to consider the subject of life-saving appliances. The chairman of this commission was Thomas Henry Ismay. May I stop for a moment to say that I have known many men who were prominent in the