

office at Buffalo. That the Canadian Lake Carriers will provide tonnage for the grain movement at rates not exceeding basic rates of wheat Lake Superior to Lake Erie, 4c a bush. until Sept. 1, and 4½c a bush. thereafter until Nov. 30, and wheat Lake Michigan to Lake Erie 3½c a bush. until Nov. 30, with alternative and relative rates as follows: To Georgian Bay and Goderich, ½c under Lake Erie rates; to Port Huron, ¼c under Lake Erie rates; to Collingwood, ½c under Lake Erie rate; but terms of discharge at Collingwood to be the same as hereafter provided for discharge at Lake Erie side ports; to side ports other than Buffalo and Port Colborne, including Detroit, same rates as Buffalo, but with special agreement as to discharge, allowing two working days free, but thereafter vessel to receive ½c a bush. additional on entire cargo for each running 8 hours or fraction thereof, until fully discharged; to ports of light draft, vessel to be allowed freight calculated on its Buffalo capacity. Other grains than wheat to net the vessel the equivalent of wheat cargo. Freight to Canadian vessels for carriage to U.S.A. ports shall be paid in funds current in

Winnipeg Chartering Committee and apparently to the satisfaction of all concerned.

Shovelling Charges at Grain Elevators.—At a meeting of the association's grain section in Toronto early in the summer instructions were given to call the attention of the Board of Grain Commissioners to the charges of \$4.35 per 1,000 bush. which certain elevators were then making for shovelling; and to advise the commission of the association's opinion that in view of the limitation now imposed upon the lake freight rate any increase in fixed charges should not be permitted to fall upon the carrier. No action was taken by the commission during the summer, but this item was placed on the agenda paper at a session held at Toronto on Oct. 10, and after argument the board then intimated that the association had made out a good case for the retention of the \$4.00 rate and asked elevator representatives to agree to that figure as a maximum at least until the end of the 1918 season. Thereafter certain elevators continued to bill charges at the increased rate, and the board when again appealed to by this association refused action, on

Loading from Private Elevators.—Early in the season the Fort William and Port Arthur Grain Exchange asked the support of the Dominion Marine Association in its petition to the Board of Grain Supervisors for suspension of the rule prohibiting the mixing of grain from a private elevator with any other grain in the same hold of a vessel. A lengthy correspondence developed differences of opinion as to the advisability of the change proposed and at a meeting of the association's grain section in May it was resolved to take no action.

Licenses for Bunker Coal and Supplies.—After the promulgation of regulations by the U.S. War Trade Board requiring ships to procure licenses before taking coal or supplies, an appeal was made on behalf of this association for recognition of its enrolled tonnage on the same basis as that of the Lake Carriers' Association and for their inclusion in a special system providing for a general license for the season to obviate need of constantly repeated application to the U.S. authorities. Correspondence took place with various parties and organizations and early in July the Director of Transportation advised the association of the acceptance of the above proposal. Forms were circulated accordingly and licenses for specified terms were issued to members upon application and proof as required.

Passes for Men at U.S. Lake Ports.—At the opening of navigation in 1918 the U.S. Department of Justice, in pursuance of a proclamation from the President, required that no alien enemies should be permitted to approach within 100 yards of any dock or other water front facility on the Great Lakes, and with the approval of the department the Lake Carriers' Association and the U.S. dock companies worked out a system of identification of officers and sailors. An opportunity being offered, the Dominion Marine Association availed itself of the same system. Copies of forms were secured and circulated, and later, forms of permanent and shore-leave passes, with appropriate application forms were prepared, printed and circulated by this association among its members and were used by ships trading to U.S. ports. In this connection correspondence was also carried on with the U.S. Commissioner of Immigration at Montreal regarding the regulations devised in his department, and local officers of immigration were also consulted in order to co-ordinate the requirements of the Immigration and Justice Departments. The system adopted greatly facilitated the movement of officers and men to and from their ships while in port.

The Military Service Act, 1917, generally and cordially approved in principle and application, was found to press heavily upon shipping interests in many instances, and early in the season an effort was made by your committee to secure some special recognition of the business of lake and river transportation, so that ships might be manned with their full crews without serious delays and might be freed from the risk of losing certificated officers or men on short notice. Interviews were held at Ottawa with the assistants of the Central Appeal Judge and with the Central Public Representative, and much correspondence also took place, in all of which the needs of various classes of vessels were explained and a general ruling was sought that would bring certain officers and men definitely within the exemption clauses of the statute by declaring their services in transportation to be in the national interest.

Appendix.—Summaries of statements issued by the Grain Commission showing outturns of cargoes loaded at Port Arthur and Fort William as shown by returns received during the periods named.

| | Bills of Lading Bush. | Outturns Bush. | Over Bush. | Short Bush. | Damaged Bush. |
|----------------------------|-----------------------|----------------|------------|--------------|---------------|
| June 1 to July 15, 1918. | | | | | |
| Wheat | 5,124,611—30 | 122,298—10 | 879—20 | 3,192—40 | 320—00 |
| Oats | 878,154—05 | 877,431—06 | 121—08 | 844—07 | 27—00 |
| Barley | 443,402—45 | 440,849—26 | ..... | 2,553—19 | 13—00 |
| Flax | 405,326—40 | 405,139—24 | 20—54 | 208—14 | 12—00 |
| Screenings | 1820—0990 tons | 1815—0400 tons | ..... | 5—0590 tons | ..... |
| July 16 to Sept. 30, 1918. | | | | | |
| Wheat | 1,308,445—10 | 1,305,932—30 | 24—40 | 2,537—20 | 222—50 |
| Oats | 3,127,479—09 | 1,126,771—10 | 1,960—01 | 2,668—00 | 210—00 |
| Barley | 91,896—02 | 91,953—24 | 87—20 | 29—46 | 15—00 |
| Flax | 325,115—49 | 324,929—04 | 59—20 | 246—09 | 1—28 |
| Mixed Grain | 1,291,100 lbs. | 1,291,990 lbs. | 890 lbs. | ..... | ..... |
| Screenings | 3124—0816 tons | 3124—0816 tons | ..... | 12—1566 tons | ..... |
| Sept. 1 to Oct. 31, 1918. | | | | | |
| Wheat | 7,838,139—50 | 7,835,234—50 | 2,397—30 | 5,352—30 | 378—20 |
| Flax | 15,972—55 | 15,713—32 | ..... | 79—23 | 75—00 |
| Nov. 1 to Nov. 20, 1918. | | | | | |
| Wheat | 9,036,738—50 | 9,033,145—50 | 2,247—20 | 5,840—20 | 2,382—10 |
| Barley | 176,463—46 | 176,259—22 | ..... | 204—24 | 30—00 |
| Flax | 103,717—29 | 103,545—30 | 25—47 | 197—46 | 69—06 |
| Screenings | 4571—1670 tons | 4562—1960 tons | ..... | 8—1710 tons | ..... |

U.S.A. and freight to Canadian vessels to Canadian ports shall be paid in funds current in Canada, and Canadian vessels, as much as possible, shall be employed in their customary fall trade routes."

On the general question of mobilization the following resolution was adopted:—"That Canadian carriers have given careful consideration to the proposal for mobilization of all their tonnage, either jointly with that of the U.S. lake carriers, or separately, but after full discussion and after having heard the opinions of those interested in the trade from all points of view, have come to the conclusion that they can best serve the prime object of all such proposals, viz., the contribution of the most effective assistance in the present unfortunate situation due to the war, by supporting a continuance of the arrangement which prevailed during the fall of 1917, an arrangement which gave general satisfaction and effectively met all requirements. Canadian carriers are influenced to some extent by the fact that in Canada there is no centralization of vessel management in any one locality and, in consequence, an almost insuperable difficulty would be at once encountered in an attempt to manage the trade through a committee, yet, nevertheless, as already stated, this objection was subsidiary to the main question which was determined with reference to the general satisfaction expressed with the 1917 arrangement."

Throughout the remainder of the session allotment of tonnage was made in accordance with these resolutions by the

the ground that doubt was thrown upon its jurisdiction, the claim being made that "shovelling" was not included in the word "handling", which is one of the items expressly named in sec. 137-8-9 of the Grain Act, requiring approval of elevator tariffs. The board also suggested that shovelling may be looked upon as part of the duty of those in charge of the ship. This view is not shared by your committee, but if doubt is at all reasonable it would appear that amendment of the statute to expressly include the word "shovelling" should be brought about.

Trimming.—During the year correspondence regarding this subject, including a number of communications from the President of the International Longshoremen's Association, received consideration at meetings in Toronto and in Montreal. The longshoremen's union proposed a new trimming arrangement under their auspices and some investigation was made as to the degree of support their proposal was receiving in the U.S. Early in the season, however, it was decided by your committee to take no action upon this proposal, and when the question was revived at a later meeting it was decided to await developments. In Dec., 1918, the Grain Commission determined to take over the trimming and to make rules and regulations, and a notice of this intention has been sent out intimating that a conference of all interested parties will be called prior to the opening of navigation. The action of the Grain Commission accords with the recommendation of this association made some years ago.