

CUSTOMS FEES.—In this, the remaining one of the three main questions taken up at Ottawa, the results are set out in the memo. on the subject, dated July 28, issued by the Customs Department and published in *THE RAILWAY AND SHIPPING WORLD* in Nov. Temporary regulations were made earlier in July, but an Order-in-Council was passed on the date above named and subsequently embodied in this departmental memorandum, which supersedes the previous regulations. It will be seen that the Association has been successful in the main issue, that overtime should be paid by the public revenue, but at the same time important restrictions are made by the Government in granting this concession, notably, that parties accommodated must still pay for services rendered on Sundays or on board moving trains or vessels. The new tariff of charges for special services is, however, less burdensome, and in the matter of services on board of moving trains and vessels the Department is apparently prepared to allow some latitude when it can be proved that the services so performed accommodate the public and the officers as well as the transportation company. Considerable correspondence has taken place on the subject of services of officers on Sundays, and it has been pointed out that the question is not one of Sabbath observance at all, but simply whether it is proper for the Government to exclude one day of the week from those for which it is willing to pay, if at the same time it concedes the two points that certain traffic is necessary on that day as well as on others and that the public revenues should pay for their own necessary protection.

MARINE ENGINEERS.—Bill 136 of the last session of Parliament, to amend the Steamboat Inspection Act so as to satisfy the demands of the National Association of Marine Engineers, was protested against by this Association, and the promise of the Deputy Minister was obtained that the Association would be given an opportunity to express its views before a sub-committee to which the bill would be referred. In expectation of this meeting a circular was sent to all the members of this Association and a number of letters were received in reply containing careful arguments against the main provisions of the bill, while several members expressed their willingness to go to Ottawa to oppose it before the Committee. In the meantime overtures have been made to the engineers with a view to bring about a mutually advantageous understanding, and as the Bill referred to has not yet become law, it is probable that a conference will be arranged before next session.

RULES OF THE ROAD.—Owing to the absence of H. D. Goulder, Chief Counsel of the U.S. Lake Carriers' Association, it was impossible until recently to make any progress in the proposed work of assimilating the Canadian and U.S. rules. Since Mr. Goulder's return, the matter has been referred to J. Bertram, Chairman of the Transportation Commission appointed by the Government to consider all such questions. Until this Commission can sit and hear evidence the matter stands. In the meantime the U.S. rules are being pretty generally applied in the rivers in order to guard against confusion, in spite of the risk that is run in using them in Canadian waters. When navigation finally closes, and the members of this Association, who are experienced in the rules on both sides of the line are free to attend the Commission, the question is to be finally discussed so that a proper report may be made to the Government.

The tonnage represented in the Association is shown by the list of members who have paid the 1903-1904 assessment, which is printed further on. Present appearances indicate that the expenses will not require so large an assessment for next year as for this.

A great deal of correspondence has taken place in connection with the organization of

this Association, and in answering enquiries and attending to special matters brought forward by individual members. The desire is that each member should have full opportunity to enlist the Association's services on every occasion that these services can be of general advantage. The Executive Committee met in Ottawa on April 8, and in Kingston on May 18. It is proposed to hold a third meeting in Toronto, probably about the middle of Dec., for general business and to consider and prepare for the matters which should be brought before the annual meeting of members to be held in Ottawa during the early part of next session of Parliament.

BUSINESS FOR ANNUAL MEETING.

Among matters to be brought before the annual meeting the following have been suggested:

ENLARGEMENT OF THE WELLAND CANAL.—The subject of greatest importance to the Dominion at large, and therefore to this Association, in connection with marine matters, is the improvement of the St. Lawrence route, so that it may become the unrivalled highway, not only for the commerce of the Dominion, but also for that of the northern portion of the U.S. Hitherto ocean freights to Europe have generally been, and from geographical and other conditions will probably continue to be, somewhat lower from U.S. ports than from Montreal; so that we must look to the superiority of our inland facilities to counteract this disadvantage; and it is by many believed that the time has arrived for pressing upon the Government the enlargement of the Welland canal as the most important step to that end. The advantage of the inland portion of the U.S. route lies in the wonderful cheapness with which grain can be carried to Buffalo in the large upper lake vessels of 6,000 tons and over; but it is claimed that when these vessels can extend their voyage to the full length of lake navigation, the longer haul and the larger freight which will then be open to them, will cause them to become feeders to the Canadian route in preference to the other. The comparative facilities would then be—By the U.S. route: A steamer of 6,000 tons for 900 miles to Buffalo, and barge of 1,000 tons for 450 miles to New York; and by the Canadian route: A steamer of 6,000 tons for 1,100 miles to the east end of Lake Ontario and barge of 2,000 tons for 170 miles to Montreal. And this difference places the advantage decidedly with the Canadian inland route. The question forces itself upon our attention, and it seems eminently proper that it should have the early and careful consideration of the Association.

CLOSING OF CANALS ON SUNDAY.—The canals are at present closed on Sunday, except after Oct. 1 in each year, when they are opened to permit as large a portion as possible of the harvest to get to market before the close of inland navigation. As nature's waterway is not closed, as railways are not closed, as the Erie canal is not closed, as the season of navigation is all too short, as the main purpose for which the canals were constructed is to facilitate the transportation of freight in its carriage for long distances, making one great water highway, the other portions of which are not closed; it is contended that the canals should not be closed on Sunday.

Complete abolition of canal tolls, tonnage dues, and inspection fees, as hereinbefore set forth.

Harbor dues and charges at government wharves.

Qualification of masters, mates and engineers, and better facilities for their education. Shipbuilding in Canada.

The Association having been formed for the general benefit and united action of marine interests, in order to secure results which are difficult to secure, and which in the past have not been secured by individual effort; we

would suggest that if there are any matters either in respect of the subjects indicated, or others, which you think it would be beneficial to marine interests to have carried out, you should furnish your views thereon to the Secretary before Dec. 15, so that they may be considered by the executive at its next meeting, preparatory to the annual meeting.

LIST OF MEMBERS.

	NET REGISTERED TONNAGE.	
	Steam Vessels.	Sailing Vessels and Barges.
The British Yukon Nav. Co., Ltd., Whitehorse, Yukon.....	3,533.61	
The Calvin Co., Ltd., Garden Island, Ont.....	2,410.	1,793.
R. Cunningham & Son, Port Essington, B.C.....	273.94	
The Canadian Pacific Car & Passenger Transfer Co., Ltd., Prescott, Ont.....	565.01	
J. & T. Conlon, Thorold, Ont.....	400.	600.
The Donnelly Salvage & Wrecking Co., Ltd., Kingston, Ont.....	90.	325.
The Dominion Iron & Steel Co., Ltd., The Dominion Coal Co., Ltd., Sydney, C.B.....	4,892.	3,304.
The Dominion Fish Co., Ltd., Selkirk, Man.....	784.92	
The Ewing & Fryer Fish Co., Ltd., Selkirk, Man.....	29.79	
J. H. Hall, Ottawa, Ont.....	453.	
R. T. Holcomb, Ottawa, Ont.....	150.	
A. Hicks, Trenton, Ont.....	85.	
A. W. Hepburn, Picton, Ont.....	1,245.	1,218.
F. E. Hall, L'Orignal, Ont.....	157.	
The Hamilton Steamboat Co., Ltd., Hamilton, Ont.....	625.	
The Hamilton & Montreal Nav. Company, Ltd.....	360.	
The Hamilton & Port William Nav. Company, Ltd.....	2,687.	
Huntsville, Lake of Bays and Lake Simcoe Nav. Co., Ltd., Huntsville, Ont.....	180.97	
International Ferry Co., Buffalo, N.Y.....	170.	
Lake Ontario & Bay of Quinte Steamboat Co., Ltd., Kingston, Ont.....	1,043.	
J. B. Miller, Toronto, Ont.....	566.	
The Montreal Transportation Co., Montreal.....	3,821.	15,686.
The Muskoka Lakes Nav. & Hotel Co., Ltd., Gravenhurst, Ont.....	1,035.96	
The Niagara Nav. Co., Ltd., Toronto, Ont.....	2,016.48	
The Northern Fish Co., Selkirk, Man.....	155.10	
The New Ontario Steamship Co., Ltd., Hamilton, Ont.....	996.	
The Northwest Nav. Co., Ltd., Selkirk, Man.....	263.98	1,083.15
The Ottawa River Nav. Co., Mon't James Playfair, Midland, Ont.....	1,505.	
A. E. Pontbriand, Sorel, P. Q.....	1,348.97	
The Rideau Lakes Nav. Co., Kingston, Ont.....	183.32	418.32
The Rathbun Co., Deseronto, Ont.....	391.	
The Rainy River Nav. Co., Ltd., Rat Portage, Ont.....	695.	296.
The Richelieu & Ontario Nav. Co., Montreal.....	721.97	
The St. Lawrence & Chicago Steam Nav. Co., Ltd., Toronto, Ont.....	14,475.	
The Trent Valley Nav. Co., Ltd.....	3,600.	
The Toronto & Montreal Steamboat Co., Ltd., Toronto, Ont.....	234.21	
The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.....	500.	
The Wentworth Nav. Co., Ltd.....	1,431.	
A. A. Wright, Toronto, Ont.....	455.	
	1,604.	
	56,134.23	24,723.47
In addition the following applications for membership have been received:		
The Canadian Lake & Ocean Nav. Co., Toronto, Ont.....	3,536.	
Jas. Carruthers, Toronto, Ont.....	358.	
	3,894.	
	60,028.23	24,723.47

The following tonnage has been declared by members of the Association since the last list we published:

A. A. WRIGHT, TORONTO—Tadousac, 1,451 tons register; Charlton, 140 tons register; Reginald, 13 tons register. Total three steamers, 1,604 tons register.

LAKE ONTARIO AND BAY OF QUINTE STEAMBOAT CO.—North King, 499 tons register; Caspian, 544 tons register. Total two steamers, 1,043 tons register.

BRITISH YUKON NAVIGATION CO. (LTD.)—Stern wheel steamers operating on Yukon river: White Horse, 630.69 tons register; Dawson, 490.62 tons register; Selkirk,