

ing that the work undertaken by the Government has been beneficial to the country. See summary appended.

Although the insurance rates on cargo carried by vessels on the Canadian route is still largely in excess of what it should be, and, as compared with rates on cargo shipped from Ports in the United States, the average for the season being 31½c, as compared with 15c. from New York, this still leaves a very considerable advantage in favour of the United States Ports.

The trade of the St. Lawrence has grown enormously, and consequently the vessels on the route have improved in speed, size, economy and comfort. In other words the owners have done their part to meet the trade and it now rests with those in authority to provide the facilities necessary for the proper handling of freight seeking this route. The question of accommodation has become acute, and if the Port of Montreal with all its natural advantages is to be developed, it must be placed on a par with the United States ports.

The cordial relations which have existed between the Federation and the different Government Departments have continued during the year, and to this I attribute largely the success of our work; and it gives me pleasure to testify to the cordial assistance and co-operation of the Minister of Marine and Fisheries, his Deputy and the Engineer of the Department. The latter's appointment as Engineer of the Harbor and Ship Channel is much appreciated by this Interest, and it is pleasing to note that he will still retain his authority of the Ship Channel, besides we will have the advantage of his experience in his new position in charge of the improvements in the harbor.

I take this opportunity of thanking the chairman, and the Executive Committee for the cordial support and assistance they have given me during the past year.

The whole respectfully submitted.

HUGH A. ALLAN,

President, Shipping Federation of Canada.