

# MARINE

## MAKE MAHON PRESIDENT

**DETROIT SHIPMASTERS CHOOSE OFFICERS FOR THE YEAR.**

**Jokers Introduce Snuff and Enliven the Session—Movement for a Change in Trying Cases by Inspectors Emphasized by Resolution.**

Members of Detroit lodge of the Shipmasters' association yesterday sneezed and elected officers. A captain or two whose humorous propensities could not be dulled even by the annual election, introduced snuff in the rooms, and the election proceeded under difficulties, the balloting being punctuated by lusty sneezing. Someone opened the windows, and the atmosphere cleared.

Officers for the year are: President, Capt. A. J. Mahon; first vice-president, Capt. Fred Simpson; second vice-president, Capt. B. S. Baker; treasurer, Capt. Alex. J. McKay; secretary, Capt. L. P. Anderholt. The following officers were appointed: Chaplain, Capt. B. Armstrong; marshal, Capt. G. F. Recor; warden, Capt. Charles Rattray; sentinel, Capt. J. C. Maddock. The delegate to the grand lodge is Capt. Wm. J. Crosby, with Capt. A. J. Mahon as alternate. Installation of officers will be had Tuesday, January 14, with Capt. Crosby as installing officer.

The movement for a change in the method of reaching decisions by local steamboat inspectors in collision cases was given recognition by the adoption of the following resolution:



**CAPT. A. J. MAHON.**

Be it resolved, That many accidents have occurred in the narrow channels, dredged cuts, canals and harbors of the great lakes connecting tributary waters, very largely on account of the large ships and large consort; also steamers towing several vessels in strong currents and meeting on bends in the channel, many of which are not due to any negligence of the men in charge of said vessels, but are due to surrounding circumstances over which they have no special control in many instances. The federal inspectors have seen fit to conduct investigations of the same frequently when the men in charge have not even had a personal interview with inspectors until after their licenses have been revoked or suspended.

Therefore, we recommend that investigations into collisions and accidents be had before proper tribunals, and all witnesses on both sides examined the same as in the United States district court, in cases of collisions or other violations of the law.

Therefore, we respectfully ask the grand lodge of the Shipmasters' association to take this matter up and have such legislation adopted as shall be best for all concerned, thus doing away with partial investigations, and the punishment of those who try to live up to the international statutes and acts of congress governing the navigation of ships.

Lodges at the various lake ports are preparing to take similar action, and these resolutions will be presented at the meeting of the grand lodge in Milwaukee, late this month. Here a resolution is expected to be adopted which will be sent to the annual meeting of the supervising inspectors in Washington.

It can be said for the local steamboat inspectors that they will welcome any charge which will relieve them in any degree from the unpleasant responsibility of making decisions in collision cases or other instances where the navigation rules seem to have been violated. Rigid orders have been issued from Washington as to the prompt investigation and speedy trial if deemed necessary, of all such cases, and the local inspectors have no option in the premises.

## WORKERS WILL RESIST CUT

**Lake Industrial Circles Fear an Effort to Reduce Wages.**

Buffalo, January 7.—Marine workers on shore fear an organized effort to force a reduction of wages this spring. This apprehension was voiced here by President Keefe, of the International Longshoremen, who last night addressed a largely attended meeting of affiliated workers of his big organization. President Keefe said delay on the part of employers in fixing dates for the usual annual wage conferences looked unfavorable to him. He then referred to the necessity of having an ample defense fund for such emergencies, and cited the mine workers, who have a fund said to reach \$1,000,000. The policy of raising such a fund was strongly advocated by President Keefe in the last annual convention of the Longshoremen in Detroit.

In part, Mr. Keefe said: "In former years our conferences with the carriers and dock managers were arranged by this time, but this year we are put off with the cry that conditions are such that they cannot meet us before March 1 or later, and then that we must come to where they decide to meet. This looks as though they were waiting to see if we have nerve to resist. We must hold our own against odds."

## TUG ESCORT SINKS AGAIN

**Breaks Away and Goes to Bottom of Welland Canal.**

Port Dalhousie, Ont., January 7.—After working for four hours trying to get the tug Escort and two pontoons through lock No. 1 of the new canal yesterday, the tugs engaged had to give it up and pull them outside again, when the Escort broke loose and sank to the bottom of the canal again. The diver is now at work on the Escort which is in bad condition.

**Weather Favors Wrecker Reid.**

Port Huron, January 7.—Capt. James Reid has the wrecker Maustique and the tugs Reid and Ottawa working on the sunken steamer Pabst. Up to date there has been no ice coming into the river, which has been unknown for years.

Capt. Albert J. Mahon, well known lake master passed away on his ship the Steamer MAURICE S. TREMAINE at Detroit March 23 (1937). He started sailing at 17 and at 26 sailed the barge Iron City going from there to the Iron Queen and in 1897 was given command of the Steamer Iron Age, later sailing the Amozonas, Sylwyn Eddy, the City of Bangor, the Milinoket now the Steelton, the thomas and J.J. Barlum, the later he commanded until 1930. Capt. Mahon's last command was the steamer Tremaine. He is survived by his widow, five daughters, three sons, Capt. James Mahon is in command of the carferry Detroit. Four sisters, three brothers, Capt. Walter Mahon of the Mailboat, Capt. Joseph and Michael Mahon in command of Detroit and Windsor ferries.

The pallbearers for his funeral were Capt. Lee DeNike, Capt. John Hyatt, Capt. Scott Worden, Capt. Wm. Palmer, Capt. McCarthy and Capt. James Canally. Interment was in the Holy Sepuichre Cemetery, Detroit.