

Mate, "who did not keep proper watch". In this connection, the report expressed the opinion "that the system which prevailed, which required the First Mate to be in charge of the leading of the ship during the period when he should have been off duty, resulted in his becoming overtired, suffering as he was from loss of sleep". James Morrey was drowned when the vessel sank.

The ill-fated vessel had loaded 10,429 tons of iron ore and had sailed from Port Arthur at 10:55 p.m. on June 3. The Captain was in charge of the watch till midnight when the First Mate, James Morrey relieved him for the midnight until 6 a.m. watch. The evidence indicated that the First Mate was overtired and the report emphasizes the fact that "James Morrey was a man of wide experience on the Great Lakes, that he was most efficient, and that he had an excellent record previous to this unfortunate accident".

RECOMMENDATIONS AND FINDINGS

Recommendations of the Court of Investigation are as follows:-

"1. We recommend that some system be evolved, either by the employing of a Third Mate or otherwise, if feasible, to prevent a Mate or other officer from taking charge of a ship when he is suffering from loss of sleep or is in a state of exhaustion by reason of his duties. We find that the eight-hour day prevails with the engineer room officers and crew but not with the officers in the forward end. We cannot understand why the eight-hour day should not prevail throughout the ship and we would so recommend.

"2. The evidence does not disclose and so far as we know there is no requirement by which a ship is equipped with a system of electrical gongs, throughout the ship, to be used in case of a disaster, such as collision, fire or grounding. We recommend that a regulation be passed requiring all lake vessels to be so equipped.

"3. In our opinion, the evidence does not disclose that sufficient life-boat and fire drills were held to familiarize the changing crew with their proper stations and proper duties, in order that the same may be carried out speedily and efficiently. We recommend that life-boat drill and fire drill be held weekly during the summer season and that at least twice during the navigation period, apart from the spring inspection, that life-boat drill and fire drill be held in the presence of and under the supervision of an officer from the Department of Steamboat Inspection.

"4. In view of the submissions made we have given consideration to whether or not wooden life-boats should be used. We are of the opinion that wooden life-boats are far superior to any other."

The evidence submitted before the Court of Investigation showed that the vessel was in a good and seaworthy condition as regards hull, machinery, lifesaving and other equipment. All necessary charts and sailing directions were

on board and in addition, the following equipment in excess of Department of Transport regulations had been installed: gyro compass, echo sounding machine, ship to shore radio telephone and radio direction finder.

The Board of Investigation fully exonerates the Master, Captain Eldon Walkinshaw, and says: "We are of the opinion that under all the circumstances he did everything possible most promptly and efficiently". He sent out a distress signal by radio immediately after the vessel struck, in response of which the United States Coast Guard vessel "Kimball", located nearby, came to render assistance. In this connection, the report says "We cannot commend too highly the action of the captain and crew of the 'Kimball' for the prompt assistance which they rendered". As a result 21 of the crew were saved. Most of those who lost their lives were in the second lifeboat which was being launched and was sucked down when the "EMPEROR" sank.

MILITARY ATTACHE TO CHINA: Canada's new military attache to the Government of China, succeeding Brig. W.N. Bostock, retired, is Lt.-Col. F. Le P. T. Clifford, OBE, of Ottawa and Hamilton, Ontario!

Col. Clifford is a permanent force artillery officer, having joined the Royal Canadian Horse Artillery in 1935 on his graduation from Royal Military College, Kingston. He is also a graduate of Camberley Staff College, England, which he attended in 1942.

FUR BUYERS PROTECTED: Canadian consumers will be protected against misrepresentation when they purchase fur garments under new regulations.

Under their provisions the dealer is required to state in all advertisements, labels or receipts, the kind of fur, as well as its actual origin, and he must indicate if it is second-hand, or whether it has been treated by dyeing, tipping or blending. In this way the buyer will be informed of the true nature of furs ordinarily designated simply by trade names. Since the regulations do not compel the dealer to label furs, but only to furnish the required information when he does, the consumer's protection rests in demanding a written receipt for any fur or fur-trimmed garment that he purchases.

Adopted by Order-in-Council, to become effective August 1, as the first move in the field of consumers' standards, these regulations have been prepared by the Standards Division in consultation with the retail trade, in order to replace certain war-time requirements of the W.P.T.B. Penalties for infraction are provided under the Dominion Trade and Industry Commission Act.

AMBASSADOR TO TURKEY: The Secretary of State for External Affairs announces the appointment of Major General Victor Wentworth Odlum, C.B.,

C.M.G., D.S.O., formerly Canadian Ambassador to China, as Canadian Ambassador Extraordinary and Plenipotentiary in Turkey.

Following a long and distinguished military career, General Odlum has served as High Commissioner for Canada in Australia and as Canadian Ambassador to China.

HORSES FOR B.W.I. POLICE: Fifteen horses of riding type were shipped recently from Montreal for police duty in the British West Indies. This shipment was the result of a letter from the Commissioner of Police for Barbados, requesting the Dominion Department of Agriculture to purchase and ship three horses for police work in that country and a similar request from the Commissioner of Police, Trinidad, B.W.I. for assistance in the purchase and shipment of 12 horses for similar duty in Trinidad.

These shipments have been going on since 1927 and the Department has supplied all the horses used in police duty in these countries since that time.

The type required are riding horses, three to seven years of age, height 14½ to 15½ hands, bays, browns, and chestnuts and weighing 900-1,100 pounds. The preference for a smaller type of horse than is used for this purpose in Canada is the high price of feed in B.W.I., where, it is understood, oats sell for \$8 per 100 lb. bag and hay at six cents a pound.

These horses were purchased in the vicinity of Brampton and Ailsa Craig, Ontario, where horse breeding stations which receive assistance from the Dominion Department of Agriculture have been maintained for the last 25 years.

HILLS, LAKES NAMED FOR WAR DEAD: Hills and creeks in the Cypress Hills district of Saskatchewan, previously nameless, have now been named for three Canadian servicemen who lost their lives in World War II.

Unique in Canadian war memorials, Moorhead Creek, Wilde Hills and Underdahl Creek have all been named in memory of Army heroes who grew up in and loved the region which now bears their names.

Moorhead Creek is named for Cpl. Donald Richard Moorhead, of Maple Creek, Sask., killed in action D-Day, June 6, 1944, in the initial assault on the Normandy beaches; and Underdahl Creek for Pte. George Thomas Underdahl, also of Maple Creek, who died August 19, 1942, of wounds received at Dieppe. The Wilde Hills will forever bear mute testimony to the sacrifice paid by Sgt. Allen Wilde, Regina, Sask., killed in a motorcycle accident while serving overseas with the Regina Rifles.

Saskatchewan is not the only province to perpetuate the memory of war heroes in geography. The Geographic Board of Canada recently approved the naming of 25 northern Manitoba Lakes for servicemen who lost their lives in World War II.

ROYAL CANADIAN REGIMENT PLANS MUSEUM: The Royal Canadian Regiment, senior permanent force infantry unit in the Canadian Army, has announced its plans for the organization of a regimental museum at Brockville, Ont., and an appeal is being made to the public for items that commemorate the historic and heroic achievements of the regiment since its inception more than 60 years ago.

Capt. A. Condy, officer-in-charge of the museum, feels certain that the venture will meet with success and that many old letters, pictures, obsolete uniforms, etc., will be forthcoming from former members of the regiment and their families.

The history of the Royal Canadian Regiment lends itself admirably to the project.

In 1885, the unit, then known as the Infantry School Corps, received its baptism of fire in the famed Northwest Rebellion. Thirteen years later it supplied the majority of the personnel of the permanent force formation which accomplished the memorable march over the Teslin Trail into the Yukon, and in 1899 and 1900, a Special Service Battalion of the regiment fought with distinction in South Africa. In 1902, when the regiment was in England attending the Coronation ceremonies of King Edward VII, its name was changed to its present form.

In both World Wars the Royal Canadian Regiment fought heroically and materially contributed to victory. The museum will keep for posterity many existing records of these engagements.

AIRCREW FOR H.M.C.S. MAGNIFICENT: Aircrew and maintenance personnel of the Royal Canadian Navy's 803 and 825 Squadrons who will man the planes of H.M.C.S. "Magnificent" when she is commissioned, will begin conversion-training in the new Seafury and Firefly IV aircraft in mid-August at the Royal Naval Air Station at Eglinton in Northern Ireland.

The two squadrons which have been with H.M.C.S. "Warrior" since her commissioning will sail for the United Kingdom in the 18,000 ton carrier on August 2nd, and will disembark on arrival to begin training in their new aircraft.

ATLANTIC COAST FISHERIES

INDUSTRY ADJUSTS ITSELF: Fishery statistics for the first six months of 1947 indicate that the industry on the Atlantic coast is definitely adjusting its production and processing program to meet current market requirements, says the Dominion Bureau of Statistics.

The industry enjoyed strong markets for all its products throughout the war years, but as the fisheries of the United Kingdom and north-western European countries recovered, the European demand has declined, except for certain relief requirements. Markets for frozen fish products have weakened, not only because