

clear fault on the part of the navigator.

The report of the committee for 1915 referred to the effort made to secure the installation of safety devices on all locks to prevent gates from getting out of mitre or giving way under pressure, and during the past year your committee has renewed these requests for action, enlisting as well the support of the Dominion Marine Association. After correspondence on the subject a small delegation waited upon the Deputy Minister of Railways and Canals and later submitted its representations in writing. The department admits the correctness of the statements made, and claims to have already equipped the more dangerous locks with the Gowan safety device. On the Welland Canal the department is disinclined to recommend any further expenditure for this purpose on account of the present building of the new Welland Ship Canal.

Your committee also pressed upon the attention of the same department the request for an improved and uniform system of lighting to indicate the position (open or closed) of lock gates, and for guards to prevent collision with lock entrance walls. The delegation from the Dominion Marine Association above mentioned also discussed these items with the Deputy Minister and placed the requests in writing. With reference to the lighting system the department has raised some objection to the method proposed in the report of your committee for 1915, and has determined simply to maintain the existing departmental regulation. Nevertheless it was admitted that investigation proved that lock masters were not carrying out instructions in this respect and were in some cases adopting plans of their own making. The department has therefore issued strict instructions requiring absolute and uniform compliance with the existing regulation above referred to. As to the desired protection for lock entrances the position taken is similar to that with reference to the other safety appliances mentioned. The department claims to have protected the St. Lawrence locks well and will not advise expenditure on the Welland at present.

In several cases casualty reports filed have called attention to the need of improvement in channels and establishment of additional or better aids to navigation, and whenever it appeared advisable your committee has taken steps to bring the question raised to the attention of the proper department at Ottawa or before the Lighthouse Board. Telegraphic reports to the association's office at Kingston have led to the prompt replacement or relighting of misplaced or unlighted buoys. Positions of stake buoys have been corrected. Light keepers and fog horn operators have been warned. Obstructions in channels have been removed; and it may be said in general terms that no opportunity has been lost to make good use of all suggestions received from the men who navigate the ships enrolled in the association.

The co-operation of the Lake Carriers' Association and the Great Lakes Protective Association was sought as occasion required, and your committee gave due consideration to occasional recommendations of these associations. Bulletin 2 of 1916, published your committee's adoption of the recommendation of the Great Lakes Protective Association that no vessel should attempt to pass another in the shallow and narrow channels between the lower end of Port Huron Middle Ground and Corsica Shoals Lightship, and between the upper end of Russell Island and the lower end of St. Clair Canal.

The plans worked out in 1915 to bring the upper St. Lawrence pilots under the jurisdiction of the Dominion Wreck Commissioner proved somewhat unsuccessful at first, as pilots boarding a ship at Kingston or Montreal did not consider themselves bound to comply with the understanding that they should sign the ship's articles. This difficulty was met by a resolution early in the season that these pilots should sign an agreement offering their services for the boats enrolled and agreeing to sign articles on first boarding ships. An agreement was prepared, duplicates were placed at Montreal and at Kingston, and pilots were invited by public notice in the newspapers of both cities, to sign the offer and undertaking. An interview with a delegation of pilots explained the situation, and the agreement being satisfactorily signed at an early date no trouble has since been experienced. The agreement with signatures is given in an appendix. As already stated, no occasion has arisen this year

The Dominion Marine Association Expresses Its Appreciation.

The following is an extract from the Dominion Marine Association's executive committee's annual report, presented at the annual meeting in Toronto, Feb. 15, 1917, over the signatures of the President, W. E. Burke, Assistant Manager, Canada Steamship Lines, Ltd., and the Counsel, Francis King, M.A., of Kingston, Ont., and which was unanimously adopted:

"Canadian Railway and Marine World.

"The proprietor of this publication having formally offered the use of its columns for such items of news as the association would care to publish, your committee gratefully accepted the offer and adopted the following resolution:

"That in view of the thorough manner in which Canadian Railway and Marine World covers the marine field throughout Canada, the care which exercises to secure accuracy, and the throughout Canada, the care which it the Dominion Marine Association's disposal, it is hereby appointed the association's official organ."

for criticism or censure in the case of any of these men.

In accordance with the resolution of the committee of 1915, casualty reports have been required only with reference to voyages within the limits covered by certificates issued to masters for inland waters, and therefore no record has been attempted of casualties or losses in the Gulf or on the Atlantic Coast or further at sea. Notwithstanding this, members of the association, in accordance with a resolution of your committee, have continued the enrollment of their ships, irrespective of their present trade routes, as their return to lake waters may be expected, and all the ships are thus equally interested in the improvement of navigation conditions. A list of ships enrolled, showing those still in lake trade and those at sea or laid up in ocean ports, is set out as an appendix to this report.

The Dominion Wreck Commissioner did not hold a sitting during 1916 to investigate a casualty affecting any one of the vessels enrolled in the association. One case, held over from 1915 pending correspondence, that of the s.s. Meaford, which stranded east of Detour, was ultimately

dropped, for lack of available evidence, as the crew was scattered, some members being overseas. The only other case in which an investigation was asked, that of the Iroquois at Salmon Point, St. Lawrence, occurred late in November, and the investigation was not held until Jan. 12. A decision has just been rendered and is reported above.

Insurance rates on the lakes for 1916 remained as in 1915. The standard on steel hulls carrying to the foot of Lake Erie for a period of one year, with a navigation season from April 15 at midnight to Nov. 30 at midnight was 3 3/4%. The usual extra 1/2% for the season was charged for navigation not east of Kingston, with a further 1/2% for navigation not east of Montreal, an additional fraction being charged for navigation as far as Cape Breton. The sailing season could be extended to midnight Dec. 12 on payment of an additional 1%, and a boat could make a one way trip after Nov. 30 at the following fractional charges: Sailing up to midnight Dec. 5, 1/2%; sailing up to midnight Dec. 8, 3/4%; sailing up to midnight Dec. 12, 1%; or make a one way trip on one lake sailing up to Dec. 12 at 1/4%. The policies also permitted navigation from April 1 to April 15 at pro rata of the season rate. Some of the United States policies on Canadian boats contained an additional clause to the effect that a vessel on a voyage at midnight Nov. 30 and sailing again after arrival should pay a pro rata season rate in addition to the special premium provided for the late or extended navigation. The proposals of the association in 1915 for removal of the deductible average clause from all policies and for additional proportionate lay-up rebates met with approval in all quarters among vessel owners and brokers, but up to the present underwriters do not appear to have determined to make either of the desired alterations.

The various bulletins of 1916 have been sent regularly to all masters of enrolled steamers on the lakes, to all members of the association, and to brokers and underwriters. Circular letters have been issued from time to time, and correspondence has been carried on with individual members, with masters, and with the authorities at Ottawa and in local centres as occasion arose. Owners and masters are again asked to make full use of the association's services for the purposes for which it was organized, and to assist its officers as much as possible in making its records complete and its work thoroughly effective.

Agreement With Pilots.—The agreement with St. Lawrence River pilots between Kingston and Montreal, referred to in the foregoing report, is addressed to the Canadian Lake Protective Association and its members and reads as follows:

"As the Dominion Wreck Commissioner has declared that he has no authority upon a wreck investigation to deal with pilots between Kingston and Montreal who are not officers of the ship in question, it has become necessary that pilots in the waters named should on coming on board the steamer sign the ship's articles as 'mate and pilot.' Accordingly, the undersigned mariners, who hold certificates good upon the waters mentioned, hereby offer to serve as pilots in these waters upon any boats enrolled in the Canadian Lake Protective Association and to comply with the above requirement, and each of the undersigned hereby undertakes and agrees with the said association and with its members that immediately upon joining any steamer he will sign the ship's