

channels on the main St. Lawrence route were noticed during 1917 and they made no progress. One related to the Long Sault Rapids and one to the St. Lawrence River at Coteau. Correspondence took place regarding each and direct investigation was made by members of the association in the departmental offices at Ottawa. It is understood that no formal application is now under consideration, in connection with either of these proposals. The New York & Ontario Power Co., however, is preparing to apply to the International Joint Commission for approval of certain proposed works in the St. Lawrence River, above and below the Rapide Plat, above Morrisburg, in connection with the development of their power at Waddington, N.Y., in the Little River, south of Ogden Island; and just as this report was going into print the president of the company submitted verbally to your secretary an outline of these proposals. Briefly, the company desires to make a rock fill between the foot of Ogden Island and Canada Island, in order to prevent the water of the main channel from flowing across past the foot of Ogden Island, and in order to improve the flow in its tail race; and it also desires to build a submerged dam, by a process of filling in the section of the main channel from the outer bank of the Morrisburg Canal, at its head, to Ogden Island, leaving a navigable depth above this fill of 20 to 25 ft., in order to divert sufficient water for their purposes into the Little River. It is argued for the company that this last mentioned fill will increase levels in the canal, and that the fill at the foot of the island may improve levels further upstream in the Rapide Plat. The Hydro-Electric Power Commission of Ontario is said to desire this development and to have contracted for 15,000 h.p. to be brought across the river from Waddington. These proposals will require very careful consideration and should be specially referred to the executive committee for 1918 for action.

Harbor and Channel Improvements.— Suggestions referred to the association, or brought forward by members, have been considered and acted upon at meetings throughout the year. Recommendations have been made by letter and by personal interview, and the various district engineers have very kindly consulted your secretary whenever occasion arose. It would be impossible to relate in detail all the points covered, but mention may be made particularly of the various improvements recommended in the Kaministikwia River, which have been favorably considered and to some extent already made the subject of departmental action; measures taken under the Navigable Waters Protection Act, to block the erection of certain proposed docks which would have encroached on the Mission River turning basin; the improvement of Goderich harbor by dredging and extension of breakwaters; the ship channel in the St. Clair River, along the Port Huron frontage, referred to elsewhere in this report; recommendations as to improvement of the Livingstone channel in the Detroit River; the removal or buoying of wrecks or temporary obstructions in various localities; the cut or channel at the foot of Wolfe Island near Clayton, N.Y.; improvements in Kingston harbor at the mouth of the Cataraqui River; the channels and dredging operations in Lake St. Louis; and various questions relating to the navigation of the canals. As in all other departments, save those immediately concerned with the provision of war materials, expenditure on public works has been cut to a minimum, and at pres-

ent no new projects of importance under this heading can receive any serious consideration.

Aids to Navigation.—As usual matters requiring immediate action have been dealt with by your officers as occasion arose, and much correspondence has passed, relating to unlit lights or misplaced marks, and to the better operation of certain aids or their later operation at the close of navigation. In view, however, of the general curtailment of expenditures it has not been possible to expect any substantial additional undertakings. Your committee on aids to navigation has doubtless realize this, and although a call was issued for one meeting to deal with some few pending recommendations, no quorum was obtained and no formal action has been taken. Your president, owing to the pressure of his duties as Assistant Director of Shipbuilding in the Naval Service, has not been able to attend meetings of the Lighthouse Board as often as he would have liked to, but for the reasons first mentioned this disability has not proved serious to the association.

The Late D. Murphy.—Your executive must record the great loss the association has suffered in the death of Dennis Murphy, President of the Ottawa Transportation Co., a member of the executive committee since the organization of the association, a past president of the association, and one of its best known, most highly esteemed and most cordially and universally liked members. Mr. Murphy's residence in Ottawa and his genial, generous nature placed the association constantly in his debt, for he never failed to welcome his friends with real hospitality when they were within reach, or to take active measures to help them in their difficulties at every opportunity whether they were absent or present. His warm heart and lovable disposition will always remain a pleasant memory with every member of the association. Upon his death in March last expressions of condolence were sent to his family, and a wreath of flowers from the association was among the many floral offerings. The association was also officially represented at the funeral.

General Business, Membership and Tonnage.—In this report the more important questions dealt with by your committees and officers during the year are briefly summarized. The usual general correspondence with representatives of various branches of the government and of sister organizations as well as with members of the association and other parties has taken place. The steam tonnage enrolled in the association in 1917 was 160,418 net registered tons against 166,997 tons in 1916; and the barge or sailing tonnage, 25,808 net registered tons, against 29,469 tons in 1916; a total of 186,226 tons to compare with 196,466 tons in the previous year. This continued decrease results partly from conditions due to the war, which have led to the continued abstraction of tonnage from inland waters, and partly from the fact that considerable tonnage, some of it acquired recently, has not yet been enrolled in the association. Members have continued the enrolment of their ships, irrespective of location, but losses and sales have been continuous and a fair comparison with the tonnage of previous years is therefore impossible.

Canadian Lake Protective Association's Annual Meeting.

The report presented at the annual meeting at Toronto, Feb. 20, called atten-

tion to the casualties to vessels owned by members of the association in 1917, the record being extremely light, once more demonstrating the effectiveness of the association's work.

Under the association's constitution, its executive committee is the same as that of the Dominion Marine Association, the President of the latter being Chairman of the C.L.P.A., and the executive committee comprises the Dominion Marine Association's two vice presidents, and other members of its executive committee, whose names are given in the report of that association's annual meeting, elsewhere in this issue.

Dominion Register of Masters, Mates and Engineers.

On the Marine Department's representation as to the desirability of keeping a register of the names and addresses of all persons in the Dominion who hold certificates of competency as masters, mates and engineers of seagoing and other steamships, an order in council has been passed as follows:—"Every person residing in Canada, not more than 65 years of age, who holds a certificate of competency, other than a temporary certificate, as master, mate or engineer, whether for seagoing or other ships, shall, on or before Apr. 30, 1918, send a statement to the Minister of Marine at Ottawa, on forms provided for the purpose, giving his full name and address, nationality, date of birth, and date and number of every certificate of competency held by him. Every such person thereafter changing the nature of his employment or his address shall forthwith notify the Minister. Temporary employment, during winter months, or when ship on which he may be engaged, may be undergoing repairs, need not be notified. Every person knowing, or having reason to believe that any person employed by him, or by any body corporate of which he is manager or superintendent, is under 65 years of age and is the holder of a certificate of competency as master, mate or engineer, whether for seagoing or other ships, shall ascertain if such person is the holder of such certificate, and if he is, and does not produce a certificate that he has reported as required by the first part of this order, shall thereupon send a statement to the Minister, containing the particulars as required, on a form provided for the purpose. Every person when required by the Minister, or by an authorized person, shall post up in a prominent place on his premises, where it can be easily read by employes, a form provided, calling attention to this order, with instructions for obtaining forms, etc.; and every person shall at all reasonable times permit any authorized person to enter his premises and make such enquiries as he may desire for the purpose of ascertaining what, if any, certificates any employes may hold, and other information in connection therewith. Any person refusing or neglecting to make any statement, enquiry or answer under these provisions, or refusing to post up and keep posted up, any notice in accordance with these provisions or refusing to permit any authorized person to enter his premises, or make any enquiry under these provisions, and any person knowingly giving any particulars which are untrue or misleading, in any statement, shall be guilty of an offence and liable on summary conviction to a fine not exceeding \$100, or imprisonment for not exceeding 2 months, or to both fine and imprisonment.