

the House of Representatives Bill 5609 without amendment.

**International Joint Commission.**—Early in the year an application was made to this commission for approval of plans for a ship channel in the St. Clair River, along the Port Huron side, with compensating works in the river lower down to maintain the levels of Lake Huron and Lake Michigan. The proposal came in due course before this association for consideration, and careful investigation was made. The undertaking promised substantial advantages, and relying upon the opinion of the Dominion Department of Public Works engineers, the Dominion Hydrographer and the officers of sister organizations, your committee, after examination of the plans, resolved to allow the application to proceed without criticism, other than comment upon the futility of measure to conserve these waters for navigation at their eastern outflow unless withdrawals at Chicago are placed under effective control. No other question directly affecting this association has come before the commission during the past year, and no notice of any public hearing has been issued; but a proposal of the New York & Ontario Power Co. for works in both channels of the river, in connection with the power development at Waddington, N.Y., will be before the commission at an early date. This is referred to under a separate heading in this report. The final report on the Lake of the Woods investigation has been published, and this, with the printed report of the consulting engineers in four volumes, have been received by the association.

**Shipping Registries.**—The last annual report contained a reference to arrangements made by this association with the sailors' institutes at Port Arthur and Kingston, for the opening of registry books, in which seamen could have their applications for employment recorded and owners could record their requirements. Similar arrangements were reported, more or less satisfactory, in certain other ports. But at Toronto, where no medium was available for this purpose, the negotiations of this association with the Upper Canada Tract Society led to the establishment of a Toronto sailors' rest and this association made a grant of \$400 towards the expense of this institution. Your committee is pleased to report that while the Toronto building is the smallest of the society institutes for sailors it has, however, proved very successful, thanks to the co-operation of owners and men. The report of the society having the institute in charge, records that up to the end of Aug., 1917, there had been over 8,000 visits made to it by sailors and others frequenting the water front and that for the same period, by actual count, 1,232 men had entered their names for employment in the free shipping registry and that of this number over 650 had been supplied with work. The report adds that part crews were also sent to Hamilton, Welland Canal, Port McNicoll, Sarnia, Belleville, Kingston, Cobourg, Thorold and Port Dalhousie. In a recent letter the society has commended the institute to the continued support of this association.

**Wage Schedule.**—No action was taken upon a schedule of wages submitted anonymously to this association early in 1917. The subject was discussed at the annual meeting and deferred for later consideration if necessary. Recently a letter was received from the secretary and business manager of the National Association of Marine Engineers for Canada stating that the organization named proposed to rearrange their classification of boats and wage scale for 1918 and sug-

gesting that a representative from the Dominion Marine Association confer with the writer with a view to making a satisfactory arrangement. The letter was acknowledged and held for consideration, your secretary being instructed in the meantime that the subject is a matter between individual members and their crews. While this report was in preparation a further communication was received from the same source enclosing a printed "wage scale and classification." It is understood that copies have been sent to all owners.

**Extension of Limits of Inland Waters.** In accordance with a resolution of this association's grain section a request was presented to the Marine Department for support in a proposal to amend the Canada Shipping Act, Sec. 72, so as to extend the limits of the Inland Waters of Canada, from Father Point and Point Orient, as far east as the eastern extremity of the Island of Anticosti. It was represented that the present limitation was an old one, dating from a period long antecedent to the development of the pulp and lumber trade from the north shore of the St. Lawrence, and that the new trade was burdened with unnecessary inconvenience and expense through having to employ additional men with coasting certificates; a difficulty accentuated by present war conditions. The proposal did not meet with approval in the department and the Deputy Minister held that the law must adopt a limit for the inland waters corresponding to the natural geographical division, and that the present location of that line is the correct one.

**Pilotage Charges — Montreal to Quebec.**—The association was consulted by the Marine Department regarding a request from the Montreal pilots that the tariff on seagoing and coasting vessels between Montreal and Quebec be increased 25c. a foot. The proposal was submitted by circular to members of this association and no opposition being raised in the meantime, the general consent being expressed by steamship agents at Montreal, a subsequent meeting of this association's grain section approved of the charge, and the amendment asked for was in due course inserted in the regulations.

**Canadian Masters and Crews on U. S. Ships.**—Correspondence at the instance of members of this association, interested in the continued employment of the same officers and crew on ships transferred to U. S. registry, brought information from the Commissioner of Navigation at Washington that following an executive order of the U. S. President, dated July 3, 1917, the Secretary of the Department of Commerce had prescribed regulations which permit Canadians under certain conditions to act as watch officers on ships of the country named. There is no law against the employment of a Canadian crew on such a ship.

**Smoke on Navigable Channels from Burning of Brush, Etc.**—Considerable correspondence took place with the Ontario Lands, Forests and Mines Department with a view of improving the existing legislation designed to prevent forest fires, and to bring about amendments placing further limitations upon the periods during which farmers and settlers may set fire to brush or slash or rubbish. Dr. Zavitz, of the department, gave the question attention and made certain suggestions which were considered at a meeting of your executive committee. It was then decided that it would be unwise to press for any amendment of the law at present and that the matter be held over for later consideration.

**Turning Vessels in the Kaministiquia River.**—As the result of correspondence and conference following recommendations of this association, sec. 15 of the regulations governing Fort William harbor, established by order in council of February 8, 1916, was amended by order in council of Feb. 2, 1917, by the addition of the following paragraph:—

"Provided, however, that steam vessels exceeding 200 tons gross, but not exceeding 260 ft. in length, may be turned with a tug in that section of the Kaministiquia River lying between the bend above C.P.R. elevator D and the westerly limit of the G.T.P.R. rail dock and provided further that steam vessels of such tonnage and length may also turn in that section of the Kaministiquia River lying between C.P.R. slip 1 and elevator C, but the turning of such vessels in the last mentioned portion of this river shall not take place without the use of a tug, unless sanctioned by the harbor master."

This amendment met with general approval from members of this association, and resulting as it did from the action taken at the instance of the association, consultation might have been expected before further amendment took place. Yet on Nov. 7, 1915, without any notice to or consultation with the association another order in council was adopted submitting the following rule in place of that above quoted.

"Sec. 15. Any vessel not exceeding 200 tons gross, or in the case of a package freighter not exceeding 275 ft. in length, may turn in any part of the Kaministiquia River under her own power; any vessel exceeding 200 tons gross, but not exceeding 260 ft. in length, or in the case of a package freighter not exceeding 330 ft. in length, may be turned with a tug in that section of the river lying between the bend above C.P.R. elevator D and the westerly limit of the G.T.P.R. wharf and may also turn in that section of the Kaministiquia River lying between C.P.R. slip 1 and elevator C, but the turning of such vessels in the last mentioned portion of this river shall not take place without the use of a tug, unless sanctioned by the harbor master. All other vessels must turn in the turning basin constructed at the head of McKellar channel."

The District Engineer of Public Works, upon whose recommendation the rule first quoted was adopted, was not consulted as to the present amendment and it appears to have arisen in the Marine Department. Objections have now been raised to the new order in council and the next executive committee will require to deal with the whole question.

**Canals.**—No representations have been made by this association to the Railways and Canals Department during 1917, save in so far as pending questions have been the subject of further discussion with one or other official. As in other departments, expenditure has been cut down to a minimum and no special alterations have this year been submitted to the association for consideration. The usual communications have passed with reference to permitted drafts of water, location and marking of obstructions and special navigation regulations, and these have been circulated to members.

**Lake Levels.**—Reference has been made in previous reports to the accentuation of natural fluctuations, particularly in restricted channels, by the withdrawals of water for power and other purposes, for instance by the diversion of the Mississippi River, through the Chicago drainage canal. The low water period, and the consequent loss in the carrying capacity of vessels, was specially commented upon in the 1915 report. Levels were considerably higher in 1917, and for convenience of reference and comparison with future years a table of levels, prepared from the monthly bulletins of the U. S. Survey of the Northern and Northwestern Lakes, is inserted as an appendix to this report.

**Power Development in Navigable Waters.**—The past year has been relatively free from difficulties in this respect. Only two proposals directly affecting navigable