

Later, on resolution of the committee, a request was made for application of the rule adopted in the U.S. whereby all bona fide members of crews received certificates that exempted them from other service so long as they continued to sail. It was pointed out, however, that the statute and its method of operation differed materially in the U.S. and that no fair comparison could be made, and it was determined by the Central Appeal Judge that each case must be dealt with on its own merits. Accordingly a great number of appeals accumulated on the files in the offices at Ottawa; and the justice of the claims in a great majority of these cases was apparently recognized. The mere withholding of a decision served the required purpose and left the men in the work of transportation. No doubt if the war had continued some other arrangement might have been required, but fortunately for everyone a happy solution of the difficulty has arrived. In this connection representations were made to the Department of Commerce and Labor at Washington as to the difficulty experienced in manning ships and the association received cordial assurance that the greatest possible leniency would be exercised in enforcing the U.S. Seamen's Act and that instructions were being issued accordingly.

**Pure Water on Ships.**—Pursuant to the arrangement made in 1917, the Department of Marine was reminded in Mar., 1918, of its intention to formulate Canadian regulations as to drinking water, compliance with which would satisfy officials in U.S. ports. A committee interviewed officers of the department at Ottawa and it was then agreed that no general regulations were required, as most of the ships affected by the U.S. law had already been equipped with efficient apparatus. It was decided that ships having steam available should adopt one of the approved plants mentioned in association circular 62 of 1917 and that ships without steam, such as many of the river tow barges, would probably have to adopt the alternative course permitted and take water on board from an approved source. The department undertook to prepare and supply forms of certificate for use by local medical health officers proving the water so procured to be satisfactory. These forms, procurable from any collector of customs, after proper signature would be accepted by U.S. port authorities. All this was intimated to members of the association by circular letters and in due course the forms mentioned were made available and were used.

**Boiler Inspection.**—At the annual meeting in 1918 it was resolved to ask for a less rigid enforcement of the Canadian regulations for computing permissible steam pressure for boilers brought in from the U.S. which were not open for inspection during the whole period of construction. At the first opportunity the subject was discussed with the Chairman of the Inspection Board at Ottawa and it was arranged that the practice of meeting special petitions by granting a reduction of the factor 1.65 in sec. 25 (a) under letter Y of the rules to a figure as low as 0.5 should be made more general, and that steamboat inspectors would receive instructions to make their computations accordingly in cases where no circumstances appeared to exist which would render a more rigid application of the rule advisable. The use of the lower factor gives the desired result.

**New Life Jackets.**—By circular S. I. 7 issued by the Chairman of the Inspection

Board, it was announced that after April 1, 1918, all life jackets must be of special nature and have the board's approval in accordance with the terms of the circular. A committee of this association took the first opportunity to examine the various styles of jackets and witnessed a practical demonstration of their advantages over the form previously in use. The requirements of the board were communicated to all members. The new regulations proved a hardship to owners recently equipped with a new stock of the old style jackets, and it is understood that permission was given later in special cases for installation of enough of the new jackets to supply the crews and the average number of passengers rather than the full complement, on the understanding that further replacements later would be from the approved styles.

**Navigation of the Kaministiquia River.**—At the annual meeting in 1918 correspondence was read with regard to the regulations governing turning of vessels in this river, fully referred to in the executive committee's printed report for 1917, and after discussion it was resolved that inasmuch as the principle adopted by the government in consultation with this association had now apparently been abandoned in favor of a new and discriminatory plan, application should be made to have the privileges which were now allowed only to package freighters extended to all ships of the same length and to have all ships up to 330 ft. in length permitted to turn with a tug in the portions of the river named. A committee was appointed to interview the authorities at Ottawa and endeavor to have a fair regulation adopted as above. At a later date the committee met at Ottawa and interviewed the proper authorities, explaining the various changes which had taken place and the unfairness of the last regulation, which had been made without consultation with the association and apparently on the recommendation of some individual interest. The committee was favorably received and on the recommendation of the Minister of Marine, an order in council was adopted on Mar. 14, 1918, as follows:—

"Sec. 15 of the special regulations for the government of the harbor of Fort William, Ont., established by order in council of Nov. 7, 1917, is hereby cancelled and the following section is substituted in lieu thereof:—

"Sec. 15. Steam vessels not exceeding 200 tons gross may turn in any part of the Kaministiquia River, McKellar Channel, or the Mission Channel, under their own power, excepting in the immediate vicinity of any bridge crossing said river or channels. Steam vessels exceeding 200 tons gross are prohibited from turning in the local harbor, excepting at the turning basins constructed for that purpose at West Fort above the G.T.P. Ry. bridge, at the confluence of the Kaministiquia River with Mission Channel, at the confluence of the Kaministiquia River with McKellar Channel and at the G.T.P. Ry. turning basin near the mouth of Mission Channel, provided, however, that steam vessels exceeding 200 tons gross, but not exceeding 330 ft. in length, may turn in that section of the Kaministiquia River lying between the bend above the C.P.R. elevator D and the westerly limit of the G.T.P. Ry. dock and in that section of said river lying between C.P.R. slip 1 and elevator C, but the turning of such vessels in the said sections of this river shall not take place without the use of a tug, unless sanctioned by the harbor master."

**Customs Clearances at Port Arthur and Fort William.**—Considerable correspondence took place with regard to the requirements for double clearances at these ports, and certain complaints were reported on the part of U.S. tonnage. Correspondence followed with the retiring Minister of Railways and Canals, but at the general meeting in February last a *modus operandi* was reported which seemed to give general satisfaction and no further action was taken.

**Shipping Registry at Toronto.**—Upon request from the Upper Canada Tract Society for a further grant, and after consideration of reports regarding the use made of the registry established by the society at Toronto, \$200 was voted by the general meeting of the association in February last and was paid.

**Patrol Service Above Sault Ste. Marie.**—Early in the season, with a view to facilitating the passage of vessels through the locks at Sault Ste. Marie, by avoiding congestion at any lock, the U.S. Lake Carriers' Association arranged for a patrol tug, and members of that association agreed that their ships should act upon directions to be given them from this tug. The co-operation of the Dominion Marine Association was sought in this arrangement and at a meeting in Toronto on May 10, 1918, the proposal was approved and it was resolved that Canadian vessels should pay on the same basis as the U.S. lake carriers for the service given. It was also resolved to suggest the distribution of mail by the same boat. Various objections were said to stand in the way of the proposed system of mail delivery, but the patrol tug has performed the duties originally assigned to it with general satisfaction to both associations.

**Double Courses in St. Marys River.**—A proposal came from the Lake Carriers' Association for adoption of certain double courses in the section of the St. Marys River between Sweets Point and Watsons Reef, and after consideration, your committee determined to ask owners to comply with the request for uniform action. It was arranged to await notice of general agreement on the subject in the Lake Carriers' Association's bulletins, but after further consideration that association advised letting the proposal stand, and no further action has been taken.

**Canadian Lock at Sault Ste. Marie.**—Considerable correspondence has taken place with reference to the landing facilities for vessels both above and below this lock. Arrangement has been made for additional help in taking lines. Special consideration has been given to the difficulties arising from the new currents developed above the lock, by the opening of the new power canal belonging to the Great Lakes Power Co. and the closing of the compensating dam above the rapids. A number of vessels grounded just west of the north pier, because the current which formerly flowed around the south pier now flowed around that on the northern side of the entrance, nearer the canal and where the approach is narrower. Improvements were suggested by dredging the approach above the power canal so as to reduce the side current and by placing detached buffer-cribs in proper locations. In the meantime the association advised owners by circular how all masters might best avoid danger.

**Mullen Coal Dock at Sandwich.**—An injunction order having been obtained by certain Sandwich residents against the continued use of the Mullen Coal Dock, an appeal was made by this association to the Marine Department for interven-