

necting and tributary waters. The Association recognized the dangers and difficulties involved in this difference, and referred the matter to a committee with instructions to take all steps possible to bring about uniformity in the rules on this great water highway, where the vessels of both countries are constantly meeting and passing—now in Canadian and now in U.S. waters. That committee has just about brought its duties to a successful close.

The committee's first step was to arrange a conference with representatives of the Lake Carriers' Association of the U.S.; and at a meeting in Buffalo, where the Canadian representatives were accompanied by the late John Bertram, Chairman of the Transportation Commission, a comparison of the rules was made and the points of most serious difference agreed upon. Later a correspondence was conducted with the Department of Marine and Fisheries at Ottawa, and in the session of 1904 the Canadian Parliament conferred power on the Governor-in-Council to adopt such rules on the waters named as might be advisable. In continued consultation with the Dominion Marine Association, the Department of Marine has now prepared a set of rules which have been printed and revised and finally agreed upon, and are expected to be issued at a very early date.

The new set of rules will take effect upon the Great Lakes and their connecting and tributary waters as far east as the lower exit of the Lachine Canal and the Victoria Bridge at Montreal, the designation of the waters affected being purposely as nearly as possible identical with the corresponding designation in the U.S. law. Chapter 79 of the Revised Statutes of Canada, containing what are called the International rules, will for obvious reasons remain in force east of Montreal and in other Canadian waters. The new set of rules will be printed in a separate pamphlet for circulation and use in the special limits designated.

These new rules will be identical with the old, except where they are altered to bring them into conformity with the U.S. law in the few important details agreed upon. Some of the most important changes may be summarized as follows:—

In the matter of fog signals (perhaps the most serious), clauses a, b, c, d, e, and f, of the Canadian Article 15, are struck out entirely and replaced by the corresponding clauses from the U.S. rules. They will be as follows:—

(a) A steam vessel under way, excepting only a steam vessel with a raft in tow, shall sound, at intervals of not more than one minute, three distinct blasts of her whistle.

(b) Every vessel in tow of another vessel shall, at intervals of one minute, sound four bells on a good and efficient properly placed bell as follows:—By striking the bell twice in quick succession, followed by a little longer interval, and then again striking twice in quick succession (as in striking four bells to indicate time).

(c) A steam vessel with a raft or a string of booms in tow shall sound at intervals of not more than one minute a screeching or modoc whistle from three to five seconds. Only steam vessels with raft or booms in tow, shall sound this screeching whistle in thick weather.

(d) A sailing vessel under way shall sound, at intervals of not more than one minute, when on the starboard tack, one blast; when on the port tack two blasts in succession, and when with the wind abaft the beam, three blasts in succession.

(e) A vessel when at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds.

There can be no question as to the advisability of this change. To take one instance,

the "three blast" signal in a fog. Heretofore, if a Canadian vessel obeyed her law in a fog she would sound a prolonged blast at intervals of two minutes. If the captain were nervous under fear of a collision in a crowded stream, and the blast were not sufficiently prolonged, it might easily be taken for the signal "one short blast," which means, "I am directing my course to starboard." A United States vessel approaching might so understand it, and at the same time the U.S. fog signal of three distinct blasts—heard once and suddenly—would mean to the Canadian captain according to his present rule (next referred to), "My engines are going full speed astern." The possible results were so serious that as a matter of fact the U.S. rules have been largely adopted by Canadian vessels; captains and pilots preferring to take the risks of being found at fault for disobedience to the law of their land, rather than the greater risks of sailing under rules unintelligible to other vessels.

For the reasons above, the Canadian rule (last clause of article 28), "three short blasts" to mean "My engines are going full speed astern," is struck out, leaving only the port and starboard signals provided for.

Article 28 is amended also to include certain U.S. rules so as to forbid what is known as "cross signals"; to provide for cases of misunderstanding and differences of judgment as to proper signals, and also for signals for vessels approaching bends or curves.

Article 25 is amended by adding the U.S. rule that in all narrow channels where there is a current and in the rivers St. Mary, St. Clair, Detroit, Niagara, and St. Lawrence, when two steamers are meeting, the descending steamer shall have the right of way, and shall, before the vessels have arrived within the distance of half a mile of each other, give the signal necessary to indicate which side she elects to take.

The first part of article 32, requiring a bright fire to be burned on rafts, is struck out, and the U.S. rules regarding rafts, including bag or boom rafts, are adopted, with the change of 12 ft. height for lights, to 6 ft.

The U.S. rule requiring two white lights in a horizontal line athwart ships on a steam vessel towing a raft is added as clause (b) to article 3.

Double ended ferry boats are required to carry a central range of bright white lights at equal heights forward and aft.

The optional range light on steamers referred to in clause (e) of article 2 is rendered compulsory, as is also the small steering light named in article 3 for a steamer towing another vessel.

National Association of Marine Engineers.

The sixth annual meeting of the National Association of Marine Engineers of Canada was held at Collingwood from Jan. 31 to Feb. 3, the Grand President, T. J. S. Milne, Kingston, Ont., presiding. The others present were:—N. J. Morrison, Grand Secretary-Treasurer, St. John, N.B.; J. Gillie, Grand Auditor, Kingston, Ont.; C. Robertson, Grand Conductor, Owen Sound, Ont.; and the following representatives of local councils:—F. S. Henning, H. Parker, Toronto; W. I. Barlowe, D. Kingston, St. John, N.B.; C. A. Farrar, J. A. Breckenridge, Collingwood; J. F. McEwan, Kingston, Ont.; T. Heriault, J. E. Blanchett, Levis, Que.; J. A. Crapeau, A. Charbonneau, Sorel, Que.; J. G. Simpson, Owen Sound, Ont.; L. B. Cronk, G. Sylvester, Windsor, Ont. The Montreal council and the two councils in British Columbia were not represented.

The Grand President's report congratulated the Association on its growth during the past year, and said that his only regret in regard to the work was the failure to get

the desired amendments to the Steamboat Inspection Act passed by Parliament. Another bill had, however, been introduced in the House of Commons by L. McCarthy, M.P., and he hoped it would pass. The Grand Secretary's report showed receipts during the year of \$1,638.13 and disbursements of \$956.96 leaving a balance of \$681.17.

F. S. Henning, Toronto; A. Milne, Kingston, Ont.; N. Ducap, Montreal; A. L. de Martigny, Sorel, Que., and L. B. Cronk, Windsor, Ont., were appointed to represent the Association at Ottawa in support of the bill to amend the Steamboat Inspection Act, 1898, with power to name substitutes if any could not attend. L. McCarthy, M.P., met the delegates at the meeting, and discussed the bill with them. A number of other matters of interest to marine engineers were discussed.

The following officers were elected for the current year:—Grand President, F. S. Henning, Toronto; Grand Vice-President, J. A. Crapeau, Sorel, Que.; Grand Secretary-Treasurer, N. J. Morrison, St. John, N.B.; Grand Conductor, C. Robertson, Owen Sound, Ont.; Grand Doorkeeper, T. Theriault, Levis, Que.; Grand Auditors, J. Gillie, Kingston, Ont.; L. B. Cronk, Windsor, Ont. It was decided to hold the next meeting at Levis, Que., on Jan. 23, 1906.

The Collingwood local council entertained the delegates at dinner on the last day of the meeting, a number of other guests being present, including L. McCarthy, M.P.; Captain T. Donnelly, Kingston, Ont., and the mayor and aldermen of Collingwood.

Following is a list of local councils and their secretaries:—Toronto, G. W. Clarkson; St. John, N.B., G. T. G. Blewett; Collingwood, Ont., J. A. Breckenridge; Kingston, Ont., J. Gillie; Montreal, N. Ducap; Victoria, B.C., P. Gordon; Vancouver, B.C., T. M. Heard; Levis, Que., E. Belanger; Sorel, Que., J. A. Crapeau; Owen Sound, Ont., R. McLaren; Windsor, Ont., N. Maitland.

Masters and Mates Association.

The annual meeting of the Grand Association of the Canadian Association of Masters and Mates was held at St. Catharines, Ont., Feb. 14 and 15, the delegates present being captains from the following Ontario points:—J. Wilson, F. Scott, A. McIntyre, Collingwood; A. Milligan, A. McMaugh, J. T. Towers, St. Catharines; Jas. Martin, Jas. Murray, Jas. Dix, Kingston; R. D. Simpson, M. McKay, Owen Sound; J. McGiffen, J. V. Trowell, Toronto; W. J. Madden, Roy Burke, Penetang; D. Burke, Midland; J. W. McCoppen, Port Colborne; and W. Ireland, Parry Sound. Captain Jas. Wilson, Grand Master, presided.

After routine business the reports of the grand officers, President, Secretary and Treasurer, were presented and adopted. It was shown that the Association has grown satisfactorily, and that it now has branch associations at Toronto, Collingwood, Parry Sound, Penetang, Midland, Owen Sound, Kingston, St. Catharines, with a total membership of over 300. The Association was started at a meeting in Toronto about four years ago; the first Grand Association meeting was held at Collingwood in 1903, and the second at Toronto in 1904.

Communications were submitted from different local associations suggesting further aids to navigation on the Great Lakes, and were referred to Captains Dix, Murray and Scott for examination and report. Such of the suggestions as may be approved by the committee will be transmitted to the Department of Marine, with a request that they be acted upon. A number of resolutions were adopted, the most important being:—

To ask the Dominion Government to prevent aliens from serving as masters or mates on Canadian vessels.