

A. Green, Hamilton, 855. Insufficiency of life boats, &c., E. Kehoe, Detroit, 419. Life boats, W. McIlwaine, 910. A life preserver on a sailing vessel is a very rare thing, Willard Stephens, Kingston, 1032.

NATIONALITY OF SAILORS.—American law regarding nationality of sailors not enforced, J. Buckley, Detroit, 410.

OVERLOADING OF VESSELS.—Vessels now loaded as if there was no law, 410. Mentions vessels lost on account of overloading, J. Buckley, Detroit, 411. Vessels as a rule are at present overloaded, 911. The Plimsoll load line, the remedy for overloading of vessels, John T. Carey, 914. Overloading of propellers. The Plimsoll load line, Capt. T. Donnelly, Kingston, 986. P. Gallagher, 918. Vessels are rendered unseaworthy by overloading; the proper remedy is the Plimsoll load line, W. McIlwaine, 909. Opinion regarding the necessity for a "shifting board" with a cargo of grain, Thomas Mulhall, Detroit, 417. Peter Nelson, 916. Thinks it would be right to have a law to regulate the loading of barges, Capt. Parsons, Kingston, 1020. W. Stephens, Kingston, 1031.

SHIPPING OF SAILORS.—No shipping master at Kingston; it would be well if there was one, 987. Sailors should be shipped and paid off at a shipping office same as at Atlantic ports. Evils and disadvantages of shipping by the trip, from port to port, instead of by the month or year, 988. Sailors could save ten times as much as they do if engaged by the year instead of by the trip, Capt. T. Donnelly, Kingston, 989. Advantages of employing sailors by the season instead of by the trip, T. A. Green, Hamilton, 851. Advocates the establishment of shipping offices at such places as Toronto, Kingston and the Welland Canal. Would support the appointment of a shipping master at Kingston. How sailors are engaged now and how it was done twenty-eight years ago. Disadvantages of shipping by the trip, 1021. Advocates sailors being hired by the month and paid a uniform rate of wages all through the season, Capt. Parsons, Kingston, 1022. Sailors ship by the day and are paid at the end of the trip, 1030. It is the rule of the Seamen's Union that sailors ship by the trip; thinks it would be better for all parties if they were shipped by the month, W. Stephens, Kingston, 1032.

UNDERMANNING OF VESSELS.—J. Buckley, Detroit, 411. Vessels at present are as a rule undermanned, 911. Loss of vessels from insufficiency of crews, John T. Carey, 912. Vessels are seldom short handed except in the fall, T. A. Green, Hamilton, 852. Inland vessels are not sufficiently manned. The necessary crew for vessels, W. McIlwaine, 908. The difficulty of getting sober men, often the cause of undermanning of barges, Capt. Parsons, Kingston, 1020. Has known vessels to leave port short handed because men could not be had. The habits of seamen in regard to the habitual use of intoxicating liquors, W. Stephens, Kingston, 1033.

UNSEAWORTHINESS OF VESSELS IN USE.—Unseaworthiness of vessels leaving the Welland Canal, A. J. Carroll, St. Catharines, 927. R. Donnelly, 910. Thinks Government will have to take some action regarding the use of unseaworthy vessels, Capt. T. Donnelly, Kingston, 985, 937. James Fleming, Kingston, 1047. Steamboats sometimes not as seaworthy as they should be, G. Johnston, Kingston, 944. Many vessels have not got any charts and many captains could not use them if they had them, E. Kehoe, Detroit, 419. Several vessels now sailing on the lakes that cannot be classed as worthy of insurance, 907, 908. Vessels which are not properly rigged and equipped, 908. A sufficient number of unseaworthy vessels now afloat to warrant the Government prohibiting the use of them, Wm. McIlwaine, 909. R. Marshall, Kingston, 1043. Of vessels leaving the port of Kingston, Isaac Oliver, Kingston, 908. Capt. Parsons, Kingston, 1018. A vessel without sufficient canvas is not seaworthy. Has often known vessels leave Kingston with bad gear, sails, &c., Willard Stephens, 1031.

ST. CATHARINES.—See evidence of J. E. Cuff, Mayor, 923.