

situation from those other points.

ADMIRAL DILLARD: Possibly, and we are facing it now with respect to St. Pierre, Miquelon, and are proceeding to meet that issue. We have had vessels cruising on the high seas in the vicinity of St. Pierre concentrated in an effort there. Speaking generally, gentlemen, I may say that the Coast Guard has got a grip on liquor smuggling at sea; and if the two nations are disposed to incorporate such a provision as I have suggested I think the chapter will be practically ended and the thing over.

MR. LOWMAN: At this point, in as much as the Admiral has brought that question up, we find it necessary to practically surround the high seas around St. Pierre to shut out the rum work there. We have negotiations now with the French Government trying to straighten up that situation, the only difficulty being it is more or less difficult for them to control their own nationals at St. Pierre, but we are very hopeful that we can do that, and if we cannot do it, we have to protect ourselves with our own vessels; and of course that would be the same situation as Detroit, if we cannot get any protection; we hated to put more boats on Lake Erie, but we might have to do it.

MR. ROWELL: As I understand the Admiral spoke of the Great Lakes and the Ocean; do your observations cover the Detroit front? Do you have charge of the boats on the Detroit front?

ADMIRAL DILLARD: No sir, the Coast Guard is charged with the responsibility of preventing smuggling across the large lakes. Operations in the Detroit River and vicinity, for reasons that in my judgment are excellent, are under the