YUKON TERRITORIAL COUNCIL

FIFTH SESSION 1962

Votes and Proceedings

Volume 2.

(Sessional Papers)

SESSIONAL PAPER NO. 1 - 1962 (Fifth Session)

OPENING ADDRESS

BY

GORDON R. CAMERON, ESQUIRE

COMMISSIONER OF THE YUKON TERRITORY

AT THE

6th SESSION OF THE 19th WHOLLY ELECTIVE COUNCIL OF THE

YUKON TERRITORY

Whitehorse, Y.T.
13th November, 1962.

Mr. Speaker,
Members of Council:

Once again you have been called together as the Territorial Legislative Council to assist in regulating the continued progress of this country. Your deliberations during these sessions mould the future controlled development of the Yukon which means you have a large responsibility to every man, woman and child, as their success will be affected by your legislation. I believe this Council Session should be significant by the fact that you now have in your Council a Financial Advisory Committee which has just returned from a very informative trip to Ottawa, during which time they met practically everyone in Northern Administration and discussed various problems to do with the Yukon. This in itself should offer considerable assistance throughout your discussions in arriving at the proper answers.

The Financial Agreement between the Yukon Territory and the Government of Canada has been in effect since the 1st of April, 1962. Funds granted by Council at its Spring Session to defray the expenses of the Public Service of the Territory left little room to provide additional operating monies under the Agreement to cover unforeseen expenditures by means of Supplementary Estimates. You will, never theless, be asked to approve certain Supplementary Estimates to cover anticipated over-expenditures although it may develop that increased revenues and lapsing balances will reduce the over-expenditure perhaps to the point of ending the fiscal year with a balanced budget.

A development resulting from the Financial Agreement has been the assumption by Northern Health Services of responsibility for those health services provided by the Government of the Yukon Territory which were formerly administered by the Superintendent of Welfare. The taking over of this new Health Department by the Zone Superintendent of Northern Health Services has been effected and administrative procedures are being established satisfactorily. Health regulations are constantly under review and additional ones are being planned. The appointment of a Liquor Inspector will permit the Health Officer to devote his whole time to the application and observance of these regulations.

..... / 2

The recommendations of the Interdepartmental Committee on Federal - Territorial Financial Relations included one that municipal development be encouraged by providing for intermediate forms of municipal organization. A paper will be prepared on this subject, inviting the views of Members of Council on the methods of implementing this proposal.

Negotiations are progressing with the Government of Canada with a view to the introduction of an adequate superannuation plan for employees of the Territorial Public Service. Such a plan would take into consideration contributions being made by employees to the scheme presently available to them.

The newly-formed Department of Travel and Publicity has been functioning since March of this year. The Director has established useful contacts with tourist agencies, both governmental and national, as well as agencies in the State of Alaska. The summer season just closed was an important one and gave the Director of Travel and Publicity an excellent opportunity to further assess the potential value of tourist travel in the Yukon. A survey carried out during the summer by the Department will prove useful in formulating future plans.

The value, to the Yukon, of the Dawson City Gold Rush Festival is being assessed and future plans are under consideration.

Through the courtesy of the Canadian Broadcasting Corporation, a bi-monthly series of broadcasts has been arranged whereby heads of Territorial and Federal services give a 15-minute talk, outlining the activities of their respective departments. Encouragement has been given to listeners to ask questions on Yukon Affairs. It is hoped, by this method, to inform the people of the Territory as to what the Public Service is accomplishing on their behalf.

Early in the summer, the Central Mortgage and Housing Corporation presented a preliminary report on the proposed metropolitan plan for greater Whitehorse. The proposed plan was received favourably by the people of Whitehorse, and Central Mortgage and Housing Corporation is now preparing its plan in final form with draft zoning legislation for the City of Whitehorse and for the Government of the Yukon Territory, with which proposals will be submitted for the implementation and enforcement of the plan.

Administrative difficulties beyond our control have held up the Low Cost Housing Program, but these are now being sorted out and it is expected that the plan will be ready to go into effect by the beginning of the next building season. A separate paper has been prepared on this subject for your consideration.

The City of Whitehorse and the White Pass and Yukon Railway Company have agreed on the terms upon which the City is prepared to purchase and install water and sewer installations in Lot 19. The ratepayers of the City will be asked if they approve the borrowing of the necessary funds by the City in a plebiscite which will be held late in November or early in December. In the meantime, the Government of the Yukon Territory, with funds granted by the Government of Canada, is removing all building not occupied as human habitations which are located on Crown land throughout lower Whitehorse.

..../3

It was my privilege to visit Old Crow during the summer and I had an opportunity to discuss matters of public interest with the people of that community. One proposal which has been receiving renewed attention in the last few months has been that of the Yukon Territory taking over the responsibility of administering the school at Old Crow. A paper will be presented to you on this subject for your consideration and advice.

The proposal of Council, as set forth in a Motion passed at the Spring Session, to enquire into matters relating to Liquor in the Yukon has been implemented by the formation of a Liquor Committee, composed of a Member of Council and residents of the Yukon and officials of the Administration to study this question and submit a report. The Committee has held organizational meetings and plans to hold public hearings. It is not expected that a full report of their findings will be available until several months have elapsed.

The mineral resource development which my predecessor anticipated in his opening address of the Spring Session has indeed materialized. The resultant mining activities in the Yukon, in the past few months, have been most promising and encouraging. Iron ore discoveries in the Snake River area open up possibilities of development which will have a most beneficial influence on the economy of the Territory.

Federal assistance on resource development roads has been continued. In addition, the Prospectors' Assistance Program was inaugurated during the year.

An interim report has been made available to Members of Council on Tote Trail Assistance from which it will be seen that benefits have been distributed amongst several applicants.

The Mining Recorder's office at Watson Lake opened for business on the 27th of April and has been very active ever since.

Effective the 1st of April, 1963, it is the intention to establish, in the Whitehorse Mining Recorder's office, a Central Records office wherein will be kept a duplicate of all mining records for the Yukon Territory.

In the fall of 1958 the Yukon Council first raised the question of encouraging agricultural land use. As a result of this, the Department of Agriculture undertook a field study of the agricultural land potential along the Takhini and Dezadeash Valleys and subsequently they have released a map and bulletin of these arable lands. In conjunction with this field study a committee was set up in Ottawa between the Department of Northern Affairs and the Department of Agriculture to study the possibilities of farming and to develop recommendations for agricultural developments in the Yukon. I am pleased to report that this Committee has finalized its studies and it was the pleasure of your financial committee, when in Ottawa, to discuss this report with senior officers of the Department of Northern Affairs and the Department of Agriculture.

With the taking over of the former Yukon Children's Aid Society, the Welfare Department is now responsible for the entire Territorial social welfare programme, with the exception of the administration of Old Age Assistance and Disabled and Blind Persons' Allowances. It is planned that this will also be transferred to the Welfare Department in the near future.

...../4

The Senior Citizens' Home in Whitehorse will accommodate 21 persons in self-contained units which will enable residents to prepare their own meals. It is anticipated that the Home will be opened sometime in the New Year.

Discussions are taking place with Indian Affairs Branch to explore the advisability and implications of the Welfare Department assuming responsibility for all welfare services to persons of Indian status. The Department already provides all child welfare services to Indians but to this would be added family services and the granting of social assistance.

Of major concern, at the present time, is the problem of juvenile delinquency and the fact that the Territory has no domiciliary or detention homes, or custodial institutions, for those children displaying pre-delinquent behaviour or those adjudged delinquent under the Juvenile Delinquents Act. Correctional institutions elsewhere are taxed to capacity and are less and less able to accept our delinquents for custodial care. The need to provide our own institutional resources, for the treatment of delinquent behaviour, will require serious consideration in the next few years.

On the subject of Fitness and Amateur Sport in Canada, additional information is being obtained to supplement that already given you in June. The planning grant of $15,057.00 was paid to the Yukon in August and steps have been taken to engage the services of a physical fitness specialist to make a survey of requirements in the Yukon and submit a plan. The survey will take place during the month of February, 1963.

The tentative plan concurred in by Council for the establishment of an Emergency Measures Organization has been presented to the public and further progress is being made.

Mr. Speaker, Members of Council, you will be asked to consider the following legislation and such other matters as may be brought before you:

Bill No. 1 - An Ordinance to Amend the Insurance Ordinance

Bill No. 2 - An Ordinance to Amend the Motor Vehicles Ordinance

Bill No. 3 - An Ordinance to Amend the Labour Provisions Ordinance

Bill No. 4 - An Ordinance to Amend the Municipal Ordinance

Bill No. 5 - An Ordinance to Facilitate Cornea Transplants from Bodies of Deceased Persons to Living Persons

Bill No. 6 - An Ordinance Respecting Survivorship

Bill No. 7 - An Ordinance Respecting the Presumption of Death

Bill No. 8 - An Ordinance to Extend the Jurisdiction of the Territorial Court to Approve the Variation of Trusts in the Interests of Beneficiaries and to Sanction Dealings with Trust Property

...../5

Bill No. 9 - An Ordinance to Amend the Liquor Ordinance

Bill No.10 - An Ordinance for Granting to the Commissioner Certain Additional Sums of Money to Defray the Expenses of the Public Service of the Territory (Third Supplementary Appropriation Ordinance 1961-62)

Bill No.11 - An Ordinance for Granting to the Commissioner Certain Sums of Money to Defray the Expenses of The Public Service of the Territory (Fourth Supplementary Appropriation Ordinance 1962-63)

I thank you, Mr. Speaker, Members of Council.

.....

SESSIONAL PAPER NO. 2 - 1962 (Fifth Session)

P.O.Box 2029,
Whitehorse,Yukon Territory

13 November,1962.

Mr.Speaker,
Members of Council:

Members of Council will be interested in reading the enclosed progress report on Tote Trails. The chairman of the Tote Trail Committee, Mr. A.D.Oliver, who is also Mining Inspector, will be glad to appear before Council to answer any questions arising out of this report.

G.R.Cameron,
Commissioner.

P.S. Only one copy of the report is available and is in the hands of the Clerk of Council.

SESSIONAL PAPER NO. 3 - 1962 (Fifth Session)

Whitehorse, Yukon Territory

13 November, 1962.

Mr. Speaker,
Members of Council:

1. It is the Canadian Parliamentary practice for Ministers of the Crown, if they deem it necessary, to permit public officials, normally Deputy Ministers of Departments, to sit on the floor of the House of Commons in order to assist their Ministers when departmental estimates are under consideration. At no time, however, are these officials permitted to address the Commons on these occasions. The answers to any questions are given by the Minister, who may first consult his Deputy. Public Officials, however, do appear before Committees of the House or the Senate to give evidence on the activities in which they are concerned and this is without their Ministers necessarily being present. In no case, however, do any of these officials appear without at least the prior knowledge of the Minister of their Department.

2. In the Yukon, the practice relating to the attendance of public officials has been somewhat different. There are no standing or select committees of Council. Furthermore, the Yukon Council, being a legislative body, the responsibility for administration lies solely with the Commissioner. For this latter reason, it has always been understood that an officer of the Administration does not and should not appear before the Territorial Council unless the Commissioner has consented to his doing so. Normally it has been for the Commissioner to attend a sitting of the Committee of the Whole in this way although on occasion he may have sought the assistance of the officer concerned by having the latter called as well.

3. It would be appreciated therefore if, when Council wishes a Territorial or Federal official to appear before the Committee of the Whole, the request for him to do so be addressed to the Commissioner by the Speaker, stating the reasons why the presence of the official concerned is required and the specific questions to be asked of him. The Commissioner may then instruct the officer to appear or, if he deems it more appropriate, may appear himself and may or may not bring with him the official in question.

G.R. Cameron,
Commissioner

SESSIONAL PAPER NO. 4 - 1962 (Fifth Session)

Whitehorse,Y.T.,

13 November,1962.

Mr.Speaker,
Members of Council:

Canadian Coachways Limited
Bus Franchise

1. In November,1961, Canadian Coachways Limited submitted the attached brief suggesting that Bus Franchise Regulations be adopted in the Yukon, similar to those in force in some provinces of Canada, which would limit the number of carriers on any one route.

2. This brief is not in any way related to the survey made in regard to bus transportation within the Whitehorse Metropolitan Area.

3. On receipt of the Canadian Coachways brief, a copy was brought to the attention of the Deputy Minister of Northern Affairs and National Resources. Whilst no attempt was made to verify the Canadian Coachways figures of their annual operating revenues and expenditures, one could not dismiss their thesis that the limited volume of traffic in the Yukon and the high overhead capital costs involved in providing year-round bus transportation could lead to poorer service and financial losses if unlimited competition were permitted.

4. Canadian Coachways' proposal was similar to representations received by the Department of Northern Affairs and National Resources for a Utilities Commission or Board to establish and review other franchises in the two Territories. It was thought that public bus transportation might be regulated in the same manner. The whole question on regulating rates and utilities in the Territories was given further study including the advisability of having a single Public Utilities Commission for both Territories with responsibilities for power, bus and truck transportation. The subject was discussed also with Members of Council who visited Ottawa in October of this year. The result of all this has been that the question was left for the Yukon Administration to seek out a solution for the Territory.

5. As Members of Council are aware, there is no comparable legislation in the Yukon to that of Ontario, Quebec or other provinces which provides for the adjudication of applications of this nature. Such legislation usually sets up a quasi-judicial board for the purpose. In Ontario there is the Ontario Highways Transport Board Act, Chapter 273, S.O. 1960, whereby a Board constituted under this Act hands down rulings after hearing representations from all parties concerned. The Motor Vehicles Ordinance of the Yukon does not appear to empower the Commissioner of the Yukon to grant a bus franchise. An alternative might be that the services of a provincially constituted Board of the type in question might be sought for specific cases, but there is no provision, under the present Five-Year Financial Agreement, to cover the cost of such a service.

6. It has been suggested that some type of board of adjudication to review applications of this nature might be formed from amongst the citizens of the Territory. There is merit in such a proposal and it could be that the impartiality of a board locally constituted could be assured by inviting the Judge of the Territorial Court to be its chairman.

7. It would be appreciated if Members of Council would please review this question and give me the benefit of their advice in the matter.

G.R.Cameron,
Commissioner.

Attch.

SESSIONAL PAPER NO. 5 - 1962 (Fifth Session)

Whitehorse, Yukon Territory
13 November, 1962.

Mr. Speaker,
Members of Council:

Proposed Transfer of Old Crow School

I attach, herewith, for your consideration and study, a paper on the subject of the proposed transfer, to the Government of the Yukon Territory, of the Old Crow School, which is presently administered by the Education Division of the Department of Northern Affairs and National Resources.

I should very much appreciate receiving the views of Members of Council on the subject of this proposal.

G.R. Cameron -

G.R. Cameron,
Commissioner.

OLD CROW SCHOOL

PROPOSED TRANSFER TO THE GOVERNMENT OF THE YUKON

The Federal School at Old Crow (Y.T.) consisting, at present of two classrooms with an enrolment of 50 pupils, (Grades I to IV), has been in operation under the administration and supervision of the Department of Northern Affairs and National Resources since April, 1958, when its management and operation was transferred from the Department of Citizenship and Immigration. (Authority P.O.1958-785 dated May 30, 1958).

Prior to its incorporation into the Mackenzie District school system under the Department of Northern Affairs and National Resources, the Old Crow School was operated by the Indian Affairs Branch of the Department of Citizenship and Immigration under the supervision of their school superintendent in Victoria, B.C. (Indians comprise the vast majority of the school population - in April, 1962, of a total enrolment of 45, 36 were Treaty Indians). Due to difficulties of transportation and communication between Old Crow and Victoria, the school received few visits from the superintendent and its maintenance was difficult.

The settlement at Old Crow is just 130 miles, or approximately 1½ hours flying time from Aklavik as opposed to 250 air miles from the nearest centre in the Yukon, Dawson City. Traditional travel patterns and communication, as well as the tribal customs and language of the Loucheux Indians have been more closely linked with their fellow tribesmen of the Mackenzie Delta than with the Yukon. These factors, along with the ease of arranging financing as a federal school, were of primary importance when the transfer of the school to the Department of Northern Affairs and National Resources took place in 1958. At that time, the Indian Welfare function for Old Crow was also transferred from the Whitehorse to the Aklavik Indian Agency.

Initially, after the takeover by the Department of Northern Affairs and National Resources only pupils in Grades I to III were educated at Old Crow, while pupils in Grades IV and above were taken to Fort McPherson and Inuvik where they were lodged in hostels. At the present time the school accommodates 50 pupils in Grades I to IV inclusive while 16 pupils in Grades II (one only), V, VI, VII, VIII and IX attend federal residential schools in Fort McPherson, Inuvik and Yellowknife.

Cost Experience

The actual cost of operating the Old Crow School for the year 1961-62 amounted to a total of $46,697.16 or $1,086.00 per pupil, on the basis of 43 pupils. Because this was the first full year of operation of a new school building these costs are no doubt somewhat higher than may be expected in future years. The attached statement (Appendix I) gives a breakdown of the 1961-62 cost of operations.

The School Plant

The school plant is a new modern structure constructed of logs. It contains two attractive classrooms, a small supply room, and two apartments with two bedrooms. The building is heated by a 1,080,000 B.T.U. hot water wood furnace. The Territorial Engineer, Mr. Grant Starr, feels that there is a distinct possibility that sufficient heat can be obtained from this unit to heat an additional classroom as well as an activity room. This, however, would have to be studied.

The sewage system consists of a septic tank in the furnace room which has no field and the outlet to the river is frozen so that the effluent is being pumped out to the river with a Wajax pump. The Territorial Engineer suggests that a new disposal line be put in which would work during the winter as well as the summer.

Water is supplied from the river, and in winter because of the extreme temperatures, ice is melted for water. The ice contract amounts to $1,000.00 per annum.

Electricity is supplied from a plant operated by the Department of Northern Affairs.

Advantages and Disadvantages of Present Arrangement

The original arguments for including the Old Crow School within the Northwest Territories school system are now open to question, particularly in view of the opinion expressed by the Indians that they wish to have all their schooling in the Yukon. That the Indians would be happier associated with their own people in the Mackenzie, a factor given much weight in the original decision to transfer the school to the Northwest Territories, is now balanced by their statements that they would be more content under Yukon administration.

This summer I had occasion to visit the settlement of Old Crow. In September, Mr. Harry Thompson, the Superintendent of Schools, and Mr. Grant Starr, the Territorial Engineer, also visited the community. From what we can gather from the people the two basic reasons why they want their children to attend the local school are:

1) When the children go off to a residential school they lose their native tongue, and obtain (and for them, a distorted) outlook on life. When they return home they are unable to communicate adequately with their parents.

2) If the older children were able to attend the local school, they would be able to go trapping and hunting with their parents and thus acquire the skills they would need to earn a livelihood. It was pointed out that most of the children will live their adult lives in Old Crow.

Financial Arrangements

There is no provision in the present Yukon Federal-Territorial Financial Agreement for the operation and for the extension of this school. Therefore, before the Territory could consider taking this school into its educational system some adjustment would have to be made in the Federal-Territorial Financial Agreement.

Summary

The conditions influencing the placing of the Old Crow School within the framework of the Northwest Territories for the convenience of administration and supervision have undergone and are undergoing changes. Factors to be given consideration in deciding what is now best for Old Crow include the following:

1. Local sentiment, both in the administration of the Territory and within the Old Crow community favours integration with the Yukon.

2. This sentiment is partly based on a desire to have education of the pupils from Grades V to VIII or IX as well as for Grades I to IV provided locally and the possibility of obtaining this is perhaps identified in the local thinking with incorporation of the school into the Yukon system.

3. Transportation and communication with Dawson City have improved so that no problem in this area is anticipated. Consider the following comparison of freight costs provided to the Superintendent of Schools by the Old Crow principal:

$100.00 per cwt. from Whitehorse via truck and river boat.

$23.00 per cwt. from Whitehorse via truck and aeroplane.

$25.00 per cwt. from Inuvik via aeroplane.

$14.00 per cwt. from Vancouver via boat to Skagway, rail to Whitehorse, truck to Dawson, and river boat to Old Crow.

4. If the Territory is to take over the operation of the school, the following matters must be given consideration:

a) It would be desirable to have other services such as health, welfare, Indian Affairs, etc., as well as education handled from Whitehorse or Dawson.

b) At least one classroom, principal's office, storeroom, and a large activity room (small hall) should be added to the school. At present there is no hall in the community for indoor physical recreation.

c) Special consideration must be given to teachers' salaries. The present teachers, for example, are earning far more than they would under the Yukon scale. This is a very isolated and high cost area. In addition to a northern allowance, the teachers have their fare paid in and out once a year. They are also on the Federal Government pension scheme.

d) The pattern of having "summer holidays" from about Easter to July 1st, which the present teachers instituted, should be continued. This procedure enables the children to go trapping with their parents and thus learn the important skills of living off the land.

e) An agreement must be reached with the Department of Citizenship and Immigration regarding the financing of the additions proposed to the school.

f) Some adjustment will have to be made in the Federal-Territorial five-year financial agreement to cover the cost of operating this school.

5. When entered into, the arrangement for administering this school as part of the Mackenzie District was not considered either permanent or immutable.

G. R. CAMERON,
Commissioner.

APPENDIX I

1961-62 Expenditures

Federal School - Old Crow, Y.T.

Salaries and Wages (1)		
Classified	$11,123.66	
Prevailing Rate	7,900.71	
Banking Account Advances	1,000.00	$20,024.37
Isolation and Other Allowances (2)		2,342.02
Travel and Removal Expenses (5)		1,330.33
Freight, Express and Cartage (6)		6,765.04
Fuel for heating, etc. (12)		5,437.50
Other Materials and Supplies (12)		
Library Books	$ 301.40	
Text Books	804.97	
Materials for Classrooms	197.55	
Provisions	1,853.67	
Cleaning & Sanitary Supplies	273.62	
Gas,Oil,Grease for gen.plants	3,241.30	
Other Miscellaneous Items	239.87	6,912.38
Repairs and Upkeep of Building and Works (14)		2,200.33
Rental of Land and Buildings (15)		680.00
Repairs and Upkeep of Equipment (17)		22.95
Mun. and Public Utility Services Water (19)		244.00
Sundries (22)		
Transportation	$ 588.24	
Miscellaneous	150.00	728.24
TOTAL:		$46,697.16

Cost per pupil - $\frac{\$46,697}{43 \text{ (enrol't)}}$ = $1,086.00

APPENDIX II

Enrolment of Pupils - Old Crow School

Date	Indian	Other	Total	Grades 1	2	3	4	5	6	7	8
1961-62	36	9	45	15	10	11	9				
1960-61	46	10	56	21	14	10	2	3	6		
1959-60	20	6	26	17	7	2					
1958-59	-*	-*	39	12	9	1	1	3	7	6	
April 1958	33	9	42	8	8	1	4	4	7	8	2

* not reported

APPENDIX III

Enrolment of Old Crow Pupils in Hostels and Associated Schools in the Mackenzie

Grades	2	3	4	5	6	7	8	9	10	11	Total
1962-63	1			3	2	2	4	4			16
1961-62		1	2	2	4	4	2	2	1		18

APPENDIX IV

Enrolment Projections, 1962-67

Grades	1	2	3	4	5	6	7	8	Total (1-8)	9	10	11	12	Total
1962-63 Hostel		1			3	2	4	2	12)	4				16)
1962-63 Old Crow	17	9	13	11					50)					50) 66
1963-64	8	17	10	13	11	3	2	4	68	2	4			74
1964-65	9	8	17	10	13	11	3	2	73	4	2	4		89
1965-66	6	9	8	17	10	13	11	3	77	2	4	2	4	89
1966-67	8	6	9	8	17	10	13	11	83	3	2	4	2	94

Sessional Paper No. 6 - 1962 (Fifth Session)

GOVERNMENT OF THE YUKON TERRITORY

Whitehorse, Yukon
15 November, 1962.

MEMORANDUM FOR MR. SPEAKER AND MEMBERS OF COUNCIL

Reply to Question No. 1: Mr. McKinnon requested the Administration to provide Council with all details concerning the delay in implementing the low cost housing programme in the Yukon Territory. A special paper is being prepared on this subject and it will be available next week.

Reply to Question No. 2: Mr. McKinnon asked if Administration could inform the Council when sewer and water services would be implemented in Porter Creek. Plans are presently being made for the installation of a piped water system. It is hoped this can be installed in 1963. The construction of a sewer system will have to await availability of funds. Piped water systems should be given priority over sewer systems and the Administration is concerned that water systems be provided first in all communities.

Reply to Production of Papers No. 1: In a motion moved by Mr. Watt and seconded by Mr. Boyd the Administration was asked what action had been taken in connection with motion No. 17 of the last session in which the governments concerned were requested to make immediate plans for construction of a highway between Carcross, Yukon, and Skagway, Alaska. The text of motion No. 17 was forwarded to the Northern Administration Branch of the Department of Northern Affairs and National Resources on May 2nd 1962 but no reply has been received. Since the construction of a highway between Carcross and Skagway is a federal responsibility, and in all probability will require negotiations between the Government of Canada and the Government of the United States, approval must be obtained in Ottawa. The text of the motion moved by Mr. Watt and seconded by Mr. Boyd will be brought to the attention of the Department and when a reply has been received it will be communicated to the Council.

G. R. Cameron,
Commissioner.

SESSIONAL PAPER No. 7 - 1962 (Fifth Session)

Whitehorse, Y.T.
16 November 1962

Mr. Speaker,
Members of Council.

REVIEW OF THE YUKON TOURIST INDUSTRY

I attach, herewith, for your information and study, a report on the above subject, prepared by the Department of Travel and Publicity.

G. R. Cameron,
Commissioner.

REVIEW OF THE YUKON TOURIST INDUSTRY

BY THE DEPARTMENT OF TRAVEL AND PUBLICITY

Introduction: During the past eight months the Department of Travel and Publicity has become sufficiently familiar with the Yukon and its Tourist Industry to provide a preliminary review of Tourism in the Territory and a report on the present and proposed activities of the Department. The information and recommendations contained in this review are based on observations obtained during the brief period of time the Department has been operating. Certain revisions may be required occasionally in the light of new developments. Travel patterns can be influenced by the introduction of new or additional services, such as the Alaska Marine Highway which will be discussed later in this review. It is the intention of this review to report to the Administration and the Council of the Yukon the progress of this new Department, to this date.

Two requisites are necessary for the successful operation of any Industry: (a) Know the product and (b) Know the market. This also applies to the Tourist Industry. It was necessary, therefore, to obtain as much information as possible in both fields, as rapidly as possible, to lay the groundwork for our program of work.

THE PRODUCT

Much time has been spent during the past months in becoming acquainted with the more heavily-travelled sections of the Territory. Most business establishments along the Alaska Highway, from Watson Lake to Mile Post 1202, have received personal visits by the Department Director. Similiar calls were made during three visits to Dawson City, two trips to Mayo, one trip over the 60-Mile Boundary Road and two trips down the Haines Road to Haines, Alaska. Aside from these official department visits almost every weekend was spent during the summer months visiting, inspecting and becoming familiar with the Public Campgrounds, Tourist attractions and scenic spots, while it was still possible to look at these "resources" from the viewpoint of a Tourist or stranger to the Yukon.

To augment the information and knowledge acquired from these numerous trips, general meetings were held with business operators or community groups in Watson Lake, Whitehorse, Haines Junction, Mayo and Dawson City. In several cases it was apparent important tourist resources were being overlooked or neglected because their valuable potential had become too familiar and obvious to residents of the area. At the same time, many useful pieces of information were obtained from persons who have spent many years in the Territory.

The knowledge of the "Product" obtained during these early months must be considered as only elementary but I believe the fresh approach of a newcomer to the Yukon uncovered many valuable resources which were not recognized as important tourist attractions by long-term residents of the Territory. This preliminary survey of the Product also revealed some problems which must receive serious consideration if our tourist potential is to yield a maximum return.

Highways and Arterial Roads

The Alaska Highway presents a paradox. It is both a fascinating attraction which lures tourists to the Yukon and Alaska, and at the same time gives rise to some of the more frequently reported complaints. Dust clouds and flying gravel create

...2

driving hazards and vehicle damage. Many of the problems encountered by the highway traveller result from inexperience with local driving conditions. The Northwest Highway System is to be commended for the fine work done in the maintenance of this excellent gravel road but, at the same time, an unpaved highway is a deterrent to tourist traffic. As a positive approach to promoting the Alaska Highway as a tourist route, our Department will emphasize the theme "Tourists don't come up here looking for Freeways - they come up to get away from them."

Territorial roads will receive an increasing volume of traffic as we progress with our campaign to develop "Circle Tours". This project, as part of the over-all program of development, is designed to attract larger numbers of tourists to all sections of the Territory - and to keep them here longer. This subject will be discussed in greater detail within this report.

Tourist Establishments:

The past season has seen important progress in upgrading the standard of tourist establishments by the construction of new hotels and motels, and the renovation of some existing facilities. However, many establishments fall far short of the standard expected by the tourist. A considerable number of "roadhouses" are constructed from former Army camp buildings which have been given the minimum renovation required to obtain a permit. In fact, the impression is given, in certain cases, that the operator was more interested in qualifying for a Beer Tavern license than in providing a service and convenience for the overnight guest. A standard excuse of high expenses and short income season is consistently given for not improving certain establishments, but it is quite apparent the more successful locations are those which are most attractive to the traveller and provide the services he expects to find. It is possible many tourist operators are not yet fully aware of the value of our increasing tourist traffic volume or the increasing competition which may force some of them out of business.

Community Organizations:

Though the Department of Travel and Publicity is charged with the responsibility of developing the Tourist Industry and increasing the tourist volume into the Territory, the most direct benefit from this influx is received by the business operators in our communities and along the highway arteries. These business operators must assume a certain responsibility for attracting a larger percentage of this influx to their areas, and encouraging these visitors to remain a little longer when they arrive. To assist local groups in this endeavour financial assistance is available to them from our Department through a system of matching grants. (Requirements for obtaining financial assistance is attached as Appendix I.) Technical and advisory services are also available to tourist operators through the Department office.

Meetings have been held with the following community groups during recent months.

WHITEHORSE During an address at the Annual Meeting of the Whitehorse Board of Trade in April of this year, the Department Director emphasized the benefits local business operators could obtain through the development of a community campground. Continuing discussions with the Secretary-Manager of the Board of Trade resulted in a meeting of Board of Trade Directors, Territorial

...3

And City officials which cleared the way for construction of the present campground located near the Hydro dam. The assurance of financial assistance from the Department and assistance from other sections of the Administration made this project possible.

The Whitehorse Board of Trade also operated a Tourist Information Centre in the city. Further financial assistance was available to them for this worthy project. The City of Whitehorse also presented a grant of $750.00 to the Board of Trade to be used for tourist literature and maps. This combined effort by the Territory, City and local community organization is an excellent example of united action which produces results. Further important projects can be expected from this area.

DAWSON CITY

A meeting with the Klondike Visitors Association was held in April. This meeting reviewed the preparations made for the Dawson City Festival period. Again it was a pleasure to meet with an organization which had recognized the importance of tourist travel. K.V.A. has produced an informative pamphlet, operated a campground, presented "Klondike Nights" entertainment and participated in many ways to develop and promote their area as a major tourist attraction. However, it was a matter of some concern to learn that important historical locations had not been suitably identified. The Klondike River and Bonanza Creek Road are two examples which have since been corrected. As previously mentioned this situation no doubt existed because "everybody" (except the Tourist) know where these major attractions were located. It is impossible to emphasize too strongly the importance of Dawson City and the Klondike area as a major tourist attraction. The Department is most anxious to assist K.V.A. and the Festival Foundation toward this end.

MAYO

Our Department has been impressed by the aggressiveness of this community in attracting tourists to their area. No doubt, prompted by the realization they are presently "off the beaten path" they have displayed a spirit which makes Mayo an attractive side-trip. A meeting with ten of their business people in July resulted in the formation of the Mayo Chamber of Commerce which has developed an ambitious program of work. Recent developments in this area might well make Mayo a key centre in the Yukon. A tourist pamphlet on the district is being prepared by the new Chamber of Commerce.

HAINES JUNCTION

This Shakwak Valley community has printed a pamphlet which requires replenishment. Our Department has offered to assist them with this project. A meeting with nine area tourist operators in September discussed various tourist attractions which have not been developed as points of interest for the holidayers in this community, but every effort must be made to retain the visitors by providing attractions which will keep them in the Territory.

WATSON LAKE

The third meeting in the series of community forums was held in Watson Lake in May. An audience of 31 gathered to participate in the meeting. Following a discussion on the tourist industry and the benefits which can be returned to a community through an aggressive and co-operative effort, it was disappointing to find insufficient community interest or support. This is more unfortunate because of the location of Watson Lake

...4

as the first Yukon community encountered by the highway traveller as he enters the Territory. A Tourist Information Centre is a prime requisite at this point and publicity pamphlets are a necessity - but no organization in this community appears interested in making use of the grant available to them for these projects. With the introduction of the Alaska "Marine Highway" Service in 1963 it will become increasingly important for this community to develop a publicity campaign which will entice the travellers into this section of the Territory. In the past, Watson Lake has received great benefits from the traffic which has been deposited on its door-step but present and future developments could seriously reduce these benefits unless an energetic campaign of promotion is formulated without delay.

At several of the above meetings the Department offered to conduct one-day "work shops" to assist tourist operators in the operation of their establishments, but at the present time sufficient interest has not been created in a project of this type.

CAMPGROUNDS

One of the most important travel trends in recent years has been the explosive increase in camping as a family holiday. Simple economics has played an important role in this development, with most families finding it necessary to plan an inexpensive trip - or stay at home. Camping has become a happy solution to their problem. This also enables them to go farther afield on a reasonable budget.

Almost without exception, tourist comments on Campgrounds in the Yukon Territory have been excellent, and have played an important part in attracting summer visitors. A trailer convoy of more than twenty vehicles from the State of Washington reported they were encouraged to visit the Territory this summer after hearing many fine comments on our facilities for members of their "fraternity".

Introduced, originally, as a fire prevention project by the Forestry Division, to discourage tourists from building fires at random, the Campgrounds are now fulfilling a demand for this type of facility. Increasing tourist volume will require expansion of certain present campgrounds and the development of new campgrounds in other areas.

ALASKA MARINE HIGHWAY SERVICE

Scheduled to go into operation early in 1963, this new State Ferry Service from Prince Rupert, B.C. to Haines and Skagway, Alaska will probably have a strong influence on travel patterns within the Yukon.

The State of Alaska has budgetted $40,000. to promote the tourist aspects of this service. Their advertising campaign has already adapted the theme of "saving hundreds of miles of highway driving". It is still too soon to assess the full impact of this new service but certain details are obvious. (1) Any volume of traffic diverted through this route will reduce the number of vehicles which would otherwise enter the Yukon Territory by highway from the South. (2) Rate structure of the new Marine Highway Service will probably encourage travellers to use

...5

the Ferry service one-way and highway one-way. In any case, the benefit of two-way highway traffic in the area between Watson Lake and Haines Junction will probably be reduced. Business operators in the Southern Yukon, who previously enjoyed business from this two-way flow of travellers, must counteract this new development with publicity and promotion which will entice travellers to spend more time in their area than is normally required to drive through it.

CIRCLE TOURS

Our Department will attempt to distribute the flow of traffic - from all sources - to various "Circle Tours" within the Territory.

Tour #1-will be publicized as "The Top of the World Tour" and will consist of the circle from Whitehorse to Dawson City, over the 60-mile Road, to Tok Junction and return along the Alaska Highway.

Tour #2-Haines, Alaska to Haines Junction to Whitehorse to Skagway via the White Pass. This tour will be directed particularly to those travellers who will arrive and leave via the new Marine Service.

Tour #3-The Carcross Route: via the Alaska Highway, to Carcross to Tagish to the Alaska Highway.

Other tour routes can be developed as road construction progresses. (i.e. Watson Lake to Ross River to Canol Road to Johnson's Crossing.)

The purpose of these tours, naturally, is to encourage the tourist to spend more time, and consequently more money throughout the Territory.

Advertising for the promotion of Circle Tours will be drafted on the theme: "Don't Retrace Your Steps" - "Don't See The Same Thing Twice" etc.

THE MARKET

The Tourist Survey conducted by our Department this summer produced many interesting revelations concerning our Tourist Market. The characteristics of our visitors have been studied and a more intelligent approach can now be made in the areas of greatest potential. The West Coast has always been considered the largest producer of tourists to the Yukon. However, the survey exposed a rather weak area in the State of Oregon while Ohio, Illinois and Ontario ranked within the top ten producers.

Direct mail enquiries, expected to exceed 10,000 this year, provide an insight into the type and variety of information required by the prospective visitor. This enables us to prepare brochures and advertising which will appeal to a vast number of people and promote our attractions more successfully.

DEVELOPMENT AND PROMOTION EXPENDITURES

The development of "Circle Tours", historic sites and other tourist attractions will require certain expenditures by this Department. Other expenditures for brochures, newspaper and magazine advertising, and publicity of all types will be

...6

required. Careful programming over a period of years is necessary in view of the amount of money available to this Department at the present time. A suggested pattern of spending is shown as follows:

From the total allotment assigned to development and promotion: 30% for development: 70% for promotion.

From the allotment for promotion: 70% directed to United States and foreign markets; 30% throughout Canada.

Based on the Estimates for the fiscal year 1962 - 1963 the following figures would apply:

Development	$ 4,500.00
Promotion	10,500.00
Total budget	$15,000.00

Based on the formula outlined above, promotion expenditures would read as follows:

Promotion:	U.S. & Foreign	$ 7,350.00
	Canada	3,150.00
		$10,500.00

PUBLICITY AND PROMOTION

The above formula must remain quite flexible during the first year of operation for the new Department. At the present time it represents a projected pattern of spending which might be used for future programming. Travel literature is one of the strongest influencing factors in attracting tourists to any area. The highly competitive battle for the tourist dollar requires colourful, attractive and informative brochures, pamphlets and literature designed and printed by experienced professionals in the field of graphic arts. This can mean a reasonably expensive service for the initial run of the brochure but the end result usually justifies the extra cost. As an example: 25 thousand copies of a four-colour process pamphlet, <u>including designing</u> would cost approximately $4300.00. A re-run of 25 thousand copies <u>after designing</u> would cost approximately $2000.00 (based on actual material purchased by the former Yukon Travel Bureau from Clarke & Stuart, Vancouver.)

It can be seen, therefore, that a large percentage of the promotion budget could be expended this year in obtaining sufficient copies of suitable material for distribution.

Lineage rates in selected newspapers and magazines are also quite expensive. This will limit the size and frequency of display advertisements through these media.

In view of the substantial drain on our promotion allotment which we face in this early period of operation, publicity and promotion of the Yukon Territory will not be as extensive as we had hoped it would be. Press releases, newsletters and magazine articles could augment the flow of publicity.

...7

RECOMMENDATIONS

1. Local and regional groups should undertake intensive survey of attractions and promote them, to attract and retain tourists.

2. Suitable standard design for all tourist attraction signs, campgrounds, historic sites etc.

3. Program of improvement on campground privies to provide greater light and ventilation. Progressive program of installation of pumps and wells at all campsites. Consultation between Forestry Division and Department of Travel and Publicity to establish locations of new campgrounds.

4. Continuous Ferry Service at Dawson City to eliminate lunch-hour and supper-hour suspension of service.

5. Telephone or other means of communication between West Dawson Campground and Dawson City, for emergency use.

6. Intensified inspection and regulation of roadhouses, motels, hotels and eating establishments to up-grade the standard.

7. Continue to encourage tourist establishment operators in all areas to participate in "work-shop" improvement programs.

8. Watson Lake should embark on program of tourist development immediately.

9. Preservation and promotion of Indian Dancing and Handicraft as important tourist attractions.

10. Acquisition and development of historic and tourist attractions. Examples: Silver City Post, M.P. 1053 Alaska Highway (presently in the hands of private interests in Alaska), famous buildings in Dawson City (presently in the hands of absentee owners), Takhini Hot Springs and probably others.

....

Amendments to Sessional Paper No. 8 - 1962 Fifth Session.

(N.B. These pages sections 1 to 25 replace pages 1 to 4 and sections 1 to 19 of Sessional Paper No. 8, previously presented to Council)

ACCIDENT PREVENTION REGULATIONS

1. The Commissioner, or any Inspector, or person authorized by the Commissioner for that purpose, shall have the right, at all reasonable hours, to enter into any work place for the purpose of ascertaining whether adequate safety precautions exist.

2. Any person who obstructs or interferes with the Commissioner, any Inspector, or person authorized by the Commissioner, in the performance of their duty, is guilty of an offence.

3. Where in any employment or place of employment safety devices or appliances are, in the opinion of an Inspector, necessary for the prevention of accidents or industrial diseases, the Inspector may order the installation or adoption of such devices or appliances , and may fix a reasonable time within which they must be installed or adopted, and the Inspector shall give notice thereof to the employer and the employer shall notify the Inspector in writing, as soon as any such order has been complied with.

4. Where safety devices or appliances are by order of an Inspector required to be installed or adopted, or are prescribed by the regulations, and the employer fails, neglects, or refuses to instal or adopt such safety devices or appliances in any place of work or whether the Inspector is of the opinion that conditions of immediate danger exist in any place of work which would be likely to result in injury to the workmen employed therein, the Inspector may in his discretion, order the employer to forthwith close down the whole or any part of the place of work.

Authority of an Inspector

5. An Inspector has power to compel the attendance of witnesses, require the production of anything relevant to an enquiry, to administer oaths and examine any person on oath, affirmation or otherwise and do all necessary acts or things for the purpose of conducting the enquiry.

Reporting Accidents and Preserving Evidence

6. Where in or about a place of work an accident occurs which causes serious injury, the person in charge of such place of work must notify an Inspector as quickly as possible and confirm by letter.

7. Subject to section 8 no person may, except for the purpose of saving life or relieving suffering, interfere with anything connected with a serious accident until an Inspector or a member of the Royal Canadian Mounted Police has completed an investigation into the accident.

8. When it is not possible to make an immediate investigation under section 7, an Inspector may permit anything at the scene connected with an accident to be moved if photographs or drawings showing the details of the scene are first made.

Penalty

9. Every person who contravenes any of these regulations is liable to a penalty of not less than twenty-five dollars nor more than five thousand dollars in respect of each offence on conviction.

Definition

10. "Inspector" means a person appointed or authorized to act as such by the Commissioner.

General

11. An Inspector may by written instruction vary any standards imposed by these regulations or may establish temporary regulations to meet conditions not catered for in these regulations but he shall in such case secure the written approval of the Commissioner within 14 days of issuing the instructions or temporary regulations.

Employer

12. It is the duty of an employer to provide safe working conditions at all times.

13. Workmen with known physical impairments must not be assigned to work in places where these impairments may endanger themselves or others.

14. No person may remain or be permitted to remain at any work place while under the influence of intoxicating liquor, or while suffering from any known physical or mental ailment that may endanger life.

15. Every employer must at all times cause to be kept posted in conspicuous places on the premises "Notice to Workmen" placards, furnished by the Commissioner and have available for reference a copy of these regulations.

Supervisor

16. A supervisor is responsible for the activities under his control being carried out without undue risk to any person and must secure complete compliance with these regulations by all workmen under his direction.

Workmen

17. Every workman must use all devices furnished for his protection and observe these regulations.

18. "Horseplay", scuffling, unnecessary running or jumping, practical joking, or any other similar activity which might create a hazard is prohibited.

19. A workman may only use tools, machinery, or equipment authorized by his supervisor.

Accident Prevention Committees

20. In any work place where twenty or more persons are employed an Accident Prevention Committee shall be inaugurated by the employer consisting of four members representing management and four members representing employees, and their general duties shall be

(a) To make regular inspections and enquire into matters affecting safety;

(b) To make recommendations to an Inspector to prevent accidents.

21. The Committees in connection with logging camps shall, in addition to their other duties, inspect particularly all spar-trees, gin-poles, skid-roads, and general working conditions in and about the camps.

22. When the employer maintains an accident-prevention department making regular plant and equipment inspections and investigations of accidents, the Safety Committee shall not duplicate such services but shall be furnished with copies of the records and reports in order that they may make recommendations regarding inspection and investigation facilities.

First Aid

23. Every employer shall provide and maintain first-aid supplies and equipment in compliance with the "Minimum First-aid Service Requirements" as outlined by the Inspector.

Illumination

24. Adequate illumination shall be provided in all working areas, taking into consideration the nature of the work involved and the accepted standards of quantity and quality of light requirements.

Ventilation

25. When smoke, steam, gas, fumes, vapours, dust or other impurities contaminate the air of working areas and, in the opinion of the

..... page 5 (previous draft).

Inspector, constitute a menace to the health or safety of workmen, means of ventilation shall be provided which will reduce the contamination to at least the recognized maximum allowable concentration for the impurity involved or to apoint where the hazard has been reduced to a condition satisfactory to the Inspector.

This regulation does not apply to work of a temporary nature, or for conditions of low concentrations of impurities for short periods, where a suitable type of respirator offers adequate protection.

Wherever possible, contamination shall be removed at the source. Coke-pots, forges, and other similar equipment shall be fitted with a hood and vent to effectively remove contaminating elements from the working area.

Equipment and Processes

20. Machines and mechanical equipment shall have all moving parts, where exposed to contact, and where any recognized hazard exists, properly protected with approved safeguards.

21. All safeguards shall be well constructed of the best material for the purpose, and so made as to be suitable for reinstallation after being dismantled.

22. When new machines are being purchased, specifications shall if possible, require same to be equipped by manufacturer or dealer with suitable guards. In all cases, machines shall be properly guarded before being used.

23. All work methods, processes, and procedures shall be carried out in the safest manner possible.

24. All places where work is performed shall have safe access thereto, and such safe means of access shall be used by all workmen.

25. Except in cases of emergency, work shall not be carried on out of doors when conditions of the weather are such as to endanger workmen.

26. Machines shall not be installed in such close proximity to one another as to constitute a hazard from crowding, nor shall they be placed so that it is necessary for the operator to work in or near a thoroughfare which is used in such manner as to endanger him.

27 Aisles of sufficient width shall be provided in all work areas to permit the safe passage of vehicles or workmen using the aisles and provide sufficient space in which to handle necessary material without interference from or to other workmen or machines.

28 Removal of refuse and waste materials shall be made from working areas at such intervals as to avoid any hazard due to the accumulation of such material.

29. Safe methods shall be used in placing material in piles and in removing same from piles. Piles shall be maintained in a stable condition.

Fire Prevention

30. In all places where workmen are employed, adequate fire-escapes of approved design shall be provided. Exits leading to fire-escapes shall be as direct as possible and be kept clear at all times. The location of exits shall be conspicuously marked.

31. There shall also be provided in such places fire-fighting equipment of a suitable type. All Fire-fighting equipment shall be frequently inspected.

32. The main inside and outside doors shall open outwardly and any doors leading to or being the principal or main entrance to the factory, or to any

..... 6

tower, stairway, or fire-escape therein or belonging thereto, shall not be bolted, barred, or locked during the usual working-hours of the factory.

Doors

33. All doors shall, wherever possible, open on to adequate landings or floors.

34. Swinging doors shall beprovided with windows or port look-outs.

Floors

35. Floors of working areas shall be kept in good condition and free from all unnecessary debris.

36. When the operation is such that liquids are spilled on the floor, suitable drainage facilities shall be installed to care for such spillage.

37. Where the nature of the work creates a slipping hazard, floors shall, wherever possible, be constructed with a cleated, corrugated, or rough abrasive surface.

38. All machinery or structures with steel decks shall be equipped with safety treads, wherever possible.

39. Floors, platforms, and decks of wharves shall be kept in good repair and free from protruding nails, grease, slime, and debris, and the decks of wharves shall have clear passage-way all around the front and sides so that ropes may be handled in safety.

Wharves and Docks.

40. Life-buoys equipped with lines shall be installed on floats, wharves, and other places where workmen are employed on or about water.

41. All floats, decks, wharves, and all elevated vehicular thoroughfares shall be equipped with a substantial guardrail (bull rail).

42. All docks and wharves shall be provided with one ladder for each one hundred feet (100 ft.) of length of dock or wharf. Such ladders shall extend from the deck to normal low-water level. This rule shall not apply to approach trestles which are not normally used as work areas.

Bins and Hoppers

43. Except in special cases, and then only on written permission of the Inspector, no workman shall enter any structure in which loose material is stored in bulk unless he is equipped with a safety-belt and life-line, and is at all times within view of another attending workman. Wherever possible, suitable walks or working platforms with standard handrails shall be installed for the protection of workmen in or on such bins, and these bins shall be provided with adequate exits and with practical safety devices which best fit the different types of bins.

Tanks and Vessels

44. The supports of all elevated tanks shall be accessible for the purpose of inspection. Every tank over seven feet (7 ft.) deep containing liquids shall have a fixed ladder both inside and outside, except that tanks with fixed permanent covers, and with manholes close to bottom, need have outside ladders only.

45. When workmen are employed around open tanks containing harmful substances, the sides of such tanks shall extend at least thirty-six inches (36 ins.) above the working platform, or a standard handrail shall be provided.

..... 7

46. Walkways over open tanks containing harmful substances or over tanks four feet (4 ft.) or more in depth shall be at least twenty inches (20 in.) wide and equipped with standard handrails.

47. No burning, welding, or other hot work shall be done on any vessel that has contained a highly combustible substance until such vessel has been thoroughly cleaned and suitable tests made to indicate that the vessel is in a condition that the work may be safely performed.

48. No workman shall enter any tank, vessel, or chamber that may contain toxic fumes or gases until it has been ascertained that the air contained therein is sufficiently pure. In doubtful cases, air-supply respirators and life-lines shall be used by workmen entering such places, and another workman shall be stationed at the entrance to assist those that may become distressed.

49. When workmen are required to work in any vessel which is connected to a system of piping containing any harmful substance, such piping shall have control-valves padlocked or the piping disconnected, or such other means adopted which will preclude the possibility of the harmful substance flowing into the vessel in which the men are working.

50. Closed containers of a type acceptable to the Inspector shall be used for gasoline, coal-oil, acids, and similar fluids and shall be plainly marked to indicate the character of the contents.

51. The use of gasoline or other highly volatile material for starting fires is strictly prohibited.

52. Barrels and similar vessels that have contained oil, gasoline, or other petroleum products shall be thoroughly flushed out, first with steam and then with water, immediately prior to making any repairs or alterations requiring heat or flame.

Stairways and Walkways

53. Wherever possible, stairways shall be constructed with a slope of from thirty to thirty-eight degrees (30-38 deg.) from the horizontal with uniform risers between five and eight inches (5 and 8 in.) in height and with a minimum tread of nine and one-half inches (9½ in.). All landings, treads, and stringers shall be of sufficient strength to sustain safely a live load of not less than one hundred pounds (100 lbs.) per square foot with a factor of safety of four (4).

54. All stairway having four (4) or more risers shall be equipped with handrails which are not less than thirty inches (30 in.) in height, measured from the nose of the tread. Handrails shall be kept smooth and free from protruding nails or splinters. Where the stairway is not built next to a wall or partition, rails shall be provided on both sides.

55. When a stairway ends in direct proximity to dangerous traffice or other hazards, detour guard-rails shall be installed to protect workmen against contacting such hazards.

56. No door shall be installed at the entrance to a stairway so that it is necessary to swing the door over the treads.

57. Stairs shall be kept clean and free of material of any kind.

58. Standard handrails shall be installed, where practicable, along the edges of every open-sided floor, working-platform, runway, walk, or balcony which is four feet (4 ft.) or more above the floor or ground level, and along the edges of all other platforms or openings where the safety of workmen is involved.

59. Standard handrails, except for stairways, shall be not less than forty-two inches (42 ins.) in height and shall be provided with a top rail and intermediate rail spaced midway between the top rail and floor-level.

..... 8

Railings shall be constructed in a permanent and substantial manner and shall be smooth and free from protruding nails, bolts, and splinters. Posts or uprights shall be spaced not more than eight feet (8ft.) apart, centre to centre.

60. Floor openings, wherever practicable, shall be protected with standard handrails and toe-boards.

61. When the work being performed is such that there is a danger of objects falling into floor openings, the opening between the floor and handrail shall be enclosed with wire mesh, boards, or other suitable material.

62. Runways and walks shall be of substantial construction. If possible, overhead runways shall be not less than twenty inches (20 in.) in width, and when more than four feet (4ft.) above grade they shall be equipped with s standard handrail on each open side. Access to these runways shall be, in all cases, by means of fixed ladders or stairways. Whenever possible, thoroughfares through basements shall be avoided.

63. If a passage or runway passes between the strands of a belt, a substantially covered way with railed sides or other adequate guard shall be provided.

64. All runways and platforms more than ten feet (10ft.) high shall be equipped with toe-boards. Runways and platforms of any height, when over machinery or working areas, shall be equipped with toe-boards.

Ladders

65. Side-rails shall be dressed on all sides, sharp edges eliminated and free from splinters. The minimum size of side-rails shall be as follows:-

Length of Ladder	Thickness (Inches)	Depth (Inches)
Up to and including 16.....	1 5/8	2½
Over 16, up to and including 22	1¼	2¾
Over 22, up to and including 30	1¼	3

66. Flat rungs of wooden ladders shall be at least one inch by two and one-half inches (1 in. x 2½ in.) and shall be secured by at least three (3) screws or wire nails to each side-rail. Flat rungs shall be notched into side-rails one-half inch (1/2 in.) at the lower side, or fillers shall beinserted between rungs. Round rungs shall be at least one and one-quarter inches (1¼ in.) diameter with tenons one-quarter inch (1/4 in.) less diameter fitting through side-rails, secured with a screw or wire nail through tenon at mid-length. All steps (rungs, cleats, or treads) shall be designed to carry safely a load of four hundred and fifty pounds (450 lb.) on the centre of the step. A uniform step spacing shall be used, which shall not exceed twelve inches (12 ins.).

67. The width between the side-rails at the base shall be in no case less than twelve inches (12 in.).

68. (a) Except when approved by the Inspector or the Commissioner no extension ladder shall have more than three (3) sections and shall not exceed sixty feet (60 ft.) in length when fully extended. Sliding sections shall be equipped with metal shackles and pulleys, shall be raised and lowered by means of a rope, and each section shall be equipped with two (2) automatic locks of an approved type.

(b) The underside of side-rails shall have galvanized wire of suitable size nailed into grooves and securely fastened at both ends, except when the ladder is to be used in proximity to electrical equipment.

(c) The minimum lap of sections when extended shall not exceed the following:-

..... 9

Extension up to 38' ..... 3' overlap
Extension up to 44' ..... 4' overlap
Extension up to 50' ..... 5' overlap
Extension over 50' ..... 6' overlap

69. Portable step-ladders over twenty feet (20 ft.) in length shall not be used.

70. Step-ladders shall be so constructed that when in the open position the front section shall have a minimum slope of three and one-half inches (3½ in.) and the back section a minimum slope of two inches (2 in.) for each twelve inch (12 in.) length of side-rail. when in position all treads shall be level.

71. The minimum inside width between side-rails at the top step of step-ladders shall be not less than twelve inches (12 in.) with a spread of at least one inch (1 in.) for each foot of length of step-ladder.

72. Step-ladders shall be equipped with metal braces to hold legs securely in position.

73. The side-rails of step-ladders shall have the following solid cross-section or a section equivalent thereto in strength. The required thickness provides for the cutting of a gain not over one-eighth inch (1/8 in.) in depth and shall be increased when gains of greater depth are used.

Length of Side-rail (Feet)	Minimum Thickness (Inches)	Minimum Width (Inches)
Up to and including 10	3/4	2¾
Over 10, up to and including 12	3/4	3
Over 12, up to and including 16	3/4	3¼
Over 16, up to and including 20	1	3¼

74. The back legs of all step-ladders shall be at least one and three-quarter inches (1¾ in.) wide and of the same thickness as side-rails. Cross-rails and braces shall be not less than one-half inch (1/2 in.) thick and shall be securely fastened.

75. Step-ladders ten feet (10 ft.) and less in height shall have a bottom cross-rail and diagonal braces. Step-ladders over ten feet (10 ft.) in height shall have bottom and intermediate cross-rails and two (2) sets of diagonal bracing. Cross-rails shall be not less than four inches (4 in.) wide and diagonal braces not less than two inches (2 in.) wide.

76. Step-ladders shall be reinforced at each step by a metal tie-rod or a metal brace.

77. All metal parts of step-ladders shall be malleable iron, wrought iron, or steel.

Care and Use of Ladders

78. (a) Portable ladders shall be inclined so that the base shall not be more than one-fourth (1/4) the length of the ladder out from the vertical line of contact at top, unless the top be securely fastened.

(b) Side-rails shall have secure footing and the top rest shall be rigid and have ample strength to support the applied load. Wherever possible, the top of the ladder shall be securely fastened to prevent movement.

79. Where it is necessary to install a ladder wide enough to permit traffic in both directions at the same time, a centre rail shall be provided. One side of the ladder shall be plainly marked "Up" and the other side "Down". Material shall be increased in size to take care of increased loading.

80. Ladders with broken or missing rungs, or split side-rails, or with other defects shall not be used, but shall be withdrwn from service and marked

..... 10

for repair or destruction.

81. Ladders made by fastening cleats across a single rail or post shall not be used, nor shall short ladders be spliced together to form long sections.

82. To prevent ladders from slipping, one of the following methods shall be used:-

(a) Sharp metal points at the feet.
(b) Non-slip feet.
(c) Sand-bags of sufficient weight.
(d) Lashing.
(e) Any other effective means.

83. Ladders for use inoiling over head shafting shall be equipped to hook over the shafting.

84. Portable ladders shall extend at least two feet (2 ft.) above landing, and side-rails of fixed or permanent ladders shall extend at least three feet (3ft.) above landing without rungs. No workman shall be allowed to work from any of the top three rungs of an extension ladder.

85. A continuous clearance space of at least six and one-half inches (6½ in.) shall be provided back of rungs of fixed or permanent ladders.

86. Fastenings of fixed or permanent ladders shall be not more than ten feet (10 ft.) apart.

Tools

87. Hammers, chisels, punches, flatners, hardies, fullers, drills, and other similar tools shall not be used if they have burrs or mushroomed heads. Such tools shall be properly tempered.

88. Tool-handles shall be of sound material, kept smooth, and securely fastened in tool-heads.

Clothing

89. Where there is danger of contact with moving parts of machinery, the clothing of workmen shall fit closely about the body, arms, and legs; sweaters which are loose fitting about the body or arms, dangling neckwear, rings, bracelets, wrist-watches, or like articles shall not be worn; and, unless the hair is cut short, it shall be completely confined by a cap or other suitables head-gear.

90. Substantial shoes made of leather or other equally firm material shall be worn by workmen in any industry in which there is danger of injury to the feet through falling or moving objects, or from burning, scalding, cutting, crushing, penetration or like cause.

91 When the occupation is such that there is a recognized hazard of crushing the feet, suitable foot-guards shall be supplied to and used by workmen unless steel-toed shoes are used.

92. Caulked soled shoes shall be worn by workmen whose duties require them to walk on logs. Caulks and shoes shall be maintained in good condition by workmen.

Personal Protective Equipment

93. Properly fitted goggles, face-shields, or other suitable protection shall be worn wherever workmen are engaged in occupations in which there is a recognized eye-hazard from flying objects or molten metal, from injurious light or heat rays, or when handling materials liable to injure or irritate the eyes.

94. When it is impracticable to provide adequate ventilation and workmen are exposed to injurious gases, fumes, or dust, they shall be supplied with, and shall use, such masks, helmets, or respirators as will afford full protection.

95. Whenever a deficiency of oxygen might exist in the atmosphere of work-places, air or oxygen supply-type respirators shall be provided by an employer and worn by workmen entering such places.

96. Sand-blasting in industrial plants shall be carried on only in dust-proof rooms or cabinets. Suitable masks and gloves shall be supplied to and worn by workmen when doing such work.

97. Rubber gloves, rubber boots, or wooden clogs, rubber aprons, and tight-fitting goggles with rubber frame, or suitable hoods, shall be supplied to and worn by workmen exposed to the hazard of handling acids, caustics, and similar harmful substances.

98. All personal protective equipment shall be maintained in good working-order and in a sanitary condition.

99. Safety-hats shall be worn by workmen in all occupations in which there is a recognized hazard from falling objects.

Safety-belts

100. Safety-belts shall be worn by workmen when working at elevations greater than ten feet (10 ft.) above grade whenit is impracticable to provide adequate working platforms or stagings for the performance of such work, or when entering bins, hoppers, chambers, or vessels where there is a danger of being overcome by air contamination or oxygen deficiency, or by being trapped or buried by the movement of material, or when working where they are in danger of falling into pits, shafts, or moving machinery and the hazard cannot be otherwise guarded.

This rule shall not apply to structural-steel erectors or similar tradesmen whose work is of such a nature that the use of a safety-belt and life-line would produce an additional hazard or where a safety-net or other adequate protection has been provided.

It shall apply to workmenworking from ladders when both hands are required to perform the work.

101. When workmen are required to work in any chamber, vessel, bin, tunnel, or other place where there is a danger of being overcome by contaminated air or oxygen deficiency, or by being buried or trapped by moving material, such workmen shall be equipped with safety-belts and life-lines and shall have another workman stationed in a position where he can readily effect the rescue of the workman exposed to the hazardous condition.

102. Safety-belts shall consist of a waist-band, with or without connected harness of shoulder or leg straps, and of a safety-strap for securely holding the workman, or a life-line to prevent the workman falling or for effecting his rescue should he be overdome or trapped.

103. Safety belts and straps shall be constructed of approved leather, rope, canvas, or webbing.

104. Rope for lifelines and when used for safety-straps shall be not less than one and one eighth inch (1 1/8 in.) Manila rope, or of material of equal strength. When workmen use axes or other tools likely to sever the safety-strap, a wire rope or wire-cored fibre rope shall be used for the safety-strap.

105. When required to prevent falling, belts, safety-straps, life-lines, and all interconnecting parts shall be, separately and as an assembled unit, of sufficient strength to support a weight of five hundred

..... 12

pounds (500 lbs.) dropping five hundred pounds (500 lb.) dropping five feet (5 ft.).

106. (a) All metal fittings, such as belt-rings, strap or rope terminals, and buckles, shall be made from metal having a tensile strength of not less than fifty thousand pounds (50,000 lbs.) per square inch and an elongation in two inches (2 in.) of not less than fifteen per cent (15%).

(b) All fittings shall be of forged construction. the use of cast devices is prohibited.

(c) Metal thimbles shall be used to connect ropes or straps to eyes and rings.

107. The belt shall be so constructed that the safety-strap cannot pass through the belt fittings should either end become loose.

108 Belts, straps, harness, and life-lines shall be kept free of any impurities which may harm the material, and the equipment shall be carefully inspected by a competent person at least once every six months. It shall be checked for safety each day it is used.

109. Life-lines shall be connectedor used so that there will be the least practicable amount of slack line in order to limit the free fall of the workman.

Transportation of Workmen

110. Whenever it is necessary to transport workmen by water, suitable boats with adequate life-saving equipment and fire-extinguishing equipment shall be provided, and these boats shall not be overloaded at any time. An approved life-jacket for each person transported and a life-bucy with line attached are required. These boats shall also be equipped with a dinghy, life-boat, or other approved type of buoyancy equipment.

111. Suitable provision shall be made for seating workmen when they are being transported by motor-trucks or cars, and workmen shall not sit on the floor of vehicle with their legs hanging over the sides. Seats shall be securely fastened to the vehicle floor or side-walls, and the outer ends of longitudinal seats shall be constructed in such a manner that the workmen cannot slide or be jolted off the seats.

112. Speeders shall be constructed and operated in a safe manner.

113. When the body of the vehicle is enclosed, some form of ventilation shall be used to remove any possibility of the air becoming contaminated, an interior light shall be provided, and some means of signal device or method of communication shall be provided between the driver and the passengers. When the rear end of the body is open the exhaust outlet shall be located at the side of the vehicle.

114. All vehicles used for transporting workmen shall be equipped with racks for saws, axes, and similar tools when carried on such vehicles, and all such tools shall be kept in racks when so carried.

115. (a) Workmen shall not board nor leave any moving vehicle or boat, and no stops shall be made on a trestle for unloading or picking up workmen.

(b) Drivers of crew-cars shall pull them off to the side of the road when picking up workmen or letting off workmen.

Vehicles

116. Even though not being used on public highways, motor-trucks, carriers, lift-trucks, and all other automotive equipment used in industry

shall be kept in good running order, with brakes and steering-gear properly adjusted, and shall be equipped with horns. Adequate lights shall be provided and used during hours of darkness.

117. Experienced and physically fit drivers only shall be allowed to drive such vehicles.

118. Such vehicles when used in works areas shall be restricted to a speed of not more than eight miles (8mi.) per hour while rounding "blind" corners. At no time shall such vehicles be routed across main thoroughfares or plant exits while employees are going to or coming from work, unless approved pedestrian lanes are provided and suitably guarded.

119. All changes of direction of travel shall be signalled by the vehicledriver well in advance of the change being made. Vehicles shall not be backed up until suitable precautions have been taken and due warning given.

120. Where the vision of the driver is in any way obstructed, vehicles shall be moved only on a signal from a designated signalman who has a clear vision of the thoroughfares to be travelled.

121. Lift-trucks that lift loads above the operator's head shall be equipped with adequate guards to protect him from falling material.

122. Drivers shall examine their equipment before starting work and shall be responsible for reporting in writing to their immediate supervisor or other authorized person all defects or unsafe conditions. Suitable logbooks or report forms shall be available for this purpose.

123. Gasoline-tanks shall not be filled while the engine is running nor while anyone is smoking in the immediate vicinity.

124. Except when authorized by the employer, the driver only shall occupy the driver's cab while truck is in motion.

125. Riding on running-boards or standing up in the bed of the truck while machine is in motion is strictly prohibited.

126. No person shall remain in the cab while the vehicle is being loaded by a power-driven shovel, crane, or like equipment unless the cab has adequate protection at the back and over the top.

127. Heavy equipment loaded on such vehicles shall be securely fastened to prevent injury to workmen.

128. Dump motor-truck boxes elevated for repairs or greasing shall be securely blocked.

129. All structures under which vehicles pass shall have a reasonably safe clearance above the driver's head, and in all new structures there shall be a minimum clearance of six feet (6 ft.) above the driver's foot-rest.

130. The operator of any mobile vehicle shall be directly responsible for the safe operation of his vehicle. When he has any doubt as to the safety of the machine or of the load, he shall not move the vehicle until safe conditions have been provided or until orders to proceed have been issued by some person in authority, who then shall be responsible for the safe operation of the vehicle.

Machinery

131. Machinery and equipment shall be operated only by authorized persons who have received suitable operating instruction.

..... 14

132. The cleaning and oiling of machinery while in motion is prohibited in all cases where exposure to contact with moving parts is involved.

133. Before any machinery or equipment is to be repaired, it shall be shut down. The power shall be disconnected and the control device tagged or locked. Tags used for the purpose shall warn against starting of such machinery and shall bear the name of the person responsible for shutting same down. All other persons shall be prohibited from starting the equipment.

Guards

134. When guards are required for machinery, such guards shall provide positive protection against contact with moving parts or prevent access to the danger zone during operation.

135. Guards shall be of substantial construction to resist normal wear and to absorb such blows or shocks as would normally be encountered.

136. Whenever possible, guards shall be hinged to prevent their removal from the machine and to allow for quick servicing, oiling, or adjustment.

137. Whenever possible, provision shall be made for lubricating machinery without removal of the guard.

Stopping-devices

138. Where power-driven machinery is used, a stopping-device shall be provided at each machine, within easy reach of the operator, unless the Inspector, in writing, relieves an employer from compliance with this regulation. All machines not individually motor-driven shall be equipped with a loose pulley or a clutch or some other adequate means of stopping the machine quickly.

139. Starting-devices shall be adequately guarded to prevent accidental starting. Where machines are operated by treadle, an iron stirrup shall be fastened to the floor over the treadle, leaving only sufficient room for the operator's foot between treadle and stirrup.

140. Belt-tighteners whichcontrol the operation of machines shall be equipped with a safety lock or stop which will prevent the application of the tightener to its belt until the lock or stop is released. A chain or cable shall be attached to all tightener-frames to prevent the tightener-pully striking other pulleys or workmen if the belt breaks.

141. All loose pulleys shall be furnished with a permanent belt-shifter so located as to be within easy reach of the operator. The belt-shifter shall be equipped with a lock-device to make it impossible for the belt to creep from the loose pulley on to the tight pulley.

Belts and Pulleys

142. All belts over four inches (4 in.) in width running on cone pulleys shall be provided with belt-shifters.

143. Dressing shall not be applied to belts while in motion, except at the off-running side.

144. When a belt is not in use, it shall be hung clear of shafting and pulleys.

145. Pulleys or fly-wheels which have been through a fire shall not again be used, except with the consent of the Inspector. Pulleys with cracks, or pieces broken out of rims, shall not be used. Cast-iron fly-wheels and

.....15

pulleys shall not be used after being repaired or reconditioned by welding.

146. The rim velocity of cast-iron fly-wheels and pulleys shall not exceed five thousand feet (5,000 ft.) per minute .

147. Pulleys shall be so placed as to allow one and one-half (1½) times the width of the belt between two pulleys, or between the pulley and the shaft-hangers, or a hook shall be provided, or a safeguard placed adjacent to the pulley to prevent the belt from leaving the pulley.

148. Driven pulleys on line-shafts, jack-shafts, or counter-shafting, where there is no bearing between the pulley and the outer end of the shaft, shall be provided with approved safeguards to prevent the bolt from running off the driven pulley.

Shafts, Clutches, Couplings, etc.

149. Any portion of a shaft which is seven feet (7 ft.) or less from thefloor or working-platform shall be guarded on at least three sides or protected by a standard railing ensuring at least fifteen inches (15 in.) and not more than twenty inches (20 in.) horizontal clearance from the nearest moving part.

150. All projecting shaft-ends shall be cut off or properly protected with a stationary casing.

151. Shaft-couplings shall be so constructed or guarded as to prevent no hazard from bolts, nuts, set-screws, or revolving surfaces.

152. All revolving collars shall be cylindrical, and screws or bolts used in collars shall not project beyond the largest periphery of the collar, or they shall be enclosed by a suitable guard.

153. Friction-clutch couplings shall have their operating mechanisms, where exposed, completely guarded and friction-coupling handles shall be placed at a safe distance from couplings.

154. Keys exposed to contact shall be made flush or guarded. Key-seats, where exposed to contact, shall be guarded.

155. Set-screws and bolts on revolving parts of machinery shall be placed flush with collars or shafts, or be properly guarded.

Fly-wheels and Pulleys

156. All sections of fly-wheels or pulleys which are seven feet (7 ft.) or less from the floor or platform and which are exposed to contact shall be guarded by enclosure or by a standard railing ensuring at least fifteen inches (15 in.) and not more than twenty inches (20 in.) horizontal clearance. Fly-wheels or pulleys which run in pits shall be provided with hand-rail and toe-board around the pit.

Belts and Chains

157. All horizontal, vertical, or inclined belts, ropes, or chains driving machinery or shafting seven feet (7 ft.) or less above the floor or platform, where exposed to contact, shall be guarded by enclosure or by a standard railing. In all cases the outer faces of the two pulleys or sheaves shall have a guard which extends upward to such a point and be attached in such a way that in case the belt, chain, or rope breaks, the guard will withstand breaking force.

158. Horizontal flat belts one inch (1 in.) or less in width, and flat belts in association with flat or crowned pulleys when two inches (2 in.) or less in width which are free from metal lacings or fasteners and running not more than two hundred and fifty feet (250 ft.) per minute, are exempted from guarding.

159. If belts, ropes, or chains are more than seven feet (7 ft.) above the floor and located over aisles or work areas, a guard shall be installed below the bottom strand and for its entire length.

..... 16

Miscellaneous Power-transmission Equipment

160. All forms of spur-gears, pinions, bevel-gears, and sprockets for chain-drives, wherever located, shall be strongly and completely encased, or, where this is impracticable, shall have a band-guard provided with side flanges extending inward beyond the root of the teeth. Where there is a spoke-hazard, the gears shall be enclosed on the exposed side.

161. The contact faces of all friction-drives shall be guarded when necessary. Such guards shall be arranged to permit of application of lime or other dressing without removal of the guards.

162. Cranks, connecting-rods, tail-rods, or extension piston-rods shall be suitably guarded when exposed to contact.

163. Counter-weights shall be provided with substantial safety chains or cables, or otherwise secured against falling where danger to workmen is involved.

Conveyers

164. Elevated conveyers that cross over thoroughfares shall have side-walls of sufficient height to prevent material falling at such points.

165. The nip points of belt-conveyers shall be guarded when exposed to contact.

166. Where workmen may pass under return strands of conveyers, a shallow trough shall be provided of sufficient strength to carry the weight resulting from a broken chain, rope, or belt.

167. Screw or worm feeding or conveying-devices shall be guarded against accidental contact. The hands shall not be used for feeding such equipment, but a suitable plunger shall be provided for that purpose, or feed-hoppers shall be of such dimensions or guarded with a grid so that the worm or screw cannot be contacted.

168. Where parts of conveyers or other equipment are located over burners, workmen shall use safety-lines when servicing such equipment and shall be accompanied by another workman.

169. When a passage-way crosses over a conveyer, a suitable walkway shall be provided. Such passage-way shall be not less than twenty inches (20 in.) in width, and if it is four feet (4 ft.) or more above the floor-level, such passage-way shall be protected on both sides with a standard railing.

Metal-working Equipment

170. Splash-guards shall be provided to protect the operator and the working area from cutting or cooling fluids thrown from the work.

171. Pipe-guards or other enclosures shall be used to prevent contact with stock projecting from machine tools.

172. All openings in shaper and planer beds shall be filled in solidly or completely covered to eliminate shearing-hazards.

173. Railings shall be installed at the farthest point of travel of the carriage or table of shapers and planers.

174. The revolving table of vertical boring-mills shall be protected by a sheet-metal or pipe-rail guard.

175. Metal-saws shall, wherever possible, conform to guarding requirements of wood-cutting saws.

176. Forming-rolls shall be guarded with a barrier in front of the rolls as close as possible to the rolls. An emergency control device shall extend across the front of the rolls in such a position that it can be operated by anyone caught between the rolls.

....17

Abrasive Wheels

177. Wheels used for grinding purposes shall be guarded with a hood which shall be strong enough to withstand the shock of a bursting wheel. This guard shall be adjusted close to the wheel and extended over the top to a point thirty degrees (30 deg.) beyond a vertical line drawn through the centre of the wheel.

178. The speed of grinding-wheels shall not exceed the speed recommended by the manufacturers.

179. When used on grinding-wheels, all tapered flanges over ten inches (10 in.) in diameter shall be of steel. All other flanges may be of cast iron or material of equal strength. Compression-washers shall be placed between the flanges and the wheel.

180. Suitable goggles shall be supplied to and worn by workmen while working at these wheels, or the wheels shall beequipped with extension guards with adequate steel frames and shatter-proof glass, which shall be kept in proper position whenever wheels are used. Goggles shall be worn at all times by workmen working at machines where two or more wheels are operating, whether fitted with glass guards or not.

181. A substantial work-rest shall be used whenever possible. This rest shall not be below the centre line of the wheel nor farther than one-eight inch (1/8 in.) from the cutting-face.

182. Goggles shall be worn by workmen using metallic buffing-wheels.

183. Portable grinders shall be equipped with a wheel-guard, and workmen shall wear goggles when using such grinders.

WELDING AND BURNING

Acetylene Generators

184. Acetylene generators shall be of approved construction and shall not be used at rates producing cubic feet of acetylene per hour in excess of rates set out by manufacturers of the generators. Manufacturer's name and address, together with type and number of the generator, shall be plainly marked on same, as shall also be the amount of carbide for a single charge.

185. Generators shall be operated by a responsible workman familiar with the proper operation and maintenance of this equipment.

186. Portable generators shall not be used in confined spaces or where ventilation is inadequate. They shall be cleaned and recharged and gas mixture blown off outdoors. They shall not be cleaned or recharged in the vicinity of any open flame, welder's arc, or other source of ignition.

187. When charged with carbide, portable generators shall not be moved by crane or derrick.

188. When not in use, portable generators shall not be stored in any room in which open lights or fires are used unless free of carbide and thoroughly purged of gas. Storage-rooms shall be thoroughly ventilated.

189. Stationary generators shall not be located in a room where welding is being done or where an open flame is used. Housing shall be well ventilated, of fire-proof construction. A sign reading "Calcium Carbide - Do Not Use Water In Case Of Fire" shall be posted in a conspicuous place.

190. Lighting for stationary-generator rooms shall be from stationary lights, enclosed in vapour-proof covers, with rigid conduit. Switches and other electrical apparatus shall be located outside the room. Smoking in generator-rooms is prohibited.

....18

191. During freezing weather the building for stationary generators shall be heated by steam heat, hot water, or other indirect means.

192. Whenever repairs are to be made or the generator is to be charged or carbide is to be removed, the water-chamber shall be full during such operations, to avoid the danger of explosive mixtures of air and gas within the water-space and also to prevent dropping fresh carbide into insufficient water. Previous to making repairs involving welding, soldering, or any hot work or operation liable to produce a spark, all acetylene shall be expelled by completely flooding the generator shell with water and disconnecting the generator from the piping system. The water shall be maintained at as high a level as work permits. Where necessary to avoid wetting same, the carbide charge and feed mechanism shall be completely removed.

Gas distribution

193. In acetylene distribution systems where the gas is piped at a pressure in excess of one pound per square inch, an approved service regulator, check-valve, or hydraulic seal shall be employed at every point where gas is withdrawn from the piping system to supply a torch or machine. A shut-off valve shall be installed at the inlet of each hydraulic seal, regulator, or check-valve.

194. The escape or relief pipe from hydraulic seals shall be at least as large as the vent connection on the hydraulic seal. The escape or relief pipe shall be substantially installed without low points where moisture may collect. If shop conditions make low points unavoidable, these points shall be provided with drip-pots normally closed with screw cap or plugs. No pet-cocks shall be used for this purpose.

195. Air and gas manifolds shall be so located as to be safely accessible for hose connections.

196. Tests of any piping systems or apparatus for leaks shall not be made with a flame; grease-free soapy water shall be used for this purpose.

Gas Welding Equipment

197. The regulator-valves used on acetylene, oxygen, or other gas cylinders shall be regularly examined and kept in repair by a competent person. Leaking regulators shall not be used.

198. Regulators or automatic reducing-valves shall only be used for the gas for which they are intended.

199. A torch with leaking valves shall not be used. Care shall be taken to keep all valves tight and in good repair.

200. All hoses used for burning and welding shall be inspected at frequent intervals to determine their condition. If the condition of the hose is in doubt, it shall be submerged in water and an air-pressure fifty per cent (50%) above the working-pressure applied. If air-bubbles appear or if the hose is found to be in an unsafe condition, it shall be discarded or be repaired and tested again before it is used.

201. A single hose having more than one gas-passage, a wall failure of which would permit the flow of one gas into the other gas-passage, shall not be used.

Gas-cylinders

202. Gas-cylinders shall not be handled in slings. When cylinders are transported on a truck, they shall be held securely in position. Cylinders shall not be dropped or be permitted to strike each other violently. When in storage or when in use, the cylinders shall be secured to prevent falling.

.....19

203. Cylinder-valves shall be closed when work is finished and when cylinders are empty. Cylinder-valve protection-covers shall be kept in position at all times that the cylinder is not connected for use.

204. Every precaution shall be taken to prevent sparks or flames from welding or cutting torches coming in contact with cylinder, regulators, or hoses, and all charged gas-cylinders shall be protected against undue absorption of heat from the sun, forges, or open flames.

Use of Acetylene and Oxygen

205. Oxygen shall not be used in pneumatic tools, in oil pre-heating burners, to start internal-combustion engines, to blow out pipe-lines, to "dust" clothing or work, to create pressure, or for ventilation.

Gas Welding or Burning

206. Suitable goggles and gloves shall be worn by burners. Ragged or oil-soaked clothes shall not be worn.

207. Materials giving off fumes shall not be burned without sufficient ventilation, unless proper respirators are worn by all workmen exposed to fumes.

208. Every precaution shall be taken to protect workmen when burners are working above them. This situation shall be avoided whenever possible.

209. Oil or grease shall never be permitted to come in contact with oxygen-cylinders, valves, regulators, or other fittings. Oxygen-cylinders and apparatus shall not be handled with oily hands or greasy gloves.

210. Necessary help or supervision shall be provided for burners and welders when working in a confined or cramped space.

Arc Welding

211. All electric arc-welding equipment shall be approved by an Inspector.

212. Suitable protecting-screens, at least seven feet (7 ft.) high, shall be installed in machine and welding shops for the protection of workmen who work or come near the glowing parts of arc welders, arc furnaces, and similar apparatus. Suitable portable screens shall be placed around the arc when arc welding is carried on in other locations. Welders and helpers shall be provided with and wear adequate helmets or goggles when exposed to glare.

213. Adequate ventilation shall be provided whenever welding is carried on in confined spaces.

214. A welder shall do no welding where other workmen may receive the flash of the arc unless such workmen are protected by proper goggles or protective screens are placed around the arc. These screens shall be provided to welders as part of their equipment.

215. Leather gauntlet gloves shall be worn when welding and, when doing overhead work, arms shall be protected.

216. Wire stubs shall not be left lying around but shall be placed in a receptacle which shall be provided for the purpose.

217. The eyes shall be protected by the use of flip-front helmets or by goggles when chipping or cleaning welds.

218. Electrode-holders shall be made dead or protected against grounding at all times when not welding.

219. Welding-machines shall be shut down at all rest periods, ends of shifts, and when changing the lines to new locations.

.....20

220. Whenever machines are not started or stopped by operators, they shall be advised before same is done.

CRANES, DERRICKS, HOISTS, AND SIMILAR STRUCTURES

221. All cranes, derricks, hoists, and similar equipment shall be constructed, erected, maintained, and used so that no part shall be stressed beyond its safe working-strength.

222. All apparatus shall be designed throughout with not less than the following factors of safety, under full-rated load:-

(a) Load-hook, not less than ten:

(b) All gear and hoist shafting, not less than eight:

(c) All other parts, not less than five.

223. All cranes, derricks, and hoists shall be carefully and frequently inspected and kept in perfect working-order. Any weak members shall be at once made good.

224. All lumber used shall be of selected common or better grade.

225. Special attention shall be paid to foundations of cranes and derricks on the gound as well as in the case of elevated structures carried on floors. Every outdoor overhead and gantry crane shall be provided with secure fastenings convenient to apply and adequate to hold the crane against a wind-pressure of thirty pounds (30 lb.) per square foot.

226. A notice shall be placed on cranes, hoists, and derricks, showing the maximum allowable load, taking into consideration the angle of the boom when booms are used. If the crane has more than one hoisting unit, each hoist shall have marked on it or its load block its rated capacity and this shall be clearly legible from the ground or floor.

227. Rigging blocks of cranes, hoists, and derricks shall be constructed or installed so that the cable cannot jump off the sheaves. All sheaves shall be guarded where there is any danger of contact with moving parts.

228. No workman shall be permitted to stand or pass under an electric magnet while in use.

Crane Cages or Cabs

229. The general arrangement of the cage or cab and the location of control and protective equipment shall be such that all operating handles will be within convenient reach of the operator when facing the area to be served by the load-hook, or while facing the direction of travel of the cage. The arrangement shall allow the operator a full view of the load-hook, or while facing the direction of travel of the cage. The arrangement shall allow the operator a full view of the load-hook in all positions wherever possible.

230. The cage or cab shall be enclosed or be equipped with a toe-board.

231. Unless there is an outside landing-platform, the door in the cage or cab shall swing inward or shall slide, and it shall close automatically, unless furnished with positive safety devices to prevent accidental opening.

232. Access to and exit from the crane-cage shall always be by ladders, stairways, or platforms provided for the purpose. Cranemen shall keep their hands free when going up and down ladders.

233. Fixed ladders or stairs with handrails shall be provided for passing from crane-cab to bridge footwalks.

....21

234. A gong or other effective warning-signal shall be mounted on each cage-operated crane equipped with a power travelling mechanism.

235. A suitable type fire-extinguisher shall be carried in the cage.

Crane-brakes

236. Each independent hoisting unit of a crane shall be equipped with a brake capable of controlling the speed during lowering so as to prevent undue acceleration and of sustaining at rest a load of one and one half (1½) times the rated load of the hoist.

237. Electrically operated brakes shall be arranged to be applied automatically when the power is shut off.

238. All cranes which handle hot metal shall be provided with an additional brake on the intermediate shaft.

Crane Equipment

239. A substantial footwalk with handrail and toe-board shall be placed along the entire length of the bridge on the motor side, and shall be not less than eighteen inches (18 in.) in width, except where it passes the bridge-motor, where it may be reduced to fifteen inches (15 in.).

240. Truck-fenders shall be provided and shall extend below the top of the rail and project in front of all bridge and trolley truck-wheels, and shall be attached to the trolley or the bridge. They shall be of a shape and form that will tend to push and raise a man's hand, arm, or leg off the rail and away from the wheel.

241. Crane-bumpers shall be provided and shall be at least one-half of the diameter of the truck-wheel in height. Both truck-wheel bumpers and trolley-bumpers shall be fastened to the girder and not to the rails.

242. Cranes which are subject to heat from below shall have a steel plate, lined with asbestos, placed six inches (6 in.) below the bottom of the cage.

243. Outside cranes shall carry lights on the booms or bridges at all times when working after dark. The lights shall be so placed as to effectively illuminate the load-hook.

244. Hoisting mechanism not controlled from a cab shall be so equipped that it can be operated at a safe distance from the load being lifted.

245. Means shall be provided to limit the drop of trolley and bridge truck frame to one inch (1 in.) if a wheel or axle should break.

Electric-power Cranes

246. Trolley conductors shall be so located or so guarded that persons are not likely to come into accidental contact with them.

247. Where cranes are operated from cabs, a circuit-breaker or externally operated switch, capable of interrupting the circuit under maximum load, and readily controlled by the operator, shall be provided in the leads from the main collector-wires, unless the current-collectors can be readily and safely removed, under maximum loads, from the trolley or third rail.

248. Each hoist-motor shall be equipped with an approved enclosed-type limit-switch, so placed and arranged as to disconnect the motor and apply the brakes in time to stop the motor before the hook passes the limit of safe travel. The limit shall, where possible, be operated directly from the hook or block.

249. Derrick guys shall be of wire rope of ample strength. The top of the mast of guy derricks shall be steadied by not less than five (5) guy-cables, spaced equally.

....22

250. Deadmen shall be of adequate size, properly located, and buried to sufficient depth to withstand the load from guy-wires.

251. If the boom is longer than the mast, means shall be provided to prevent the top goose-neck, spider, gudgeon-pin, or guy-plate from being pulled off when the boom is in a high position. Gudgeon-pins of derricks shall be fitted with a collar above the goose-neck, spider, or guy-cap. If a plain collar is used, it shall be drilled and fastened to the gudgeon-pin by a bolt or pin. A clamp collar shall be fitted to a circumferential groove in the gudgeon-pin.

252. Boom heel-pins and sheave-pins shall be secured against inadvertent removal by means of adequate cotterpins, bolt-and-nut combinations, or keeper-plates securely fastened.

A-frames and Gin-poles

253. A-frames and gin-poles shall not be inclined more than forty-five degrees (45 deg.), and they shall be supported by three (3) guy-lines at the back and one (1) in the front, except A-frames on floats which shall have at least four (4) guys on back and not less than two (2) on the front. When the main lines are less than one inch (1 in.) in diameter, three (3) guys on the back and two (2) on the front shall be permitted.

254. Where guy-lines are anchored to a permanent structure, the anchors shall be located at least one-half (½) the height of the pole from its base. When deadmen are used, the distance from the base shall be at least one and one-half (1½) times the height of the pole.

255. Splicing of gin-poles is prohibited.

256. Top blocks of gin-pole rigging shall be protected by safety-straps.

Hand-operated Hoists

257. Hand-operated hoists shall have the gears guarded and shall be provided with ratchet and positive pawl which will hold the load at any height desired. Mechanical brakes shall be provided which shall sustain one hundred and fifty per cent (150%) of rated load, and this efficiency shall be maintained. Adequate means shall be provided to prevent the crank-handle from slipping off the gear-shaft. The crank-handle shall be removed from the crank-shaft before any load is to be lowered by the brake.

Crane Operations

258. Cranes shall be operated by regular crane operators, authorized substitutes, crane repairmen, or inspectors, and no one else shall enter the cage or cab.

259. No workman shall operate a crane or derrick unless he can read and understand the signs, notices, operating instructions, and is familiar with the signal code used by the floormen.

260. No workman with seriously defective eyesight or hearing, or anyone who is subject to epilepsy, heart failure, or similar ailments, shall operate a crane, derrick, or simple drum-hoist.

261. Each crane operator is directly responsible for the safe operation of his crane. When there is any doubt as to safety, the crane operator is to stop the crane immediately and refuse to handle loads until safety has been assured or until orders to proceed have been issued by the foreman on the floor, who then assumes all responsibility for the safety of the lift.

262. It is the joint responsibility for the craneman and hitcher to see that hitches are secure and that all loose material, chips, or tools have been removed from the loads before starting to lift.

....23

263. Crane operators shall inspect the crane at the beginning of each shift and shall test limit-switches, brakes, circuit-breakers, and other safety devices. Whenever anything is wrong or apparently wrong, it shall be reported immediately to the foreman.

264. Cages shall be kept free of clothing and other personal belongings. Tools, extra fuses, oil-cans, waste, and other articles necessary in the crane-cage shall be stored in a tool-box.

265. All loads shall be hooked or slung by an experienced man, familiar with the proper signals. Approved signals shall be used. All communication wires or signalling systems shall be adequately protected from accidental interference.

266. Operators of cranes and derricks shall disregard signals from anyone except regular or designated signalman.

267. Floorman or signalman shall, whenever possible, walk ahead of moving load and warn people to keep clear of it.

268. No load shall be unhooked or unslung until it is safely landed and properly blocked.

269. Loads shall not be passed over any workman whenever it is possible to avoid same, and workmen shall not pass under suspended loads.

270. Wherever loads are to be carried over a long distance to a high position, they shall be carried as close to the floor as possible until final location is reached.

271. No workman shall be allowed to ride on loads, slings, or hooks except under instruction of foreman.

Pile Drivers

272. Life-belts with lines attached shall be available for use at all times on floating rigs.

273. Hatches shall not be left open and unguarded.

274. Ladders or gang-planks shall be used in going to or from the rig to the dock or pier. They shall be securely lashed to prevent slipping. Gang-planks shall be furnished with cleats and railings.

275. On long tows a fully equipped dinghy shall be carried with the rig.

276. Where steam-hammers are used, the steam-hose shall be lashed to the hammer to prevent scalding of workmen near by the case of a break of hose or connections.

277. Decks and working areas around the pile-driver shall be kept clear of ropes, tools, and materials interfering with free working-space.

278. Where piling is being hoisted in the leads, workmen not engaged in the operation shall be kept at a safe distance.

279. The pile-driver engineer shall not recognize signals from anyone but the foreman or other authorized person, who shall first see that all workmen have taken a safe position.

280. Pile-driver hammers shall not be held suspended by the hammer-lines when the driver is not operating, but shall be securely chocked. On rigs with swinging or suspended leads the hammer shall not be raised until necessary.

281. Pile-heads shall be cleaned of debris, bark, and slivers before being driven. This shall be done only when the hammer is securely chocked.

282. All pile-heads shall be cut square before being driven.

.....24

283. The exhaust-pipe shall discharge overhead or be piped to a point where the discharge of steam will not interfere with the view of the engineer or workmen or scald workmen near by.

284. Leaky throttles and steam-pipes shall be repaired immediately.

285. For the protection of the operator, hoisting-engines shall be covered with suitable roof or shelter to eliminate hazards from falling objects and as a protection from the weather.

286. When working around salt water, particular care shall be used to guard against electric shock. Approved cords shall be used for extensions, and they shall be maintained in good condition. Alternating-current appliances made of a conducting material shall have such appliances grounded by means of approved three-wire conductors.

Power-driven Shovels (Draglines and Backhoes)

287. Shovels shall be provided with suitable cabs or screens to protect operators against material falling from slopes or dropping out of buckets. Ladders, steps, and hand-holds shall be provided to furnish easy access to the operating platform.

288. Buckets and shovels shall be left resting on a solid support when the shovel is not operating.

289. The operator shall not be permitted to leave his cab while the master clutch is engaged.

290. Pitmen (padmen) shall be cautioned to exercise care when working around shovel. No other workmen shall be permitted to remain within the swing of the dipper or rotation of the cab.

291. All oiling and greasing of equipment shall be done while machine is shut down.

292. Shovels powered by internal-combustion engines shall be shut down when the fuel storage-tank is being filled.

293. No person, other than the operator, shall be permitted on the deck while the shovel is in motion.

HOISTS AND ELEVATORS

294. Except as provided in the "Mine Safety Ordinance and Regulations", any elevating equipment used for the carriage of workmen shall be approved by an Inspector and no workman shall ride, or be permitted to ride, on any material hoist, construction hoist, or other material elevating equipment.

295. When control and (or) protective devices are inoperative during the construction or demolition of elevators, workmen shall not ride on the elevators, and if work is performed from the cage or platform when it is suspended in the shaftway, such cage or platform shall be securely blocked or otherwise positively held in position while the workmen are in or on the cage or platform.

296. Shaftways of material hoists shall be sutstantially enclosed to a height of at least six feet (6 ft.) above each landing on all sides not used for loading or unloading.

297. (a) Entrances to hoist shaftways shall be protected in such a manner and with due consideration to the work being performed so that workmen cannot fall into the shaftway or be struck by the moving equipment and so that material cannot fall into the shaftway.

....25

(b) In cases of installations of a temporary nature, such as construction hoists, the entrance to the shaftway may be guarded by a hinged bar placed at least eighteen inches (18 in.) outside the line of the shaftway. The entrances to shaftways of material hoists shall have gates or doors that are opened and closed by movement of the car or platform, or that are interlocked with the power-supply, or otherwise arranged to ensure protection against an open shaftway.

298. The mechanism for raising and lowering the car or platform shall include a brake capable of holding at rest the maximum load that might be carried. Means shall be provided for securely maintaining the brake in the applied position.

299. Cables and fastenings shall be designed to carry a load equal to six (6) times the maximum actual working-load, before rupture, and all such cables and fastenings shall be maintained in good repair at all times.

300. All controls for the operation of power-hoisting mechanism shall be located on the outside of the shaftway.

301. Notices shall be conspicuously displayed in or on the cage or platform and at each landing stating that no one shall ride on the equipment. This rule shall be rigidly enforced.

Rigging

302. The working-load on ropes, chains, slings, and fittings shall not exceed the working-strength guaranteed by manufacturers.

303. The factor of safety for rings, hooks, shackles, and all other fittings shall be fifty per cent (50%) greater than that of the line.

304. Ropes, chains, slings, and fittings shall be inspected thoroughly at regular intervals, and when found to have deteriorated to such an extent as to make them unsafe for use, they shall be discarded.

305. A nut, keeper, or forelock shall be used with all shackle-pins.

306. Long splices shall be used for permanently joining "ordinary lay" running lines. The safe margin of line to be used in making a long splice is indicated in the following table. The full length of the splice will be twice that "to be unravelled":-

Rope Diameter	To Be Unravelled	Rope Diameter	To Be Unravelled
1/4 inch...	5 feet	1¼ inch...	15 feet
1/2 inch...	7 feet	1½ inch...	20 feet
3/4 inch...	9 feet	1¾ inch...	25 feet
1 inch...	12 feet	2 inch...	30 feet

307. Eye-slices in lines three-quarters of an inch (3/4 in.) or larger shall have at least three (3) full tucks. In smaller lines, the first two strands shall be tucked twice, the last four not less than three (3) times.

308. The loop end of cable-clips shall be on the dead end of the cable, and the number of clips and spacing shall be as follows:-

Diameter of Rope	Number of Clips	Spacing in Inches
1/2 inch.....	2	3
5/8 inch.....	3	3¾
3/4 inch.....	5	4½
7/8 inch.....	5	5¼
1 inch.....	5	6
1 1/8 inch.....	5	7
1¼ inch.....	6	8

....26

309. Slings shall be protected from sharp corners of the load and adjusted to equalize the strain before the load is lifted.

310. Gloves shall be worn when handling wire rope.

311. The pull on eye-bolt shall always be in line with the bolt.

312. A lift shall never be made with a kink, knot, or twist in a chain.

Rigging Hooks

313. Whenever possible, all load-hooks shall have a safety device to prevent the accidental unfastening of slings. Open hooks shall not be used on any other part of any rigging unless a mousing is securely fastened over the throat of the hook.

314. All hooks shall be of forged steel or built-up steel plates, and no hooks shall be used for purposes for which they were not designed.

315. Hooks worn more than twenty per cent (20%) at a critical section shall be discarded. Any permanent set shall disqualify them for use.

Sheaves and Drums

316. Sheaves and drums which have become chipped or with worn grooves shall not be used. Sheaves and drums having worn or broken flanges, rims, spokes, or hubs shall be replaced.

317. The minimum diameter of sheaves used with wire rope shall be sixteen (16) times the diameter of the wire rope.

318. Wire ropes shall be securely fastened to drums, and at least three (3) full turns of wire rope shall be kept on winding-drums at all times.

319. The guiding of lines on to drums by means of the hand or foot is prohibited. A stick or iron bar shall be used for this purpose.

CONSTRUCTION REGULATIONS

Excavations

320. All excavations shall be properly shored and braced or otherwise retained to prevent cave-ins. In unstable or free-running materials the sides of all excavations four feet (4 ft.) or more in depth shall be secured by the use of sheet-piling, shoring, or bracing of sufficient thickness and sufficiently braced to give adequate support. The minimum thickness of lumber used shall be two inches (2 in.).

321. In trenches less than forty-two inches (42 in.) in width and from four feet (4 ft.) to ten feet (10 ft.) in depth the following shoring and bracing shall be used:-

(a) In soft, sandy soil or filled ground there shall be close sheeting of not less than two-inch by six-inch (2-in. x 6-in.) material with two (2) four inch by six-inch (4-in. x 6-in.) stringers for depths less than seven feet (7 ft.) and three (3) four-inch by six-inch (4-in. x 6-in.) stringers for depths of seven feet (7 ft.) to ten feet (10 ft.). There shall be four-inch by six-inch (4-in. x 6-in.) cross-braces for each set of stringers and with a horizontal spacing of not more than six feet (6 ft.):

(b) In soil likely to crack or break away shoring shall consist of upright two-inch by six-inch (2-in. x 6-in.) planks spaced on three-foot (3-ft.) centres. Two-inch by six-inch (2-in x 6-in.) stringers shall be placed near the bottom and the top of the upright planks. Cross-braces shall be of two-inch by six-inch (2-in. x 6-in.) material spaced horizontally on six-foot (6-ft.) centres. These shall be in sets of two (2) for depths less than seven feet (7 ft.) and sets of three (3) for depths of seven feet (7 ft.) to ten feet (10 ft.):

....27

(c) In hard, solid soil, shoring shall consist of two-inch by six-inch (2-in. x 6-in.) upright planks on six-foot (6 ft.) centres, cross-braced with two (2) two-inch by six-inch (2-in. x 6-in.) planks for depths less than seven feet (7 ft.) and with three (3) two-inch by six-inch (2-in. x 6-in.) planks for depths of seven feet (7 ft.) to ten feet (10 ft.).

322. For trenches greater in depth than ten feet (10 ft.) or in cases where material forming the trenches is subject to hydrostatic pressure, the size of material used and the number of stringers and cross-braces required shall be increased to safely carry the increased load.

323. Trees, boulders, or other surface encumbrances located within or contiguous to the area to be excavated shall be removed sufficiently ahead of excavating work so as not to create a hazard during progress of work.

324. (a) All excavated material from trenches shall be kept back at least two feet (2 ft.) from the edge of the excavation.

(b) In the case of pit excavations, as for building foundations, all excavated material shall be kept back at least four feet (4 ft.) from the edge of the opening.

325. If derricks or other heavy objects are placed close to the edge of excavations of any kind, additional bracing shall be put in to support the extra pressure due to the increased load. The same shall apply in the case of excavations adjacent to or abutting buildings or other structures.

326. Wherever there is danger of undermining adjacent foundations, excavation work shall be done in short sections, and the building walls effectively shored up or braced.

327. Whenever possible, power machines used for excavating shall be so placed that the operator is on the side away from the bank.

328. No person shall remain in the cab of any vehicle while it is being loaded by power-driven shovel, crane, or like equipment, unless the cab has adequate protection at the back and over the top.

329. Excavations shall be adequately guarded by substantial railings or barriers, and when workmen are working during the hours of darkness, exposed sides of excavations shall be adequately illuminated.

330. Where skips or buckets are used to remove material from excavations, vertical planking shall be placed on horizontal walings sufficiently close to prevent skips or buckets from catching the timbers.

331. All trenches over six feet (6 ft.) in depth shall at all times be supplied with at least one (1) ladder for every hundred feet (100 ft.) or fraction thereof. The ladders shall extend from the bottom of the excavation to at least three feet (3 ft.) above ground.

332. Ramps and runways entering excavations shall be not less than twenty inches (20 in.) in width. They shall be substantially constructed and properly braced and supported. When over four feet (4 ft.) above grade, they shall be equipped with guard-rail.

333. When inclined over one in six(1 in 6) walkways shall be provided with cleats.

334. Ramps used for vehicular traffic shall be provided with a guard-rail of not less than six inches by six inches (6 in. x 6 in.) nominal dimensions.

335. Where work is being carried on in gravel-pits, road-cuttings, or quarries, the slopes shall be properly scaled and trimmed to prevent slides of material or falls of rock. Overhanging banks shall be brought down, and all dangerous trees and stumps shall be removed from the top side of all excavations.

336. Workmen engaging in scaling, sloping, or trimming work shall use safety-ropes.

.....28

Construction Equipment

337. All equipment used in construction, clearing, grading, and all kinds of excavation shall be kept in good order and properly guarded with approved safety devices. This applies to mobile as well as stationary equipment, including trucks and power excavating-machines of every description.

338. All concrete-mixers which are equipped with skips shall have safety-locks installed to prevent skips from falling when machines are being moved. Skips shall be left resting on the ground when not in use.

339. Life-lines and safety-belts shall be kept on hand and used when practicable for the protection of workmen in hazardous locations when no other protection can be afforded. Safety-belts shall support a weight of five hundred (500 lbs.) pounds dropping five feet (5 ft.). Life-lines shall be equal in strength to one and one eighth inches (1 1/8 in.) Manila rope.

340. Safety-hats shall be worn by workmen employed in locations where the hazard of falling objects normally exists.

341. No open hook shall be used with a bucket, cage, or skip in hoisting, but some form of shackle, or safety-hook shall be provided or mousing used.

342. Tractors shall be provided with a substantial over-head guard to protect the operator from falling objects, where such hazard exists. When working in felled timber, a suitable guard shall extend downward from the upper front corners of the overhead guard to convenient points on the front of the machine. When such machines are equipped with a winch, the operator shall be protected from the danger of flying lines. The operator only shall be allowed to ride on the vehicles.

343. On bridge-construction over water, boats shall be kept on down-stream side of work at all times in charge of capable boatmen, and where, on account of swift current, boats cannot be used, life-lines close to the surface of the water shall be provided whenever possible.

344. Life-buoys equipped with lines shall be installed on floats, wharves, or other places where workmen are employed on or about water.

Tunneling

345. When tunneling and ancillary work is undertaken an employer must insure the person in charge of the work is conversant with Mines Safety Regulations and the work shall so far as possible be carried out in accordance with the Mines Safety Regulations.

Fixed Scaffolds

346. In these regulations, the term "scaffolds" shall apply to temporary structures, such as scaffolds, stages, and similar devices.

347. Scaffolds shall be capable of sustaining a uniformly distributed load of a minimum of thirty pounds (30 lbs.) per square foot. They shall be substantially constructed and maintained in safe condition.

348. Scaffolds shall be erected and taken down by experienced men only.

349. All lumber used in scaffolds shall be selected common or better grade.

350. Any scaffold damaged or weakened from any cause shall be immediately repaired, and workmen shall not be allowed to use it until repairs have been completed.

351. Every employer shall take steps to ensure that scaffolds to be used by his workmen are constructed in accordance with the regulations. This applies whether scaffolds have been erected by his workmen or not.

352. All fastenings used in the construction of scaffolds, stagings, and supports shall be of ample size and used in sufficient quantities at each connection to develop the designed strength of scaffold. All nails shall

.... 29

be driven in their full length.

353. Ground shall be graded to provide easy access to scaffolds at all times. Mud-sills shall be placed under all vertical supports.

354. The spacing of vertical supports shall not exceed ten feet (10 ft.) on centres, provided further that where fixed scaffolds are used for bricklaying, masonry, or similar heavy work, the spacing of vertical supports shall not exceed seven feet (7 ft.) on centres.

355. Vertical supports for scaffolds not exceeding twenty feet (20 ft.) in height shall be not less than two inches by four inches (2 in. x 4 in.), and when over twenty feet (20 ft.) in height, vertical supports shall be not less than four inches by four inches (4 in. x 4 in.) or two pieces of two inches by four inches (2 in. x 4 in.) laminated together. The distance between Joints of laminated uprights shall be not less than four feet (4 ft.).

356. The extension of single, vertical uprights shall be by means of a butt joint strengthened by two (2) pieces of material not less than one inch (1 in.) thick, placed on opposite sides and extending for at least two feet six inches (2 ft. 6 in.) both sides of the joint.

357. The span for one-inch by six-inch (1-in. x 6-in.) bearers shall not exceed four feet (4 ft.).

358. On single pole scaffolds the inner supports of bearers shall be of substantial construction and securely fastened to the wall.

359. All fixed scaffolds shall be adequately protected in two directions by diagonal braces. No such braces shall have a continuous run in excess of twenty feet (20 ft.). Braces shall be connected to the uprights as close as possible to the ledgers.

360. All scaffolds ten feet (10 ft.) or more above grade shall be equipped with a backrail which shall be installed on the inner side of the uprights.

361. Scaffolding planks shall be not less than two inches by ten inches (2 in. x 10 in.) nominal dimensions. They shall extend not less than six inches (6 in.) and not more than twelve inches (12 in.) beyond the supporting members. Adjoining planks shall be uniform in thickness. Planks shall be frequently tested by applying four (4) times the intended load.

362. At no time shall workmen work on less than two (2) staging planks. When the distance between sets of vertical supports is greater than thirty-four inches (34 in.), an additional plank shall be used.

363. Only material for current use shall be kept on any scaffold, and at no time shall any scaffold be overloaded.

364. Proper means of access shall be provided to all working-levels of the scaffolding.

365. Tubular and similar-type section scaffolding shall be erected plumb and level. A spirit level or similar device shall be used for this purpose.

Swing Stagings

366. Swing stagings shall consist of a platform supported at the ends by hangers, stirrups, or slings, and suspended by ropes attached to hooks or thrust-outs, which are supported at the eaves of a building, the main cornice, parapet wall, or other substantial support.

367. When the point of a hook is used to support the staging, the hook shall be securely tied back to a solid anchorage on the building.

368. When thrust-outs are used for suspending the staging, such thrust-outs shall be rigidly fastened together and counter-balanced sufficiently to ensure stability. Cleats or bolts shall be fastened at the outer end of thrust-outs to act as safety-stops for the suspended slings.

... 30

369. The platform of a swing staging shall be not less than twenty inches (20 in.) clear width and shall be one of the two following types:-

(a) The ladder type, consisting of boards upon a horizontal ladder-like frame, the sides of which are parallel;

(b) The plank type, consisting of planks supported on the stirrups or hangers.

370. (a) The sides of stringers, rungs, and tie-rods for the ladder-type stagings shall be not less than that shown in the following table:-

Length	Width between Stringers	Cross-section of Side-stringers		Rungs		Tie-rods	
		At Ends	At Middle	No.	Dia.	No.	Dia.
15'0"	20"	1 7/8"x2 3/4"	1 7/8" x 3 3/4"	10	1 1/8"	4	5/16"
16'0"	20"	1 7/8"x 2 3/4"	1 7/8" x 3 3/4"	11	1 1/8"	4	5/16"
18'0"	20"	1 7/8" x 3"	1 7/8" x 4"	12	1 1/8"	4	5/16"
20'0"	20"	1 7/8" x 3"	1 7/8" x 4"	13	1 1/8"	4	5/16"
24'0"	20"	1 7/8" x 3"	1 7/8" x 4½"	16	1 1/8"	5	5/16"

(b) Flooring shall have a minimum thickness of three-quarters of an inch (3/4 in.).

371. When plank-type platforms are used, the planks shall have a uniform thickness of not less than two inches (2 in.). Planks shall be tied together on the underside by cleats of a minimum size of one inch by six inches (1 in. x 6 in.), securely nailed, and spaced at intervals of not more than four feet (4 ft.). Planks shall not exceed twelve feet (12 ft.) in length, and stirrups or hangers shall be placed so that the span does not exceed ten feet (10 ft.).

372. Solid hangers for swing staging shall be made of wrought iron or mild steel, having a cross-sectional area equal to three-eighths inch by one and one-quarter inches (3/8 in. x 1¼ in.) or, if round, not less than three-quarters of an inch (3/4 in.) in diameter. When swing stagings are suspended from wire-rope slings, such slings shall be not less tha one-half inch (1/2 in.) diameter.

373. Swing stagings shall have railings at least three feet (3 ft.) in height on the outside of the platform, with top and intermediate rails. The minimum size of lumber shall be two inches by three inches (2in. x 3 in.) for uprights; two inches by four inches (2 in. x 4 in.) for the top rail; one inch by six inches (1 in. x 6 in.) for the intermediate rail.

374. When Manila rope is used for suspending swing stagings, it shall be not less than three-quarters of an inch (3/4 in.) in diameter. The pull-line shall be made fast to the point of the hook by what is commonly called a "painter's hitch".

375. When wire rope is used for suspending swing stagings, such rope shall be not less than three-eighths inch (3/8 in.) in diameter and shall be securely fastened to the drum of a winch.

376. Winches for hoisting and lowering swing stagings shall have a ratchet device and a worm and gear mechanism or similar approved methods for preventing the slipping or free running of the drum.

377. No greater number of workmen shall be allowed on the swing stagings than the number of fall-lines and each workman shall be provided with a life-line not less than five-eighths of an inch (5/8 in.) in diameter, which is securely anchored.

...31

378. Any swing staging used by plasterers, masons, or for heavy carpentry work more than twenty feet (20 ft.) above grade shall be provided with a curb at least eight inches (8 in.) in height. Wire netting of no greater mesh than one and one-half inches (1½ in.) shall extend over the curb to handrails.

379. Swing stagings shall be lowered to ground or lashed to buildings when workmen leave work.

380. All anchorages for swing stagings shall be carefully inspected before being used.

381. Two or more swing stagings shall not, at any time, be combined into one by bridging the distance between them with planks or any other form of connection.

382. When workmen are employed on such work as cleaning the exterior of buildings, where chemicals may be used, wire ropes shall be used to carry stagings.

383. Any splices made in wire cables used for stagings shall also have not less than two (2) cable-clips for each splice.

Ladder-jack Scaffolds

384. Ladder-jack scaffolds shall be used only for light work, such as painting and where the work is of short duration.

385. Ladder-jack scaffolds shall not be used at a height of more than twenty-two feet (22 ft.) above grade.

386. No more than two persons shall work on a ladder-jack scaffold.

387. Solid staging planks shall be of at least two inches by ten inches (2 in. x 10 in.) nominal dimensions.

388. Staging planks shall overlap the bearing surface not less than eight inches (8 in.) at each end.

389. When using solid staging planks, the distance between supports shall not exceed ten feet (10 ft.). When using the approved-type built-up staging plank, the distance between supports shall not exceed sixteen feet (16 ft.).

390. Ladder-jacks shall be of a type capable of being adjusted.

Trestle Scaffolds

391. Trestles shall be solidly constructed. The spread of the legs shall be equal to one-half (1/2) the height of the trestle. When folding trestles are used, some means shall be provided to prevent the legs from spreading or closing in. When such trestles are over five feet (5 ft.) in height, the device used shall be a metal brace. Trestles used for scaffolds shall be set securely on the floor, or a firm footing shall be provided for this purpose.

392. Blocking under legs of trestles to increase the height is prohibited and extensions shall not be added to the legs.

393. No single-horse or trestle scaffolding shall be in excess of twenty feet (20 ft.) in height. Trestle scaffolds shall not exceed three (3) tiers or twelve feet (12 ft.) in height. When placed in tiers, the trestles shall be placed directly over each other and shall rest on planks at least two inches (2 in.) in nominal thickness.

Miscellaneous Stagings

394. The use of shore scaffolds or lean-to scaffolds or wall brackets is prohibited.

...32

395. Barrels, boxes, loose tile blocks, loose piles of bricks, or other unstable objects shall not be used for the support of planking intended as scaffolds or working-platforms.

396. Bosuns' chairs shall be suspended from four (4) corners with the ropes crossed diagonally beneath the seat, and they shall be provided with a body-belt. A five-eighths-in (5/8-in.) rope or cable of equivalent strength shall be used for raising and lowering the chair by means of not less than a single- and double-sheave block.

397. Roof-jacks shall be substantially constructed, and they shall be maintained in good condition. They shall be provided with effective non-slipping devices.

398. Crawling-boards or ladders used for roof work shall be securely fastened over the ridge. The use of eaves-troughs as support is prohibited.

399. When workmen are employed on roofs having a pitch of one-third (1/3) or greater, a two-by-four (2 x 4) toe-hold shall be installed at the bottom of the rafters.

400. Galvanized, oxo-seal, or other similarly coated nails shall not be mouthed by workmen.

401. When castors are used on scaffolds, means shall be provided to prevent movement of the scaffold and the base section shall be made rigid by the use of braces to tie the uprights together.

402. When powder-actuated tools are used in confined places or for periods in excess of one hour, the operator shall be furnished with and shall use ear-plugs that will reduce the harmful sound of the explosive.

Construction towers

403. All towers and hoist-shafts used in construction work shall rest on a solid foundation, shall be substantially built of sound materials, and properly braced. They shall be anchored to the building at intervals of not more than twenty-five (25 ft.) or shall be adequately guyed with wire ropes.

404. Proper means of access shall be provided to the tops of all towers.

405. Erection and maintenance of all towers shall be performed by experienced workmen only.

406. When booms are attached to construction towers, provision shall be made to take care of the extra imposed loads.

407. Frequent, regular inspections shall be made by the superintendent, foreman, or other authorized representative, of towers and all attached equipment.

Construction Hoists

408. Hoisting-engines shall be of such type that the control-dogs on cable-drums are clearly visible to the operator in charge of same, and all such engines shall be provided with an efficient brake system and approved landing indicator.

409. All hoist-shafts shall be enclosed with substantial grill or boarding to a height of at least six feet (6 ft.) above each landing on all sides not used for loading or unloading.

410. Hoist-platforms shall be substantially constructed and shall be equipped with toe-boards not less than two inches by eight inches (2 in. x 8 in.) on all sides not used for loading and unloading the platform.

411. Hoist cables and fastenings shall be designed to carry a load equal to six (6) times and maximum actual working load, before rupture, and all such cables and fastenings shall be maintained in good repair at all times. The diameter of sheave-pulleys shall not be less than sixteen (16) times the diameter of the cable used. Grooves in sheaves shall be a proper fit for the ropes passing over them.

412. Entrances to shaftways shall be protected by hinged bars, placed at least eighteen inches (18 in.) outside the line of the shaftway. Where entracnces to shaftways are exposed to hazard from falling material, a substantial covering shall be provided.

413. No workman shall travel on any hoist, and danger signs shall be posted on hoists, platforms, and towers warning workmen that they shall not ride on same.

414. Every hoist shall have clearly indicated on same its safe carrying capacity, and at no time shall such load be exceeded.

415. Runways to hoists shall have substantial flooring the full width of runways and each side of runways shall be formed of solid boarding, or have a ten-inch (10-in.) curb and handrails.

416. A signal system shall be installed at all landings and in the hoist-room to control the movement of any hoist platform or skip, and the hoisting engineer shall not operate his equipment except upon receipt of a signal.

417. The following signals shall be used to control the movement of platform and skip hoists:-

One bell or light - To stop.
Two bells or lights - To raise.
Three bells or lights - To lower.
Four bells or lights - To move the boom to the right.
Five bells or lights - To move the boom to the left.

Temporary Floors

418. The working-floor shall be completely planked over, except for openings that are reasonably necessary.

419. In any building more than two (2) stories high in the course of construction a flooring shall be laid completely covering the floor immediately below, or a floor as close as possible to the level where work is being carried on.

420. In any building more than three (3) stories high the first floor above the street floor shall be completely floored over as soon as practicable, leaving such openings as are reasonably necessary, and same shall thereafter be kept covered throughout the entire period of construction. If column lengths are such as to prevent the flooring-over of this floor, then the second floor above the street shall be covered.

421. Temporary floors shall be constructed of sound lumber to carry a live load of at least fifty pounds (50 lbs.) per square foot, with a factor of safety of four (4). Planks shall extend at least one foot (1 ft.) past supports, or be securely fastened, and shall have no unsupported projection greater than one foot six inches (1 ft. 6 in.).

422. Where it is impracticable to install temporary floors, rope safety-nets shall be substituted therefor. This applies to such structures as theatres, auditoriums, towers, and bridges.

423. When the structural framework of a building is erected in advance of the external walls, protection for workmen shall be provided and maintained by means of wire cable, three-quarter-inch (3/4-in.) Manila rope, or standard railing firmly secured to uprights or columns of framework at outside of buildings and at light-wells.

...34

424. When temporary floors are being removed, all loose objects lying on the planking shall first be removed to prevent such objects falling on workmen below, and warning shall be given to workmen working below planking being moved.

425. Stairways shall be installed as rapidly as the progress of the work will allow, and temporary ladders shall be dispensed with as soon as possible.

Demolition

426. Before beginning actual work of tearing down a building, a definite plan of procedure shall be worked out, based on a careful study of the structure that is to be demolished and of its surroundings.

427. When necessary, adjoining buildings shall be promptly and thoroughly shored.

428. Care shall be taken to see that all gas-pipes have been disconnected and that all electric wires are dead, but adequate lights shall be provided for night operations.

429. The work of demolition shall be carried out in a regular and orderly manner from top to bottom of the structure, and all material displaced, unless required for reconstruction, shall be transported immediately to the ground. No material shall be stored upon any portion of a structure in excess of its safe carrying capacity. All glass and ash shall be removed before other demolition is started.

430. Chutes shall be provided for the removal of brick or other loose debris, and these chutes shall be completely enclosed. Chutes shall not extend in an unbroken line for more than two (2) stories, and gates or stops shall be placed at the bottom of each chute. Danger signs shall be placed at chute outlets.

431. When material is to be thrown down from upper stores to the ground, the space on which it falls shall be railed in.

432. All old material and rubbish shall be removed as fast as practicable and shall not be allowed to accumulate on floors nor upon the ground immediately outside of the building.

433. Whenever workmen are engaged in the removal of any part of a building or structure, which part is more than twelve feet (12 ft.) above the floor, platform, or the ground there shall be provided for such workmen suitable scaffolds, life-lines, safety-belts, or life-nets.

432. Where it is not practicable to offer other means of protection as provided in these rules, life-lines and safety-belts shall be provided for workmen exposed to the danger of falling from locations where the combination of adequate footing and holding on with the hands does not exist, such as on steep roofs, narrow ledges, high parapets, skeleton beams, etc. This rule shall not apply to experienced structural-steel erectors or those of similar trades whose work is of such nature that the use of such life-lines or safety-belt would produce an additional hazard.

435. Masonry walls or other sections of masonry shall not be permitted to fall on the floors of the building in such masses as to exceed the safe carrying capacity of the floors.

436. Workmen shall not be permitted to work when weather conditions create a hazard.

437. Before demolishing any interior or exterior wall which is within ten feet (10 ft.) of any opening in the floor immediately below, such opening shall be substantially planked over, unless all workmen are removed from all floors below and access to such floors is positively prevented.

438. At the completion of each day's work all walls shall be left stable and in no danger of being overturned.

... 35

439. Construction-sheds and tool-boxes shall be so located as to protect workmen from the danger of falling walls and other falling objects.

440. All workmen on any demolition job shall be required to wear approved safety-hats.

441. Every opening into which a workman may fall or slip in a floor, platform, passage-way, or working-level shall be protected by a standard railing and toe-board.

442. Steel structures shall be demolished column length by column length and tier by tier. Every structural member which is being dismembered shall not be under any stress other than its own weight, and such member shall be chained or lashed in place to prevent any uncontrolled swinging or dropping. Large structural members shall not be thrown or dropped from the building but shall be carefully lowered.

Painting

443. Lunches shall not be kept with working-clothes, and food shall not be brought within twenty-five feet (25 ft.) of spray-painting.

444. Unless clearly impracticable, ventilation shall be provided while painting is carried on in a confined space.

445. Suitable respirators shall be provided by employers and worn by workmen while spray-painting.

446. Painters shall not work where the paint will contaminate the air breathed by other workmen.

447. Paints which contain materials injurious to exposed parts of a workmen's body shall not be applied by spray-gun.

448. When acid is used in building-washing, goggles, rubber gloves, rubber suits, or other suitable protective equipment shall be worn by the building-washer.

Window-Cleaning

449. In buildings having windows with sills ten (10) or more feet above the grade and so constructed that it is necessary for a workman to clean the windows from the outside, approved safety devices shall be provided and maintained in good condition for the protection of the window-cleaner.

450. Approved safety devices for window-cleaners shall include swing stages, monorail systems, bosuns' chairs or harness, extended window-platforms, ladders, safety-belts. Such devices shall conform with the regulations covering same.

451. In buildings where the window sill extends less than four inches (4 in.) out from the window-frame, workmen shall not stand on such sills unless an approved auxiliary sill or other approved device is provided. The width of an auxiliary and the permanent sill combined shall not be less than ten inches (10 in.) or exceed fourteen inches (14 in.). Auxiliary sills, or other devices, shall be so designed and made that they are safely held in place and can be readily put in position and removed.

452. Window-cleaners shall use safety devices provided for their protection.

453. Window-cleaners shall not pass from window to window on the outside except where adequate protection is provided.

Window-cleaners' Safety-belts

454. When windows are cleaned from a sill, an approved safety-belt of oak-tanned leather, canvas, or other equally strong, durable material shall be provided, maintained and used.

... 36

455. The belt shall be so designed and constructed that it will be impossible for the safety terminals to pass through their fastenings on the body-belt should one terminal become loosened from its window anchor.

456. Ropes or safety-straps secured to eyes or rings shall be provided with metal thimbles to prevent wear.

457. Rope, if used for safety-straps, shall be not smaller than one and one eighth inch (1 1/8 in.) Manila or its equivalent strength.

458. The belt, ropes, straps, and all interconnecting parts shall be separately, and as an assembled unit, of sufficient strength to support a suspended load of 500 pounds (500 lb.) dropped five feet (5 ft.).

459. All metal from which fittings such as belt-rings, strap or rope terminals, buckles, anchors, and bolts are made shall be of silicon bronze, stainless steel, monel metal, or other approved, suitable corrosion-resisting metal, and shall have an ultimate tensile strength of not less than fifty thousand pounds (50,000 lb.) per square inch and an elongation in two inches (2 in.) of not less than fifteen per cent (15%). All fitting shall be of forged construction. The use of cast devices is prohibited.

Safety-belt Anchors

460. Where workmen must stand on the sill to clean windows and the sills are ten (10) or more feet above grade, such windows shall be provided with anchors to which the safety-belt can be fastened. These anchors shall be installed in the building or in the side frames of the windows and (or) in the mullions at a point not less than forty-two inches (42 in.) or more than fifty-one inches (51 in.) above the window-sill.

461. Anchors shall be of approved single-head type or be constructed with an eye not less than seven-eighths inch (7/8 in.) in diameter. The metal used in anchors shall comply with Regulation 539.

462. Bolts or anchor stems used for fastening anchor-heads to the building shall not be less than three-eighths inch (3/8 in.) in thickness if round and if rectangular not less than three-sixteenths inch (3/16 in.), having a minimum sectional area at least as great as three-eighths inch (3/8 in.) round. The bolt shall be fastened by a nut, washer, and lock-washer, and the end of the bolt shall be chipped or otherwise upset to prevent turning or removal of nuts. For fastenings in new masonry or concrete, anchor-stems shall have a T-head or a right-angle bend forming a head or flange of at least two inches (2 in.) or be of other head formation of approved type.

463. In new concrete buildings under construction the head of the anchor shall be embedded not less than five inches (5 in.).

464. In new buildings faced with masonry other than concrete the heads of anchors shall be embedded not less than nine inches (9 in.).

465. In masonry and concrete buildings already erected, anchors may be installed through the pulley stiles. The effective length of the bolt shall be not less than six inches (6 in.).

466. In wood construction, bolts shall pass through the entire wall or studding. Where solid mullions are used, bolts shall pass at least three-fourths the distance through the solid mullion. Where intermediate mullions are used, said mullions shall be reinforced by at least one stud. Where intermediate mullions of hollow construction are used, bolts shall pass through the outer casing and a reinforcing stud or through the pulley stile.

467. In hollow metal frame construction the bolt on the anchor-fittings shall be at least three-eighths inch (3/8 in.) in diameter and shall pass through a wrought-iron or steel plate not less than three-eighths inch (3/8 in.) thick by six inches (6 in.) long. This plate shall be in the form of a "z" or some other equivalent, one portion of which will reach around behind the exposed

... 37

face of the frame and be bolted or riveted to a part of the frame protected by masonry or concrete. As an alternative, each anchor-fitting may be attahhed to frame and reinforcing-plate by means of at least two (2) five-sixteenths-inch (5/16 in.) corrosion-resisting metal screws, threaded and screwed into plate to a depth of at least three-eighths inch (3/8 in.).

468. Anchor-fittings having a single-threaded section and "nearly screwed-in" reinforcing-plates shall not be acceptable.

469. In solid metal frame construction, where the design of such frames permits, fittings shall be at least three-eighths inch (3/8 in.) in diameter and shall pass through a drilled hole in the frame and be locked in position by the use of a nut, flat washer, and lock-washer. When the nature of the solid metal frame construction is such that this method cannot be followed, it will be permissible to drill and tap the metal frame to a suitable depth to receive an anchor having at least two (2) five-sixteenths-inch (5/16 in.) screws of approved durable corrosion-resisting metal for each fitting, threaded and screwed to a depth of at least one-half inch (1/2 in.). If necessary, a reinforcing-plate shall be used to secure that depth.

470. Where aluminium windows are installed on new construction, anchors shall be inserted through masonry at jambs, unless provisions have been made in jambs. Provisions shall be made in mullions for the installing of safety-anchors. In old construction the necessary means shall be taken to reinforce frames where needed. Anchors that come in contact with aluminium frames shall be of stainless steel or monel metal. Bronze fittings in aluminium frames shall not be used due to the acceleration of galvanic action when these metals are in contact with each other.

471. In buildings with windows where the distance between anchors is greater than six feet (6 ft.) there shall be installed approved additional anchors at each side of the window-frame; these anchors shall be set forty-two inches (42 in.) above the window-sills. There shall be provided for each such window when it is being cleaned a rope, strap, cable, or chain that can readily be attached to the anchors to be used as a back support for the window-cleaner. In addition there shall be installed above these anchors, standard belt-anchors to which the window-cleaner shall attach one end of his belt.

472. Where masonry openings for mullion windows are more than five feet six inches (5 ft. 6 in.) wide, at least one anchor-fitting shall be installed in each mullion.

473. When it is necessary for the window-cleaner to pass from one window to another, sufficient belt-anchors shall be installed so that one belt terminal is fastened at all times.

474. Casement windowns which cannot be wholly cleaned while standing at the inside shall have anchor-fittings installed in the same manner as specified for other windows.

Maintenance of Window-cleaners' Equipment

475. Belt-anchors shall be regularly inspected by a competent person at least once in every six months (6 mo.).

476. Anchors that have become loose or worn shall immediately be replaced.

477. Belts and safety-straps for window-cleaners shall be inspected by owner or other competent person at least once a month.

478. Belts, lines, and attachments showing signs of wear or weakness shall be removed from service.

479. Belts and safety-straps shall be kept free from dirt and other impurities which may harm the material. Leather belts and straps shall be periodically treated with neat's foot oil.

... 38

WOOD-WORKING MACHINERY

Band-saws

480. (a) All portions of the saw-blade of band-saws and band resaws shall be enclosed or guarded, except the working-side of the blade between the guide-rolls and the table. Band-saw wheels shall be fully encased.

(b) The outside periphery of the enclosure shall be solid. The front and back of band-wheels shall be either enclosed by solid material or by wire mesh or perforated metal. Such mesh or perforated metal shall be not less than 0.037 inch (U.S. Gauge No. 20) and the opening shall be not greater than three-eighths inch (3/8 in.). Solid material used for this purpose shall be of an equivalent strength and firmness.

(c) The guard for the portion of the blade between the sliding guide and the upper saw-wheel guard shall either enclose the saw-blade or protect the saw at the front and both sides. This portion of the guard shall be self-adjusting to raise and lower with the guide. The upper-wheel guard shall be made to conform to the travel of the saw on the wheel and the top member of the guard shall have at least a two-inch (2-in.) clearance outside the saw and be lined with smooth material, preferably metal.

Circular Saws

481. Saws shall not be run at a speed in excess of that recommended by the manufacturers.

482. All circular saws shall, whenever possible, have those portions of the saw not in the cutting area fully guarded to prevent contact, and the portion of the saw in the cutting area shall be guarded in such a manner as to allow the passage of material being cut and expose the minimum amount of the saw.

483. Whenever possible, edgers, bolters, strippers, ripsaws, and similar equipment using a rip-type tooth shall be provided with non-kick-back fingers or dogs so located as to oppose the thrust or tendency of the saw to pick up the material or to throw it back. They shall be designed to provide adequate holding power for all thicknesses of materials being cut.

484. (a) Each hand-fed circular rip-saw shall be furnished with a splitter or spreader to prevent material from squeezing the saw or being thrown back. The spreader shall be made of saw steel or tool steel, or its equivalent, that has been hardened, tempered, and ground to gauge so that it is thinner than the saw-kerf but thicker than the saw-blade. It shall be of sufficient width to provide adequate stiffness or rigidity to resist any reasonable side thrust or blow tending to bend or throw it out of position. The spreader shall be so attached as to remain in true alinement with the saw even when either the saw or table is tilted and shall be so placed that there is not more than one-half inch (1/2 in.) space between the spreader and the back of the saw when the largest saw is mounted in the machine.

(b) The provision of a spreader in connection with grooving, dadoing, or rabbeting is not required. On the completion of such operations the spreader shall be immediately replaced.

Trimmer and Cut-off Saws

485. Each swing cut-off saw shall be provided with an effective device to return the saw automatically to the back of the table when released at any point of its travel. Such device shall not depend for its proper functioning upon any fibre rope, cord, or spring. When counter-weights are used, they shall be provided with substantial safety chains or cables or shall be otherwise secured against falling whenever there is danger to workmen.

486. Each swing-saw shall be provided with limit-chains or other equally effective device to prevent the saw from swinging beyond the front of the table or beyond a forward position where the gullets of the lowest saw-teeth will rise above the table-top.

... 39

487. Swing-saws shall be prevented from rebounding by a latch or other effective device.

488. Operators of swing cut-off saws shall take such a position that no part of their body is in line with the saw. An operating handle shall be on the side of the saw from which the material is fed and shall be operated by the hand closest to the saw.

489. Guards protecting belt or chain drives of swing-saws shall extend one half inch (1/2 in.) below the saw-mandrel pulley and upwards to the top pulley.

490. Inverted swing cut-off (jump) saws shall be provided with a hood that will cover the part of the saw that protrudes above the material being cut.

491. Jump-saws shall be guarded below the top of the roll, and a stop shall be provided to prevent any timber being thrown off the live-roll case and on to the carriage-track.

492. A conspicuous safety-sign and an approved safe-guard shall be placed over the jump-saw to prevent any one stepping over the saw.

493. A guard shall be provided in front of all trimmer-saws unless no workman is required to stand in direct line with any saw while it is cutting.

494. Shingle-saws used as trimmer-saws shall be discarded when they are worn down so that there is less than one inch (1 in.) between gullet and the outside rows of collar-holes.

Portable Saws

495. All portable power-driven circular saws shall be equipped with guards which will automatically adjust themselves to the work when in use so that none of the teeth are exposed to contact above the work, and when withdraw from the work, the guard shall completely cover the saw to the depth of the teeth.

496. Fuel-wood saws shall be provided with approved safeguards and operated in accordance with the principles governing the operation of similar saws as outlined in these regulations.

497. Gasoline dragsaws shall be equipped with a clutch, shall be kept in good operating condition, and have gears, frictions, and drive-chains guarded. When used in a fixed position, dragsaws shall have the cranks guarded.

Cracks in Saws

498. Any band-saw found to have developed a crack, the depth of which is not greater than one-tenth (1/10) the width of the saw, shall be discontinued from service unless development of the crack is arrested by centre-punching or other effective means.

499. Any band-saw found to have developed a crack, the depth of which is greater than one-tenth (1/10) the width of the saw, shall be discarded unless the width is so reduced as to eliminate the crack or unless the cracked section is replaced. Brazing and welding of band-saws shall be done only by workmen competent to do such work.

500. Any circular saw found to have developed a crack less than two inches(2 in.) in depth shall be discontinued from service until development of the crack is arrested by centre-punching or drilling at the inner end of thecrack, or by other effective and reliable means, and the tension of the saw corrected, or unless the diameter is so reduced as to eliminate the crack.

501 Any circular saw that is found to have developed a crack more than two inches (2 in.) deep shall be discarded uhless the diameter is so reduced as to eliminate the crack and the tension is corrected.

..... 40

502. Welding of cracks shall be done only by competent workmen. Welding of cracks deeper than ten per cent (10%) of diameter will not be allowed.

503. The welding of eye cracks in circular saws is prohibited.

Wood-working Plant Lay-out

504. Wood-workihg machinery shall be firmly secured to substantial floors or foundations. Small units shall be secured to benches, tables, or stands of adequate strength, and so designed as to prevent overturning or unintentional movement. This rule does not apply to portable hand-tools.

505. Aisles for one-way traffic shall be not less than the width of the widest vehicles or load plus three feet (3 ft.). For two-way traffic the minimum width of aisles shall be not less than twice the width of the widest vehicle or load plus three feet (3 ft.). Lines shall be painted on the floor or some similar method be employed to mark aisleways.

506. Machines shall be so located that there will be sufficient space in which to handle material with the least possible interference from or to workmen or machines. Machines shall be so placed that it will not be necessary for anyone to stand in or so near an aisle as to be liable to hazard.

507. In order for each operator to have sufficient space in which to handle the material with the least possible interference from or to other workmen or machines, the following conditions shall be maintained:-

(a) Rip and Crosscut Bench or Table Saws.- The minimum distance or clearance on each working-side of the saw-table shall be equal to three feet (3 ft.) more than the longest material handled.

(b) Band-saws.- The minimum distance or clearance on three (3) sides of the table shall be equal to a circle with the point of operation of the saw-blade as a centre and a radius equal to twice the diameter of the band-wheels.

(c) Jointers.- The minimum distance or clearance shall be at least three feet (3 ft.) greater than the length of the longest material worked on the machine.

(d) Shapers.- The minimum distance or clearance shall be at least three feet (3 ft.) greater than the longest dimension of the material worked on the machine. It is vitally important to both safety and production to protect shaper operators from interference. To this end, shaper machines shall be so set that the operator faces the aisle and is protected at the back by a partition or railing.

508. Planers, stickers, shapers, sanders, and surfacers shall be connected with an adequate exhaust system to take away shavings and dust.

509. It is important in the location of a rip-saw to be sure that no workman is regularly working in line with the saw where he might be hit by material in case of a kick-back. If it is necessary to locate a machine in such a position, a heavy metal or plank barricade shall be erected to protect the workman.

Wood-working Machinery Guards

510. Guards shall be installed wherever possible and their use enforced. If special operations require the removal of the guard, it shall be immediately replaced upon the completion of the work which required its removal. No workman shall be permitted to remove a guard or to operate the machine without the guard except with the consent of the foreman in each specific instance.

511. Where an exhaust system is used, the guard may form part or all of the exhaust-hood.

512. In order to use the hood-guard effectively on circular rip-saws when cutting narrow strips, a fillister piece shall be used. This shall be made of wood about two inches (2 in.) wide. It shall be about three-quarters inch (3/4 in.) thick, or slightly thinner than the thickness of the material being cut. It shall be provided with cleats or brackets at the ends so that it will either fit down over the front and back ends of table or can be quickly attached to the gauge or fence.

513. Each hand-fed jointer with horizontal head shall be equipped with a cylindrical cutting-head.

514. Each hand-fed jointer shall have an automatic guard which will cover all the section of the head on the working-side of the fence or gauge, and a guard which covers the head back of the fence.

515. Each tenoning-machine shall have all cutting-heads and saws and belts guarded as much as possible.

516. Hand-fed tenoning-machines shall be provided with a clamping or "hold-down" device to help the operator to hold the material being cut.

517. Boring-bits shall be provided with a guard that will enclose all portions of the bit and chuck above the material being worked.

518. Universal joints on spindles of boring-machines shall be completely enclosed to prevent injury to the operator.

519. On chain mortisers the top of the cutting-chain and driving mechanism shall be enclosed.

520. The cutting-heads of each wood-shaper, hand-fed panel raiser, or other similar machine not automatically fed shall be enclosed with a cage or adjustable guard, so designed as to keep the operator's hands away from the cutting-edge. The diameter of circular shaper-guards shall not be less than the greatest diameter of the cutter. Cylindrical heads shall be used wherever the nature of the work will permit Templates, jigs, and fixtures which will remove the operator's hands from the point of operation shall be used wherever the nature of the work will permit.

521. Each planing, moulding, sticking, and matching machine shall have all cutter-heads and saws, if used, covered by metal guards which will effectively prevent contact with moving parts and allow free entry of material being cut.

522. Each profile and swing-head lathe shall have all cutting-heads covered by an effective metal guard.

523. Each drum sanding-machine shall have an exhaust-hood so arranged as to enclose the revolving drum, except such portion of the drum above the table, if table is used, as may be necessary for the application of the material to be finished.

524. Each belt sanding-machine shall have both pulleys enclosed in such a manner as to guard the points where the sanding-belt runs on to the pulleys. The unused run of the sanding-belt shall be guarded.

525. Each disk sanding-machine shall have the exhaust-hood or other guard, if no exhaust system is required, so arranged as to enclose the revolving disk, except such portion of the disk above the table, if table is used, as may be necessary for the application of the material to be finished.

526. Veneer-clippers shall have automatic feed or shall be provided with a guard which will make it impossible to place hands or fingers under the knife while feeding stock. The rear of each clipper shall be guarded to prevent any portion of the hand being placed under the knife while removing clipped stock.

527. All feed-rolls shall be protected with a semi-cylindrical guard to prevent the hands of the operator from coming in contact with the in-running rolls at any point. The guard shall be constructed of heavy material, preferable metal, and firmly secured to the frame carrying the rolls so as to remain in adjustment for any thickness of stock. The bottom of the guard shall come down to within three-eights inch (3/8 in.) of a plane formed by the bottom or contact face of the feed-roll where it touches the stock.

528. Pineapples and mechanical swedes shall be covered with guards which shall effectively prevent accidental contact with any moving part.

Wood-working Machinery Operation

529. Dull, badly set, improperly filed, or improperly tensioned saws, or inserted tooth saws with poorly fitting shanks or worn bits, shall be immediately removed from service as soon as they begin to cause the material to stick, jam, or kick back when it is fed to the saw at normal speed. Saws to which gum has adhered on the sides shall be immediately cleaned.

530. All knives and cutting-heads of wood-working machines shall be kept sharp, properly adjusted, and firmly secured. Where two or more knives are used in one head, they shall be properly balanced.

531. Bearings shall be kept free from lost motion and shall be well lubricated.

532. Arbors of all circular saws shall be free from play.

533. Push-sticks shall be used for pushing stock through rip-saws and jointers not equipped with self-feeding devices.

534. Material being sawn shall be provided with a support as close as practicable to where the material is being cut.

535. Special consideration shall be given to the use of jigs or fixtures when cutting irregular pieces or oblique angles. In a production shop which uses jigs and fixtures, definite space either at the saw or in a storeroom shall be provided for storing these fixtures.

536. Rubber gloves, other necessary protective equipment, and proper washing facilities with non-caustic soap shall be provided and used by all workmen handling glue. Glue-spreaders shall be enclosed on the in-running side, leaving only sufficient space to permit the stock to enter the rolls.

SAWMILLS

Booming-grounds

537. Booming-grounds shall be provided with suitable walks with a safe means of access thereto.

538. Adequate illumination shall be provided at all working-points during all hours of darkness when work is being carried on.

539. Life-buoys equipped with at least fifty feet (50 ft.) of line shall be provided at suitable points.

Log-hauls and Log-decks

540. The return strand of chain-hauls shall be equipped, over passage-ways, with a guard of sufficient strength to carry the weight resulting from a broken chain.

541. Unless clearly impracticable, every log-haul shall have at least one runway or walkway with cleats and handrails. Such walkways and runways shall be of sufficient width to enable workmen to stand clear of logs in the slip.

542. When vertical log-hauls or wells are used, workmen shall not work directly below logs which are being hoisted. Whenever possible, suitable

....43

swinging guards shall be installed at the top of such wells for the protection of men working on the decks.

543. All log-hauling or hoisting equipment shall be equipped with brakes when there is danger of the logs running back due to power failure or other causes.

544. Provision shall be made at the mill end of the log-deck to afford protection to workmen from rolling logs and kickers.

Log-carriage

545. When a log-deck is equipped with a nigger or a single-arm turner, carriage-knees shall be equipped with goose-necks or straight bars extending eighteen inches (18 in.) or more above top of knee.

546. The sawyer shall be directly responsible for the safety of the carriage crew and off-bearers and shall exercise due care in the operation of the carriage and the log-turning devices.

547. Head-blocks shall be cleared with a stick, wire brush, or other effective means. The use of hands or feet for this purpose is prohibited.

548. The seat or stand of the setter shall be fitted with an adequate protection to prevent his coming in contact with the wall timbers or rafters where the clearance between the back of the setter's seat and the wall timbers of the mill structure is less than eighteen inches (18 in.).

549. The back of the carriage shall be provided with a standard handrail, except where there is a clear floor area at least thirty inches (30 in.) wide, the full length of the carriage-travel and level with the carriage deck.

550. The carriage-cable shall be guarded below the floor in such a manner as to protect workmen should the cable break.

551. A guard shall be installed on the carriage-floor where the carriage-cable runs on to the sheaves.

552. When considered necessary by reason of carriage-speed, the carriage crew shall be protected by a railing or other suitable means against being thrown off balance.

553. There shall be placed at each end of the carriage-travel a substantial buffer-stop, preferably equipped with spring or pneumatic buffers.

554. Means shall be provided for securely locking the sawyer's log-turning and carriage-control levers.

555. When a steam-engine is used for driving the carriage, a quick-action valve shall be located in the steam-line, as near the engine as possible, and arranged so that it can be closed from the sawyer's stand by means of a trip or other quick-acting device. This valve shall be tested at least once a week by a competent person.

556. No part of the carriage-track shall be regularly used as a walkway or passage-way, and no person shall get on or off a carriage while it is in motion.

Sawmill Head Rig

557. When the head rig consists of two circular saw, the top saw shall run in the opposite direction to the bottom saw.

558. Where possible, a substantial barrier at least thirty inches (30 in.) high shall be provided between the sawyer and the carriage-track and extending at least four feet (4 ft.) back from the husk.

559. Where necessary, a substantial sheering-device shall be installed between the sawyer and the saw to prevent sawn material going back into the sawyer's box.

....44

560. Tail-sawyers shall be provided with and wear goggles or some other suitable form of eye-protection.

561. Where, in the opinion of the Inspector, material thrown back by a circular head-saw might endanger workmen, a substantial barrier shall be erected to protect such workmen.

562. All band-mills shall be adequately guarded, and the opening above the band-mill into the filing-room shall be substantially housed in.

563. All head band-saw wheels shall have a minimum rim thickness of five-eighths inch (5/8 in.), except for a distance not to exceed one inch (1 in.) from the edge of the wheel.

564. Every band-mill wheel shall be carefully inspected by or on behalf of the owner at regular intervals, and all hubs, spokes, rims, belts, and rivets subjected to hammer tests and examined thoroughly.

565. A band-wheel in which a crack is found in the rim or spoke shall be immediately discontinued from service.

566. The up-travel of the saw shall be completely guarded, and the down-travel shall be guarded with a shield extending down to the guide.

567. A substantial screen of wire mesh or other suitable material shall be placed in front of circular head-saws to protect the sawyer from flying particles.

568. Circular-saw mills shall be equipped with safety-guides which will admit of adjustment without the use of a wrench or other hand-tool.

569. The top half of the top saw shall be covered to prevent chips and sawdust flying and to prevent contact by workmen.

Resaws

570. Band-saws shall have the gears guarded and shall have a heavy guard to restrain the saw in case it breaks.

571. Circular resaws shall be adequately guarded and be equipped with a splitter.

Live Rolls

572. All live-roll gears shall be guarded on the top, bottom, and sides.

573. Driving-shafts of live rolls shall be guarded on top and sides.

574. Live rolls shall be replaced when a hole or crack has developed sufficient to impair its strength or catch clothing.

Edger

575. The top of the edger shall be covered as completely as possible to control flying knots, chips, and debris.

576. Bench or single-saw edgers shall be equipped with splitter and saw-guard.

577. There shall be a substantial guard behind the in-feeding side of edgers to protect workmen from kick-backs.

578. Edger pressure-rolls shall have a solid continuous rim surface and shall not be built with gaps or spaces. Pressure-rolls shall be kept in contact with the material being cut.

579. Double edgers shall have separate pressure-rolls for each side. No more than one piece of wood shall be fed to any single set of rolls on edgers, surfacers, or planers.

....45

580. An independent stopping-device shall be installed on the feed-rolls of all edgers over four inches (4 in.) in size.

Sawmill Yard

581. Lumber-piles shall be well made and stripped. Piles shall not be carried to such a height as to make them insecure and liable to topple over.

582. To make loads safe for piling and handling, units or loads of lumber built up for transportation by cranes, derricks, lift-trucks, or similar equipment shall be provided with sets of stickers, as follows: With lumber six inches (6 in.) or less in width, there shall be one set of sticks to each foot of height and there shall be not more than six inches (6 in.) of boards or small-dimension lumber on the top of upper row of piling-strips. Lumber wider than six inches (6 in.) shall be stripped each eighteen inches (18 in.) in height. Any load which is less than a full or complete load, regardless of lumber-width, shall conform to these rules and, in addition, care shall be takennot to have more than six inches (6 in.) of lumber on top of upper row of piling-strips. Stickers shall not protrude beyond the sides of the load and shall be uniformly spaced in loads that are to be stacked.

583. Units shall not be stacked more than three (3) high, unless two (2) or more piles are tied together with substantial cross-ties. When so cross-tied at each successive load, the height of lumber-stacks shall be limited to seven (7) units.

584. Truck-loads of lumber shall be adequately stripped, and horses used in truck-loading shall be substantially constructed and kept in good repair.

585. Safety-hats shall be worn by workmen employed around lumber-piles which are more than fourteen feet (14 ft.) high.

586. Every care shall be exercised in operating carriers not to exceed a safe speed, and suitable traffic signs shall be installed at dangerous points. No one, other than the driver or a driver-in-training, shall ride on lumber-carriers unless approved facilities are provided.

587. Operators of life-trucks or other equipment used for stacking loads of lumber shall refuse to pile any load which, in their opinion, is unsafe to handle. Such loads shall be reported to the supervisor, and he shall then assume responsibility for the handling of the load.

588. Mechanical stackers shall be operated in such a manner and with due consideration to the speed of travel, angle and width of buckets, size of lumber being stacked, climatic conditions of snow, ice, and wind, so that workmen are not exposed to lumber being thrown or falling from equipment. Lumber shall not be stacked during period of high winds.

589. When railway switching operations are in effect, no workman, other than members of the train crew, shall ride in or on any car.

Miscellaneous Sawmill Equipment

590. When the control of steam-engines or of motors driving mill machinery is regulated by signals, a distinctive signalling-device shall be used for each driving-device. Signals shall be answered before the machinery is started. One blast shall mean to stop, two to go ahead, and three to run slow. Such signals shall not be used for any other purpose.

591. Walkways on either side of green chains or sorting-tables shall be of sufficient width to provide safe working-space.

592. Safety-catches on carriers of kiln doors shall be maintained in good condition and inspected at intervals sufficiently frequent as to ensure safe condition.

....46

593. Hog-feed chutes shall be provided with suitable and approved baffles, which shall effectually prevent material from being thrown from the hog. When necessary, goggles or face-shield shall be worn by operator.

594. Workmen feeding hog-mills or chippers shall be provided with and wear safety-belts and line unless otherwise protected from any possibility of falling into the machine.

595. Hand-barking machines shall be equipped with cylindrical cutter-heads. A stop-block shall be placed behind the machine at a distance which will prevent the hands of the operator from being drawn into the cutter. A substantial metal railing shall be placed between the operator and the barker-head.

596. These regulations shall apply to portable mills as well as stationary mills.

SHINGLE-MILLS

597. The periphery and the inside of shingle-saws shall be guarded to prevent chips or knots flying from saw.

598. The cutting-face of shingle-saws shall be guarded. The saw-tooth guard shall be of sufficient size to hold the saw should the nut come off and shall project one and one-half inches (1½ in.) past the cutting-edge of the saw and shall be not more than one-quarter inch (1/4 in.) from the side of the saw.

599. All direct-connected motor-driven shingle-machines shall have an independent brake on the clipper-saw drive.

600. On belt-driven machines the tightener rope shall be within reach of the operator.

601. There shall be an approved guard overthe clipper-saw, securely fastened with three (3) bolts; said guard shall not be more than four inches (4 in.) above saw and not more than one-half inch (1/2 in.) from the perpendicular line of saw.

602. Clipper-saws shall be encased with a metal guard, except that part of the saw which is necessary to trim shingles.

603. Clipper-boards shall be equipped with substantial metal finger-guards five inches (5 in.) long and one and one-quarter inches (1¼ in.) deep.

604. Ratchet-levers on setworks shall be guarded.

605. All single-machines shall be equipped so that the carriage will stop when the treadle that operates the jaw of the carriage is down and the machine will not start when treadle comes up. It shall be necessary for operator to put his foot on the other treadle to start the machine. Fly-trips shall not be used on shingle-machines.

606. Saw-arbors shall be covered, and all bearing-caps on shingle-machine arbors shall be of steel.

607. When cutting sixteen-inch (16 in.) shingles, the minimum diameter of the saw shall be thirty-six inches (36 in.), and when cutting eighteen-inch (18 in.) shingles, the minimum diameter of the saw shall be thirty-eight inches (38 in.).

608. The speed of carriages shall not exceed thirty-four (34) strokes per minute.

609. The front of cutting-face of knife-type shingle-jointers shall be fully guarded, with the exception of a narrow slot through which the shingles may be fed against the knives.

....47

610. Power-splitters shall have spreaders behind the saw; the top of the saw shall be completely covered. The carriage lever shall have a lock to hold it in a neutral position.

611. Power-bolters shall have a guard over the top of the saw to protect the operator from flying slivers. A safety-catch shall be provided to prevent the carriage coming off the track.

612. Suitable guards shall be installed to protect block roller from bolter-saw.

613. No repairs shall be made to shingle-machines while shingle or clipper saws are in motion. Operators shall not leave the machine while the saws are in motion.

614. Blocks shall not be piled on tables more than one (1) tier high and in other places not more than four (4) high unless they are being properly piled for storage purposes.

LOGGING

Logging Rigging

615. Trees, snags, and saplings within reach of landings, spar-trees, or machines shall be removed before operations begin. Trees and snags within reach of guy-lines shall also be felled. This rule does not apply to rubtrees.

616. All ropes, slings, straps, blocks, shackles, and similar equipment shall be of sufficient size and strength to safely withstand imposed stresses and to safely perform the functions for which they are used. When such equipment deteriorates through rust, wear, broken parts, undue strain, or other conditions to the extent that they are unsafe for the purpose for which they are intended, they shall be discarded.

617. Head-spars, tail-trees, A-frames, and gin-poles shall be examined and approved by the woods foreman or superintendent or high-rigger before being rigged.

618. Main lines, high-lead and loading lines, blocks and cables shall be inspected and approved by the foreman or riggerman before being hung. Blocks shall not be oiled while in motion.

619. All trees to which rigging is attached shall be topped not more than twelve feet (12 ft.) above top guys, with limbs trimmed close, and trees shall be barked at all places where rigging is attached and wherever any part of the rigging may chafe the tree. All spar-trees shall have all loose bark removed.

620. All stumps used for anchorage shall be examined and approved by the superintendent or woods foreman or head rigger. Stumps shall be properly notched and lines well spiked. Standing timber shall not be used for anchorages. All anchorages shall be inspected daily by a competent workman.

621. When a workman is required to work aloft, he shall use standard equipment, including a safety-belt, a wire-line or wire-cored Manila rope safety-strap, and climbing-spurs, all of which shall be maintained in good order. A complete spare set of standard equipment shall be provided and kept ready for immediate use in case of emergency.

622. Riggers shall use pass-lines when going up trees to work. Pass-lines shall be fitted with a link or ring as a guard to prevent riggers from being drawn into blocks. Pass-lines shall be kept in good condition, free from knots or splices, and shall be long enough to have at least three (3) wraps on the drum at all times. When not in use, pass-lines shall be fastened in such a manner as to eliminate damage to them by wrapping or chafing.

623. When the high-rigger-is in the tree, one workman shall be detailed to give signals and he shall not be otherwise occupied during that time. This

....48

signalman shall be far enough away from the tree to be out of danger from falling objects.

624. At least two (2) tree plates or irons, with hooks for straps, shall be used in rigging spar-trees.

625. At least five (5) top guys not less than the same size as the main line shall be used to support spar-trees.

626. All landing-trees shall have at least six (6) top guys and three (3) buckle guys.

627. The guy-line to which a loading-jack is attached shall be at least one-quarter inch (1/4 in.) larger in diameter than the other guys, unless all guys are one and one-quarter inches (1¼ in.) in diameter or larger.

628. Guy-lines shall be attached to spar-trees with standard guy-line shackles or other approved fasteners.

629. Gin-poles shall be equipped with three (3) guys in back and one (1) in front, and the diameter of the guys shall be not less than one-quarter inch (1/4 in.) greater than the hoisting-line.

630. A-frames on floats shall have at least four (4) guys on back and not less than two (2) on front when main lines are one inch (1 in.) or more in diameter. When main lines are less than one inch (1 in.) in diameter, there shall be at least three (3) guys on back and two (2) on front.

631. Cable straps of good quality and not less in size than main line shall be used for tail-holds on A-frames, and these straps shall be carefully inspected at least once a year.

632. In sky-line operations the sky-line shall run through a tree-jack to suitable anchorage and shall not be fastened to the tail-spar.

633. On skidder operations there shall be a safety-line attached to the sky-line, tail-holded so that, should the anchorage let go, the safety-line will protect the workmen on the landing.

634. Whenever possible, the angle of the line between the donkey, the high-lead block, and the yarding or swing road shall not be less than ninety degrees (90 deg.).

635. There shall be not less than three (3) full turns of the cable on the drum, and the end of the cable shall be securely fastened to the drum.

636. When running in slack lines, workmen shall not use their hands to guide the lines on the donkey drum.

637. Molly Hogans shall not be used to connect sky-lines, guy-lines, loading rigging, or any stationary line. When used, Molly Hogans shall be made with a single strand of the same size as in connecting lines and shall have six (6) complete straps.

638. No blocks, except pass-blocks, shall be fastened to any standing tree which has not been topped and properly guyed.

639. On all main-line blocks there shall be a safety-strap fastened to a guy-line by means of a shackle. Guy-lines farthest from the proximity of the workmen shall be used for this purpose. Loading-blocks shall also be fitted with safety-straps. Safety-straps shall be fastened to the shell of high-lead blocks.

640. All slings or straps to which blocks are attached shall be of a strength at least equal to one and one-half (1½) times that of the hauling-lines. All blocks shall be hung from both eyes of the strap, except for straw-lines, pass-lines, or similar lines which are not subject to severe stress. These may be hung from one eye and the strap threaded through a shackle fitted to the other eye.

....49

641. All pins shall be securely fastened with a forelock. This equipment shall be given careful inspection by a rigger, superintendent, or foreman before setting up.

642. When the nose guy of the loading-boom runs through a block or shoe, it shall be anchored on the opposite side of the tree to which yarding and loading operations are performed. The lines supporting the boom shall be hung in such a manner as to prevent fouling of the buckle-guys.

Falling and Bucking

643. Workmen not directly connected with falling and bucking shall not be permitted to work where they are in danger of being injured by these operations.

644. Fallers shall be kept informed by scalers of their novements in the immediate vicinity of falling operations.

645. In general, the bull-bucker or foreman shall be responsible for safe working conditions for fallers and buckers.

646. The head faller shall be held responsible for the safety of the second faller and the buckers of his gang.

647. Fallers and buckers shall be responsible for keeping wedges, axes, spring-boards, saws, and other tools used by them in a safe condition.

648. When practicable, snags shall be felled before the green timber and into the open.

649. Trees shall not be felled if the falling tree can strike any running line of any unit in operation or any standing line, such as sky-line, tail-hold, guy-lines, etc.

650. No tree shall be felled toward and within range of a travelled road or railroad-track in use unless a flagman is placed on such road or track to warn all approaching persons or to stop vehicles such as automobiles, speeders, locomotives, etc., until the tree is down and proper precautions taken to protect traffic.

651. Before starting to fell a tree, adjacent brush shall be cleared away so that there is plenty of room to swing an axe and to permit a quick get-away.

652. Fallers shall give timely warning to buckers and other persons in the vicinity where a tree is being felled, informing them of the direction in which the tree will fall, taking notice that such persons are not only out of reach of the tree, but also out of danger of possible side-winders, snags, or other trees which may be knocked over by the tree being felled.

653. The depth of the undercut shall be at least one-quarter of the diameter of the tree, and the wood shall be removed from the undercut before the back cut is started.

654. When moving tools, fallers and buckers shall not attempt to carry more than can be safely handled over the territory to be covered.

655. When a tree starts to fall, fallers shall quickly get away to a safe distance of at least twenty-five feet (25 ft.) or behind some protective covering.

656. Fallers shall not work in such positions that the trees they fell or side-winders can reach another set of fallers.

657. Fallers or buckers shall not work on hillsides immediately below each other where there is a danger of skidding or rolling trees.

658. Before starting to buck a log, all brush and other objects which might catch the saw shall be cleaned away.

....50

659. When bucking a tree or log lying on an incline, the buckers shall work on the upper side whenever possible.

660. No bucking cut shall be started if there is a possibility that the cut cannot be completed. If, for any reason, the log is not completely bucked, the bucker shall mark the log by cutting a cross and shall notify both the scaler and the bull-bucker who shall, in turn, be responsible for notifying the rigging crew.

Yarding of Logs

661. When logs are to be hauled on established ski or truck roads, all dead trees, dangerous small trees, or trees with limbs likely to fall, and snags and sweepers shall be felled to a safe distance before the road is used.

662. The signalman shall not give the signal to move lines until everyone is in the clear. Whenever possible, the signalman shall be in full view of the rigging crew and shall not give the signal to move the lines without orders, except to stop rigging when danger is seen.

663. Before giving the "go ahead" signal, all rigging-men shall be behind the turn at a safe distance therefrom, except when logging on a hillside, when the rigging-men shall stand on the uphill side of the rigging and out of line of the turn or they may stand behind a natural barrier.

664. Yarding-machines and loaders shall not be operated under guy-lines if it can be avoided.

665. All yarders shall be equipped for signalling purposes with an adequate whistle or horn which shall be loud enough to be distinctly heard one thousand feet (1,000 ft.).

Loading of Logs

666. Where practicable in laying out log-lands or rollways, the loading-donkey shall be so placed that the donkey engineer has a full and unobscured view of the operations. When vision is obscured, signals shall be given by a designated person.

667. Loading-donkeys shall be so set as to be entirely clear of cars being loaded.

668. Workmen shall not work under the chunk or slack-puller. A line of adequate length shall be hung from the chunk or slack-puller to serve as a warning.

669. When a loading-machine is operating at greater than shouting distance from a yarder, such loader shall be equipped with an adequate signal whistle or horn.

670. All limbs shall be trimmed close before loaded cars or trucks leave loading-works.

671. No workman shall ride on hook or log while loading, or while log is being hauled, or while log is travelling down a grade chute or in a flume.

672. Swamp hooks or tongs shall be attached to crotch-line with clevises or other approved safety devices. All hooks shall be attached to loading-lines with screw shackles. Whenever there is danger of hooks or tongs pulling out of the log, straps shall be used.

....51

673. All projecting snags, chunks, or other similar dangerous objects shall be removed from tractor-roads before roads are used.

674. All tractors working in the woods shall be equipped with approved steel guards for the protection of the driver from falling saplings, chunks, or limbs, and from flying objects and sweepers.

675. Tractor-drivers shall have an unobstructed view of logs and the rigging crew when the signal to "go ahead" is given. Drivers shall see that no one is in the range of swinging logs when breaking turns around stumps.

676. Line-guards shall be kept on the arch at all times.

677. Riding the turn, the arch, or behind the seat of tractors is forbidden.

678. Logs shall not be swung over tractors with loading-machines.

Motor-truck Logging

679. For the protection of the driver, logging-trucks shall be equipped with a substantial bulkhead at least six inches (6 in.) higher and six inches (6 in.) wider than the cab.

680. Logging-trucks shall be equipped with horns or whistles which can be distinctly heard a distance of one thousand feet (1,000 ft.). This equipment shall be maintained in good condition.

681. Motor logging-trucks and trailers shall be equipped with brakes which will safely hold the maximum load on the maximum grade. When trailers are equipped with air or vacuum brakes, the equipment shall include boosters, receivers, or retainers, and break-away valves, with bleeders which shall be opened as often as necessary to ensure that lines are clear.

682. All trucks, tractors, and trailers shall be kept in good condition, and brakes shall be inspected by a competent person every day. A test of brakes shall be made before loaded trucks leave loading-works.

683. A non-slip material shall be installed on steps of trucks or buses used in logging operations.

684. Drivers shall examine their equipment before starting work and shall be responsible for reporting in writing to their immediate supervisor or other authorized person all defects or unsafe conditions. Suitable logbooks or report forms shall be available for this purpose.

685. Motor logging-trucks shall not be operated in excess of a speed at which the driver can bring his truck to a stop within one-half the range of his unobscured vision, taking into consideration the condition of the roadway, grades, grade crossings, and mechanical condition of the truck. The driver shall keep his truck under control at all times.

686. Drivers of loaded trucks shall not drive them so as to overtake or pass crew-cars which are transporting workmen. Drivers of loaded trucks shall follow crew-cars at a safe distance of not less than four hundred feet (400 ft.). Drivers of loaded trucks shall come to a full stop when approaching loaded crew-cars coming from the opposite direction.

687. Only the driver and swamper shall be allowed to ride on a loaded logging-truck, except in case of emergency.

688. No one shall remain in the cab while the truck is being loaded, except when necessary to move the truck for the loaders.

689. No person shall move a truck into a landing except on a signal from a designated member of the loading crew who shall make sure that all persons are in a safe position.

....52

690. Loaded logging trucks shall be adequately snubbed on roads with grades of twenty-two per cent (22%) and over.

691. All private roads, bridges, and log dumps used for motor-truck logging shall be so constructed and maintained as to ensure safe operation at all times.

692. On all sections of truck-logging roads that are too narrow for passing and truck drivers have not a clear view between passing points, a dispatch or signal system, satisfactory to the Inspector, shall be used to ensure the safe movement of the trucks.

693. Riprapping to provide traction shall be installed on all timbered or planked fore and aft roads where the grade is over six per cent (6%). Riprap shall be one-half inch (1/2 in.) square steel rods or cable of equal diameter and shall be securely fastened with not less than one-quarter inch (1/4 in.) by three-inch (3 in.) staples.

694. Substantial and adequate bull-rails shall be installed and maintained on all bridges used by motor logging-trucks and on approaches to bridges.

695. (a) Motor-trucks and trailers used for transporting logs shall be equipped with bunks with stakes or chock-blocks.
(b) Bunks that bind on the vehicle frame shall not be used.
(c) Chock-blocks and stakes shall be so constructed that they are released from the opposite end of the bunk.
(d) No log shall be loaded above the level of the top of stakes or chocks unless the centre of such log is within the limits of a perpendicular line drawn through the centre of the outer logs in the next lower tier.

696. Logs shall not be loaded so that more than one-third (1/3) of their weight extends beyond the trailer-bunk.

697. At least two (2) binder-chains shall be used on trucks operating over private roads with grades over sixteen per cent (16%) or on roads where roughness of road-bed, height of load, traffic, or other conditions create a hazard to workmen.

698. Binder-chains shall have a breaking-strength of not less than fifteen thousand pounds (15,000 lb.). Cold shuts are not allowed in these chains. Tighteners shall be in good condition and fitted with hooks which hook over the chain-link.

699. Binders shall be so arranged that they may be released from the side of the truck away from the dump in unloading.

700. Before chock-blocks or stakes are tripped at the dumping ground, the logs shall be restrained from rolling off the side opposite the dump by means of a crotch-line, safety unloading poles, or similar devices.

Miscellaneous Logging Equipment and Practices

701. All gears, fractions, sheaves, set-screws, keys, ends of shafts, and spoke-hazards shall be guarded in accordance with the General Rules.

702. There shall be a guard at the side of the main rods on all hoisting and logging engines.

703. Saw-handles shall be equipped with approved guards.

704. Wedges and similar tools with burrs or mushroomed heads will not be used. Such tools shall be properly tempered.

705. All tool-handles shall be of sound material and securely fastened.

706. Hard hammers or axes shall not be used for cutting cables. A soft hammer shall be provided and used for this purpose.

.... 53

707. Spikes, drift-bolts, and nails shall not be driven into any sawlog.

708. Standing timber on camp-sites and mill-sites, which might constitute a hazard by falling on buildings, shall be felled or topped and limbed before buildings are erected.

709. There shall be sufficient lights to illuminate walks, steps, and entrances to camp buildings during all hours of darkness.

710. All workmen working in the woods shall wear safe-soled shoes, which shall be kept in good condition at all times.

711. Safety-hats shall be worn by superintendents, foremen, fallers, buckers, bull-buckers, scalers, signalmen, rigging slingers, chokermen, chasers, hook-tenders, loaders, rig-up men, skidders, second hooker and back-rigger, and by all other occupations when there is danger from being struck by falling, flying or thrown objects.

712. Whenever possible, no workman shall be permitted to remain within the bight of any line while it is in motion.

713. No yarding or loading shall be carried on at any tree or loading-boom while any workman is on such tree or boom.

714. All camps on floats shall have a proper landing-float with a walk to shore at least four feet (4 ft.) wide equipped with a handrail.

715. Life-buoys, equipped with lines, shall be installed on floats, wharves, A-frames on floats, or other places where workmen are employed above water.

716. When moving machines, open-pin shackles or open hooks shall not be used to fasten straps, and when holds are being changed, the donkey shall be secured with a separate line if there is any danger of the donkey sliding.

717. When snubbing machines down steep grades, the main line shall be used for snubbing and the haul-back for pulls. Sufficient snubbing rigging shall be set for safety.

718. Only those actually in charge shall ride on the machine while it is being moved. A clear way of escape for the fireman in back of the machine shall be provided. Workmen shall stand outside of the bight and well in the clear of the fair lead while pulls are being made.

719. Stumps used for moving machines shall be carefully chosen. When live trees which may reach the machine are used for this purpose, such trees shall be guyed.

720. Booming-grounds shall have suitable walks with means of safe access thereto. Artificial illumination shall be supplied during hours of poor visibility when work is being carried on. Boom-men shall wear safe-soled shoes. Life-rings with fifty feet (50 ft.) of line attached shall be placed where they are readily available at all parts of the booming-ground being used. Boring machines, winches, and all other such equipment shall have all moving parts guarded in conformance with the General Accident-prevention Regulations.

Logging-engine Signals

721. Whistle-signals (Logging-engines). The following signals shall be used exclusively by engineer on logging-engines:

Ahead	1 Short
Come back	2 Short
Stop	1 Short
Ahead slow	3 Short
Come back slow	2 Short repeated
Slack lines	Several short toots
Locomotive	3 Long
Section crew	5 Long
Tree-rigger	2 Long and 1 Short
Accident	7 Long

.... 54

Tighten lines ----------	3 Short followed by 2 Short
Water ----------	2 Long
Shut off water ----------	1 Long
Fire ----------	1 Long and several Short repeated
Foreman ----------	4 Long
(When butt-rigging is at the tree). Send out straw-line	3 Short
(When straw-line is out). Go ahead on straw-line -----	3 Short and a Short

722. Engineers shall not cause rigging to be moved without receiving whistle-signals.

723. Skidder Whistle-signals. The following signals shall be used for skidder operations:

High-pitch whistle operated from woods:-
One short, while going -- Stop, pull slack with slack-puller line.
One short, while stopped -- Pull more slack.
Two short -- Pick up; ahead on skidding line, using interlock.
One short, two short -- Pick up easy; ahead slow on skidding line; holding carriage.
One short, three short -- Skid easy; ahead slow on skidding line, using interlock.
One short, two short, two short -- Ahead slow on receding line.
One short, one long, one short -- Inspect rigging.
One short one long one short, plus one short for every 10 feet of tong line.
One short, one long, one short, several shorts, and one short for every 10 feet to take off tong line.
Two short, one short -- Shake carriage.
Two short, two short -- Ahead on receding line.
Two short, two short, one short -- Tight on all lines.
Two short, two short, two short -- Slack off sky-line.
Two short, two short, two short, one short -- Pick up sky-line.
Two short and several shorts -- Slack off skidding line.
Two short, two short, and several shorts -- Slack off receding line.
Several shorts -- Slack off slack-puller line.
Several shorts, two shorts -- Pick up slack-puller line.
One long, while going -- Stop transfer or straw-line.
One long, while stopped -- Ahead on transfer line.
One long, one short -- Ahead on straw-line.
Two long, one short -- Head rigger.
Two long, one short, and several shorts -- Tail-rigger and crew.
Three long -- Hook-tender.
One long and several shorts repeated -- Fire.
Seven long -- Accident.

Low-pitch whistle operated by engineer:-
One long -- Starting whistle, also used by engineer in case of delay and when ready to operate again; second whistle calls for repeat instructions.
Two long -- Water.
Three long -- Locomotive.
Four long -- Foreman.
Five long -- Section crew.
Seven long -- Accident.
One long, one short -- Quitting whistle.
Several shorts -- A run-away.
One long, several shorts repeated -- Fire.

PUNCH-PRESSES

724. Every press shall be placed on a substantial foundation, floor, or other support, and shall be securely fastened or anchored in place.

725. Presses shall be so located as to give (a) enough clearance between machines so that the movement of one operator will not interfere with the work of another; (b) ample room for cleaning machines and handling the work, including material and scrap; (c) aisles of sufficient width to permit the free movement of workmen bringing and removing material.

726. Surrounding floors and flooring shall be kept in good condition, free from obstruction and grease.

.... 55

727. Presses shall be so located, with respect to sources of both natural and artificial light, that light of sufficient intensity will fall on the work.

728. Every power-press shall be provided with means for disconnecting all power from the press and from the pulley on the press. Acceptable methods are:-

(a) Individual motor drive. If the switch or starter is so constructed and located that the motor may be accidentally started, provisions shall be made to permit locking or latching in "off" position:

(b) Tight and loose pulleys on counter-shaft, with belt-shifter which can be locked or latched in "off" position:

(c) Clutch on drive pulley, with clutch-handle that can be locked or latched in "off" position.

729. All belts, pulleys, gears, and shafts shall be guarded in accordance with the General Regulations. Removable sections, preferably hinged, shall be provided in such guards where necessary, so that the press can be turned by hand.

730. All gears and feed-rolls on press-feeding mechanisms shall be guarded.

731. A shield, goggles, or other means of protection shall be provided if the nature of the operation and the kind of material are such as to cause an appreciable hazard from flying particles.

732. One or more means of safeguarding the press hazards at the point of operation shall be provided and used on every press. When automatic or semi-automatic feeding is used, safeguarding shall consist of enclosure of ram, or limitation of ram-stroke, or suitable gate-guard. When manual feeding is used, safeguarding shall consist of enclosure of ram, or limitation of ram-stroke, or gate-guard, or sweep-guard, or two-hand tripping device, or special hand-tools.

733. On ram enclosures the opening between bottom of enclosure and work or working-surface shall not exceed three-eights inch (3/8 in.). The top of the enclosure shall extend at least as high as the upper limit of the ram. There shall be no dangerous shear-points between the guard and any moving part. Openings in the guard shall not exceed one-half inch (1/2 in.) if within four inches (4 in.) of any danger-point; if farther away than four inches (4 in.), openings shall not exceed two inches (2 in.) square or one inch (1 in.) wide.

734. If the press is safeguarded by limiting the ram-stroke, the stroke of the ram shall be such that the clearance between the ram and the die or stripper shall not exceed three-eights inch (3/8 in.).

735. If the press is safeguarded by a gate-guard, or two-hand tripping-device, or sweep-guard, such guards and devices shall conform to the following specifications:

(a) Every such device shall be simple and reliable in construction, application, and adjustment. It shall be permanently attached to the press-frame. It shall not offer any accident hazard in itself. It shall be designed and constructed to minimize the possibility of removing or mis-using essential parts and to facilitate inspection of them:

(b) The device shall be so designed and constructed that it is extremely difficult for the operator to place or permit his hand to remain within the danger-zone while the ram is approaching the lower limit of its down-stroke:

(c) Two-hand tripping-devices shall be so arranged as to prevent tying, wedging, or otherwise securing one handle or button and operating the press with the other hand only, except by use of a key in possession of foreman:

.... 56

(d) On slow-acting presses the device shall be arranged so as not to permit the operator placing his hand in the danger-zone after the press has been tripped and while the ram is still descending:

(e) Openings in gate and sweep guards shall not be greater than one-half inch (1/2 in.) if within four inches (4 in.) of any danger point; if farther away than four inches (4 in.), opening shall not exceed two inches (2 in.) square or one inch (1 in.) wide:

(f) Unless the device is directly connected to the ram (for example, a sweep-guard), a non-repeat attachment shall be provided, by which the treadle or operating lever is disconnected after each stroke and a positive stop is introduced to stop the press. The non-repeat attachment shall not be dependent upon the action of any spring, except a compression-spring operating in or on a closely-fitting barrel or rod and so wound that the space between the coils is less than the diameter of the wire:

(g) Such non-repeat attachment, however, is not required for a gate-guard so constructed as to assure its being in place to offer full protection if the press should repeat from riding the treadle or breakage of the latch return spring.

736. On every foot-operated power-press a substantial guard shall be placed over the treadle to prevent accidental tripping, or an equally effective special design or treadle shall be used. For treadles other than long bars extending across the machine the openings in such guards shall not be more than twice the width of the foot.

737. Hand-operated power-presses, if of large size, shall be equipped with a spring latch on the lever to prevent accidental or premature tripping.

738. Each hand-operated power-press, if tended by more than one workman, shall have an interlocking lever or similar device controlled by the helper to prevent accidental or premature tripping.

739. Newly constructed dies shall be designed and constructed so as to involve the least possible hazard to the press operator. The die-setter shall be held responsible for procuring and installing, when he sets dies for any operation, an effective guard or safe-feeding arrangement suitable to the operation.

740. In setting dies (except on large presses which cannot be turned by hand) the source of power shall be disconnected from the press and the press shall be turned by hand until proper alignment of the dies is assured.

741. Regular inspections shall be made to ensure proper condition of all bolts and screws which might become loosened by vibration; of all treadle attachments, treadle and clutch springs, and all parts of clutch. Inspections shall also include examination of clutch and pulley for adequate lubrication.

742. Before starting to work on a press, and before starting to work on any materially different operation, the press operator shall be carefully instructed in the hazards of the machine and the particular operation and in the safe method of work. Only properly instructed workmen are to be authorized to operate, adjust, or repair any press machine.

743. The foreman of the press department shall enforce the following rules:

(a) The machine is not to be operated unless the press and all safety devices are in perfect working order. If anything is wrong, the work shall be stopped and the foreman notified:

(b) All safety devices and guards provided shall be used:

(c) If any device on the press interferes with production, the workman shall consult the foreman and try to devise some better guard:

.... 57

(d) If automatic or semi-automatic attachments or special tools are provided for feeding, they shall be used by the operator:

(e) If material sticks in the die, the workman shall remove it with a stick, not with the fingers:

(f) Workmen shall not wear gloves if there is danger of fingers being caught under the ram or in feed-rolls:

(g) Material shall be grasped by the sides, if possible, rather than by top and bottom:

(h) Care shall be taken not to let the hand or head be caught between top of guard and any projection on ram:

(i) The operator shall inspect clutch mechanism at beginning of each shift and operate press without work a few times to make sure that brake-hand is working properly. This is especially important on Monday morning or after any shut-down, and after oiling:

(j) No person shall distract attention of a press operator.

FOUNDRIES

Foundry Ventilation

744. Where smoke, steam, gases, or dust arising from any of the operations in the foundry are injurious to health or eyes and where a natural circulation of air does not carry off such smoke, steam, gases, or dust, there shall be installed and operated hoods, ventilators, fans, or other means of ventilation of sufficient capacity to reduce such impurities in the air to less than the recognized maximum concentration for the impurities involved.

745. All foundry operations shall be so conducted, and the general conditions of the plant structure, equipment, and working area shall be so maintained, as to control the dissemination of dust or fume in the breathing zone of the foundry workers down to or below the recognized maximum concentration.

746. Good housekeeping shall be maintained at all times and shall include regular cleaning, with removal of dirt and waste materials accumulated on floors, pits, superstructures, and equipment.

747. Hoods or other effective means of ventilation shall be provided to control fume from electric furnaces or from brass-melting furnaces or brass-melting pots or other sources of metallic fume.

748. Foundry sand handling and preparation equipment located inside the building in which the sand handled averages less than two per cent (2%) moisture content by weight shall be enclosed as completely as possible and be provided with effective ventilation.

749. Castings which require chipping-bars for the breaking-out of cores and the application of high-pressure air for the removal of residual sand shall be taken to a well-ventilated room or booth. Workmen immediately concerned with the cleaning operation shall be required to wear a dust respirator. Blowing with high-pressure air shall not be permitted except in a space which is equipped to prevent the dust from contaminating the surrounding atmosphere.

750. Sand-blasting shall be conducted in a properly constructed sand-blast room, and the operator supplied with approved protective respiratory equipment.

751. All tumbling-barrels used for finishing uncleaned castings shall be provided with adequate exhaust ventilation.

.... 58

752. Pedestal grinders used for finishing uncleaned castings shall be provided with local exhaust-ducts.

753. Swing-frame grinders used on uncleaned castings shall be equipped with exhaust-duct ventilation or be so positioned as to discharge into a ventilated hood. Portable hand-grinders used on uncleaned castings shall be operated in an area supplied with effective ventilation.

754. Where pneumatic tools are used for chipping castings from which adhered moulding-sand has not been previously removed, the chipping shall be done in a properly ventilated area.

755. Respiratory protective equipment alone shall not be depended upon to protect workers against dust and fume in foundries, except in isolated or infrequent operations.

756. The employer shall provide every workman requiring personal respiratory equipment with at least one such device, suitably identified, and such equipment shall be maintained in a clean, sterile, and workable condition.

757. Every workman shall make full use of all control measures approved and provided for his protection and the protection of others in accordance with the requirements of this code.

Foundry Equipment

758. All ladles, shanks, crucibles, crucible-shanks, crucible-tongs, yokes, skimmers, slag-hoes, chains and cable slings, ropes and slings used in handling heavy moulds and castings or pouring of molten metal shall be inspected daily prior to their use by the workmen using them in regard to their safe condition. Equipment found upon inspection to be defective shall not be used in that condition.

759. Bottom-poured ladles and all other types that are suspended by bails shall have daily inspection of bails and trunnions.

760. All lip-pouring ladles handled by crane or trolley shall be equipped with a worm gear or other self-locking device. All ladles of two thousand pounds (2,000 lb.) capacity or more shall be equipped with worm gear.

761. All crane,truck, and trolley pouring-ladles shall be equipped with a dog to prevent premature overturning and shall be so constructed that when they are full of metal the centre of gravity shall be below the centre of the trunnion, unless each ladle is equipped with a gear mechanism and al atch, either of which will prevent premature overturning of the ladle.

762. All slings used to suspend flasks from job-crane beams shall either be so designed that there are safe clearances for a hand-grip, or handles shall be provided to hold the sling.

763. The use of high explosives for breaking scrap shall not be permitted, except with written permission of the Inspector.

764. The breaking of castings or scrap by the use of a drop-weight inside the foundry during the regular working-hours is prohibited.

765. Where a drop-weight is used for the breaking of castings or scrap outside of the foundry, a permanent shield of four-inch (4 in.) planking or equivalent protection shall be provided. Such shield shall be at least eight feet (8 ft.) high to protect workmen in the vicinity from injury by flying fragments of metal.

766. Where castings are cleaned or chipped in moulding or casting rooms, there shall be provided suitable screens, partitions, or other effective means to protect workmen against flying chips and excessive dust. All castings shall, wherever practicable, be cleaned or chipped in a room separated from rooms used for other purposes.

.... 59

767. Where finishing rails or benches are used, they shall be sufficiently far apart to allow the operators to pass between them without being endangered by falling castings.

STORAGE-BATTERIES

768. The mixing and grinding of lead oxides shall be done in well-ventilated rooms separated from the rest of the factory by air-tight partitions and doors.

769. Mixing and grinding rooms shall have floors of smooth hard materials, and dust shall not be allowed to accumulate or escape into other rooms.

770. Workmen employed in the mixing and grinding room shall be supplied with and wear clean respirators.

771. Dry-sweeping shall be avoided when lead-oxide dust is present.

772. All fixed lead-melting pots shall be equipped with a hood and fan having a pipe connection which will carry the fumes directly to the outer air.

773. Adequate washing facilities shall be provided workmen employed in the manufacture of lead products, and workmen shall wash their hands thoroughly before eating.

774. No food or drink shall be brought into or consumed in workrooms.

775. Working-clothing shall be kept as clean and free from dust as possible.

776. Smoking shall not be permitted in workrooms.

ELECTRICAL REGULATIONS

777. All electrical equipment, apparatus, or appliances shall conform to the instructions issued by an inspector and shall be installed, maintained, and operated as required by the aforesaid instructions.

778. Only experienced and competent persons shall be authroized to do any work on any energized electrical lines of equipment. No workman shall do work for which he is not qualified on or about electrical lines or equipment except under direct supervision of an experienced and properly qualified person.

779. Rubber gloves, shields, and other necessary safety equipment shall be supplied to and used by workmen engaged at work on energized electrical wires or equipment operating at a potential greater than two hundred and fifty volts (250 volts). The maximum potential permitted for the use of rubber gloves and rubber equipment while working on energized conductors shall be three thousand volts (3,000 volts) to ground.

780. No workmen shall work or be permitted to work on any energized electrical line or equipment operating at a potential of over three thousand volts (3,000 volts) to ground unless such workmen are provided with suitable tools for the handling of energized equipment and are experienced in the use of such tools.

781. Before workmen are required or permitted to work on any electrical line or equipment, which for safety shall be handled in a de-energized condition, the workman in charge of the work shall open, tag, and (or) lock any switches which might supply electrical energy to the line or equipment being handled, or he shall receive clearance from the operator controlling the switches which de-energize such lines or equipment. After being de-energized, and before commencing work, the electrical lines or equipment shall be effectively short-circuited and grounded. The switches shall be closed or authorized to be closed only by the workmen who had the lines or equipment de-energized.

782. No work shall be done in or around any place or structure in proximity to energized electrical wires or equipment which are normally isolated by position or elevation unless such electrical lines or equipment are provided with guards which will effectively prevent contact by any person or by any electric current-conducting equipment being used.

.... 60

783. No work shall be done or permitted to be done in any manhole or subway on any energized electrical line or equipment having a potential of more than two hundred and fifty volts (250 volts) unless there are at least two (2) competent and experienced workmen at all times in the same manhole or subway in which the work is being done.

784. No work shall be done on any energized electrical line or equipment which is at a potential of more than six hundred volts (600 volts) by less than two (2) competent and experienced workmen, both of whom at all times, while such work is being performed, shall be in the same room or on the same pole or structure or other place where such work is being done. This section shall not apply to the fusing of transformers where such transformer fuses are accessible without passing or reaching past electrical wires or appliances carrying a potential of more than two hundred and fifty volts (250 volts).

785. Means of access to switches shall be clear of obstructions at all times.

786. When any switch has been opened to allow of inspection of or repairs to the equipment it controls, such switch shall be locked or otherwise secured in the "off" position and a notice, "Not To Be Closed", attached thereto. The tag or lock shall be removed only by the person who placed same on the switch and shall be done immediately after the work being done is completed.

787. Notices reading "Danger -- High Voltage" shall be placed in prominent positions and maintained in legible condition in proximity to all electrical equipment operating at over six hundred volts (600 volts) to ground, and which may be accessible to unqualified persons.

788. All workmen employed in manholes shall be provided with insulated platforms to protect them while at work in any manhole; provided that this rule shall not apply to manholes containing only telegraph, telephone, or signal wires or cables.

789. All tunnels and manholes containing any wires or appliances carrying electric current shall be kept in a sanitary condition, free from stagnant water or seepage, or other drainage, which is offensive or dangerous to health, either by sewer connection or otherwise, while any workman is working in the same.

790. Metal ladders or ladders having reinforcing of wire or other conducting material shall not be used in proximity to any electrical wires or equipment. All ladders which may be used on or near equipment operated at more than six hundred volts (600 volts) shall be equipped with feet of insulating material.

791. Mail-boxes, signs, or other obstructions or hazards shall not be allowed on or in close proximity to poles upon which workmen are required to work.

792. Before beginning work on any pole or structure, such pole or structure shall be tested for soundness. When any doubt as to such soundness exists, the pole or structure shall be effectively guyed or otherwise supported from falling before changing any wires or cables thereon. Guys or supports shall be left in place until workmen are clear of the pole.

793. When linemen are at work on poles or other structures located where workmen may pass and suffer injury from falling tools, material, etc., a temporary guard, fence, or notice shall be placed to prevent or warn such workmen from passing beneath such pole or structure.

794. In all electrical installations having one hundred and ten volts (110 volts) or over, approved testing-devices for testing fuses, circuits, etc., shall be kept on hand. Banks of lamps are not approved for testing purposes.

.... 61

LAUNDRIES

795. All shafts, pulleys, belts, and gears shall be guarded in accordance with the General Regulations.

796. All laundry washrooms and rooms in which flat-work ironers are operated shall be provided with adequate means of ventilation which will clear such rooms of excessive heat or steam.

797. The floors of all rooms where washing operations are carried on shall be so drained that there is no measurable depth of water where workmen must stand while working.

798. Washers shall be provided with a device which will prevent the inside barrel from turning while the outside drum-door is open.

799. Every extractor shall be provided with a device that will prevent power being applied before the lid or cover is closed.

800. Tumblers shall be provided with a device so arranged in connection with the opening in the tumbling-barrel and the driving mechanism as to prevent the barrel from moving while the door is open. The barrel shall be enclo or guarded to prevent contact.

801. Feed-rolls of flatwork ironers shall be provided with a bar across the front so arranged that the striking of the bar by the hand of the operator will stop the machine, or the rolls shall be provided with a fixed rod that will prevent the hands entering the rolls.

802. Pressure-rolls of flatwork ironers shall be covered, guarded, or so located that a workman cannot reach into them.

803. Press-type ironers shall be provided with an automatic device which will prevent the application of injurious pressure if the fingers of the operator are between the bed and the pressure-head, or a two-handed device shall be provided which will require removal of both hands of the oper from the danger-zone at the time of tripping the machine.

804. The rolls of roller-type body ironers shall be provided with a fixed bar across the front which will prevent the hands from entering the rolls. The hot roll shall be covered in such a way that the operator cannot come in contact with it.

805. All steam-pipes, where exposed to contact, shall be covered to within seven feet (7 ft.) from the floor.

Preparation of Right-of-Way

807. The following conditions shall apply in clearing, grading and grubbing of right-of-way.

Falling and Bucking

808. Fallers: Before starting to fell a tree adjacent brush shall be cleared away so that there is plenty of room to swing an axe and to permit a quick retreat.

809. When a tree starts to fall, fallers shall quickly get away to a safe distance.

810. Fallers shall give timely warning to buckers and other persons in the vicinity where a tree is being felled, taking notice that such persons are not only out of reach of the tree, but also out of danger of possible side winders, snags or other trees which may be knocked over by the tree being felled.

811. Fallers shall work in such positions that falling trees or side winders will not reach another set of fallers.

812. Workmen shall not work on hillsides immediately below other workmen where there is danger of falling, skidding or rolling trees.

813. When practicable, snags shall be felled before the green timber and into the open.

814. All brush and other objects which might catch the saw shall be cleared away prior to bucking a log, and logs shall be bucked from the uphill side.

815. When power saws are being used, sawyers must stop the saw during any major change of position.

816. Power Lines - At all power line locations "DANGER - POWER LINES" signs shall be installed before clearing commences. These signs to be placed and maintained one hundred (100) feet on each side of the power line in such position that they may be seen from all equipment travelling the right-of-way.

Safety Hats

817. Safety hats shall be worn by superintendents, foremen, fallers, swampers, buckers, chokermen, skidders and cat operators, and by all other workmen and visitors when employed at the site where cutting and felling operations are being carried on.

Suitable winter lines for safety hats shall be made available when required.

Bulldozer Operations

818. Bulldozers shall not be operated until the brush gang is in the clear.

Where bulldozers are used in clearing operations, they shall be equipped with overhead protection and operators shall wear safety hats.

The operator shall keep the swamper within sight at all times.

The blade will be lowered to the ground or shall be adequately blocked when the equipment is not in use.

American Standard Tractor Logging Signals shall be used.

No employee other than the operator shall ride on the machine unless authorized by the supervisor in charge.

When tractors are equipped with a winch the operator shall be protected from the danger of flying lines by a substantial cable guard.

.... 2

When stopped for any reason and the operator must dismount, the unit must be made inoperative by leaving the transmission in neutral, engaging the master clutch and setting the brakes.

Construction of Pipelines

Pipe Stringing

819. Workmen shall keep their hands clear of the ends when pipe is being butted together.

820. Loads of skids being hauled to the line shall be securely boomed to the truck.

821. All slings, hooks, cables and tail ropes shall be inspected at daily intervals by the operator and shall be repaired or replaced when found defective.

822. When hauling pipe by truck, sled or tractor boom, such loads shall be adequately and properly tied or boomed in place, with a minimum of two sets of chains and boomers.

823. Defective skids shall be removed from service.

824. Workmen handling tag lines shall be required to wear safety hats.

DITCHING OPERATIONS

Ditching Machines

825. Except that drive motors only may be left running while oiling or greasing is being carried out by an oiler or service man under the direction of an operator who shall disengage the motor and remain at the controls of the machine.

Where adjustments or repairs are necessary all drive motors shall be shut down before work is commenced.

826. Where the operator is required to carry out any of the above-mentioned functions by himself all drive motors shall be shut down before he leaves the controls.

827. No machine shall be operated unless the machine guards are installed and properly maintained.

828. All underground cables, conduits, gas lines, oil lines, water mains or other such lines shall be spotted and adequately marked before ditching operations are started. The underground cables, conduits, gas lines, oil lines, water mains or other such lines should be located accurately as to depth, and if less than one (1) foot below the depth specified for the machine-cut ditch, they shall be uncovered by manual excavation prior to ditching operations in the vicinity.

829. Ditching machine operator shall keep his helper in sight or know where he is at all times.

830. No manual cleaning of buckets shall be permitted when the digging wheel is in operation.

Operators and helpers shall not climb about the ditching machine while it is in motion.

The operator shall not be permitted to leave the controls of his machine unless both the main transmission and digging wheel are out of gear and the travelling brakes set.

.... 3

PIPE LAYING

Tractor Operations

831. No person shall be allowed to ride on any part of tractors except in the seats provided.

832. When stopped for any reason and the operator must dismount, the unit must be made inoperative by setting the brakes, leaving the transmission in neutral, disengaging boom clutch and engaging the master clutch. The dozer blades shall be firmly rested on suitable blocking or on the ground.

833. Pipe shall not be picked up or lowered while any workman is between the tractor and pipe.

834. Pipe shall not be moved, carried or swung over workmen.

835. Workmen shall stand clear of booms when loads are being lowered or lifted and the tractor operator shall not lift or lower until workmen are in the clear.

836. When winch cables are guided onto drums, bars or sticks shall be used.

837. Wire rope connections shall be of an approved type and inspection of the lines and connections made daily by the operator.

838. Sideboom pins and sheave blocks shall be inspected daily by the operator.

839. Sidebooms and blades must be lowered to the ground or to skids during non-working hours.

840. No operator shall be permitted to leave the controls of his machine while it is holding a section of pipe more than six (6) inches above the ground.

841. Sidebooms shall not be permitted to move along the right-of-way with the load line dangling less than seven (7) feet above ground or with the boom more than thirty (30) degrees from the vertical position.

842. No workman shall be permitted to hold on to any part of the rigging or the machine while the machine is in motion.

Welding Operations

843. The Welding Safety Regulations shall apply provided that a welder may be permitted to wear a one-piece light-weight helmet where he does not do his own chipping and cleaning. Flash goggles shall be made available to and worn by all helpers.

Placing Skids

844. Lock skids must be employed in all instances where a danger of shifting pipe exists.

X-Ray and Gamma Ray Inspection

845. In all instances where X-Ray or Gamma Ray equipment is being used, precautions for safe operation are to be observed.

CLEANING, PRIMING, DOPING AND WRAPPING

846. Suitable eye protection and gloves shall be made available to and worn by workmen engaged in charging of dope kettles.

847. All burners on dope kettles shall be cleaned and inspected at regular intervals to keep them in good condition. Workmen shall be thoroughly instructed by foremen in the operations of such units and shall be adequately warned about "Flash Backs".

.... 4

848. All dope kettles shall be equipped with downward flow outlets and all shut-off valves must be positive in their operation.

849. Where hot dope is transferred in buckets these shall be in good condition with sound handles and when they become defective, shall be discarded immediately.

850. Where fumes cause any undue irritation to the skin a suitable means of skin protection shall be provided and the workmen shall apply same before commencing such work.

851. Workmen handling or working around hot dope or primer shall wear boots with the trouser legs on the outside and have full length sleeves extending over the top of their gloves.

852. Workmen guiding cleaning and dope machines with outrigger or mope poles shall not drape their bodies over the pole but shall place their hands only on the pole.

LOWERING OF PIPE INTO DITCH

853. All pipe lowering is to be done as directed by the person in charge and signals to the tractor operators and other orders must come from him alone. Standard signals are to be used.

854. The belt slings and boom lines while not in use shall be secured to the book while the tractor is moving.

855. No workmen are to be in the ditch, on the pipe, or between the pipe and the ditch along the entire length of unstable pipe. (Pipe being lowered into the ditch is considered unstable).

856. The travelling blocks and clamps shall be secured to the book while the tractor is in motion or the load line shall be carried at least seven (7) feet above the ground and the boom carried not more than thirty (30) degrees from the vertical position.

SPECIAL OPERATIONS

BORING AND PUNCHING

857. All underground cables and pipe lines must be located accurately prior to commencing boring or punching operations.

858. Shoring and Trenching Regulations shall apply.

859. Chain sprockets and V-Belt drives shall be guarded.

860. The approaches to the operation shall be adequately marked by clearly visible signs and/or guarded by flag men.

861. Where internal combustion engines are used in or near excavations the employer shall ensure that no toxic gases shall accumulate in the trench or workmen shall be provided with approved breathing apparatus.

862. All equipment used in boring or punching operations in close proximity to the excavation shall be adequately secured to prevent any movement toward the excavation.

PIGGING AND TESTING

863. In all instances where it is considered necessary to deviate from practices outlined in this section, a "Work Clearance Permit" shall be issued by a responsible official of the employer concerned. This permit shall outline the conditions to be observed and shall be issued only when adequate precautions have been taken to ensure the Safety of every person in the area.

.... 5

A permit shall be issued for each separate operation concerned. One copy of the permit shall be forwarded forthwith to the Inspector, one copy shall be forwarded to the Head Office of the employer, and one copy shall be retained on the job site by the job supervisor.

864. Before removing the pig catchers or test fittings pressure must be relieved from each end of the line.

865. Test fittings used must be rated at least equal to the maximum test pressure.

866. Pigs propelled by compressed air:

(a) The dispatching end of the pipe line must be sealed with a fitting welded securely to the pipe line. Lines six (6) inches or less in diameter may be sealed with a cap held in place with clamps providing that the clamps are adequately designed to prevent blowing off the sealing cap. The various types of bolted pipe couplings on the market, designed to join two pipe ends pressure tight, are not adequate for this purpose.

(b) The receiving end of the pipe shall be equipped with a pig catcher or trap so that there is nodanger of a pig being blown free of the line at the end of its run. Such traps or catches must be welded to all lines over six (6) inches in diameter.

(c) All air hoses, fittings, valves, etc., must be adequate for the pressure used and be maintained in good condition.

867. During a pig run, all persons in the vicinity must be kept well clear of the pipe ends.

868. The pressure must be released through suitable valves before fittings of any kind are loosened or removed from the pipe line.

869. Low-Pressure Testing of Pipe Lines (100 psi)

(a) Pipe ends must be sealed with a fitting welded to the pipe for all lines larger than six (6) inches in diameter. Welded caps are preferable for all sizes of pipe, but caps held in place with properly designed clamps may be used on lines six (6) inches and smaller in diameter.

(b) During the time a line is under pressure, all persons must be kept clear of pipe ends.

(c) Fittings must not be loosened or removed from the pipe until all internal pressure has been released.

870. High-Pressure Testing of Pipe Lines (Over 100 psi)

(a) The pipe line shall be sealed only with welded, flanged, or threaded fittings rated to a pressure at least equal to the maximum working pressure of line.

(b) Only those persons concerned with the testing shall be allowed in the immediate vicinity of pressure pumps and pipe ends or exposed sections during the test.

(c) Pressure shall be released from the line before any loosening or removal of fittings is permitted.

.... 6

871. PIPE BENDING

No workmen except those actually engaged in the bending operation shall be permitted on or around the bending machine.

872. RIDING PIPE

No workmen shall be allowed to ride pipe while it is being transported.

873. STORAGE OF PIPE

(1) Pipe racks shall be substantially constructed and placed level on a solid foundation.

(2) Adequate provision shall be made to prevent pipe from accidentally rolling off the storage racks.

874. DOUBLE JOINTING OF PIPE

(1) Positive stops must be provided on all racks and runners to prevent workmen from being struck by rolling pipe.

(2) Internal Welding: When workmen are required to do welding inside a pipe adequate provision shall be made to provide for forced ventilation.

875. TIE-IN AND CUT-OUTS

When a tie-in or cut-out has to be made, bell holes shall be of adequate size and properly sloped to enable the welders to work without danger of cave-ins. If the sides of any bell hole, more than five (5) feet in depth cannot be sloped to the angle of repose then adequate shoring must be provided. Any inflammable liquid must be removed and the bell hole flashed before welding commences. In the case of a natural gas pipe line no welding may be commenced nor the bell hole flashed until it has been determined by the use of an approved combustible gas indicator that an explosive mixture does not exist in the pipe line.

SESSIONAL PAPER No - 9 - (Fifth Session)

Whitehorse,Y.T.,

20 November,1962.

Mr.Speaker,

Members of Council:

1. Mr.Watt's motion for the production of papers No. 2, in connection with present plans for the Lot 19 project requested the following:

(a) The administration table before council all the information available on the Lot 19 plan.

(b) Any other information the administration has on whether and where other residential land can be made available in the Lower Whitehorse Area in case the Lot 19 plan proves a failure.

On November 5, 1962, the City of Whitehorse and the White Pass and Yukon Railway agreed on the terms upon which the City would purchase Lot 19 and install sewer and water services. A copy of the final draft of the agreement is attached. The necessary by-law will be considered by the City Council at a special meeting to be held on Tuesday, November 20, 1962. If passed, the by-law will be submitted for approval to the Commissioner on Wednesday, November 21 and, if approved, will be posted publicly on Thursday, November 22. The plebiscite will be held on Thursday, December 6.

2. In the event that the Lot 19 plebiscite fails, the White Pass Railway will probably dispose of the land to private developers. The following Crown land will be available in the Whitehorse area:

1. Porter Creek subdivision
2. Crestview subdivision
3. Transient Area (leased land only)

The Department of Northern Affairs and the Territorial Government have several lots scattered throughout the townsite of lower Whitehorse. A number of these are required by the government for future development in accordance with the C.M.H.C. town plan. However, those which are not required for this purpose will become available for sale to the public early in the new year.

G.R.Cameron,
Commissioner

INDENTURE made this day of 1962.

BETWEEN The Commissioner of the Yukon Territory, hereinafter called "the Commissioner",

AND The Corporation of the City of Whitehorse, hereinafter called "the City."

WHEREAS

1. The British Yukon Railway Company, a body corporate having an office in the City of Vancouver, in the Province of British Columbia, is the owner in fee simple of the land described in "Schedule "A" attached hereto and hereinafter called the "said land".
2. The Loan Agreement Ordinance (1961) No. 1 of the Yukon Territory provides that the Commissioner may on behalf of the Yukon Territory borrow from the Government of Canada a sum not exceeding $175,000.00.
3. The Whitehorse Land Sale and Loan Ordinance (1961) authorizes the Commissioner to enter into and execute on behalf of the Yukon Territory
   (a) an agreement with The British Yukon Railway Company for the purchase from the said company of the said land;
   (b) an approved agreement with the City for the sale of the said land for the sum of $17,800.00; and
   (c) an agreement with the City providing for the loan to the City of a sum not exceeding $157,200.00 for the purpose of constructing roads and sewers for and supplying water to the said land.
4. The said land has been subdivided and laid out as a town-plot for the purpose of being sold in lots as shown on a plan of survey of record in the Land Titles Office for the Yukon Land Registration District No. 24358, hereinafter called the "said plan."
5. Bylaw No. , passed by the Council of the City on the day of 1962, authorized the borrowing of a sum not exceeding $157,200.00 for the purpose of constructing roads and sewers for and supply water to the said land and purchasing the said land for a sum not exceeding $17,800.00.

... 2

NOW THIS INDENTURE WITNESSES that in consideration of the covenants and agreements hereinafter contained the parties respectively and mutually each with the other convenant and agree as follows:

1. On receipt from the Government of Canada of the above recited loan the Commissioner will purchase the said land and will sell to the City and the City will purchase from him the said land for the price of $17,800.00, and he will transfer all the estate and interest of the Yukon Territory in the said land to the City at the City's expense within 30 days of the date of this agreement.

2. The City will pay to the Commissioner the said purchase price of $17,800.00 together with interest on the unpaid balance thereof before and after maturity at the rate of 5¼ percent per annum in thirty equal instalments of principal and interest, the first such instalment to be paid within one year of the transfer of the said land to the City, and each subsequent instalment on the anniversary day thereof in each subsequent year.

(1) On the receipt from the Government of Canada of the said loan of $175,000.00 the Commissioner will loan to the City the sum of $157,200.00, and the City will repay this loan to the Commissioner together with interest on the unpaid balance thereof before and after maturity at the rate of 5¼% per annum in 30 equal annual instalments of principal and interest secured by debentures issued by the City, the first such instalment to be paid within one year of the transfer of the said land to the City and each subsequent instalment on the anniversary day thereof in each subsequent year but the City shall have the right to defer each annual interest payment for one year beyond the date it would otherwise be due and payable.

(2) The City may pay off the whole or any part of the unpaid balance of the purchase price of $17,800.00 at any time before such payment becomes due upon paying all interest and arrears, if any, to the date of such payment without giving any notice or paying any bonus, and any part payment of principal so made shall be credited on the unpaid balance of the purchase price as of the date of such payment.

4. The City will forthwith construct and provide roads, sewers, and a water supply, of a standard and nature that is consistent with sound engineering and sanitation practice, sufficient to service each of the lots on the said land and will operate and maintain such roads, sewer and water supply.

5. The City will sell the said land in lots as shown on the said plan at the times and to the persons referred to in Section 6 and on the terms referred to in Sections 7 and 8 and subject to any further terms or conditions which the City considers appropriate and which do not contravene the spirit and intent of this agreement.

.... 3

6. (1) Within 30 days of registering title to the said land, the City will sell to the The British Yukon Railway Company at a total cost of $2,967.00 the following, sub-divided lots shown on the City plan being numbers 1 to 6, inclusive, in Block 41; numbers 1 to 12 inclusive, in Block p; and Lot 8, in Block G.

(2) The City will sell to the The British Yukon Railway Company at cost not more than six lots that the company may select on the said land upon the City receiving title to the said land and this transaction must be completed within 30 days of title being registered in the name of the City.

(3) During the 30 days immediately following the British Yukon Railway Company's purchase of six lots or immediately following a day thereafter designated jointly by the Commissioner and the City, (and of which notice in writing has been given to The British Yukon Railway Company) the City will sell one lot only of the said land to each person applying therefor who has been designated by a representative of The British Yukon Railway Company or The British Yukon Navigation Company, Limited as unlawfully occupying land owned by The British Yukon Railway Company or The British Yukon Navigation Company, Limited respectively.

(4) During the 30 days immediately following the expiration of the period provided for in Subsection (3) of this section, the City will sell one lot only of the said land to each person applying therefor who has been designated by a representative of the Commissioner as unlawfully occupying land owned by Her Majesty the Queen.

(5) During a period of ninety days immediately following the expiration of the period provided for in subsection (4) of this section, The British Yukon Railway Company shall have an option to purchase from the City at cost all the lots on the said land remaining unsold and on the expiration of the said ninety-day period, if The British Yukon Railway Company has not exercised its option to purchase all of said lots, the City will have absolute discretion regarding the disposal of these lots.

(6) The City, with the approval of the Commissioner may refuse to sell a lot to any particular person other than The British Yukon Railway Company if satisfied that such sale would not be in the public interest.

7. (1) The sale price of a lot sold pursuant to subsections (2), (3), (4)and (5) of Section 6 shall not exceed the aggregate of:

(a) $400.00 if the lot is a corner lot, or $300.00 if the lot is not a corner lot, and

(b) the actual cost to the City, of complying with its covenant. In Section 4 to construct and provide a sewer connection and a water supply to the lot.

(2) The actual cost referred to in paragraph (b) of subsection (1) of this section shall, at the option of the purchaser, be payable in cash on completion of the sale or be prorated over a period not exceeding thirty years.

(3) Except in the case of lots sold under paragraphs (1) and (2) of clause 6 hereof, the City will retain the option to repurchase every lot sold by it if within three years from the day of the sale the purchaser intends to resell or commits an act of bankruptcy.

(4) The repurchase price for the purposes of subsection (3) of this section is the aggregate of the price paid to the City for the lot, and the fair market value of all improvements made thereto as determined by an appraiser appointed jointly by the City and the purchaser or by three appraisers of which one is appointed by the City, one by the purchaser and the third jointly by the two

.../4

appraisers so appointed, and if either the City or the purchaser shall fail to appoint an appraiser within ten days of a request so to do, a single appraiser may act.

8. The City shall require every purchaser of a lot other than the lots purchased by The British Yukon Railway Company or reserved in favour of the British Yukon Railway Company to covenant to pay for the cost of constructing a water supply and sewer connection from the property line to the purchaser's dwelling, and it is understood that in the case of the lands purchased or reserved by the British Yukon Railway Company the said The British Yukon Railway Company will require any subsequent purchaser of such land to covenant to pay for the cost of constructing a water supply and sewer connection from the property line to the purchaser's dwelling.

IN WITNESS WHEREOF the Commissioner of the Yukon Territory has hereunto set his hand and seal and the Corporation of the City of Whitehorse has hereunto affixed its corporate seal attested to by its Mayor and City Clerk.

SIGNED, SEALED AND DELIVERED)
)
)
)
)

_____
WITNESS

_____
Commissioner of the Yukon Territory

SEALED, DELIVERED AND)
ATTESTED TO BY)
)
)
)

(SEAL)

_____
MAYOR

_____
CITY CLERK

SESSIONAL PAPER No-10- (1962 Fifth Session)

Whitehorse, Yukon Territory

20 November, 1962.

Mr. Speaker,

Members of Council:

1. In reply to your request of 15 November, 1962, which read as follows:

> "Mr. McKamey moved that the administration table the amount of employees employed by the Department of Education and other Territorial Departments that are living in Territorial housing who have children going to school and are not contributing to the cost of education, plus amount paid for rents in respective establishments."

I submit, herewith, the following information:

Department	No. of Employees	Rental Paid Per Month	No. of Children Attending School
Treasury	1	$55.00	3
Liquor Control	1	$50.00	1
Welfare	1	$50.00	1
Education	3	1 - $150.00	1 - 4 children
		1 - $125.00	1 - 1 child
		1 - $80.00	1 - 1 child
Engineering	7	1 - $53.00	1 - 3 children
		1 - $50.00	1 - 4 "
		1 - $55.00	1 - 1 child
		1 - $55.00	1 - 2 children
		1 - $35.00	1 - 1 child
		1 - $15.00	1 - 1 child
		1 - $40.00	1 - 3 children

Note: One Engineering employee will vacate Territorial Government accommodation on December 15th, 1962.

2. We trust this is the information required.

G.R. Cameron,
Commissioner.

SESSIONAL PAPER No.-11- (1962 Fifth Session)

Whitehorse, Y.T.

November 20th, 1962.

Mr. Speaker,
Members of Council:

Low Cost Housing Loans
for the Yukon Territory.

1. The Low Cost Housing Ordinance was passed on May 11th, 1962 followed by regulations under the authority of Commissioner's Order 1962-96, June 27th, 1962. The Main qualifications required by the Regulations are as follows:

(a) Evidence that the applicant is purchasing or has purchased land on which to construct a dwelling.

(b) Evidence that the applicant's income does not entitle him to a loan under the provisions of the National Housing Act.

(c) Evidence that the total cost of construction of the dwelling will not exceed $7,000.00. This fact must be substantiated by the plans and specifications of the proposed dwelling submitted with the application.

(d) The applicant must have been a resident of the Yukon Territory for twelve months immediately preceding the date of application.

(e) Evidence of the applicant's ability to repay the loan.

(f) Those eligible for accomodation in Crown-owned housing are not eligible for a Low Cost Housing Loan.

(g) A Low Cost Housing Loan may not be issued in respect of a dwelling which is already under construction. (a partially completed home)

(h) Provisions of the National Building Code must be complied with.

2. Applications for Low Cost Housing Loans were invited and notices to this effect were published in the Whitehorse News-Advertiser and the Whitehorse Star. Commencing July 3rd, 1962 applications were submitted and as of August 23rd, 1962 nine completed applications have been received.

3. During the latter part of July the Prince George representative of Central Mortgage and Housing Corporation visited the Yukon and discussions were held with him concerning the Low Cost Housing Scheme. We were informed that due to the changes in the National Building Code on April 1st which lowered building standards, and the fact that a loan made under the terms of the National Housing Act could now be repaid over a maximum term of 35 years, a person with an annual income as low as $2,500.00 could conceivably obtain a loan to build a C.M.H.C. house in the Yukon Territory. The Low Cost Housing Ordinance provided that only those with incomes too low to qualify for loans under the National Housing Act would be eligible for a Low Cost Housing Loan. However, it was now possible for a person with an income as low as $2,500.00 to qualify for a National Housing Loan. In order to be eligible for a low-cost house, therefore, a person would have to have an income of less than $2,500.00. Since anyone with an income below this level could not likely give satisfactory evidence that they were financially able to repay a Low Cost Housing Loan, the great majority of those who would otherwise have been eligible for Low Cost Housing Loans were automatically excluded from the program by the changes in the National Building Code and the National Housing Act. Accordingly any person indicating a desire to apply for a loan was informed that their application could not be accepted for the time being because of our difficulty with the program. As the nine applicants who had already submitted their application forms qualified under the new terms of the National Housing Act and Regulations as to income they were notified by letter they could not obtain Low Cost Housing Loans.

4. After careful consideration of the Low Cost Housing Ordinance and the extent to which it overlapped with the terms of the National Housing Act, it was decided, in order to make loans available to as many people as possible, to submit our problem to Ottawa and ask for a revision of the scheme. This was necessary as the money for the scheme was made available to the Territorial Government by Ottawa on the terms set out in the Ordinance and Regulations. The Department of Northern Affairs and National Resources was requested to consider the following changes:

(a) Make the Low Cost Housing Loans available to any person building a house in the Yukon Territory who for any reason whatsoever cannot obtain financing under the National Housing Act. This would make it possible for anyone, regardless of income, to obtain a loan for the construction of a house in a place where they could not qualify for National Housing Act Loans because there was no water and sewer services.

(b) Make loans available in respect of a house which is already partially completed.

5. This matter was discussed in Ottawa by Commissioner Cameron and details of how we might overcome our problems are being forwarded to us.

6. The foregoing is for the information of the Members of Council. If any members of the Council have any recommendations or comments, their assistance would be appreciated.

G. R. Cameron,
Commissioner.

SESSIONAL PAPER No.12- (1962 Fifth Session)

Whitehorse, Y.T.

November 20th, 1962.

Mr. Speaker,
Members of Council:

Regulations and Controls
Territorial Subdivisions

1. Since 1958 twelve areas in the Yukon Territory have been declared development areas under authority of the Area Development Ordinance. These are:

Canyon Crescent
Carcross
Crestview
Forestview
Haines Junction
MacRae Industrial
MacRae Residential
Mayo
Porter Creek
Teslin
Transient Area Subdivision
Watson Lake

2. Initially when a subdivision was opened and declared a development area under the Area Development Ordinance the regulations were made to control zoning and the minimum size of the dwellings placed on the lots. The subdivisions were surveyed on Crown land and the lots were sold under Agreement for Sale by the Government of the Yukon Territory. Before title was issued it was necessary for the purchaser to construct building improvements on the lot worth at least $2,000.00. This stipulations was inserted in the Regulations to make certain that land was actually required and put into use and was not purchased simply for purposes of speculation. It was not necessary to have a completed dwelling on the lot before title could be obtained as long as the good intentions of the purchaser were established by starting work up to the minimum value of building construction required. Once this minimum was achieved, if the building complied with the National Building Code, a request for title was forwarded to Ottawa.

3. A general revision of all subdivision regulations was made in March 1962, and were standardized as much as possible. The National Building Code was cited in the Regulations as the basic standard for construction and the Public Health Ordinance was used as a basis for Health and Sanitation requirements. Minimum construction values were increased at the request of the residents of the subdivisions and now range from $2,500.00 to $5,000.00, depending on the subdivision.

4. Three subdivisions have been withdrawn from disposal; Forestview, MacRae Industrial and MacRae Residential. In the other nine subdivisions the regulations, in summary are as below:

(a) Zoning - By regulation all lots in all subdivisions are zoned residential with the exception of five in Crestview. Provision is made however for rezoning on application to the Commissioner, and as a result of this a number of lots in the various subdivisions have been rezoned commercial.

(b) Building Standards - The National Building Code is standard throughout the subdivisions with the following exceptions:

(i) - allowance is made in all subdivisions for construction of out-buildings, which do not meet the building standards, for purposes other than human habitation.

(ii) - allowance is made in Carcross for the construction of summer homes.

(iii) - in the Transient Area Subdivision there are no building standards as such, only electrical wiring and heating facilities are regulated.

(c) Health and Sanitation - Approved water supply and sewage disposal is required in all subdivisions.

(d) Building Permits - A building permit must be obtained for:

- new construction
- removal of buildings to the subdivision
- structural alterations

(e) Value of Construction - Depending on the subdivision, $2,500.00 to $5,000.00 worth of building construction must be completed on a lot within two years from the date of the Agreement For Sale before Letters Patent will be issued.

(f) Agreements for Sale - Used in all subdivisions except the Transient Area. In the Transient Area Subdivision the lots are leased on a yearly basis at a monthly rental of $12.00.

(g) Purchase Price - As of September 12th, 1962 all lots are sold on a cash basis. It has been found after a fair trial of the instalment system that the only practical method of disposing of land in the subdivisions is by full payment at the time of purchase. When a person can enter into an agreement to buy land for as little as $35.00 down, frivolous applications are made. When the amount to be paid has to be $250.00 or more, it has been found that the purchaser is more likely to be serious about his need for the land.

5. Town Planning - Central Mortgage and Housing Corporation are presently preparing a Metropolitan Plan for the Whitehorse area. Preliminary recommendations concerning the subdivisions have been made by Central Mortgage and Housing Corporation and adopted in principle by the City Council and the Whitehorse members of the Territorial Council but yet have not been submitted in final form. The main recommendations are:

(a) That Forestview and MacRae Residential be entirely withdrawn from disposal. This had been done prior to Central Mortgage and Housing Corporation's recommendations.

(b) That Canyon Crescent be frozen at its present size. When this subdivision was opened forty-two lots were placed on sale with thirty-nine being sold to May 28th, 1962. Seventeen of the thirty-nine lots have since reverted to the Government of the Yukon Territory. As of this date therefore there are twenty-two lots in this subdivision held by individuals either by Agreement for Sale or Certificate of Title. We have adopted the policy proposed by Central Mortgage and Housing Corporation and have not entered into any further Agreements for Sale in Canyon Crescent.

(c) It was further recommended that MacRae Industrial subdivision be considered for development. No lots have been purchased at this location.

(d) Central Mortgage and Housing Corporation recommended that the remaining lots in Crestview be sold but that no further surveys be made extending this subdivision. This is being held at its present size.

(e) As Porter Creek has already developed considerably it was recommended that it be allowed to expand in an orderly fashion to the point where it can support its own community facilities.

6. The following changes in the present policy are under consideration:

(a) Zoning - The Architectural and Engineering Division of Central Mortgage and Housing Corporation are presently preparing townsite plans for Watson Lake and Haines Junction. These plans will deal mainly with land use and will enable us to rezone the subdivisions with areas designated for residential, commercial and industrial buildings. The Metropolitan Plan for Whitehorse and vicinity will contain recommendations for the zoning of Porter Creek and Crestview. These will be put into effect when the plan is adopted. The Corporation is also working on the means of implementing these plans and is preparing suggestions for draft legislation.

(b) Health and Sanitation - A water delivery truck has been purchased and the Government of the Yukon Territory will deliver water to Porter Creek, Crestview, the Transient Area Subdivision and Canyon Crescent commencing about December 1st, 1962. At present the City of Whitehorse delivers water to these four subdivisions at the request of the residents.

- A Sewage Eductor Unit has been purchased and the Government of the Yukon Territory will arrange to pump out sewage disposal units at Canyon Crescent, Crestview, Porter Creek and the Transient Area Subdivision commencing about January 1st, 1963.

(c) Value of Construction - The length of time allowed for completion of the minimum value of construction required on each lot has been increased to three years. With the three year period, in place of the two years previously allowed, no extension of the time limit will be permitted. The value of the building construction to be placed on each lot before issuance of Letters Patent will remain unchanged.

(d) Mobile Homes - It is proposed that no mobile homes be allowed in the subdivisions unless they are placed in a licensed Trailer Park. It would be appreciated if the Council would let the Administration have its views on the desirability of this amendment to the Regulations, which has not yet been put into effect.

(e) Rubbish - Unnecessary rubbish and junk on lots and road allowances in the subdivisions will be controlled under the new Rubbish Regulations.

7. It would be appreciated if Members of the Council could review the above policies and suggested changes regarding Territorial Subdivisions and inform me if they are acceptable. Should the Members feel that further changes are necessary or if present policies should be modified in any way, their recommendations would be appreciated.

G. R. Cameron,
Commissioner.

SESSIONAL PAPER No.-13- (1962 Fifth Session)

Whitehorse,Yukon Territory,

20 November,1962.

Mr.Speaker,
Members of Council:

Natural Gas Franchises

1. On January 30, 1962, Mr.John Phelps of Cryogenic Enterprises Ltd. applied to the Government of the Yukon Territory for legislation which would enable the Government to grant a franchise for the distribution of natural gas in Watson Lake. A similar application was made to the City of Whitehorse for a franchise permitting the distribution of gas within the municipality.

2. Draft agreements and supporting technical data received from Cryogenic Enterprises were forwarded to Ottawa for review by legal and technical officials to make certain that citizens of both communities were adequately protected and that the proposed franchises set out properly the services to be provided. It should be noted that at this time the Yukon Administration was without a permanent Legal Advisor. It must also be pointed out that the decisions concerning the granting of franchises are entirely matters for the Council of the Yukon and the City of Whitehorse. By referring the problem to Ottawa, the Commissioner was acting entirely within his rights to obtain as much legal and technical advice and assistance as possible, and there can be no inference drawn from this action that these matters were beyond the competency of the Territory or the City. Advice from the Department of Northern Affairs and National Resources was received at the request of the Administration and it has been emphasized by the Department that in making their technical and legal services available to the Territorial Government they do not wish in any way to interfere with the right of the Council of the Yukon Territory or the City of Whitehorse to decide for themselves whether or not a franchise should be granted.

3. At the spring session, 1962, of the Council, the matter was presented under date of April 24, 1962. This document appears in volume 3 of the Votes and Proceedings for the first session, under Sessional Paper No. 28. This paper set out a number of comments and suggestions made by the Department of Northern Affairs and National Resources, and on the basis of these remarks, the draft agreements were revised. After considering the Sessional Paper, the Council asked if it would be possible to obtain the following engineering cost data: -

1. The cost of the liquefaction plant at Fort Nelson for a volume of 1,500,000 cu. ft. per day.

2. The cost of trucks meeting the above specifications.

3. The cost of reforming plants in both Whitehorse and Watson Lake, including refrigerated storage tanks.

4. The cost of the distribution system at Whitehorse and Watson Lake.

5. Operating costs, including cost of original gas, labour, fuel, maintenance, depreciation and interest on the capital investment.

This information was received from Mr.John Phelps in a letter dated May 3,1962, which was distributed to the Council with a covering memorandum from the Commissioner dated May 4, 1962.

.../2

4. No further action was taken at the spring session by the Council, but since that time further data has been supplied to the Administration and professional advice has been obtained from the Department of Northern Affairs and National Resources. The matter was also discussed at some length by Doctor Jenness, Chief of the Economics Division of the Department, with the Financial Advisory Committee and the Commissioner during their recent visit to Ottawa. During that meeting Doctor Jenness offered to make available to the Administration certain memoranda, and the main points in these memoranda are as follows:

"Technical Feasibility

After consultation with the Gas Dynamics Laboratory of the National Research Council and after reading some of the literature, there is no doubt that the whole scheme of the liquefaction of methane, the transportation of the liquid gas in tanks, and the regasification of the methane are technically feasible.

Considerable studies have been made in the past years in the field of transporting, storing, and distributing gases that must be brought to very low temperatures in liquefaction. In order to permit the movement and storage of large volumes of gas in small bulk, industrial gases such as oxygen, nitrogen, hydrogen and others are being used in the liquid state in constantly increasing amounts. Methane gas can be liquefied, transported, and regasified in the same way as other industrial gases with a very low critical temperature and a very low boiling point.

As mentioned in our letter of April 19 to Mr. Collins, liquid methane in large volumes has thus far only been transported by ship. Various projects of this kind are presently under development; the only one in operation involves the shipment of liquid methane from the U.S.Gulf Coast to England. There the liquid natural gas is unloaded into storage tanks on an island on the Thames Estuary. From the island, the methane is moved after regasification by a gas transmission pipeline. The project of the Yukon Gas Company would represent the first enterprise of its kind in the world of supplying natural gas to a city distribution system after trucking the gas overland in its liquid state. All studies indicate that where there is a sufficiently large market, natural gas can be handled and transported most economically by pipeline. In cases where the construction of a pipeline is out of the question because of too small a market, it seems to be the generally accepted opinion that it is still cheaper to truck fuel oil than to pay for the liquifaction and transportation of natural gas.

In connection with the question, it is interesting to note that the C.P.R. has made an extensive study of the use of liquid methane in place of diesel oil to run their locomotives. I understand that the study has indicated that the use of liquid methane would not represent a saving and for this reason, the study has not been followed by a conversion from one type of fuel to the other.

Safety

Regarding the question of safety, there is, naturally always a certain hazard involved in transporting and handling liquefied gases. In this respect, however, there is no more danger in the case of methane than in the case of liquid propane. We have just received a copy of a letter on this subject by L'Air Liquide Company to Mr. Phelps (July 31), which confirms the point.

.../3

The highway transportation of petroleum products and of liquid industrial gases is under the jurisdiction of the provinces. As I understand it, the provinces do not have any legislation covering the transportation of liquid industrial gases such as oxygen and hydrogen. In trying to determine how liquid natural gas should be classified when transported or distributed, I have found a dif ference of opinion. Mr. R.B.Toombs of the Resources Division of the Department of Mines and Technical Surveys thinks that legally methane would come under the term of inflammable petroleum products. The Legal Division of our Department, however, is of the opinion that it is not at all certain that in the eyes of the law natural gas or liquified natural gas would be considered as a petroleum products.

I should like to suggest that the question be reviewed. It might be advisable that a section be added to the ordinance "covering the storage, transportation, and distribution of inflammable petroleum products in the Yukon Territory" (Petroleum Products Ordinance) to make certain that liquid natural gas is included under this ordinance. I might add right away that the schedule of the ordinance covering the distances at which storage tanks shall be placed on a property other than that of a tank owner would be insufficient if applied to liquid natural gas.

Regarding the precautions and procedures for setting up local gas distribution systems the standards depend on provincial legislation and local building codes. The Fire Marshal, Mr. R.G.Whatmough, can supply recommendations. For home installations of gas, standards are set out in the B1-49 Code of the Canadian Standards Association. For gas transmission and distribution, the American Standards Association Code B31.8 (1958) is commonly used as a guide. At present, the Province of Ontario is writing a code of its own and this will probably be used as a model in other provinces."

5. Misgivings about the project are based on its economics, as can be seen from the foregoing. The Economics Division is inclined to believe that the project is technically feasible and that there are no safety hazards involved in the movement, storage and handling of methane which cannot be surmounted. From the economic point of view, however, there are several reasons for concern. One of these is the fact that the independent exhibits rely for some of their basic cost data upon figures provided by Mr. Phelps himself, and the studies of economic feasibility, to date, have relied to a certain extent on information supplied by parties once removed from the actual facts. It is agreed both by those who have supplied Mr. Phelps with his information as well as the Economics Division that more study is needed before any final decision is made on the feasibility of serving Whitehorse.

6. It would also appear that the sales price of gas in Whitehorse would not present a competitive rate to existing fuels unless military and government accounts became part of the market. There is no reason to believe, therefore, that the Yukon Gas Company will have difficulty in laying down gas in Whitehorse at a competitive price. It is altogether premature to assume that the Gas Company will obtain the military and government accounts which are apparently crucial to the economical viability of this project.

It would be appreciated if the Council could indicate to the Administration what course of action should now be taken by the Government of the Yukon Territory.

G.R.Cameron,
Commissioner.

SESSIONAL PAPER NO. 14 - (1962 Fifth Session)

REPORT COVERING THE ACTIVITIES OF THE FINANCIAL ADVISORY COMMITTEE OF THE COUNCIL OF THE YUKON TERRITORY DURING THE FALL MEETING WHICH WAS HELD ON OCTOBER 1ST, 1962

Present at the meeting which was held in the office of the Territorial Treasurer, Federal Building, in Whitehorse, were:-

Mr. John O. Livesey,	Member - Carmacks Kluane Lake District (Chairman)
Mr. George Shaw,	Member - Dawson District
Mr. Ken McKinnon,	Member - Whitehorse North District

In Attendance were:

Mr. Gordon R. Cameron,	Commissioner of the Yukon Territory,
Mr. K. MacKenzie,	Territorial Treasurer
Miss M. Riddle,	Department of Health & Welfare
Mr. H. Thompson,	Superintendent of Education,
Mrs. H.E.R. Colyer,	Regional Librarian

The meeting commenced at 10:15 a.m. on the morning of Monday, October 1st, 1962 in the office of the Territorial Treasurer, Mr. Ken MacKenzie, and was convened by Mr. Gordon Cameron, Commissioner of the Yukon Territory.

At the very commencement of the meeting Mr. John O. Livesey brought to the attention of the committee and others present, the need for a better understanding relative to the need for early distribution of administrative proposals and programs either contemplated or assigned to the agenda as areas of discussion during meetings of the Financial Advisory Committee. It seemed to the chairman of the committee that any delay in the distribution of information even that which was more or less justified due to circumstances prevailing at the time, only served to prolong discussions and slow down what otherwise might be looked upon as orderly progress, by creating the need for endless questioning in an attempt to obtain information covering new developments which had received no preview. This thinking was also extended to similar circumstances in connection with meetings of the whole Council. This was further stressed by adding that information should be in the hands of the Committee, and where the same thinking applied, in the hands of members of Council, at least two or three weeks prior to any formal discussion. It was agreed that the requirement should be met by the Administration and the necessary undertaking was accepted.

Members of the Committee gave their attention to the following votes on the days indicated:-

October 1st, 1962

Vote 1	-	Yukon Council
Vote 2	-	Territorial Treasurer and Collector of Taxes
Vote 3	-	Education Department
Vote 4	-	Territorial Secretary and Tax Assessor
Vote 5	-	Health

The meeting adjourned at 5:00 p.m. for the day.

...../2

October 2nd, 1962

The meeting commenced at 9:00 a.m. and attention was given to the following votes:-

Vote 5 - Welfare
Vote 6 - Municipal and Area development Administration
Vote 8 - General
Vote 9 - Roads, Bridges and Public Works
Vote 11 - Yukon Hospital Insurance Service
Vote 12 - Travel and Publicity

The meeting adjourned at 5:15 p.m.

October 3rd, 1962

The meeting resumed at 9:00 a.m. on Wednesday with attention being given to the following:-

Operation and Maintenance Revenue and Recoveries

Vote 10 - Capital Expenditure

The meeting terminated at 12:10 p.m. on Wednesday.

October 3rd, 1962

Discussion of Supplementary Estimates. (Operation & Maintenance)

Vote 1 - Yukon Council

It was generally agreed that the relatively small increase above normal operating costs in this vote was quite justifiable and if the values were fully recognized would contribute to the higher education of members of Council, and perhaps also contribute to a reduction in the overall costs of the operation of the Council by reducing the time needed to arrange for the orderly disposition of the normal business of the Territory during regular sessions.

Vote 2 - Agreed that the increase was normal especially in view of the fact that the largest single item covered the costs of the collection of revenue where the indications were additive.

Vote 3 - Education

Mr. Thompson, Superintendent of Education attended committee and various items of interest were discussed including the additional costs provided for in the revised estimates to be found on page 35 under establishment 110. A question was raised covering the $17,000.00 required and it was shown that costs were in excess of regular estimates due to changeover to Territorial operation of the school and an addition of two teachers to the staff.

During discussion of establishment 147 it was learned that a school bus had been purchased for operation in the Carmacks area and also one for the Watson Lake area, the former purchase being quite reasonable and the latter a credit to the administrative process due to the negotiation of a transfer from the Department of Transport for the sum of one dollar. The service inaugurated to serve the school at Carmacks was reported to be a successful operation.

...../3

The question of truancy was brought to the attention of Mr. Thompson and the position of the existing officer and his duties was discussed. Mr. Thompson indicated that he would look into the suggestion that the truancy problem was a Territorial as well as a municipal matter in view of Territorial contribution to the costs of the service.

Mr. Shaw informed the committee, with reference to the new establishment under education number 149, that attempts were being made to enlist the co-operation of the company operating in the vicinity of Granville in a move toward co-ordination with the efforts of the Administration to establish a means of furnishing adequate educational facilities in an area which did not at the moment warrant capital outlay for a permanent structure or the overall acceptance of the complete costs of the operation due to the small number of pupils involved and the lack of any immediate guarantees toward permanency of attendance. Mr. Shaw thought that assistance from the company at this time would contribute toward settled conditions and relations with the employed parents of the children involved as well as keep the children at home in a sparsely populated area.

Vote 4 - Territorial Secretary and Tax Assessor.

Questions were addressed to the Territorial Treasurer in relation to the salary paid to Mr. D. Fraser as well as travelling expenses, establishment 158, primary 3 and 54, relative to his appointment as Health Officer during the Dawson City Festival and a request was made for information covering the formers qualifications as a Health Officer. Information supplied indicated that Mr. Fraser held no health inspection license, certificate or degree, and that his qualifications in first aid were equally unknown.

Vote 5 - Health & Welfare

The committee appeared to be somewhat alarmed at the ever increasing costs involved with the operation of this department. Increases and the need for such increases were shown in relation to Venereal Disease Control, Cancer Control, Child Welfare Services, establishment 167 covering hospitalization and transportation as well as establishment 174 covering maintenance of children in care. An increase in social assistance was shown, costs of mental health services were up, in addition to other items. By far the greatest increase was Child Welfare under establishment 174, which was divided between Territorial responsibility and that of the Department of Indian Affairs with the heavier portion being allotted to the Territory for the maintenance of children in care.

Miss Riddle, acting Director of Welfare in the absence of Mr. C.B.H. Murphy, attended the committee to discuss the problems with the Financial Advisory Committee and a general exchange of ideas and opinions took place in an effort to arrive at a solution to the problem of increasing costs which appeared to be ever moving upward, far more than would appear to be the normal ratio when compared with the increase in population. The administrator of the department pointed out that now the entire problem of child welfare in all its phases came under the scrutiny of the department that new cases were constantly being brought to their attention and especially was it true that in cases where the parents were incarcerated for offences the welfare of the children was a first call upon the department. Some members of the committee felt that there was a growing laxness toward individual responsibility toward the family and that ways and means must be found to offset this condition. Miss Riddle pointed to the question of liquor and pointed out that this was the number one problem

...../4

The question of whether welfare recipients should be obliged to work for monetary help received came in for some scrutiny and discussion without coming to any definite conclusions for the moment. Generally speaking it was felt that a new approach to the entire problem should be considered as an overbalanced condition in this particular aspect of ordinarily living in a country rich in resources seemed to indicate a weakness in the structure of a well regulated and orderly human society.

Vote 6 - Municipal & Area Development Administration.

Referring to establishment 213 Primary 63, a member of the committee pointed out that Yukon Electric had conducted a street survey in Porter Creek Sub-division as a preliminary to the installation of lighting equipment, and it was his observation that primary consideration had been given to lighting areas where school bus stops were in the immediate vicinity.

Vote 8 - General.

The committee noted the estimated additions to payments covering insurance on property and fleet policy and once again raised the question of the necessity to follow this line of thinking in view of the practice of certain other government departments who use a different system and do not carry insurance of this type.

During discussion of establishment 229 primary 94, Mrs. H.E.R. Colyer attended committee and explained the need for additional library books and pointed out that technical books were now being added and would be made available to all areas throughout the Territory.

Under establishment 243, primary 74 (2) the committee felt that due to the fact that it was the obvious intention of the government to re-imburse the Sisters of St. Anne for their investment in equipment of the sum in total of $54,702.00 now being repaid on an installment basis, that the Territory should hold an agreement of sale covering the equipment, or a similar document to clarify ownership.

Under establishment 244, primaries 51, 71, 75 and 73, the committee felt that a question should be directed to the Commissioner enquiring why the Territory was charged with this amount when from all appearances the cost should be paid by the Federal Government.

Vote 9 - Roads, Bridges and Public Works.

This vote appeared to be the direct result of federal reductions due to the austerity program and showed reductions in most cases of an average of ten percent as well as carry-overs from 1961/62 and it was felt that even the most brilliant suggestions emanating from the Financial Advisory Committee at the moment, could, under the circumstances only be looked upon as somewhat superfluous. In view of some trends now evident in the national financial picture it was hoped that an improvement would soon be made that would be beneficial to this department and the Territory as a whole.

...../5

Vote 10 - Department - Welfare (Project Capital)

Reference establishment 211, primary 68, Mr. Shaw drew the attention of the committee to the operation of a similar institution to one contemplated under this vote, the Senior Citizen's Home, Whitehorse, when he referred to the Senior Citizen's Home in Dawson City. He pointed out that in his opinion 22 refrigerators was an uncalled for expenditure and could at some future date further complicate the issue with added maintenance costs and repairs. The committee agreed. Further reference was made to the situation when it was suggested that two large refrigerators operating in a similar place in Dawson appeared to be quite satisfactory. Questions were raised concerning the salary of the caretaker under vote 5 operation and maintenance, when it was suggested that a heating engineer was only needed where high pressure systems were used, where home type heating equipment was used, where normal pressures in the system did not exceed twelve pounds, no engineer certificates were required.

Summary - Supplementary Estimates - Fall Sessions.

	Period covered	Operation and Maintenance	Capital	Total
Assented to:				
October 30th, 1958	(1958-59)	$ 62,169.04	$700,051.53	$762,220.57
December 12th, 1959	(1959-60)	156,725.00	110,004.91	266,729.91
December 12th, 1959	(1959-60)	83,000.00	439,759.00	522,759.00
December 12th, 1959	(1959-60)	4,200.00	-	4,200.00
November 26th, 1960	(1960-61)	108,386.66	506,424.83	614,811.49
November 29th, 1961	(1961-62)	99,946.07	78,580.67	178,526.74
	(1962-63)	216,590.26	-189,167.36	27,422.90

The above summary was received from the Territorial Treasurer in answer to a request by the chairman for a copy of supplementary estimates provided for the Fall Sessions of Council over the past 5 years for the purpose of comparison.

Affect on the Financial Position of theTerritory.

The Territorial Treasurer drew the attention of the committee to the affect of the Supplementary Estimates on the Territory's financial position. It was noted that if the revenue and the expenditure figures estimated proved accurate, the operating deficit grant to be received by the Territory from the Federal Government would be short of the actual deficit by the sum of $195,420.90.

In the capital section it was noted that the revised estimates were lower by $607,886.40 than had been provided for in the Federal Territorial Financial Relations Agreement. It was noted further that whilst this situation was, on the face of it, satisfactory, in fact the opposite was true by reason of the fact that capital expenditure had been included in the revised estimates that had not been specifically provided for in the Federal Territorial Financial Relations Agreement, e.g. the purchase of Christ the King Schools, Whitehorse, at a cost of $206,001.00.

Vote 11 - Yukon Hospital Insurance Service.

The revised estimates for this vote for the year 1962/63 being establishment 291, primary 89, showed the need for an increased number of patient days to be provided for at the Whitehorse General Hospital from 20,498 at $25.00 per day at a cost of $512,450, to 25,600 days at $25.00 plus 3,300 days at $5.00 making a total of $656,500.00 plus Out-patient services of $4,000.00, or a grand total of $660,500.00. This figure shows a difference between the main estimates and the revised estimates of $148,050.00. Added to this amount

...../6

would be the cost of the Red Cross Blood Depot services of $500.00 and a difference between the main estimates and revised estimates for hospitals outside the Yukon of $63,850.00 making an estimated additional cost in total of $212,400.00 less primary 54 and 59 plus primary 66 and 69 or a final total of $211,470.00. This increase somewhat alarmed the committee as it would appear to be the main reason for the additional deficit considered during the meeting. The reason for the increase was shown on charts where the trends were clearly evident. Members of the committee felt that a new look should be taken at the methods of admittance and length of stay in the hospitals in an effort to check and improve the situation where necessity may warrant.

Fini.

The substance of the subject matter discussed at this particular meeting differed in a number of ways from meetings of the committee called to deliberate on budget proposals, due to the seemingly more rigid aspect of facing additional and extended requirements for revenue to cover over expenditures on items where amounts for predicated costs had already been made and where additional amounts were needed to fulfill new appraisals within the budget year.

Respectfully submitted,

(Sgd) John O. Livesey

John O. Livesey,
Chairman - Financial Advisory Committee

SESSIONAL PAPER No.15- (1962Fifth Session)

Whitehorse,Yukon Territory

22 November,1962.

Mr.Speaker,
Members of Council:

Wages Recovery Legislation

1. There have been repeated complaints to the Administration that the present Masters and Servants Ordinance of the Yukon Territory is archaic and inadequate, and that easier and more up-to-date methods should be made available to working people for the recovery of wages in the event of nonpayment, and compensation for improper dismissal.

2. Under the present Ordinance, an employee could be dismissed for absenting himself without leave. This means that technically a man could be dismissed for leaving his work because of illness if he had not first obtained the permission of his employer. There is provision for the dismissal of an employee by a Justice of the Peace upon the complaint of an employer, in which case, the Justice of the Peace may order payment of any wages owing to the employee up to a maximum of six months' wages. It is not clear, however, that an employee can take action to recover wages owing to him unless he is first dismissed by order of the Justice of the Peace.

3. The grounds upon which an employee can initiate a complaint are:

(a) neglect after demand to pay wages due to,

(b) ill use of an employee,

(c) improper dismissal.

4. In any case, it has been found by more than one employee that the present procedure is inadequate and not properly defined to enable him to enforce his rights.

5. In the view of the Administration, the Territory requires legislation which will make it possible for an employee to recover unpaid wages quickly with a minimum of cost, and recover compensation for improper dismissal. Provision should also be made for a clear-cut procedure which can be followed and which will preserve certain basic rights of civil action and appeal. It is proposed, therefore, if the Council agrees, to have a new Wages Recovery Ordinance drafted to replace the existing Masters and Servants Ordinance. This could probably be ready for consideration at the Spring, 1963, Session of the Council.

6. It would be appreciated if the Council could indicate whether or not the Administration should proceed with the preparation of legislation along the lines outlined above.

G.R.Cameron,
Commissioner.

SESSIONAL PAPER No.16- (1962 Fifth Session)

Whitehorse, Yukon Territory

22 November, 1962.

Mr. Speaker,
Members of Council:

Question No. 3 - Physical Fitness and Amateur Sports

1. Under Order-in-Council P.C. 1962-452 dated 29 March, 1962, the sum of $15,057.00 has been made available to the Territorial Government as a Planning and Organization Grant under the Fitness and Amateur Sport Program to assist in conducting such studies or surveys as may be necessary to indicate the present level of activities in the field of Fitness and Amateur Sport, and priorities in achieving desirable extensions thereof in the Territory; and to provide a report thereon to the Minister of National Health and Welfare; and to expend on the development of administrative organization in the said field any portion of its allocation that is not required for the said study and report.

2. This grant is to be administered by the Administration of the Government of the Yukon.

3. The procedure for the implementation of the program will be explained in a Sessional Paper which, as indicated in my opening address, will be presented to Council during the course of the present session of the Council.

G.R. Cameron,
Commissioner.

SESSIONAL PAPER No. 17 - 1962 (Fifth Session)

Whitehorse, Yukon Territory,

22 November, 1962.

Mr. Speaker,
Members of Council:

Fitness and Amateur Sport

General

1. The Fitness and Amateur Sport Act as adopted by the Parliament of Canada was assented to on the 29th of September, 1961. The Act is administered by the Minister of National Health and Welfare.

2. The objects of the Act are set forth in Section 3, as follows:

"3. The objects of this Act are to encourage, promote and develop fitness and amateur sport in Canada, and, without limiting the generality of the foregoing, the Minister may, in furtherance of such objects,

(a) provide assistance for the promotion and development of Canadian participation in national and international amateur sports;

(b) provide for the training of coaches and such other personnel as may be required for the purposes of this Act;

(c) provide bursaries for scholarships to assist in the training of necessary personnel;

(d) undertake or assist in research or surveys in respect of fitness and amateur sport.

(e) arrange for national and regional conferences designed to promote and further the objects of this act;

(f) provide for the recognition of achievement in respect of fitness and amateur sport by the grant or issue of certificates, citations or awards of merit;

(g) prepare and distribute information relating to fitness and amateur sport;

(h) assist, co-operate with and enlist the aid of any group interested in furthering the objects of this Act;

(i) Co-ordinate Federal activities related to the encouragement, promotion and development of fitness and amateur sport, in co-operation with any other Departments or agencies of the Government of Canada carrying on such activities;

and

(j) undertake such other projects or programs, including the provision of services and facilities or the provision of assistance therefor, in respect of fitness and amateur sport as are designed to promote and further the objects of this Act. "

.../2

3. Section 5 of the Act empowers the Minister, with the approval of the Governor-in-Council, to enter into an agreement with any province (and this includes the Territorial Government) for a period not exceeding six years, under which the Federal Government may assist the province in undertaking programs designed to encourage, promote and develop fitness and amateur sport activities within the province.

Types of Grants

4. There are two types of grant. One is the Planning and Organization Grant; the other is the annual Operating Grant. For the fiscal year 1962-63 the provinces have had $500,000. made available to them under these two types of Grants. In each, a total amount of $250,000. has been provided, to be divided between the provinces and the territories on the basis of $15,000. to each, with the remainder being distributed on a per capita basis.

Planning and Organization Grant

5. The first grant, the Planning and Organization Grant, is designed to assist in the study and development of program planning and organization. The general purpose of this grant is to assist in carrying out any surveys and set up any additional machinery required to administer an expanded or, in some cases, a new program.

6. As I informed Members of Council in my letter of June 12th, 1962, I agreed to the Planning and Organization Grant for the Yukon, which amounted to $15,057., being pooled with that of the Northwest Territories in order to ensure our acquiring the services of a highly qualified specialist together with whatever technical and secretarial assistance he might need in submitting a program to the Yukon as a result of his survey in the Territory.

7. In my opening address I reported that this Grant was duly received by the Administration on the 24th of August, 1962 and that a Physical Fitness Specialist, Mr. H.G.McFarlane, was engaged to conduct a survey in the Yukon, which is to be carried out in February, 1963. The plan for the use of this money is to include an assessment of the present situation and a detailed outline of a long-term plan. A statement of the expenditure of the amount is to be submitted indicating the proportion utilized for the formulation of the plan and any amount expended on the development of the administrative organization in the Territory.

8. Order-in-Council P.C. 1962-452, dated 29th March,1962, governing the planning and organization of grants states in part as follows:-

> ".....to be subject to the undertaking by the province to conduct such studies and surveys as may be necessary to indicate the present level of activities in the said field and priorities in achieving desirable extensions thereof in the province, and to provide a report thereon to the Minister of National Health and Welfare, and to expend on the development of administrative organization in the said field any portion of its allocation that is not required for the said study and report;"

It will be seen from this that any portion of the Planning and Organization Grant not used for initial planning purposes may be spent on further planning and administrative expenses until it is used up. It will not lapse at March 31, 1963. It may not, however, be used for projects which may have been agreed upon as a result of the survey. Nor can the Planning and Organization Grant be used for the construction of sports facilities. Although any unspent balance this year, or the next, may be used, the Territory will be required to provide an accounting of the expenditures which will be scrutinized on the above basis.

.../3

Operating Grant.

9. Under this second type of Grant, the provinces signing an agreement with the Federal Government may submit projects, up to the total amount of their allocation. Federal payments will be made for approved projects.

10. The Yukon will be eligible for an annual Operating Grant of up to $51,538. For the balance of the present fiscal year, as stated in paragraph 4 above, the Operating Grant would be $15,057. This is a straight Grant with no matching funds required. However, the money may only be spent on approved projects and subject to the conclusion of an agreement.

11. The projects in question, initially, would be those arising out of the survey to be made. These and others formulated in the future would form part of our program designed to encourage, promote, and develop fitness and amateur sport through the development and extension of any existing activities, services and facilities and the training of persons now available within the Territory. Federal Grants may be used to support projects from either Government or Non-Government agencies within the Territory, provided they have been approved by and submitted through the Yukon Administration which will have entered into an agreement in regard thereto with the Minister of National Health and Welfare.

12. At this point, it might be well to mention that "Amateur Sport" and "Fitness" have been defined as follows:-

(a) "Amateur Sport" means any athletic activity when engaged in solely for recreation, fitness or pleasure and not as a means of livelihood;

(b) "Fitness" means the state in which a person is able to function at his physical and mental optimum.

The "Fitness" program, therefore, is very wide, and is not confined merely to popular sports but may embody an endless variety of activities including hobbies, handicraft, community recreation, sports games, athletics, gymnastics, etcetera.

13. To revert to the subject of Operating Grants, the agreement with the Federal Government would be for a period not exceeding six years, as I have stated previously. It could be for any lesser period. The intent of the Department of National Health and Welfare is that these agreements will all run for six years and that they will be renewed or renegotiated when they run out. The program is intended to be a continuing one; but, in this connection, the question of cost-sharing seems to arise.

Cost-Sharing of Operating Grants

14. Although this year's portion of the Operating Grant is a strict Grant with no matching funds required it seems expected that the Grant of $51,538. for 1963-64 and each succeeding year will be available only on the basis of cost-sharing by the Territorial Government. Further clarification of this is being sought.

15. It seems that the Yukon will be expected to contribute over and above the Operating Grant. This would consist of a percentage of the cost of some, if not all, of the projects recommended by the Commissioner. The projects fall into the various categories listed hereunder and, for one or two of these, the Territory would be expected to contribute up to 50%. In other categories, the Territorial contribution could be a smaller percentage. In some cases it may be negligible. However, the Territory is not bound to participate in all programs or all categories of programs. The Territory may pick and choose such programs as suit its purpose and its willingness or ability to bear its assigned percentage of the cost.

.../4

Types of Projects

16. Assistance to the Territory may include projects for:-

(a) Training for Leaders and Coaches

Training may include courses for lay and professional personnel with a view to increasing the number of qualified leaders and coaches in fitness and amateur sport activities.

(b) Provision of Undergraduate Scholarships and Bursaries

The Territory may nominate undergraduates enrolled in professional courses leading to a degree in physical education or recreation granted by a recognized university in Canada for National Fitness Scholarships and Bursaries, as follows:

(i) in the first year only, for National Fitness Scholarships of $500. each, for students with academic standing justifying scholarship recognition,

(ii) in any year, for National Fitness Bursaries of amounts up to $500. each for students with satisfactory academic standing who require financial assistance.

Awards are made by the Federal Government on the recommendation of the Territorial authorities and are paid from the Territorial allocation.

(c) Strengthening and Co-ordinating of Program Services

Assistance is available for:

(i) developing co-ordinating machinery for program services to facilitate the strengthening and extension of the various fitness and amateur sport services,

(ii) for program development where provision is made to organize and assist the establishment of new and the extension of existing fitness and amateur sport activities at the community level.

(d) Surveys

Assistance is available for Territorial or local surveys of fitness and amateur sport programs in relation to such matters as facilities, services, personnel and standards.

(e) Promotion and Development of Participation in Amateur Sport

Under this general clause the Territory may provide assistance to Territorial or local competitions or for competitors in national meets as well as promoting general development.

(f) Other Projects or Programs

Projects related to other fitness and amateur sport activities will be the subject of discussion between Federal and Territorial authorities and, as in the case of other projects, will be governed by the terms of the Federal-Territorial agreement.

.../5

Training for Leaders - a Priority

17. It might be added that the Minister of National Health and Welfare, in opening the Federal-Provincial Conference on the Fitness and Amateur Sport Program, held in Ottawa on the 28th of September, 1962, said, in part, as follows:-

> "You will note that, in outlining areas to be stressed, I have given top priority to training. This stems from our very strong conviction that the greatest need at the present time is for professional leaders and voluntary personnel. If the program is to make a substantial impact at the local level, we must have what amounts to an army of volunteer leaders and trained coaches spread out across the country to provide constant stimulation and guidance. This, to our way of thinking, is the most effective method of getting things moving at the community level.
>
> From the viewpoint of the Federal Government, the need in this field is so urgent that we have undertaken the special effort to encourage young people to enter university courses in Fitness and Recreation. The Federal Government is embarking on a program to provide scholarships and bursaries for undergraduate study. In so doing, of course, we have been keenly aware of the primary interest of the provinces in this matter and the fact that graduates would likely be employed to a large extent within the province."

Fitness and Sport Facilities

18. At the inaugural Federal-Provincial Conference, held in February, 1962, reference was made to this subject on the agenda. There is no record of the discussion which took place as a result, but Members of Council will have noticed in the text of the annual report of the Administration of the Fitness and Amateur Sport Act for the fiscal year 1961-62, which I forwarded to you with my letter of the 15th of November, the paragraph, on page 2, which reads as follows:

> "Under the Act, construction of sports and recreational facilities can be assisted, but, in view of the high cost involved and the practically unlimited demand for new facilities, it was believed that for the most part this type of assistance will have to be restricted to the construction of national or provincial training centres serving wide areas of the population. It was hoped that the major vehicle for Federal Aid to construction of local sports and recreational facilities could continue to be the municipal winter works program administered by the Department of Labour.

Implementation in the Yukon

19. The making of an initial survey of requirements within the Yukon is the first step to be taken for the implementation of the program.

Simultaneously with this is the necessity for the Commissioner to be given authority, by means of a Yukon Ordinance, to enter into an agreement with the Minister of National Health and Welfare. A draft Ordinance has been prepared and is being submitted to you for consideration.

Another step being taken is to have an Order-in-Council passed empowering the Commissioner to sign the agreement.

Conclusion

20. I will continue t o keep the Members of Council informed of developments in connection with this program.

G.R.Cameron,
Commissioner.

SESSIONAL PAPER NO. 18 (1962 Fifth Session.)

MEMORANDUM OF AGREEMENT made the day of

respecting contributions under the Fitness and Amateur Sport Act,

BETWEEN: THE GOVERNMENT OF CANADA, herein called "Canada", represented by the Minister of National Health and Welfare of Canada, herein called the "Minister",

OF THE FIRST PART,

AND:

THE GOVERNMENT OF THE PROVINCE OF
herein called the "Province", herein represented by the
of
herein called the "Provincial Minister",

OF THE SECOND PART.

WHEREAS section 5 of the Fitness and Amateur Sport Act, being Chapter 59 of the Statutes of Canada, 1960-61, which with the Regulations thereunder is herein referred to as the "Federal Act", authorizes the Minister, with the approval of the Governor in Council, to enter into an agreement with a province to provide for the payment by Canada to the province of contributions in respect of costs incurred by the province in undertaking programs designed to encourage, promote and develop fitness and amateur sport;

AND WHEREAS section 10 of the Federal Act makes provision for payment out of the Consolidated Revenue Fund of amounts not exceeding in the aggregate $5,000,000 in any one fiscal year as may be required for the purposes of the said Act;

AND WHEREAS by Order in Council P.C. 1962-452 of March 29, 1962, the Governor in Council approved grants to the provinces in an aggregate sum of $250,000 for the purpose of assisting program planning therein and organization in the field of fitness and amateur sport, such assistance to be allocated on the basis of $15,000 to each province and the remainder on a per capita basis, and such grants to be subject to the undertaking by the province to conduct such studies or surveys as may be necessary to indicate the present level of activities in the said field and priorities in achieving

desirable extensions thereof in the province, a nd to provide a report thereon to the Minister;

AND WHEREAS pending the furnishing of such report for the development and extension of program planning as a basis for further agreements as comtemplated by section 5 of the Federal Act, the Governor in Council by Order in Coun cil P.C. 1962-1324 of September 19, 1962, has authorized that for the fiscal year 1962-63, a total of $500,000 inclusive of the amount referred to in the said Order in Council P.C. 1962-452 shall be available to the provinces for the purposes authorized by the said Order in Council and the purposes set out in t he said Section 5, the remaining $250,000 available for the last mentioned purposes, to be allocated, subject to agreements being made, on the following basis:

(a) a basic flat amount to each province of $15,000; and

(b) the balance on a per capita basis,

with the following result:

Newfoundland	$16,779
Prince Edward Island	15,400
Nova Scotia	17,810
New Brunswick	17,289
Quebec	35,215
Ontario	38,898
Manitoba	18,531
Saskatchewan	18,509
Alberta	20,174
British Columbia	21,247
Yukon Territory	15,057
Northwest Territories	15,091

AND WHEREAS the Province desires to e ncourage, promote and develop fitness and amateur sport in the Province and in order to extend its activities in the field is desirous of entering into this agreement pursuant to said section 5 in respect of the said monies for the fiscal year 1962-63;

AND WHEREAS the Minister and the Provincial Minister have been respectively authorized by the parties hereto to enter into this agreement and to execute these presents;

AND WHEREAS it is understood and agreed that neither Canada nor the Province shall be deemed by reason of having entered into this agreement to have surrendered, abandoned or given over to the other any of the powers, rights, privileges or authorities vested in it under the provisions of the British North America Act, 1867, and any amendments thereto, or otherwise to have impaired any of such powers, rights, privileges or authorities.

NOW, THEREFORE, this agreement witnesseth that in consideration of the premises and of the mutual covenants and agreements herein contained, the parties hereto hereby covenant and agree each with the other as follows:

1. (a) "agreement" means an agreement under section 5 of the Federal Act;

(b) "costs" means the amount expended by the Province in the fiscal year 1962-63, including any amount spent therein by an agency with the approval of the Province for the development or completion of a project, and means the amount of any National Fitness Scholarship or National Fitness Bursary forming the subject of [illegible] a bursary project approved by the Minister and paid by him out of funds allotted to the Province as hereinbefore referred to;

(c) "participating province" means a province with which an agreement has been made;

(d) "program designed to encourage, promote and develop fitness and amateur sport" in respect of the Province, herein called "program", means the program planned by the Province for the fiscal year 1962-63 to develop and extend its activities, services and facilities in relation to the encouragement, promotion and development of fitness and amateur sport;

(e) "project" means an application by the Province for the payment out of its provincial allocation of contributions in respect of costs incurred in the fiscal year 1962-63 in undertaking an activity,

service, the provision of a facility, the training of personnel, and including a bursary project referred to in clause 4;

(f) "provincial allocation" means the amount which may be made available to the Province in the fiscal year 1962-63 pursuant to Order in Council P.C. 1962-1324 of September 19th, 1962.

2. The Province agrees

(a) to develop and implement its program and to carry out projects in respect thereof approved under this agreement and to utilize moneys provided therefor under this agreement for such projects;

(b) to refund to the Receiver General of Canada forthwith any contributions made in relation to a project in excess of the amount properly payable under this agreement or in excess of any costs actually incurred in respect thereof;

(c) to keep and maintain records and accounts in form satisfactory to the Minister respecting the administration of projects that have been approved and to permit at any reasonable time access thereto and audit thereof by the Minister or by any person designated by him;

(d) that in all publicity and identification given to a project by a province, the federal and provincial interest therein shall be referred to;

(e) that for the purpose of carrying out this agreement and in furtherance of the objects of the Federal Act and for the purpose of uniformity, the Minister may prescribe such definitions, standards, terms, conditions and forms as he may consider desirable and are not inconsistent with the said Act.

3. From time to time during the currency of this agreement the Province may submit for approval in form and content satisfactory to the Minister a project as part of its program; and upon approval by the Minister of such project it shall be deemed to form part of this agreement and to be subject to all the terms and conditions thereof.

4. A bursary project shall be subject to the special conditions set out in the Schedule hereto.

5. Canada undertakes:

(1) upon approval of a project, except a bursary project, to reimburse the Province, out of and up to the limit of any balance of its provincial allocation, the whole of the cost incurred by the Province during the fiscal year 1962-63 in connection therewith;

(2) upon approval of a bursary project submitted by a Province, the Minister may award the bursary and shall pay, in accordance with the special conditions set out in the Schedule, out of and up to the limit of any balance remaining from time to time in the provincial allocation, the amount thereof to the benefit of the candidate named in such project.

6. (1) It is hereby understood and agreed that the Province may enter into an arrangement with a participating province or provinces for the sharing or pooling in whole or in such part as may be agreed upon by them of provincial allocations for the purpose of permitting the development and operation of programs on a wider basis or for the establishment or provision of leadership training facilities on a regional basis to service and benefit the provinces entering into such arrangement.

(2) Where an arrangement as referred to in subsection (1) is made and a project therefor is approved by the Minister, the terms and conditions of this agreement shall respectively apply to each participating province in respect of the contribution payable from its provincial allocation.

7. This agreement shall continue in force until the 31st day of March, 1963, but may be amended or terminated prior thereto by mutual consent of the parties with the approval of the Governor in Council; and may be amended with the approval of the Minister in respect of any change in or addition to projects forming part of this agreement which does not require the approval of the Governor in Council.

8. Contributions hereunder shall be subject to the conditions specified in

the Federal Act and to the observance by the Province of the covenants, agreements, conditions and undertakings herein contained.

IN WITNESS WHEREOF these presents have been executed on behalf of the Government of Canada by the Honourable Jay Waldo Monteith, Minister of National Health and Welfare of Canada and on behalf of the Government of the Province of by the Honourable , Minister of of , as of the day and year first above written.

SIGNED by the Honourable Jay Waldo Monteith in the presence of:

Witness

SIGNED by the Honourable

in the presence of:

Witness

S C H E D U L E

CONDITIONS TO ATTACH TO BURSARY PROJECTS.

1962-63 Agreement - Fitness and Amateur Sport Act.

Bursaries under this Agreement shall be of two classes which shall be known as National Fitness Bursaries and National Fitness Scholarships.

1. A National Fitness Bursary
   (a) shall be awarded only upon approval of a project in respect thereof submitted pursuant to clause 3 of this agreement;
   (b) shall be awarded only to a student in a course leading to a degree or diploma in physical education or recreation but may be awarded for any academic year of such course in any recognized institution in Canada granting a bachelor's degree in physical education or recreation;
   (c) shall be in an amount which takes into account the means of the student and may be given to a scholarship recipient to meet special need;
   (d) shall be awarded only to a student who has attained a satisfactory educational standing; and
   (e) notwithstanding clause 5 of the agreement, shall not be awarded hereunder in an amount exceeding $500.00.
2. A National Fitness Scholarship
   (a) shall be awarded only upon approval of a project in respect thereof submitted pursuant

to clause 3 of this agreement;

(b) shall be awarded only to a student on entering the first year of a course leading to a degree or diploma in physical education or recreation and shall be for one academic year in any recognized institution in Canada granting a bachelor's degree in physical education or recreation;

(c) shall only be awarded on a competitive basis to a student with high academic standing which justifies scholarship recognition; and

(d) notwithstanding clause 5 of the agreement, shall not be awarded hereunder in an amount exceeding $500.00.

3. General Conditions

Bursary assistance under this agreement shall not be given in lieu of any existing scholarship or bursary assistance program available to students in the province and it is agreed that all awards under this agreement shall be in addition to any awards provided for under any pre-existing scheme.

AGREEMENT

Between:

The Government of Canada

and

The Government of the

Province of

Subject: Contributions under the

Fitness and Amateur Sport Act.

Dated:

Expires: March 31, 1963.

SESSIONAL PAPER No - 19- (1962 Fifth Session)

P.O.Box 2029,
Whitehorse,Yukon Territory

28 November,1962.

Mr.Speaker,

Members of Council:

Stabilization of Escarpment

1. In Question #4 dated 27 November, 1962, Mr. Watt asked the following:

"What plans, if any, does the Administration have for the stabilization of the escarpment areas in Whitehorse?"

Funds have been requested in the fiscal year 1963-64 to enable the Federal government to begin work on the stabilization of the escarpment along the east side of the airport. The program calls for the planting of pine seedlings, and the seeds for these seedlings have already been collected and are in cold storage in Ottawa. The first step is to plant willow cuttings all over the face of the escarpment at the right time in the spring. At the same time, the pine seeds will be planted so that they will be available as seedlings when the willow shoots have advanced to the right stage.

2. Unfortunately, this program cannot begin until all the Department of Transport buildings have been removed from the east side of the airport. If this has not been done by the time suitable for the planting of the willow shoots, it will be necessary to wait another year. In any case, the entire program will require several years to complete, and the funds requested for 1963-64 would only be sufficient to get the program underway.

G.R.Cameron.

G.R.Cameron,
Commissioner

SESSIONAL PAPER NO.20 -(1962 Fifth Session)

Whitehorse, Y.T.

November 28, 1962.

Mr. Speaker,

Members of Council.

Occupation of Crown Land - Whitehorse.

1. An undated petition submitted to the Council asked as follows:

(1) that the Council investigate the legality of the action of the Department of Northern Affairs in forcibly removing the homes of residents in the Whiskey Flats area; and,

(2) that an investigation be made of the present plans and actions that are being taken to remove homes and buildings in and around the Whitehorse area. Present plans are causing unnecessary hardship and expense that could be avoided.

2. Legal Officers of the Department of Northern Affairs and the Department of Justice have examined the legality of removing buildings located on Crown land in Whitehorse, and we have been informed that the removal of these buildings is lawful and fully within the jurisdiction of the Federal and Territorial governments. The question of legality is, of course, open to review by the Courts. The Administration would welcome a ruling on the legality of its action by the Courts, but it would be unfortunate if this had to be done at the expense of the people living on the Flats.

3. It has been claimed that the government has acted unlawfully in breaking locks and entering buildings located on the Flats. The sole purpose of taking this action has been to prevent chattels from being lost or damaged in the course of removing the buildings. Where chattels can be sefely replaced in a building or if a building has to be demolished, the contents are stored without charge in Building 142, which is on loan to the Territorial Government from the Department of Northern Affairs. Under the circumstances, it is unlikely a conviction could be obtained for breaking and entering. To be successful in an action of this kind, the prosecution must prove guilty intention.

4. The current policy of the Administration is to remove only those buildings which are not occupied as residences. It is not intended to remove any building occupied as a residence during the winter months.

The Government's plans for the future are:

(1) after the plebiscite of Lot 19, to be held on December 6, 1962, give notice to all occupants of buildings on Crown land in Lower Whitehorse that these buildings will be removed on or after May 1, 1963;

(2) give second notice of the day on which the building is to be removed, as early as possible;

(3) assist those affected in every way possible to secure land of their own either by purchase or leasehold to enable them to re-establish themselves. Every effort will be made by the Administration to help people move with a minimum of inconvenience and expense.

G.R. Cameron,
Commissioner.

SESSIONAL PAPER NO. 21 - (1962 Fifth Session)

REPORT OF THE FINANCIAL ADVISORY COMMITTEE OF THE YUKON LEGISLATIVE COUNCIL, RELATIVE TO A RECENT VISIT TO THE CITY OF OTTAWA.

Foreword.

Before attempting to cover the activities of the Financial Advisory Committee during their trip to the Capital, perhaps it would be advisable and pertinent to cover briefly the early history and record of moves which may have led up to the decision this year which made it possible for the Financial Advisory Committee to embark on this momentous move toward the halls of higher learning and the heart of Canada and visit the mother of Canadian Parliaments in order to view this symbol of democracy in all her finery, listen to the members in passive and argumentive debate, visit both Houses which comprise parliament, view and discuss each activity connected with the machinery which creates orderly government, and generally become acquainted with the power, intent and the need for this most worthy institution.

In addition to the foregoing there also appeared to be an urgent need for members of Council to become acquainted with the various activities of administrative government, and for an honest exchange of views between the heads of government departments and the elected members of the Council in order to bring about a greater and more useful understanding of the problems confronting each in their respective fields, for the purpose of eliminating the barriers created by distance, a better understanding where the goals seemed parallel but the methods in conflict, and finally the need to add to the knowledge and education of members of Council all those things at first hand which will lead to a broader understanding and the fulfillment of the requirements made necessary in our move toward the responsibilities of provincial government, which may be established at some future date as a result of the efforts of those now interested in the creation of the foundation for this future development.

If my memory serves me correctly, one of the first discussions relative to a visit to Ottawa by members of Council came about during a visit by the Deputy Minister of Northern Affairs and National Resources, Mr. Gordon Robertson, when the Council was in Session in the spring of 1959. Since that date various and sundry suggestions have been made by the member for Carmacks Kluane Lake with the full consent of Council toward the establishment of a system which would lead to the acquisition of knowledge of government and its affairs by those interested in this vital field. One such suggestion asked that members of Council attend a conference related to the work of the Emergency Measures Organization, another that members of Council attend at the observer level, a conference concerning the financial relations between the federal and provincial governments, a conference between heads of departments covering our own financial agreement with the federal government when the Five Year Agreement was in its formative stage, all of which the powers that be in their wisdom were unable to accept at the time. Following this the chairman of the Financial Advisory Committee made further reference to the same line of thinking during the close of the first Session of Council in 1962 and again in a letter to the Minister of Norther Affairs and National Resources, the Honourable Walter Dinsdale, dated February 1st, 1962. Members of Council have from time to time added their weight to the argument in favour of this move.

Interest and satisfaction was regenerated and rekindled when news was received from the Commissioner of the Yukon Territory, Mr. Gordon R. Cameron, that arrangements were being made for a trip to Ottawa by the members of the Financial Advisory Committee. The group from the Yukon arrived in Ottawa and commenced their work relative to a well laid out itinerary on the morning of October 22nd, 1962.

Accordingly the committee met with senior officers of the Norther Administration Branch of the Department of Norther Affairs and National Resources at 8:30 a.m. in the Conference Room for a briefing. Those present included Mr. B. Thorsteinsson, Eduction Division, Mr. A. B. Connelly, Engineering Division, Mr. D. Snowden, Industrial Division, Mr. W. G. Brown, Territorial Division, (former Commissioner of the Yukon Territory) Mr. W. Rudnicki, Welfare Division, Mr. R.A.J. Phillips and Mr. F.A.G. Carter of the Directorate with Mr. B. G. Sivertz, Chief of Northern Administration in the Chair. Mr. C.M. Bolger, Administrator of the Artic was also present with other members of the Department. Administrative staff from the Yukon were Commissioner Gordon R. Cameron, and the Territorial Treasurer, Mr. Ken MacKenzie. After the usual formalities were concluded, Mr. Sivertz explained the itinery to the Yukon delegation and made everyone feel exceptionally welcome.

It was explained by Mr. Sivertz that a visit to Upper Canada Village had been laid on and that the committee would leave for the Village at 10:30 a.m. Yukon visitors were accompanied on the trip by Mr. Phillips, and Mr. Carter, Assistant Directors, Mr. Hyslop, Chief of Northern Resources Division, and Mr. August, Chief of the Secretariat. After lunch in Morrisburg we arrived at Upper Canada Village and various points of interest were viewed and explained. Some of the highlights were the original Fort built to repress the American invaders of Chrystlers Farm complete in detail, old stone houses, early modes of transportation including yoked oxen and cart, numerous antique machinery, and an early woolen mill in working condition driven by water power where blankets were in the process of being woven during the visit with looms of 1885 "vintage". The water powered sawmill drew considerable interest from the visitors being driven by an early style water turbine. It was felt by the department that a visit to the village would be of considerable interest to the Yukon visitors in view of the tremendous attraction to American and other tourists. The village was re-opened for the purpose of our visit through the kind courtesy of the Ontario Government and the Ontario-St. Lawrence Development Commission. General Wilkinson's American Canadian history covering the war of 1812 describes Chrystler's farm as the place where Canadians defeated General Wilkinson's American army on the banks of the St. Lawrence river in 1813.

Tuesday October 23rd, 1962.

On Tuesday October 23rd, the committee met the Minister of Northern Affairs and National Resources, Mr. Dinsdale in his office in the Langevin block where the official greetings took place and many pleasantries exchanged, following which the committee was escorted by the Member of Parliament, Mr. Erik Nielsen, through the House of Commons, the Senate Chamber, the Parliamentary Library and other areas of interest. During progress through the House of Commons, committee members sat in the place where the present member of parliament resides during the hours the House sits in Session. The chair of the Prime Minister was also sampled for size and comfort as well as the chair of Mr. Speaker.

The House of Commons Chamber sometimes called the Green Chamber is built of Tyndall limestone, is 92 by 54 feet in size and is served by a system of sound amplification. A simultaneous translation from English to French and vice versa assures that both official languages are available to the Members of the House, the press and officials. The Speaker presides sitting in the great chair at the north end, a replica of the chair in Westminster destroyed in a bombing raid in 1941.

Following this visit, we were introduced by the Member of Parliament to the Honourable Marcel Lambert, present Speaker of the House of Commons, in his office. The discussion was both interesting and informative.

Then followed a very enjoyable lunch with the Deputy Minister, Mr. Gordon Robertson and a meeting in the Conference room of Norther Administration to discuss Supplementary Estimates and the Superannuation plan. As it turned out, Superannuation was discussed on the following day and the committee confined themselves to discussion of the Supplementary Estimates.

SUPPLEMENTARY ESTIMATES

Committee members pointed out that the fall estimates showed quite clearly that additional revenues were required and the predictable evaluation based on the trends especially as they concerned at least four votes gave clear notice that a review with the department was desirable and necessary. Costs were due to increase in Education, Health, Welfare, and especially the Yukon Hospital Insurance scheme with the latter depicting reasons for the greatest concern. It was pointed out to the committee that a review at this time was quite in order, but that it was difficult to cope with developments which had not actually taken place. Time would show what adjustments had to be made and that a better time for such consideration would be the spring of next year. Questions were raised relative to what adjustments were possible concerning the Five Year agreement, and here it was emphasized that major new commitments made necessary by entirely new developments could be considered and that the position was flexible in this respect.

RESOURCES

Early on the morning of October 24th, the committee met to discuss the resources of the Territory with various officials and Mr. Hyslop, Chief of the Resources Division. A very informative talk was given by an assistant of the department on Oil and Gas Exploration and Development in the Territories. It was pointed out that for practical purposes land was divided into several categories such as surface, timber, water, mines, minerals, oil and gas, and that each may be owned or leased separately and apart from the other. The surface may be leased or sold outright, but title to the mines, minerals, oil and gas must be retained by the Crown.

Administration

Oil and gas administration is divided into three classes namely: Rights to search and produce, safety and conservation. Methods of disposition are first the obtaining of a licence, second is to file for exploratory permits which cover approximately 50,000 acres, and depending on location are valid for mine, ten or twelve years. Then the permittee must spend approximately three dollars per acre, on surveys and drilling and is required to deposit cash in order to ensure performance. If oil or gas is found, one half of the permit area may be retained with leases valid for twenty one years requiring a rental of one dollar per acre and a royalty of ten percent if production is obtained. Conservation measures are found in the Canada Oil and Gas Drilling and Production Regulations. Suitable reservoirs for oil and gas with good trapping conditions are to be found in the north. Attractive mainland sedimentary areas are found at Norman Wells for oil, gas and oil at Eagle plains, and gas in the Fort Liard Area.

It was said that during August permits for lease and reservation stood at an all time high of 127 million acres. During the summer $2,400,000 was spent on geological and geophysical surveys. Drilling having been continued in the Peel river area northwest of Dawson, and in the Beaver river region.

Economics

No ready made markets were available for northern oil with a world surplus presently in existence, however if large amounts can be found at low cost a share of the market was forecast.

The prospectors assistance program was discussed, mapping of the Yukon and division of areas, mine rescue training, and other related matters were also included. It was estimated that the relationship between expenditure and return was in the neighborhood of one to thirteen. Most of the foregoing notes were taken from information supplied by the Resources Division.

Yukon Territory Health Plan

During discussion and a general exchange of views the committee pointed out to those present, which included Dr. Moore, Dr. Willis, and others, that there were a number of points in the program of health for the Yukon with which the committee were not entirely satisfied, some of which were old and unresolved while others were new and related to departmental policy. These included the responsibility for the building of the hospital, need for local hospitals in populated communities, and the need for nursing stations and some form of treatment services where no doctors were available, especially in view of the need to open up area in the Territory in an attempt to expand the economic position. It was felt that preventative medicine was in itself a most worthy effort and deserving of every praise, but that preventative medicine in outlying areas was insufficient to meet the needs. Increased costs of Y. H. I. S. were also discussed.

Dr. Moore explained that he found it difficult to accept the responsibility for the origin of the hospital, and the Provincial Departments of Health did not attach themselves to treatment services, he felt that this was an area for the medical profession. Dr. Willis appeared to be sympathetic toward the position taken by the committee on treatment services. When costs of Y. H. I. S. were mentioned the administrative feeling seemed to be that more screening was needed. Dr. Willis thought that the department would extend referee services if required. It was felt that a medical referee was required rather than a lay referee. Patients should pay for any over stay in the hospital and the amount of services provided by companies for their employees should be checked.

At noon the committee hadlunch in the parliament restaurant, with the Minister.

Superannuation Plan

This question was discussed because of the desire of Council and the local administration of the Territory to provide a plan for Territorial employees similar to that provided by the Federal government for its employees.

It was pointed out that the costs of contributions by employees of the Territorial Government would be 6½% for males and 5% for females based on their salary. That once a scheme was agreed upon contributions to the scheme would be mandatory. The only elective part would come in where an employee could buy back service but he would be charged with the costs. Under certain specified conditions an employee who had contributed to his retirement fund could transfer this account to superannuation once he has been selected as a contributor by Treasury Board. Any balance due would be elective to the employee. The Territorial government would match payments by their employees, to the superannuation fund once they have become eligible to contribute to the fund. The deficit now prevailing in the fund seemed at first to be an obstacle and some discussion arose when it was suggested that it may need a repeal of the Act in order to create an equitable situation. The starting date of the scheme could be anytime, under one particular aspect of the scheme we could buy our own terms, which would later need to be bought buy Treasury. Possible returns seem to indicate that every cent paid in would be returned with interest. When considering all aspects of the Federal scheme with other schemes, the trend appears to be toward the Federal plan. It appeared to be quite necessary that the Council once having accepted the proposition that a plan was necessary, that a definite scheme should be selected in order that legislation could be drafted.

Public Utilities and Yukon Gas Franchise.

Mr. W. G. Brown suggested that a Utilities Commission should be set up in the Yukon to assist with all decisions which became necessary when applications were made relating to public utilities. Items of interest were brought to the attention of the committee by Dr. Jenness covering the Yukon Gas Franchise. It appeared to be the view of the Ottawa Administration that the transportation of methane gas to the Yukon, and storage, was quite feasible, although the type of transportation suggested together with other aspects of the issue were quite new, and therefore not a type of operation where experience could be called upon to supply all the answers. The economic feasibility of any operation of this kind it was presumed, would to a certain extent depend on the amount of possible participation of available users, and seemed to point to the necessity of full participation in the Yukon, which would include military and government accounts. At the moment it seemed that a number of questions had not been answered including the laid down cost to the consumer, as well as the stipulations which may be required by the company in any franchise over a given period of time to which acceptance would be necessary both by the consumer and the supplier.

The department pointed out that in the final analysis the decision would be the perogative of the Council, but they would be willing to lend as much assistance as was required and that this was the position during the discussion.

October 25th, 1962

Whitepass Taxation

Apparently the Whitepass Railway had disputed the new taxes payable on owned property in Carcross because the repeal of the Taxation Ordinance by virtue of its new interpretation increases the tax on single lots in some cases about five times the previous rate, especially was this true where taxes did not exceed the payment of $2.00. The previous Ordinance appeared to mean that low value property would only be assessed a minimum, however the minimums considered in this case did not appear to represent returns equal to the cost of administration. This was believed to be the reason for the revision. The question now appeared to be related to intent, and whether or not the revision of the Ordinance did truly represent the intent or otherwise.

Agriculture

A very informative and worthwhile meeting took place in the conference room in the Langevin block where the problems of agriculture in relation to the Territory were discussed at length. Mr. F. S. Nowosad of the Department of Agriculture covered numerous details of his report and questions and answers were exchanged between the members of your committee and agricultural administration officials. Members pointed out that it had been the desire of Council for quite a number of years to set up a committee in the Territory to study the entire picture from an economic and practical point of view aided by the results of years of research at the Experimental Farm situated on the Alaska Highway at Mile 1019. It was shown that a study had revealed the feasibility of moving toward the adoption of a plan provided other factors moved in harmony. It was indicated that there were areas in the Territory which showed signs of good promise and appeared to be suitable for an initial start. Soil testing had been carried out and a study of suitable crops, cattle raising, market gardening and poultry raising had been reviewed. Members of the committee felt that there were people in the Territory now who were interested but that a further study of land lease, and land purchase should be made.

At 12:30 p.m. the committee enjoyed a luncheon with Mr. Ben Sivertz, Chief, Northern Administration.

Old Crow School - Proposed transfer to Government of the Yukon

A number of factors related to the history and operation of the present Old Crow School were brought to the attention of the committee and the committee in turn asked a number of questions related to the financial operation of the school especially in view of the remote area in which the school is situated and the added costs to an already overburdened Education vote in the Territorial budget. At the present time the costs of running the school are charged to the Federal government. The teachers receive a higher salary than they would under the Territorial plan. When costs were considered on a one year basis covering 43 pupils the individual cost turned out to be $1,086.00. The total cost for the year was $46,697.00. This cost only covered the expense of educating the lower grades as the higher grades are housed in schools at Fort McPherson, Inuvik and Yellowknife. The number of other pupils in the higher grades was said to be possibly 16.

According to a document concerning the transfer of the school to the Territorial Government information is given to the effect that if both the higher and lower grades were to be educated at Old Crow it would mean that additional accommodation would have to be provided which would considerably add to the costs. Without the added accommodation classroom enrolments would increase and the multiplicity of grades could very well contribute to the lowering of educational standards.

Although the difference in air miles between Dawson City and Aklavik in relation to Old Crow are much in favour of Aklavik, being about half the distance, it was stated that air services and communications from Dawson City had been improved during recent years.

When the question of costs was raised with Col. Jones of Indian Affairs, especially in view of the lack of any mention of such costs in the recent conclusion of discussions relative to the Five Year Financial Agreement, it was felt that Col. Jones was sympathetic toward arriving at a financial solution which would be satisfactory to both interested government groups.

Senior Citizen's Homes

A general coverage of the procedures used toward the establishment of Senior Citizen's Homes were discussed with no objections raised.

Next Five Year Agreement

From the remarks passed during a short discussion on this subject, it was learned that some changes were contemplated in previously established procedures which indicated that the Financial Advisory Committee would receive additional consideration and that Conference information could be made more readily available.

Presentation of the Financial Advisory Committee to the Governor General

A highlight of the visit to Ottawa occurred on this date when the committee was escorted to Government House and presented to His Excellency Major General George Philias Vanier and Madame Vanier.

October 26th, 1962

Metropolitan Whitehorse Plan

The committee met in the main building of Central Mortgage and Housing Corporation to discuss the Whitehorse Metropolitan Plan with the gentlemen responsible for all the many aspects of a new concept for planning a greater Whitehorse area. It was unfortunate that members of the committee could not obtain a duplicate of the map used during the very

informative lecture to the group present. The new plan shows a division between as intended residential district and an intended industrial district. It also envisioned new entrance roads into Whitehorse, the improvement of the south entrance which connects the Alaska Highway with the City, and a new north entrance road coming from the Camp Takhini area connecting with second avenue as well as a turn through the present Army area on 4th Avenue to facilitate a better distribution of traffic to the downtown section. It was pointed out that there should actually be two industrial sites, one in Whitehorse in the vicinity of Lot 10 and beyond to the hill area, and one in McCrae.

In order to gain land now occupied by the B.Y.N. it was stated that the question of expropriation may have to be considered. The extension of boundaries should be talked about now, however it was felt that the less fragmentation the better. Position to a certain extent should be flexible. The two halves of authority which should be used should be the Provincial government - or in our case the Territorial Government, and the Municipal Government. Industrial areas should incur the higher tax rate with the lower rate being levied on the residential district. It was stated that a quarter of the land area under discussion was not presently occupied although it did include some industry. The plan was said to be one created by a government department rather than the actual government. The C.M.H.C. will offer advice and the actual plan. It was understood that the C.M.H.C. would describe the areas of necessity but Northern Affairs would have to establish the actual proposals through their own legal division. In order to implement some of the changes it was suggested that the City Government should obtain land under their own and within their own jurisdiction.

Two areas were mapped out for eventual consideration in the event of an expansion in population and it was pointed out that the city should hold reservations in these areas which were situated on the east bank of the river.

Visit to the Robert H. Saunders - St. Lawrence Generating Station

Next followed a very unique and interesting trip to Cornwall in order to visit the Robert Saunders Generating Station of the St. Lawrence River. The station was built by Ontario Hydro as part of the St. Lawrence Power project. It is the Canadian portion of two adjoining power houses spanning a channel of the river, between the eastern end of Barnhart Island and the Canadian shore at Cornwall.

First power from the project was generated in the Canadian power house on July 5th, 1958. It was built at a cost of $600,000,000, a joint undertaking of Ontario Hydro and the Power Authority. The power houses, one American and one Canadian each with 16 generators have a maximum combined capacity of 1,880,000 kilowatts.

Materials required for completion of all structures on both sides of the river included 6,400,000 tons of concrete, 2,000,000 tons of sand, 3,200,000 tons of stone, 28,000 tons of structural steel, 20,200 tons of gates, hoists and cranes, 59,300 tons of reinforcing steel, and 3,600,000 barrels of cement.

The committee was conducted through the entire structure by a guide and shown the generators, communications equipment, safety devices, spacious lounge and all the other fine adornments, including the very fine mural in the penthouse observation lobby, very much appreciated by the member from Dawson City.

Monday October 29th, 1962

Meeting the Prime Minister of Canada

Early on the morning of the 29th of October, the committee met the Minister of Northern Affairs and later went to the East Block to meet the Prime Minister, the Right Honourable John G. Diefenbaker. Mr. Diefenbaker

appeared in good spirits and a very enjoyable conversation took place following which the Minister took the committee on a tour around the caucus rooms and Privy Council Chambers.

Physical Fitness, and Amateur Sport

At 11:00 a.m. discussions continued on the subject of physical fitness. A general coverage of the governments plan to encourage and promote interest in the subject was outlined and included information concerning the early stages of organization, funds set up for this purpose and funds set up for promotion after organization on a basis of participation and sharing by the provinces and territories.

The objects of the Act assented to by Parliament were covered briefly and the effects of participation by the Territory considered.

Dawson Utilities

A number of the old problems in this field were aired and placed before members of the Ottawa Administration by the committee. The high cost of power and light which was said to be due to the need to heat the water distributed in the city together with other factors was questioned. Some thought was given to the possibility of shortening the overall distance and length of water distribution as a possible means of cutting the expense as well asheating the water during the summertime. No immediate solution appeared to be forthcoming.

Visit to the National Gallery

Some members of the committee appeared to prefer the National Museum but finally settled for the National Gallery which turned out to be a special place of interest. During the visit a number of the pictures which comprise the Chrysler collection were viewed. This collection received a lot of publicity of late due to the controversy over the authenticity of some of the showings.

Works of some Canadian painters including A. Y. Jackson and Thompson received favourable comments while abstracts and surrealist showings created some opposite comments from at least one member. (Webster describes surrealist or surrealism as a form of art in which the fantasies of the subconscious are presented in images without formal order or relation). After walking what seemed to be miles on hard floors the committee agreed that the visit had provided an exceptional opportunity to see one of the finest collections of known works of art.

Tuesday October 30, 1962

Visit to the Royal Mint

The visit to the Royal Mint provided an unusual opportunity to witness the manufacture of Canada's metal currency. Members of the party saw the pouring and separation of gold, pouring, rolling stripping of metal, and manufacture of small coins, with machines for making the rolled edges, punching and stamping and finally sorting and packaging of coins.

Mines Branch-Ore Dressing and Metallurgical Laboratories

The afternoon was spent touring through the many departments of the Mines Branch Building. This branch in its assistance to industry takes in five fields of endeavour and is carried out in five divisions namely, Mineral Processing, Extraction Metallurgy, Mineral Sciences, Fuels and Mining Practice, and Physical Metallurgy. The branch is literally packed with scientific machinery most of which were viewed and their uses and work described.

Wednesday, October 31, 1962

Mines & Technical Surveys Branch

On this morning the committee spent some time very profitably covering the work of the Mines and Technical Surveys Branch and various members of the branch described the process of mapping in general and the use of some very expensive machinery and equipment. Following this the committee had lunch with the late Dr. Marc Boyer, then Deputy Minister of Mines and Technical Surveys.

During the balance of the afternoon the committee discussed questions related to the role of the Royal Commission on Health Services and the final morning with the Deputy Minister and other officials covering questions which concerned the operation of the Dawson Festival during the summer months.

Summary

In closing I would like to extend, on behalf of the Financial Advisory Committee, sincere thanks and appreciation to the Minister, Deputy Minister, Chief of Norther Administration and all other officials of the Department of Northern Affairs and National Resources for their kindness and co-operation in assisting the committee to fulfill the purpose of the visit, and to the Member of Parliament for his very kind attention and assistance with visits to the House of Commons and the privilege of attending night sessions in the Members Gallery.

Respectfully submitted,

(Sgd.) John O. Livesey

John O. Livesey,
Chairman - Financial Advisory Committee.

SESSIONAL PAPER No - 22- (1962 Fifth session)

Whitehorse, Yukon Territory

29 November, 1962

Mr. Speaker,
Members of Council:

Motion for Production of Papers No. 3
Retarded Children's Class

1. The following is in reply to the above Motion:

(a) The Yukon Public Health authorities are in the process of making a survey to establish the number of retarded children presently in the Territory. The records resulting from this survey are only in the first stage of being set up and available statistics are not yet sufficient to establish any degree of retardation in each case; nor can an estimate be given of the number of children in this category. Such information is not likely to be available for another year. Until it is, it will not be possible, therefore, to establish which of these children would be educable.

In so far as Territorial schools are concerned, the school authorities are not aware of any retarded children in the regular school system, although there are many slow learners. It is felt that the latter should be kept in the regular school system.

(b) An examination of the records indicates that, of the retarded children supported outside the Territory by the Yukon Territorial Government, there are none who could be trained in a retarded children's class. They are all extreme cases of disability.

(c) On the basis of the above, the Superintendent of Education feels that, in order to establish the economic feasibility of a retarded children class, the Administration should first determine, through a survey, the number and ages of the retarded children who are educable. If the number were very small and the children scattered throughout the Territory, it would be cheaper to send the youngsters to school outside. If the number were large enough, say ten or more, in a particular area, then further study could be given to setting up a retarded children's class. It should be remembered, however, that these classes are expensive to operate and that the teachers must have a very highly specialized training. Such teachers are in very limited supply.

G.R. Cameron.

G.R. Cameron,
Commissioner.

SESSIONAL PAPER NO. 23 - 1962 (Fifth Session)

P.O.Box 2029,
Whitehorse, Yukon Territory

3 December, 1962.

Mr. Speaker,

Members of Council:

Re: Motion No. 4 for the Production of Papers
National Parks

1. It will be recalled that on the basis of information provided by the National Parks Branch, a specific proposal for a wilderness reserve in the Yukon Territory was presented to the Yukon Territorial Council at its special summer session, 1961. When this paper was considered, the Council took the v iew that a wilderness area did not fully meet the requirements of the Territory. Instead, a National Park should be established but with due regard to conditions covering mineral development. As a result, a new proposal was worked out to establish a National Park Reserve in the Kluane area but the subject was deferred until the 1962 spring session. During that session considerable discussion was held on the matter of parks, or wilderness areas, for the Territory but no definite Resolution was made concerning the Kluane Reserve. The only step that was taken was a motion concerning a possible revision to the National Parks Act to permit mining. This was as follows:

> "Moved by Mr. Shaw, seconded by Mr. Livesey, that a Resolution be sent to the Federal Government that the Federal Government change the National Parks Act to permit mining in any National Park that may be established in the Yukon."

2. The Administration earnestly hopes that, in time, Council will accept the principle of a National Park for the Yukon.

3. As to the size of a National Park in the Territory, it is entirely within the prerogative of the Territorial Council to indicate what, in their opinion, might be adequate. It might be added that, originally, it was felt all or any part of the reserved area might become a National Park.

G.R. Cameron

G.R. Cameron,
Commissioner.

SESSIONAL PAPER No. 24 (1962 Fifth Session) December 3, 1962.

Mr. Speaker

Members of Council.

Re: Question No. 6

The Administration has considered Mr. Watt's question asking if it would be possible to have fishing guide signs put on the main roads in the Yukon. The Administration believes it would be inadvisable for the Government to undertake a program of this kind for the following reasons:-

1. Published lists of good fishing spots are already available to the public.

2. Good fishing spots change as particular places are depleted, and in any case, the quality of some locations is open to debate.

3. Although a program of this kind would be relatively inexpensive, the Territory's financial commitments are already stretched to the limit.

4. It is the opinion of the Administration that the initiative for this kind of publicity should be undertaken by private agencies rather than the Government.

5. This is the sort of project for which the Department of Travel and Publicity will make grants up to 50% of the cost if undertaken by local groups in the interests of tourism.

G.R. Cameron

G.R. Cameron,
Commissioner.

d. What is to happen to the Territorial Pension Scheme in force at the present time? Presumably, the relative Ordinance will be repealed. This action should not affect ex-employees drawing a pension nor should it affect employees if any, presently contributing to it who do not wish to transfer their contributions to the Federal Superannuation Scheme.

4. These questions are covered in the attached draft resolution which will require amendment according to the decisions taken.

5. It is necessary that decisions be taken at this time in order that clear advice of our wishes may be communicated to the Federal Government.

"K. MacKenzie"

KM/hb

SESSIONAL PAPER NO. 25 - 1962 (Fifth Session)

TO: Commissioner

FROM: Territorial Treasurer

SUBJECT: Proposed Pension Scheme for Territorial Employees.

DATE: December 3, 1962

---

1. On Saturday afternoon Council decided that the cost to the Territorial Government of paying half the contributions due in respect of service prior to 1st April, 1963 was prohibitive. The figures are as follows:-

Period Covered	Contributions	Staff Involved	Teachers
5 Years	$149,582.92	58	25
4 "	136,622.16	76	29
3 "	117,945.53	99	37
2 "	93,289.91	151	59
1 "	58,191.97	295	137

2. Council postponed until today the passing of a resolution covering retroactive participation and the transfer of contributions made under the current Territorial Pension Scheme.

3. There are still some questions to be considered and decided upon before this pension scheme question can be regarded as satisfactorily dealt with and I am setting these down here for appropriate action:-

a. Do we wish to assist employees with the payment of their contributions for prior service by way of loans? In the case of the current pension scheme we had an arrangement with the Canadian Imperial Bank of Commerce here whereby they lent the money for back contributions and we lodged a quantity of Government Bonds as security. Federal civil servants are able to borrow direct from the Federal Government under the Federal Superannuation Scheme and it may be that since the Territory is to join that scheme Territorial civil servants can do the same. I feel however that the Federal Government will take the stand that Territorial civil servants must borrow from the Territorial Government.

b. The Current Territorial pension scheme provided for a period of grace within which an employee could decide whether to contribute for prior service. The period was 2 years and it applied to Teachers. Do we want a similar arrangement in the new scheme. If the answer is in the affirmative should it be for 2 years?

c. Is it intended that the difference in rates between the current Territorial pension scheme, 5% for male employees, and the Federal Superannuation Scheme, 6½% for male employees, shall be made up by the employees concerned when contributions to the current scheme are transferred to the new scheme? Since the Council has decided that contributions for prior service by non-members of the current scheme shall be paid for wholly by the individuals concerned I take it that the same decision applies to contributions for prior service by members of the current scheme. Is this correct?

performance of that service to be faced with the possibility of personal loss, it is submitted that consideration be given to:

(a) Increasing the present scale of fees to

(i) 10% on the first $25,000.00
(ii) 5% on the next 25,000.00
(iii) 2½% on the balance in excess of $50,000.00

This would have the effect that while the relatively few large estates would contributemore fees to the Office than is now the case, the smaller estates, particularly those of $5,000.00 or less, would contribute on a scale commensurate with the work involved. The present scale is 10% on the first $5,000.00, 5% on the next $20,000.00, and 2½% on the excess over $25,000.00;

(b) Guarantee to the Office of the Public Administrator the annual minimum sum of $15,000.00.

This latter mentioned amount would be made up of fees properly received from estates and retained by the Public Administrator, plus a subsidy at the end of each fiscal year from the Territorial Government, if required.

Based on the Office's estimated operating expenses, the foregoing remuneration could be broken down as follows:

Office rental and maintenance and stationery, equipment, etc.	$ 3,300.00
Salary of assistant	6,000.00
Remuneration to Public Administrator	5,700.00
	$ 15,000.00

(c) Reviewing and revising arrangements made at regular intervals of say five years.

ALL OF WHICH IS RESPECTFULLY SUBMITTED.

in a large one, and usually the affairs are not in as good order. Where there are many next-of-kin scattered widely throughout the whole world, a great volume of correspondence results, and where next-of-kin are missing persons, every avenue is employed to trace them. In each year over a period of ten years approximately 50 estates have passed through the Office of the Public Administrator.

In considering the foregoing it must always be borne in mind that the Public Administrator performs all the duties of an executor or administrator and the matter of fees of the Public Administrator should not be confused with the scale of fees permitted solicitors when acting under instructions of an executor or administrator.

The scale of fees to the Public Administrator have not been revised since 1914.

FUTURE

The salary of the assistant to the Public Administrator has not been increased in the past five years. The responsibility that this position carries with it is in our opinion commensurate with that of a very senior clerk-stenographer, and consequently the salary should be comparable. This would in our opinion indicate a maximum salary of $6,000.00 per annum. This being so it is felt that a raise in the assistant's salary must be considered immediately.

As indicated in our analysis of the present situation, there appears to be a real danger that the Public Administrator may shortly find himself having to subsidize the operation of the Office of the Public Administrator from his own pocket.

In this day and age where a large number of the general public execute Wills it would seem reasonable to assume that the numbers of larger estates handled by the Public Administrator will continue to be less. Although this cannot necessarily be said in respect of smaller estates we reiterate the remarks contained elsewhere in this brief concerning the administration of smaller estates.

The Public Administrator fully realizes that the work of the Public Administrator represents a necessary service to the public. This service, however, as in the case of many things, can only be effectively given if it is practical so to do.

RECOMMENDATIONS

Assuming that the best interests of the public of the Territory can be served by the Public Administrator only if the incumbent is not likely in the

SITUATION

In most years the Public Administrators have been fortunate in receiving a few fairly large estates, but it is quite evident that if this does not consistently occur, a Public Administrator could very easily be faced with the prospect of having to pay out of his own pocket the costs of operation of the Office of the Public Administrator.

The following are estimated MINIMUM costs of the operation of the Office of the Public Administrator in any one year:

Salary of assistance	$ 4,800.00
Office rental - two rooms @ $150.00 per month, including light, heat, water, cleaning, etc.	1,800.00
Stationery, printing, postage, wear on equipment, etc.	1,500.00
	$ 8,100.00

In the year 1961-62 the fees of the Public Administrator were $9,607.08, as shown on the Annual Statement of Accounts of the Public Administrator filed in the Office of the Auditor General of Canada, a copy of which is in the Office of the Commissioner of the Yukon Territory. After deducting the costs of operating the Office of the Public Administrator, this left only $1,507.08 available to the Public Administrator who, during the course of the period mentioned, made a number of Court attendances on behalf of several estates, interviewed next-of-kin and persons having claims against estates, gave directions to his assistant, and generally dealt with many other time-consuming matters brought to him for attention, aside from assuming full responsibility for all actions of himself and his employee. The foregoing took time and effort which if utilized in his own practise would have produced considerably more income than the amount of $1,507.08.

Examination of Annual Statements submitted by Public Administrators will reveal that many of the estates passing through this Office are in the less than $1,000.00 bracket, with a good number each year not even large enough to meet the $10.00 minimum fee, but regardless of the size of an estate the Public Administrator is duty bound to see that the administration is given close attention, all assets gathered in, disposed of and the administration eventually tidily wound up. The amount of work entailed in a small estate is very often much greater than

SESSIONAL PAPER No. 26 - 1962 (Fifth Session)

BRIEF CONCERNING THE OFFICE OF THE PUBLIC ADMINISTRATOR FOR THE YUKON TERRITORY

To: G.R. Cameron, Esq.
Commissioner of the Yukon Territory

Submitted by: Darrall S. Collins, Esq.
Public Administrator for the Yukon Territory

AIM

To apprise the Commissioner and his staff of certain problems being encountered by the Public Administrator in performing the function of his Office and of the possible necessity for new or amended legislation in connection therewith.

HISTORY

For the purpose of this brief it is considered necessary only to refer back as far as the years of World War II .

During the war years the Public Administrator was resident in Edmonton, Alberta, but in the year 1949, when it became known that a solicitor was entering practise in the City of Whitehorse and intended to be permanently resident within the Territory, he was appointed to this Office. At that time he was the only practising lawyer within the Territory, aside from a small practise retained by the Honourable George Black, P.C., Q.C. This meant that almost all estates of deceased persons within the Yukon Territory came to his office either as Public Administrator or were referred to him in his capacity as a practising lawyer.

Since the early 1950's several firms of solicitors have established themselves within the Territory, and all of these are receiving a share of the estate business available, and justly so. However, an unfortunate situation has arisen whereby the Office of the Public Administrator now receives probably two or three estates in the course of a given year from which the greater part of the fees of the Public Administrator are derived. The remainder of the estates handled by the Public Administrator are of size not sufficiently large to even in most instances pay the costs of administering them, let alone providing a portion of fees available to the Public Administrator, and are certainly not proportionately large enough to compare with a minimum charge in consideration of work done had such matters been handled through his private practise.

(f) GUARANTEE OF WAGES. Legislation should be provided in the Northwest Territories at least equal to that in effect in the Yukon, guaranteeing payment of wages within ten days of the expiration of each period of employment, such period not to exceed one month.

WELFARE

Old age pensions are inadequate in populated areas of our country but they are much more so in Canada's North. The Union, therefore, urges that an additional supplementary Old Age Pensiom of not less than $20.00 be granted to the Territories' aged residents, many of whom spent the best part of their lives pioneering and helping to develop the isolated barren lands of Canada's frigid, rigorous North. In this matter of pensions, the Union urges legislation to establish adequate pensions for widows and orphans' allowance, so long overdue.

In Conclusion,

It is our ardent hope that this new Yukon Council will lend a closer ear to our appeal. The patient people of the whole area have borne for too long a professional attitude of indifference and unconcern to their needs and interests.

We need a new deal in the North. Imaginative and vigorous legislative action are requirements necessary to remove the second class status of our citizenry. We are confident these sentiments are the property of all working people of the North.

Respectfully submitted,

Bryn Mills, Board Member
Mayo and District Miners Union, I.U.M.M. & S.W.

Local 924, Elsa, Yukon Terr.
Sub Local 924, Whitehorse, Yukon Terr.
Local 564, Dawson, Yukon Terr.
Local 1026, Watson Lake, Yukon Terr.

(4) Give workmen the right to attend a Doctor of their own choice.

(5) Existing legislation affecting workers contracting Silicosis needs modernizing in the most urgent way. In this regard, the Union very strongly urges that amendments be made to the existing Ordinance embodying recommendations of the Silicosis Committee of the combined Compensation Boards of Canada. These recommendations include:

a) A minimum exposure of two years.
b) That there be no time limitations for filing claims.
c) That all present limiting clauses as to residence be abolished.
d) That adequate work records of all miners be kept and all such records be filed with the appropriate Department of Mines, should a particular mine cease to operate.
e) That adequate pre-employment chest examinations, including X-ray should be established.
f) That every employee should have an adequate annual medical check up and complete re-examination.
g) That there should be periodic dust counts and complete dust control measures.
h) That Authority under the respective Acts be given to each Compensation Board to make arrangements with each other regarding claims where there has been exposure in more than one Province.

(6) In view of the number of Silicosis applicants who are rejected on the grounds that while they do have some silicosis, their disability is due to emphysema and / or bronchitis, we urge that these two diseases be listed in the schedule of industrial diseases and made compensable. Finally, any person contracting silicosis; which, while not disabling him, yet prevents him from continuing employment as a miner; be retained into another job.

A LABOUR CODE FOR THE TERRITORIES

As stated in the preamble, the inadequacy of the Labor Legislation in the Yukon, and the complete non-existence of Labour Legislation in the North West Territories make it imperative that a Labour Code be devised to meet the needs of workmen in the rapidly expanding economy of our Northland.

Therefore, the Union urges that an Ordinance or Labour Code be enacted that will give the workers in the North rights equal to those enjoyed by work men in the other areas of our nation. The Union submits the following as minimum requirements for the formulation of such a Labour Code:

(a) MINIMUM WAGE. A standard minimum wage of $1.50 per hour.

(b) HOURS OF WORK. An established work week consisting of not more than 44 hours in any one week and not more than 8 hours in any one day.

(c) OVERTIME RATES. Time and one half to be paid for all work performed in excess of 44 hours in any one week or in excess of 8 hours in any one day.

(d) MINIMUM PAID VACATIONS. All workers in the North should have two weeks vacation with pay after one year's employment with an employer and three weeks vacation with pay after five years employment with an employer. Vacation pay to consist of 1/26 of any employee's gross annual earnings after one year and 3/52 of any employee's gross annual earnings after five years employment.

(e) PAID STATUTORY HOLIDAYS. The number of paid statutory holidays in the Territories should equal that recognized by the Federal Government.

.....3

SESSIONAL PAPER NO. 27 - 1962 (Fifth Session)

To
The Yukon Territorial Council

Gentlemen:

Our Union has submitted many briefs to former Yukon Territorial Councils. Despite all our efforts, and we believe, to the detriment of the Territory, legislative changes favourable to the working people of the Yukon have not been enacted. In fact on some previous occasions legislation harmful to wage earners was readily endorsed in these Chambers. We are firmly convinced that those attitudes governing earlier Councils, narrow in their perspectives, rooted to minority business sectional interests, were harmful and influenced in their peculiar fashion a slow rate of developement of our Northland. No policy can replace one which begins primarily with the welfare of its people. It is after all a virile citizenry, living and working in the Yukon and confident of its future which will finally decide the long range developement of the Yukon.

Our Union represents the workers engaged in the mining industry, the largest employer of labor in private industry in the north. The modest and minimum program we advocate being in the interests of all workers of the Territory is therefore beneficial to the country as a whole. It is therefore with the avowed purpose of improving the standards of our people in the north that the following limited program is projected.

INCOME TAX EXEMPTIONS FOR NORTHERN RESIDENTS

It is recognized fact that the cost of living in the north is much higher than in the Provinces. This is recognized by the Government of Canada in relation to Civil servants posted to the northern areas. They are paid a subsidy, over and above wages, under the Isolated Post Regulations, commonly known as the Northern Allowance. The Union urges that this right be extended to all citizens of the North. The growing number of married men and families settling in the North makes this action imperative. Therefore, the Union calls upon the Federal Government to amend the Income Tax Act in order to provide special exemptions for residents in the Northern Areas of Canada, based on the formula now established to provide Northern Allowances.

MODERNIZE THE WORKMEN'S COMPENSATION ACT

While living and travelling costs are much higher in the Territories than in the neighbouring Provinces, it is a sordid fact that the Workmen's Compensation Ordinance benefits fall very far short of those enjoyed by workmen residing elsewhere in Canada. In fact a cursory reading of the Ordinances indicate that these laws are not only far behind times, but are highly loaded against the interests of the injured workman and in favour of the employer and the Insurance Companies. Experience likewise bears this out.

We therefore feel the following amendments would modernize the existing Compensation laws and correct the present disparity.

(1) Amend the present Ordinances to provide a Workmen's Compensation Board for the Territories. Claims offices to be established in Whitehorse, Y.T. and Yellowknife, N.W.T.

(2) Increase the maximum wages for compensation purposes to $6,000.00 per annum. Let compensation pensions be increased accordingly and that all allowances to widows and children be adjusted upwards following every increase in same.

(3) Remove the present Statutory Limitations which deny workmen the right to increase disability pensions and review of same five years after date of injury.