

## British Columbia and Pacific Coast.

During June the coastwise tonnage inbound at Vancouver, was 306,958, and outbound 343,314. The ocean tonnage, including all vessels of foreign registry, was, inbound 172,559, and outbound 120,454 tons.

The Dominion Public Works Department has authorized the commencement of dredging work at the entrance to the inner harbor, Victoria. The channel is to be widened about 100 ft., and temporary lights will be placed during the progress of the work.

A motor boat service has been established between South Prince George and Quesnel, on the Fraser River, during the navigation season. The boat leaves South Fort George on Wednesdays and Saturdays, and Quesnel on Mondays and Thursdays. The single fare is \$10, and \$15 for the round trip; way points at 10c a mile, meals 50c and beds 50c.

The C.P.R. is reported to be dismantling the s.s. *Rossland*, which has been operated in the Arrow Lakes service for several years. She was built at Nakusp, B.C., in 1897, and was driven by a paddle wheel, with engine of 38 n.h.p. Her dimensions were: Length, 183.4 ft.; breadth, 29.1 ft.; depth, 7 ft.; tonnage, 884 gross, 532 register.

The C.P.R. put a new schedule in effect, Aug. 8, for its steamship service to the west coast of Vancouver Island. The s.s. *Princess Maquinna* leaves Victoria on the 1st, 8th, and 22nd of each month, for Quatsino Sound, calling at way ports, and on the 16th of each month she will run to Nootka Sound, calling at intermediate ports.

The Coastwise Steamship & Barge Co.'s s.s. *Anyox* was launched from the Winslow Marine Railway & Shipbuilding Yards at Seattle, Wash., Aug. 2. On completion she will be used in the ore trade between Anyox and Puget Sound ports. She is 205 ft. long, 39 ft. beam, 23 ft. deep, and is equipped with oil burning engines for a speed of from 10 to 12 knots an hour when fully loaded. The company also owns the steamships *Amur*, *Henriette* and *Turret Crown*.

The Grand Trunk Pacific Alaska Co.'s auxiliary powered vessel *Tillamook* has been placed in service between Prince Rupert, B.C., and Ketchikan, Alaska, and intermediate ports. The owning company is a subsidiary of the Grand Trunk Pacific Ry., and was recently incorporated at Olympia, Wash. The vessel is registered in the U.S. She is 119 ft. long, 29 ft. beam, and has berth accommodation for 21 passengers. The cargo capacity is about 450 tons, and she will be used chiefly in the fish trade. Two round trips will be made weekly, and an additional trip each week should occasion warrant it.

**British Shipping Statistics.**—The British Prime Minister stated in the House of Commons, Aug. 16, that during the first six months of this year, 484 of new shipping tonnage was built, and during the last six months, including purchases, the additional tonnage would be 1,424,000 tons. During April, 560,000 gross tons of shipping were lost through enemy submarines, while in July, the lost tonnage due to enemy submarines dropped to 320,000 gross tons. He stated that with the co-operation of the U.S., there would be sufficient tonnage for 1918, and if necessary 1919 as well.

## Canadian Government Vessels Launched at Toronto.

By the launching of 2 hulls, Aug. 1, Polson Iron Works, Ltd., Toronto, completed the preliminary stage of the construction of 6 steel steamships for Canadian Government service. Four of these hulls were launched June 16, and a full description with diagrams of the vessels and a view of the hulls on the launching ways, were given in *Canadian Railway and Marine World* for July. The first four launched were named respectively, *Ypres*, *Vimy*, *Messines* and *St. Julien*, and the last two launched were named *St. Eloi* and *Festubert* respectively. The christenings on Aug. 1 were carried out by Mrs. J. B. Miller and Mrs. A. H. Jeffrey, the wives respectively of the President and the Manager and Secretary, Polson Iron Works.

The dimensions of the vessels are: Length over all, 140 ft.; breadth, 23½ ft.; depth moulded, 13½ ft. The propelling machinery consists of fore and aft compound surface condensing engines, with cylinders, 18 and 38 in. diam. by 24 in. stroke, developing 500 h.p., and supplied with steam by water tube boilers at 180 lb., and equipped with down draught. Each of the vessels will be fully equipped for salt water service before leaving the Toronto yards, and some special equipment is to be added at Montreal before the vessels enter their ultimate service.

## Grounding of the s.s. *Letitia*.

Capt. L. A. Demers, Dominion Wreck Commissioner, assisted by Commanders C. White, R.N., and E. Wyatt, R.N.R., as nautical assessors, held an enquiry at Halifax, N.S., Aug. 13 and 14, into the grounding of *Anchor-Donaldson Line s.s. Letitia* near Portuguese Cove, in Halifax harbor, Aug. 1. The vessel was being utilized as a hospital ship, and conveying a number of wounded and convalescent soldiers to Canada. One life was lost as a result of the casualty. After hearing the evidence, which the court pronounced as straightforward and to the point, the commissioner commented on the conduct of the master and officers. In the former case, he said, "His share in the landing safely of the wounded soldiers and others, speaks well in his favor, as well as his long and successful career, and these are sufficient reasons for belief that in trusting so faithfully to the pilot, was under the circumstances an excusable error of judgment, and a warning in his case is unnecessary, as the court is positive that no pilot well ever succeed in imposing in such a manner on him again."

Regarding the pilot, it was found that the exceptional prudence and care demanded, owing to the exceptional circumstance of navigating a hospital ship, were not exercised, and a haphazard method was adopted, with the consequence that a valuable vessel was lost, one life lost and one officer crippled for life. It is providential that a greater disaster was not registered, and this was due to the calm weather, strict discipline and sang froid shown by the military and the ship's staff. The court also considered what was described as the unenviable reputation which the coast and the port of Halifax is gradually gaining, and hopes that this action, not wilful, but stupid, of this pilot, will not remain a stigma on a port with such natural facilities and so easy of access. While condemning the pilot for gross negligence, it also condemned the custom which seems to pre-

vail, as admitted by the pilot, of giving and receiving a course or bearing from a member of the cutter's crew. That such a man should offer a bearing and that it should be accepted by a licensed pilot, supposedly rational, would seem a fable, were its reality not brought so forcibly to general knowledge. The court felt keenly about this casualty, and in order that a repetition may be impossible and as a deterrent to any inclined to carelessness, decided to deal severely with the pilot. Had it not been the custom for pilots to take their possible position from another, the criminal courts would have been requested to deal with this case, but under the circumstances the court cancelled the license of the pilot, Walter White, no. 24, and the Halifax Pilotage Commission was requested to see that the court's order is carried out. The court also suggested that a general and thorough enquiry should be made into the pilotage system in Halifax, in order to bring about a betterment so as to induce the confidence of the shipping public. A better and more thorough system of examination is needed.

## Mainly About Marine People.

W. G. Ross, President, Montreal Harbor Commission, has been given the British Navy League's special service decoration, as a recognition of his services for British sea power.

Robert Preston, organizer and Manager of the Westminster Towing & Fishing Co., died at New Westminster, B.C., Aug. 1. He was a native of St. Stephen, N.B., and had lived in British Columbia since 1864.

C. H. Nicholson, Manager, Grand Trunk Pacific Coast Steamship Co., Vancouver, B.C., was presented with a silver tea and coffee service by the local office staff and vessel crews, Aug. 1, to mark the 25th anniversary of his wedding.

Major H. Maitland Kersey, D.S.O., Managing Director, Canadian Pacific Ocean Services, Ltd., London, Eng., is offering a prize to be given at the end of each year, to the cadet studying on the training ship *Conway*, showing the greatest proficiency in the management of boats. The prize consists of a sextant.

T. H. Allan, heretofore yard superintendent, Wallace Shipyards, North Vancouver, B.C., has been appointed General Superintendent. He has been 25 years connected with shipbuilding, having served his apprenticeship at Superior, Wis., though of English birth. He was later in service with John Brown & Co. and Vickers Son & Maxim, shipbuilders, of Scotland and England respectively.; Collingwood Shipbuilding Co., Collingwood, Ont.; British Columbia Marine Railway Co., Esquimalt, B.C., and since Jan., 1916, with Wallace Shipyards, Ltd.

Hugh A. Allan, Chairman of the Allan Line Steamship Co., was presented with an illuminated address by the directors and staffs of the London, Liverpool and Glasgow offices, recently, on his retirement, due to the Allan Line passing under C.P.R. control. He was connected with the Allan Line for 40 years, 32 of which were spent in Canada, and the last 8 years in London, Eng. In referring to the passing of the Allan Line, Mr. Allan said: "The Allans have been in the North Atlantic trade for 98 years, and now that my brother, Andrew, and I, the last representatives of the family, are giving up the agencies on both sides of the Atlantic, I feel that the connection has been broken."