

sengers off owing to the high seas running, but that they could probably be taken off on the following morning. After this, and during the following day, it appears that vessels which were standing by were unable to render any assistance. In the meantime, J. W. Troup, Manager, C.P.R. British Columbia Coast Service, was endeavoring to ascertain the exact conditions prevailing, and wired the master enquiring what assistance he was getting and asking what disposition he had made of the passengers. This wire was not delivered until the day following the grounding.

During the time the Princess Sophia was visible, she appeared to be resting firmly on an even keel, and considering the wireless messages as a guide, she must have been forced off the reef in the late afternoon of the day following the grounding, the snowstorm then being at its height, when she apparently foundered, leaving no survivors. It is entirely a matter of conjecture as to how she came to leave the reef after holding firmly during two periods of high water,

with decreasing tides, but it was ascertained that at the time there was an abnormally high tide from various causes.

As to why passengers were not landed, there is room for conjecture, and the commission submitted that from the evidence of the surrounding circumstances, such as the vessel being staunch and well officered, other craft being in the vicinity and approaching, the inhospitable shore and lack of shelter sufficiently near, the time of year and the weather conditions, it is not prepared to find that it was unreasonable for the master not to land his passengers, and it therefore arrives at the conclusion that the vessel was lost through peril of the sea.

The commission notes, in securing witnesses and affording facilities in the course of the investigation, the untiring and effective services rendered by Hon. Thos. Riggs, Jr., Governor of Alaska, and his staff, and W. C. Dibrell, Superintendent of U.S. Lighthouse Service, Bremerton Navy Yard, Washington, as well as Juneau, Seward and Fairbanks citizens.

Report on Pilotage for Maritime and Quebec and Montreal Districts.

A commission was appointed by the Dominion Government, Feb. 1, 1918 to enquire into and report on the pilotage system and its administration in the pilotage districts of Miramichi, Sydney, Louisburg, Halifax, St. John, Montreal and Quebec, the commissioners being Thos. Robb, Manager, Shipping Federation of Canada, Chairman; Capt. J. N. Bales, Port Warden, Montreal; and Capt. J. W. Harrison, Marine Superintendent, Furness, Withy & Co., Halifax, N.S. Sitings were held at Halifax during Feb., 1918, and pending a final disposition, it was recommended that the Halifax Pilotage Commission be abolished, and the pilotage for that district placed under the administration of the Marine Department. Sitings were held at other points concerned during the year, and the report was presented, Sept. 10, 1918, and laid on the table of the House of Commons during the current session.

The commission reported that the commissions administering the pilotage service at Miramichi, Sydney, Louisburg and St. John, had outrun their usefulness, and recommended that the Minister of Marine be appointed the pilotage authority. It also recommended that a superintendent, having seagoing experience, be placed in full charge of the Sydney and Louisburg districts combined, and a similar superintendent for St. John, with a qualified assistant for the Miramichi district, the assistant being responsible to the superintendent, and the superintendents being directly responsible to the Minister; that the testing of eyesight be standardized, and tests for pilots under 65 be made annually, and semi-annually for pilots between 65 and 70; licenses for pilots to be at the discretion of the Minister, and all pilots to be compulsorily retired at 70; that the use of intoxicating liquors by pilots be prohibited, any infraction to be punishable by fine or suspension, and for a second offence by dismissal; that no intoxicating liquors be permitted at any pilot station, or on any pilot vessel, any infraction to entail instant dismissal; that solicitation of gratuities by and from pilots be prohibited; that no pilot be allowed to perform any pilotage duties out-

side his own district; that the apprentice system as in force in the Maritime Provinces pilotage districts, not having proved satisfactory, be discontinued, when the present apprentices shall have had sufficient training, and have received their certificates as branch pilots, any vacancies subsequently arising to be advertised and examinations held, this system to apply to the Maritime Province and Quebec Pilotage District, but not to the Montreal District, as it is felt that apprentices are necessary for the last named; that the Minister take over the pension funds; that the pooling of earnings be abolished, that pilots be placed on salary to be adjusted to meet the requirements of the local districts, and that pilots be permitted to draw a certain amount each month, adjustments to be made quarterly after deducting expenses, and not less than 5% to go to the pension fund, the busier districts aiding the poorer ones; and that all pilotage earnings be collected by and paid to the Marine Department.

In regard to the Montreal District, which was dealt with entirely separately, the commission came to the conclusion that the administration was carried out efficiently. One of the questions at issue was the pilots' demand for an increased charge for moving vessels in the harbor. The present rate of \$5 was made when Longue Pointe was outside the harbor limits, and this charge has been maintained since the extension of the limits as far down as Bout de l'Isle. Increases on the following graduated scale were recommended: For moving vessel from Lachine Canal to Victoria pier, \$5; for moving any inland or lake vessel from Lachine Canal to sec. 50, \$5; for moving any inland or lake vessel from sec. 50 to the eastern limits, \$10; for moving any seagoing vessel from any place above Victoria pier to sec. 50, \$10; for moving any seagoing vessel from above sec. 50 to Canadian Vickers' dry dock, \$15; for moving any seagoing vessel from above sec. 50 to the explosives ground, \$15; and should any pilot be detained on board more than 24 hours, an additional \$10 a day, these charges to be over and above the ordinary pilot-

age charge between Montreal and Quebec.

It is also recommended that the Quebec harbor tariff be increased to allow for a charge of \$5 for each moving on the Quebec or Levis side of the river, and \$10 for each moving entailing crossing the river from either side, and that the pilotage tariff on outward bound vessels from Quebec to Father Point, between May 1 and Nov. 10, be increased from \$3.40 to \$3.65 a ft. draft, and that pilots provide their own board while waiting at Father Point or Chicoutimi, and that other rates remain as at present.

The Kirkwood Steamship Co., a recently organized concern, is reported to have purchased the s.s. Glen Allen from the Ottawa Transportation Co., for operation in freight service between Montreal, Quebec and Chicoutimi. The Glen Allen was built at Kingston, Ont., in 1912, and is screw driven by engine of 22 n.h.p. Her dimensions are length, 112.8 ft.; breadth, 26.4 ft.; depth, 8.5 ft.; tonnage, 276 gross; 113 net. T. M. Kirkwood, formerly of Toronto, who started the Three Rivers Shipbuilding Co. and who has been associated with several shipbuilding proposals, is chiefly concerned in the company.

Canadian National Railways Steamships—The Canadian Government Rys., when placed under the Canadian National Rys. management, were operating the steamships Drummond, McKee and Sheba, which have been used largely in carrying coal for the C.G.R. and have been under the jurisdiction of the General Superintendent of the C.G.R. at Moncton, N.B. It is probable that they will be operated in the near future under the direction of the Canadian National Rys. Marine Superintendent, M. Milburne, Montreal.

The Montreal Transportation Co. Ltd. has closed its Kingston, Ont., office. The Superintendent, Capt. H. N. McMaster, and the Superintending Engineer, H. McClymont, have been removed to Montreal. E. A. Turner, heretofore agent at Kingston, has left the company's service to enter business for himself in Montreal.

Richelieu Transportation Co. Ltd., which has been incorporated under the Dominion Companies Act, with \$50,000 authorized capital and office at Montreal, is in process of organization, and proposes to purchase a number of barges for the transportation of lumber between Montreal and New York.

Acadia Shipping Co. Ltd., the incorporation of which was announced in a recent issue, with \$128,000 authorized capital and head office at Sussex, N.B., is controlled by C. T. White & Sons Ltd., lumber merchants, which has built a number of sailing vessels and intends continuing in that business.

The Lights in Hudson Strait and Hudson Bay, on Button Islands, Hatton headland Wales Island, Ashe Island, Nottingham Island, Digges Island, Mansell Island, Coats inlet, Charles Island and Cape Tatnam, will not be operated during this navigation season.

Tower Ship Co. Ltd., has been incorporated under the Dominion Companies Act, with \$30,000 authorized capital and office at Montreal, to carry on a general steamship and navigation business and to own and operate steam and other vessels.