

Mainly About Marine People.

Sir Montagu Allan, formerly of the Allan Steamship Line, and Miss Allan, returned to Montreal, May 13, after having been in England since early in the war. Lady Allan, who is Staff Commandant at the Canadian Red Cross Officers' Rest Home at Moor Court, Sidmouth, Eng., has been appointed an Honorary Serving Sister of the Society of St. John of Jerusalem, and will not return to Canada until the home closes at the end of August.

Sir Alfred Booth, Chairman, Cunard Steamship Co., is visiting North America and is expected to spend some time in Canada.

G. J. Desbarats, C.M.G., Deputy Minister of the Naval Service, had V. Stephansson, the Arctic explorer, staying with him in Ottawa, recently.

Herbert George Dring, who has been appointed European Passenger Manager, Canadian Pacific Ocean Services, Ltd., London, Eng., was born at Easton, Northamptonshire, Eng., Mar. 8, 1881 and entered C.P.R. Passenger Department service in London, Mar. 1, 1897, since when he has been, to Sept. 30, 1897, junior clerk; Oct. 1, 1897 to Dec. 31, 1898, clerk; Jan. 1, to Dec. 31 1899, short-hand clerk; Jan. 1, 1900 to June 30, 1901, general and correspondence clerk; July 1, 1901 to Mar. 31, 1904, booking and correspondence clerk; Apr. 1, 1904 to Aug. 31, 1905, chief booking and correspondence clerk; Sept. 1, 1905 to Mar. 31, 1907, chief clerk to General Passenger Agent; Apr. 1, 1908 to Dec. 31, 1915, Assistant General Passenger Agent; Jan. 1, 1916 to Mar. 1, 1919, General Passenger Agent, C.P.R., London, Eng.

James T. Duke, an assistant engineer, Public Works Department, engaged on the harbor improvement works at Courtenay Bay, St. John, N.B., died as the result of an injury sustained in the course of a heavy dynamite blast, in the course of his work, May 23. He was a graduate of New Brunswick University in civil engineering.

John Eadie, Vancouver, manager for Dingwall, Cotts & Co., steamship owners of Great Britain, died at Vancouver, B.C., May 5, following an operation for appendicitis. He went to Vancouver a few years ago to represent his company in the handling of the steamships of the War series, which were built on the Pacific coast for the British Government through the Imperial Munitions Board.

Mrs. C. Gardner Johnson, wife of Lloyd's Agent for British Columbia, left Vancouver recently for a visit to England.

J. W. Greiner, Marine Superintendent, Canada Steamship Lines Ltd., Montreal, was laid up with typhoid fever, at Buffalo, N.Y., during May.

Capt. P. L. Lachance, heretofore Superintendent of Pilots for Quebec and Montreal District, has been appointed harbor master for the port of Quebec, succeeding Capt. Jas. Murray, who lost his life in the Halifax disaster, Dec. 6, 1917. He has been associated with sea life since the age of 14, received his pilot's certificate when 21, and was for some time in the Quebec Steamship Co.'s service. Subsequently he became Examiner of Masters and Mates, and during the war was Superintendent of Pilotage for Quebec and Montreal District.

James T. Mathews, Vice President,

Mathews Steamship Co., Toronto, died there, May 19, aged 69, after a long illness, of Bright's disease. He was born at Niagara-on-the-Lake, Ont., and was at one time station agent, G.T.R., London, Ont. With his father he formed the firm of J. & J. T. Mathews, and operated the schooner Heather Bell, in the lakes trade. On his father's death in 1900, he and his brother, A. E. Mathews, established the Mathews Steamship Co. The funeral was attended by representatives of several lake steamship companies.

H. Milburne, Superintendent, Canadian Government Merchant Marine Ltd., left Montreal May 30, on a business trip to Vancouver.

W. Grant Morden, M.P., one of the members of the Canada Steamship Lines, London, Eng., advisory committee, arrived in Montreal, from England, in May.

Capt. W. Murphy, who died at Kingston, Ont., May 4, was in Montreal Transportation Co.'s service for the last 15 years, latterly as master of the tug Laura Grace, which was wrecked Dec., 1918.

J. W. Troup, Manager, British Columbia Coast Steamship Service, C.P.R., has returned to Victoria from California, where he has been recuperating after an illness.

James T. Walsh, who has been appointed Manager, Canadian Pacific Ocean Services Ltd., Montreal, has had a variety of seagoing experiences. He was, for some time, Superintendent, Elder Dempster & Co., Liverpool, Eng., and when the C.P.R. acquired the Beaver Line from that firm, he transferred to C.P.R. service, and was, successively, Superintendent, C.P.R. steamships, Chief Marine Superintendent, C.P.R., and Assistant Manager, Canadian Pacific Ocean Services Ltd., all at Montreal. He has served in the Royal Naval Reserve, and for special services in embarkation work with the Ashantee Expedition he was mentioned in dispatches. He holds the rank of Commander; R.N.R., is a Fellow of the Royal Geographical Society, and during the recent war, conducted considerable responsible work in shipping under the British Ministry of Shipping (Canada), and the Admiralty.

Canada's Naval Policy.

Ottawa press dispatch, May 26:—The Minister of Marine, in speaking in the House of Commons today, incidentally announced that when parliament is summoned next year the government will submit a naval policy for the Dominion which will meet with unanimous approval. The Niobe and the Rainbow had given efficient service, steaming 80,000 miles between them and convoying vessels laden with passengers, troops and rich cargoes.

A bit of news hitherto kept secret was given by Mr. Ballantyne when he told the house that on the outbreak of war, and again in 1915, the Canadian Government inquired of the British Admiralty whether in its judgment steps should be taken to increase Canada's naval forces and enlarge the service. The reply was in the negative, the imperial authorities adding that Canada's effort should be concentrated on recruiting and equipping troops for the battlefields.

Wreck Commissioners' Enquiries and Judgments.

Enquiries have been held and judgments delivered, respecting casualties, as follows:—

Stranding of s.s. War Toronto.

Held at Quebec, May 9, into the cause which led to the stranding of the s.s. War Toronto, May 1, near Cape St. Michel, River St. Lawrence, before Capt. L. A. Demers, Dominion Wreck Commissioner, assisted by Capt. C. Lapierre and C. Koenig, as nautical assessors. The s.s. War Toronto is one of the wooden steamships built at Toronto for the British Government under order of the Imperial Munitions Board. The master, Capt. A. J. Low, in his evidence, stated that from Toronto to Montreal, he found the steering gear worked stiffly, but not unusually so. A pilot was taken on at Montreal, the master being a stranger in those waters, and subsequently his attention was called to a defect in the steering gear. The telegraph was rung for full speed astern, and immediately after, the ship grounded while going full speed ahead, the order full speed astern having no effect on the vessel, which had canted to port before grounding. She was refloated May 6, and proceeded to Quebec, where a small leak was discovered. The court, after a thorough examination of the pin, which was stated to be the direct cause of the defective steering, came to the conclusion that the grounding was not due to any lack of examination of the steering gear, but to an unforeseen happening, and therefore exonerated the pilot and officers of the vessel from blame for the casualty.

Loss of the s.s. Princess Sophia.

Held at Victoria, B.C., before Mr. Justice Morrison, assisted by Capt. E. Martin, C.M.G., R.N., and Capt. J. D. Macpherson, Wreck Commissioner for British Columbia, as nautical assessors, into the causes of the loss of the C.P.R. s.s. Princess Sophia in the Lynn Canal, Oct. 24, 1918, with all passengers and crew. The report of the commission, which was somewhat delayed, was laid on the table of the House of Commons recently. Owing to the fact that the vessel was lost in Alaskan waters, outside Dominion jurisdiction, and that all the witnesses who were in a position to describe the conditions existing in the vicinity of the wreck at the time material to the enquiry, were residents of Alaska, difficulty was experienced in making progress at the various sittings at Victoria and Vancouver, where all the evidence of witness who voluntarily came within the jurisdiction, was exhausted, and two sittings were held at Juneau, Alaska.

The evidence disclosed that the vessel was seaworthy and well found in every respect, and at the time of her departure, from Skagway, the weather was fine. From the lighthouse records it would appear that heavy squalls of snow were met about 30 miles from Skagway with strong northerly winds, which continued until some hours after she struck on the Vanderbilt Reef, about 54 miles from Skagway. The weather subsequently moderated and remained so until the afternoon of the same day, during which, passengers could have been transhipped to the several craft standing by, and landed without much, if any, risk to life. During the afternoon the wind freshened, and the master wired to one of the vessels that it was impossible to get pas-