

The Pilotage Situation in British Columbia.

Canadian Railway and Marine World for May mentioned a press report stating that a message had been received in Vancouver early in April from the Deputy Minister of Marine, to the effect that unless B.C. pilots accepted the Government's terms regarding wages and working conditions, open pilotage would become effective on the B.C. coast on May 6. Just after our May issue had gone to press, the Marine Department supplied us with the following memorandum in regard to the matter:—

"From and after May 6 next, the compulsory payment of pilotage dues, in what was heretofore the British Columbia Pilotage District, will be discontinued. This district comprised the whole of B.C., with the exception of the Fraser River, and hereafter all vessel owners and agents will require to make their own arrangements for such pilotage services as they may require in these waters. The adoption of this policy is the outcome of attempts made by the Marine Department to make effective the main recommendations submitted by the royal commission that enquired into pilotage matters in B.C. during 1918. For a great many years, representations were forthcoming from B.C. interests that the pilotage service as then conducted was not satisfactory nor calculated to advance the trade of Canadian Pacific ports. These representations, so persisted in, resulted in the appointment of the royal commission alluded to. The chief of the recommendations submitted by the commission was that the Minister of Marine should supersede the various local pilotage authorities, and become the pilotage authority in B.C. waters, with all pilots operating directly under him, at salaries to be determined by him. The recommendation of the royal commission was that this salary should be \$250 a month. By order in council of Sept. 10, 1919, it was resolved to put this recommendation in effect, and accordingly the several local pilotage authorities were abolished, and one pilotage district, embracing all the coast waters of B.C., under the authority of the Minister of Marine was constituted to be effective as from Jan. 1, 1920.

"A General Superintendent of Pilots was appointed by the Minister, with extensive and intimate knowledge of B.C. ports and their requirements. Under his supervision bylaws for the administration of pilotage in the new district were prepared, and approved by the government. These bylaws provided inter alia that pilots might receive a salary up to the maximum of \$325 a month, provided the business to the several ports would yield enough revenue to enable such payments to be made, in addition to defraying other necessary and legitimate expenses. Based on the annual reports submitted to the department by local pilotage authorities, the remuneration recommended by the General Superintendent and approved by the government was in excess of any remuneration previously received by pilots. From the outset of the negotiations, the pilots insisted upon a higher rate of pay which they plainly intimated should not be under \$350 a month, in addition to expenses incurred in carrying on their work. The department declined to accept a proposal of this kind and after some further negotiations on the spot, between the pilots and the Superintendent, it was agreed that the department's proposals should

have a three months trial, each side to have the privilege of terminating the agreement at the expiration of this period, upon giving one month notice. During the three months after January, it was found that the revenue was sufficient to pay the pilots a salary of \$325 a month, and in addition \$4.50 a day for living allowance while on duty, together with all costs for transportation. The department also agreed to acquire the launches owned by the pilots, at a fair valuation, and to provide employment on shore for two pilots who were over 70 years of age, at a salary of \$100 a month, notwithstanding a recommendation to the contrary by the royal commission.

"Towards the end of the three months period, the pilots renewed their demand for a salary of \$350 a month, together with excessive requests for expenses and also a request to provide a salary of \$150 a month for the two retired pilots alluded to above. For obvious reasons the department was not disposed to accede to the pilots' requests, with the result that, on Mar. 19, the latter telegraphed to say that at a general meeting it was resolved they would not accept the department's proposals or submit to the pilotage bylaws as approved. This telegram was interpreted by the department as a notice to terminate the agreement then in force, and the pilots were so advised. The acting Superintendent of Pilots at Victoria was further instructed by telegram, on April 3, to advise the pilots that their attitude, if persisted in, would leave no alternative to the department but a termination of the agreement. The department emphasized that the period of uncertainty had already continued too long and unless the pilots signified their intention of accepting its proposals, notice of termination of agreement should date from the day on which they would be so advised. The acting superintendent was also informed that if the pilots declined to come under the pilotage authority, shipping interests would be notified that at the expiration of one month the compulsory payment of pilotage would cease, thus leaving both parties free to make their own arrangements respecting pilotage. It was felt that this position would prove more acceptable to the pilots, as they might have some reasons to assume that they could make more satisfactory arrangements with the shipping interests.

"The Minister of Marine has, throughout all the negotiations, endeavored to give most reasonable consideration to the representations submitted by the pilots directly and by the Canadian Merchant Service Guild on their behalf. Inasmuch, however, as B.C. ports, more especially Vancouver, Victoria and Prince Rupert, are great national ports, and destined early to become even greater, it is felt that the public interests will benefit by the adoption of a policy which is more in harmony with that which obtains at competing United States ports on the Pacific, while not jeopardizing any local interest or the individual interests of the pilots."

As stated in Canadian Railway and Marine World for May, Commander B. L. Johnston, D.S.O., who was appointed Superintendent of the British Columbia Pilotage District, at Victoria, from Jan. 1, resigned in April, and Chas. Eddie, Supervising Examiner of Masters and Mates, Western Division, Vancouver, was ap-

pointed to act in his place. The latter's duty as acting Superintendent ceased on May 5, when the B.C. Pilotage District and the compulsory payment of pilotage dues therein came to an end.

The order for the abolition of compulsory pilotage in B.C. waters became effective May 6, and the B.C. Pilotage Association, embracing all pilots serving formerly under the pilotage board notified all shipping companies that the services of its members would continue to be available for the navigation of ships between the William Head quarantine station and Victoria and Vancouver, as well as to and from Island and northern B.C. ports. The association has prepared a scale of rate, which is said to be very little different from the government scale, and this has been submitted to the shipping companies. The association's headquarters are at Vancouver, with a sub office at Victoria. The old pilotage office, at Dallas Road, Victoria, is being maintained by the association, which operates a launch out of William Head for the use of pilots boarding vessels.

Quebec Steamship Company's Sale.

The Quebec Steamship Co., which was controlled and operated by Canada Steamship Lines, Ltd., has been sold to Furness, Withy & Co., which is closely allied with Canada Steamship Lines Ltd. The Quebec Steamship Co. came under the control of Canada Steamship Lines, Ltd., on the formation of the latter company in 1913, by the acquirement of at least 80% of its shares. At that time it operated a steamship service from Quebec to ports on the Lower St. Lawrence and to New York, and from New York to West Indies ports, but of late, the service has been confined to the New York-West Indies route.

The company owned the steamships Guiana, Korona and Parima, which are included in the transfer. The s.s. Guiana was built at Sunderland, Eng., in 1907, and is screw driven by engine of 445 h.p., and has the following dimensions,—length 345 ft., breadth 44.2 ft., depth of hold 24.9 ft.; tonnage, 3,657 gross, 2,294 net. The s.s. Korona, formerly Monmouthshire, was built at Govan, Scotland, in 1886, and is screw driven, by engine of 600 h.p., her dimensions being, length 344 ft., breadth 44.2 ft., depth of hold 26.5 ft.; tonnage, 2,874 gross, 1,871 net. The s.s. Parima, formerly Bungaree, was built at Newcastle upon Tyne, Eng., in 1889, and is screw driven by engine of 450 h.p., and has the following dimensions,—length 335 ft., breadth 42.1 ft., depth of hold 24 ft.; tonnage, 2,990 gross, 1,875 net.

Hydrographic Charts.—The Naval Service Department's Hydrographic Survey has published the following charts, no. 405 Hudson Bay and Hudson Strait, corrected to Oct., 1919; no. 211 St. Lawrence River from Father Point to Pointe aux Orignaux; and no. 209 Saguenay River, St. Fulgence to Shipshaw, corrected to Apr., 1920. Copies may be obtained from the department at 15c each.

Victoria, B.C., Harbor Improvements. The further supplementary estimates for the year ended Mar. 31, 1920, submitted to the House of Commons recently, contained an item: "Victoria harbor improvements. Further amount required, \$24,600."