

INVESTIGATION OF PILOTAGE SYSTEM WAS CLOSED YESTERDAY

Pilots Present Memorial Praying for Establishment of Combined Life Saving and Pilot Station on Partridge Island—Eleven Witnesses Heard at To Sessions—Commission Left for Ottawa.

The St. John sitting of the commission investigating the pilotage system of the Dominion was concluded yesterday afternoon and the members of the commission left last night for Ottawa. In the near future they will visit the Pacific coast and hold an investigation there. Yesterday morning a number of the masters of steamers in port were examined and all pronounced in favor of a consolidation of the present three districts into one and the location of a steam pilot boat about eight miles below the Island. Pilot McKelvey placed before the commission a memorial signed by a number of the pilots praying for the

Pilot Bart Rogers gave evidence concerning the tides, currents and relation and effect of certain shoals.

R. C. Ekins, a former pilotage commissioner, was called. He said he had resigned from the commission because it was run by one man. He did not think that small coasting schooners should be forced to pay pilotage and favored the tonnage basis rather than the draft for pilotage dues. The witness expressed the opinion that the present commission had outlived its usefulness and there might be some improvement under federal control. He favored the establishment of a pilot station where a vessel could always rely on getting a pilot if one was wanted.

Pilot Fenwick McKelvey submitted a memorial recommending the establishment of a combined life saving and pilotage station on Partridge Island and this was signed by a number of the pilots.

Captain Isaac Evans, master of a steamer in port, said that sometimes the pilot was taken down the Bay and sometimes at the Island. He thought the closing of the West Channel would improve harbor conditions. He had found the local pilots competent and the aids to navigation good. In his opinion the cruising radius of a pilot steamer should not be more than ten miles.

Morning Session.

H. E. Wardroper, common clerk, was asked if schooners passing through the harbor were taxed, but was unable to answer the question. He agreed to look up the matter and furnish the chairman with this information.

Capt. E. R. Coffin, pilot of the R.M.S.P. line thought the consolidation of the three districts would be a good move and favored the location suggested by Pilot McKelvey for the station.

Commissioner Russell said schooners passing through the harbor and anchoring were charged anchorage. He could not see any objection to the federal government taking over the pilotage commission.

Capt. G. C. Evans, master of one of the mail steamers, had been coming to St. John since 1895 and had found the pilotage system satisfactory. He favored the single district and a cruising radius of six miles for the pilot steamer. In Liverpool the apprentices had to serve seven years. He said the aids to navigation here were good and kept in a satisfactory state of efficiency. He had found the submarine bell on the Larcher of great assistance in coming in.

Capt. John Hall, master of a mail steamer, said he was well acquainted with the pilotage districts. He approved of the rate recommended by Pilot McKelvey for the pilot steamer. He had never had any trouble in getting a pilot and never had any reason to lodge a complaint. He considered the aids to navigation good.

Pilot Doherty approved of the salary plan for the pilots and thought the average earnings for the past three years would be a fair basis for computing the salary.

Afternoon Session.

After lunch the commissioners were taken for a sail around the harbor and the afternoon session did not convene until four o'clock.

J. Willard Smith was the only witness examined at this session. He said that seventy-five per cent. of the pilotage fees was collected from outward bound vessels and those spoken in the first district inward, and expressed the fear that the new rate would be too high.

He said this port was in competition with Portland, Me., and the rates here should not be any higher than they were at that port.

The witness favored the exemption of Canadian registered coasting vessels from pilotage fees and said he would go further than this and exempt all coasting vessels whether trading between Canadian or United States ports. He thought the present system should be amended and instanced the port of Boston where if a vessel was spoken but did not take a pilot she only paid half pilotage and did not have to pay any outward pilotage, while here the same vessel had to pay full outward and inward pilotage, which was a big handicap.

He considered the present system of administration obsolete and gave it as his opinion that even if there was no compulsory pilotage or collection the law of supply and demand would al-

ways provide enough men for the work.

At this point Pilot McKelvey submitted the following rates for the several districts: Steamers, No. 1, \$2.00; No. 2, \$3.50; No. 3, \$3.00 per foot; sailing vessels, No. 1, \$1.50; No. 2, \$1.75; No. 3, \$2.25 per foot. On this basis the new rate would be \$2.50 per foot on

steamers and \$1.50 per foot on sailing vessels, and Mr. Smith said he did not see that there would be any objections to this rate.

BIBLE PRESENTATION.
Soldiers at the Depot were given

testaments yesterday morning, the Rev. Mr. Goodwin made the presentation speech. At the emigration Hall the men of the 9th Siege Battery were presented with Bibles by Rev. G. F. Scovill and Rev. Dr. Helms. Rev. Mr. Scovill has done bible work among the soldiers on Partridge Island during the winter months.

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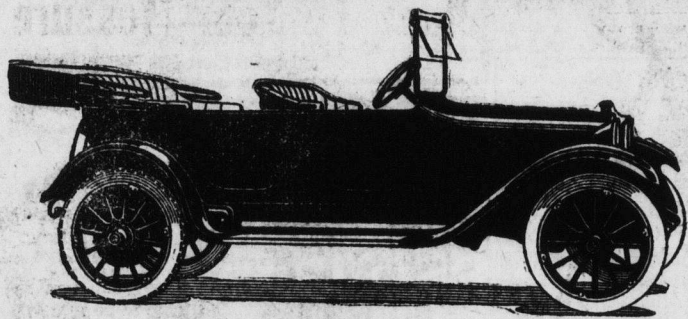
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Portland, Ind.—"I had a displacement and suffered so badly from it at times I could not be on my feet at all. I was all run down and so weak I could not do my housework, was nervous and could not be down at night. I took treatments from a physician but they did not help me. My Aunt recommended Lydia E. Pinkham's Vegetable Compound. I tried it and now I am strong and well again and do my own work and I give Lydia E. Pinkham's Compound the credit."—Mrs. JOSEPHINE KIRK, 335 West Race Street, Portland, Ind.

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How Germany Devours The Little Nations

While his Turkish partner turns again to the wholesale murder of Armenians, the Kaiser, contemplating with satisfaction the heavy bag of little nations that is the reward of his sportsmanlike prowess, permits himself to "live again one of those great moments in which we can reverently admire God's hand in history." Moreover, "with gratitude toward God" in his heart, he faces the future "firmly trusting in the sword." The phrase, "no annexations and no indemnities" was still on its lips when Germany closed its mailed fist over Russia's Baltic provinces, Finland, Poland, the Ukraine, and Roumania, and now the same clutching menace seems to be moving toward Sweden, Norway, and Denmark. But—will Germany be able to digest what she is devouring?

Read THE LITERARY DIGEST this week for a full account of Germany's ruthless seizure of nations and peoples and the opinion of the United States, as presented by its newspapers, on her action.

Other articles in this exceedingly interesting number of "The Digest" are:

How the United States Navy is Helping Reduce U-Boat Damage

American Navy Doing its Part Toward Making Good the British Prophecy that the U-Boat May be Conquered by August

Germany's "Free Route to India"
Another Partition of Poland
No Russian Food For Germany
Making Shoes From Strange Skins
When the Sun Explodes
A Power Plant At a Mine-mouth
Cutting Out the Mentally Unfit
Posting the Third Liberty Loan
Important News of Finance and Commerce
American Soldiers in Poetry

La Follette Condemned at Home
Odin or Christ?
"Smoldering Fires" in Prussia.
Premature Joy For Bulgaria
Niagara Already Spoiled
A Giant Tube to Test Submarines
Leaf-buds and Fruit-buds
School, Community, and Home Gardens
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A Grim Operatic Satire on Russia
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Many Fine Illustrations, Humorous, Educational, and Artistic

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of us, yet there are innumerable influences, both domestic and foreign, that tend to keep the issues clouded and the exact developments in doubt. To obtain the truth you must find a news-magazine that gives you the facts impartially, from whatever source they may be derived, that has no policy but to state conditions as they are, without gloss or concealment, and that leaves your judgment absolutely unfettered. Such a magazine is THE LITERARY DIGEST. You need it.

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