

## PRINCIPAL EVENTS OF THE YEAR 1914.

Bounty and amending Acts (chapter 18); Civil Service, R.S. 1906, c. 16 (chapter 21); Companies, R.S. 1906, c. 79 (chapter 23); Dominion Lands (chapters 27 and 28); Dry Docks Subsidies, 1910 (chapter 29); Dominion Forest Reserves and Parks (chapter 32); Indian (chapter 35); Irrigation (chapter 37); Juvenile Delinquents (chapter 39); Act respecting the National Battlefields at Quebec (chapter 46); Canada Shipping (chapters 48 and 49); Yukon Placer Mining (chapter 58). Acts relating to Harbour Commissions are chapters 17 (Vancouver); 41 and 42 (Montreal); and 47 (Quebec).

**Loss of the *Empress of Ireland*.**—Public feeling in Canada was deeply stirred by the loss of the steam liner *Empress of Ireland*, a maritime disaster similar in magnitude to that of the *Titanic* in 1912. On May 29, 1914, at about 2 a.m., the Canadian Pacific Railway Company's steamship, *Empress of Ireland*, sank during a fog after collision with the steamer *Storstad* in the St. Lawrence river. Of the total of passengers and crew, numbering 1,477, only 465 were saved. Under the provisions of Part X of the Canada Shipping Act, a Commission of Inquiry was appointed by the Minister of Marine and Fisheries on June 13, 1914, the Commission being constituted of Lord Mersey as president, the Hon. Ezekiel McLeod, Chief Justice of New Brunswick, local Judge in Admiralty for the Exchequer Court of Canada for the New Brunswick Admiralty District, and the Hon. Sir Adolphe Basile Routhier, ex-Chief Justice of Quebec, local Judge in Admiralty of the Exchequer Court of Canada for the Quebec Admiralty District, with the following as assessors: Commander W. F. Caborne, C.B., R.N.R.; Engineer Commander P. C. W. Howe, R.N.; Captain L. A. Demers, F.R.A.S., Dominion Wreck Commissioner; Prof. John Joseph Welch, M.Sc., Inst.C.E., and Alleyn Taschereau, as Secretary of the Commission. The Commission sat at Quebec from June 16 to June 27, and on July 11 reported that the collision occurred through the *Storstad* changing her course by the porting of her helm, and attributed blame to the *Storstad's* Chief Officer. The report concluded with suggestions for the prevention, if possible, of similar disasters in future, the closing of water-tight doors during foggy weather and the adoption of rafts on the upper deck, to float automatically on the sinking of the ship, being amongst the measures mentioned. A sum of \$50,000 was appropriated by Parliament to provide for the relief of sufferers from this disaster.

**Canada and the European War.**—The outbreak of a great European war, involving the British Empire, has, in interest and importance, overshadowed every other event of the year 1914. War against Germany was declared by Great Britain on August 4, against Austria-Hungary on August 12, and against Turkey on November 5. In Canada the measures necessary on the outbreak of hostilities were taken immediately, without confusion, and concurrently with similar action by the rest of the Empire. On August 3 two submarines built at Seattle for Chili were acquired by the Canadian Government at the price of \$1,050,000. These, brought in safety to the naval base at Esquimalt, B.C., added materially to the defensive power of Canada on the Pacific coast. The Canadian Naval Service was placed legally at the King's