

Now the extent of pilotage, in the ascent, is four times greater at Quebec than at Liverpool, and in the descent eight times greater.

Let us now compare the London prices with the Quebec prices.

At Quebec, the extent of pilotage is 150 miles, and at London 84 miles, or rather more than half.

At London, navigation is open throughout the whole twelve months of the year; at Quebec, it is only so for six months and a half.

ASCENT.			
London 15 feet.....	\$ 54 50at the rate of.....	\$3 63
Quebec 15 "	54 00.....	"	3 60
London 17 "	64 49.....	"	3 79
Quebec 17 "	61 20.....	"	3 60
London 19 "	92 21.....	"	4 85
Quebec 19 "	68 40.....	"	3 60
London 21 "	113 63.....	"	5 41
Quebec 21 "	75 60.....	"	3 60
London 23 "	136 85.....	"	5 95
Quebec 23 "	82 80.....	"	3 60

DESCENT.			
London 15 feet.....	\$ 54 55at the rate of.....	\$3 63
Quebec 15 "	44 89.....	"	3 15
London 17 "	64 49.....	"	3 79
Quebec 17 "	50 87.....	"	3 15
London 19 "	92 21.....	"	4 85
Quebec 19 "	56 86.....	"	3 15
London 21 "	113 63.....	"	5 41
Quebec 21 "	62 84.....	"	3 15
London 23 "	136 85.....	"	5 95
Quebec 23 "	68 83.....	"	3 15

These figures will suffice to convince every impartial person not only, that the cost of pilotage is not high at Quebec, but also that it is considerably less than in the other parts of the world. Again, the *News*, after asserting that there are only two or three ports in the world where pilotage is as costly as at Quebec, and that merchants complain of this bitterly, gives a formal denial to that strange assertion by adding immediately after:—"We are far from saying that the pilots are too highly paid."

It would be important to know the number and the names of the pilots who desire the dissolution of the Corporation, "or who are desirous of withdrawing from it," in order to compare them with the mass who are in favor of the corporation, and to form an estimate of their motives. There is nothing very surprising in the fact that two or three individuals, dissatisfied for one reason or another, reject to-day what they desired yesterday. Perhaps, if their position was altered, and their reasons in that way removed, they would, as before, be for the Corporation!

No one has forgotten the reasons which called the present Corporation into existence, and induced the Committee on Private Bills unanimously to approve of it, despite the protestations of all grades of representatives of trade. That Committee was composed of Upper and Lower Canadians, of men entirely independent of the influence of the pilots, and rather disposed to lend an ear to those who, in large numbers, took upon themselves to speak in the name of the trade of the country.

Parliament sustained the decision of the Committee, and words more eloquent than those of the parties interested, and new and important reasons will be needed to induce the Legislature to reverse its action.

If, as the *News* declares, certain active pilots formerly earned from £250 to £300, and if they now receive on an average only £140, why did those pilots, without one single exception, sign the petition asking for the corporation? why did certain pilots, whose services were most in demand, and who withstood the corporation for more than fifteen years, conclude by asking for it more earnestly than the others? It was because, as was proved by the discussion of 1860, it was not the pilot who received his pilotage, but the merchant consignee, the captain, the marine dealer, the stevedore and the butcher!