

only Mate, I beg to draw your attention to the fact that the strict adherence to this rule will operate with considerable hardship on a very deserving class of men—the Pilots of the Lower Saint Lawrence. I beg to enclose herewith copy of letter received from the Chairman of the Board of Examiners with reference to the case of one of these Pilots, who, following the strict language of the rule referred to, is excluded from a Master's Certificate, though in all respects qualified to fill the position of Master. It appears in the case of this Pilot that he has served 17 months as an ordinary and able seaman, and upwards of 7 years as a Pilot, Boatswain and third Mate; but owing to the fact of his not having had the service of two years as first or only Mate required, he is not eligible for a Master's certificate.

The Department is of opinion that this rule might be safely modified so as to give men of the class of Mr. Godbout, who may be found to be qualified, the same privileges which are accorded to men who may shew two years' service as only Mate, and who in reality may not possess the same experience and ability as many of the Pilots of the Lower St. Lawrence. It is not necessary to draw your attention to a fact of which you are no doubt cognisant, that special qualifications are required to fill the office of a Pilot on the Lower St. Lawrence—that a Pilot has to pass a lengthened period of services before he can procure a branch to pilot in this River,—remarkable, more particularly where it merges into the Gulf, for its strength of tide and intricacy of navigation.

In the case of many of these Pilots, it is found that they can obtain employment without difficulty as Masters of sea-going vessels in the winter months on the sea-board, but by the Rules will be excluded from a Master's Certificate, by not being able to shew sufficient Mates time of service.

Under these circumstances, the Department would be glad to be informed if the Board of Trade would approve of the Canadian Government modifying the rules so as to enable it to grant Masters' Certificates to Pilots, who, as in the case of Mr. Godbout, may be found on examination properly qualified to fill the position.

You are no doubt aware that when a ship leaves Quebec, she is taken charge of by the Pilot, who works and navigates her until her arrival at Bic, the lower pilotage ground, a distance of 160 miles, where he hands her over to the Master, unless his services are required to take her still further down the River and Gulf of St. Lawrence.

I herewith also enclose you a copy of the 21st Section of the Canadian Act, 12 Vic., Cap. 114, relating to the Pilotage of the Lower St. Lawrence, shewing the length of time a Pilot must serve, and his sea-service, before he can get a Branch.

I am, &c.,

(Signed,)

WM. SMITH.

(Copy enclosure.)

*The Chairman of the Board of Examiners of Masters and Mates to the Minister of Marine and Fisheries.*

OTTAWA, 19th March, 1872.

SIR,—I have the honour to draw your attention to the fact that at the recent examination held by the Board of Examiners of Masters and Mates at Quebec, Mr Lawrence Godbout, one of the Pilots for and below the Harbour of Quebec, presented himself for examination, but owing to the fact that Mr. Godbout's certificate did not shew that he had the service as Mate required by the Rules to qualify him for examination, I was obliged to inform him that the Board had no authority under the Rules to examine him with a view to his obtaining such certificate as the candidate was very desirous to be examined; the Board allowed him to come forward on the understanding that if successful he must not consider himself entitled to his certificate.

Mr. Godbout passed a successful examination, and I beg to state as the opinion of the Board, that his case is worthy of the consideration of the Department. He shews as sea-time, seventeen months as an ordinary and able seaman, upwards of seven years as a