

of Pictou should be compulsory on all vessels above a certain tonnage.

Kidston.—No certified shipmasters; one pilot stationed at mouth of Bras d'Or. \$8 for under 100 tons.

Question 42.—Are the pilots instructed in the art of navigation, and is a knowledge of the art necessary to them.

Answers of—

Chalmers, Frazer.—No. Not necessary.

Elliott.—No regular pilots.

Vignau.—These pilots (41) are even not always practically possessed of the art of navigation. The first cow-herd at hand may often board a vessel, but a knowledge of navigation is necessary to prevent improper sailing of the vessel, and accidents from running aground.

Henderson.—The art of navigation not necessary here as navigation is never out of sight of land.

McGonagle & Doyle.—Yes.

Clark.—Yes, they are deep sea pilots.

Morgan.—They are.

Leslie.—Yes, decidedly.

Jamieson, C. Cole, Cook & Harris.—Yes.

Delany and others.—They are not; but it is necessary that they should be instructed.

Whalen.—Not instructed.

Dimock.—There being none, cannot say; but knowledge of navigation would be very necessary.

Labbé.—Our pilots are not generally skilled in navigation,—an art which would be of such infinite service to them.

Grant.—Section 21 of the 12th Vic. Chap. 114 obliges the pilots to know how to calculate a ship's way on chart, and to work a ship. I consider it highly important that they should be perfectly instructed in the art of navigation.

Langlois.—The pilots are not instructed in the art of navigation, with the exception of a very small number who are holders of certificates as captain or mate: but they are all skilled in the working of a ship and thoroughly acquainted with the river St. Lawrence. An acquaintance with the art of navigation, if not indispensable, would at least be of the greatest advantage to them.

Tyrrell.—The pilots are not trained to the art of navigation, except a few who have obtained certificates as mates, but all of them understand the working of a ship, and have a perfect knowledge of the River St. Lawrence. I am of opinion, that a knowledge of navigation would be of immense advantage to them, if it is not indeed indispensable.

Ouellet.—The pilots are not generally instructed in navigation, except a very small number who have obtained certificates as mates, but all of them are qualified to handle a vessel and perfectly acquainted with the river St. Lawrence. I consider that a knowledge of navigation would be an immense advantage to them, if not really indispensable.

Julien.—The pilots are generally instructed in the art of navigation, and it is very necessary that they should be.

Council of Quebec Board of Trade.—A knowledge of the art of navigation is indispensable, and by the Trinity House regulations, a pilot apprentice is obliged to make four voyages to England,—Clause 21 of the Act "To consolidate the laws relative to the powers and duties of the Trinity House of Quebec" provides as follows.—That no person shall obtain a branch as pilot, unless he proves that he has *bona fide* served a regular apprenticeship during seven consecutive years under a branch pilot authorized by license to have an apprentice as hereinafter mentioned, and made four voyages to Europe; nor unless he has been examined and found sufficiently conversant with arithmetic, able to speak, read, and write the English language, and to calculate a ship's way on the chart, and to work a ship, and is perfectly well acquainted both with the north channel of the river St. Lawrence between Quebec and Isle du Bic, and with the south channel of the said river between the same limits, and has conducted himself soberly, and been of good moral conduct during his apprenticeship.

Cotté.—They are not, but should be.