

by placing it at one or two salient points and head-lands of commanding position on the British coast.

As a matter in affinity to this subject I may remark in conclusion that Quebec, a ship building port, and ranking in the first class of shipping ports, with a tonnage this year (1868.) of 646,511, tons coming from, and going to all parts of the world, has not a school for teaching navigation, and it is a mystery to me in what way young men desiring to adopt the sea as a means of livelihood can acquire in Quebec a knowledge of navigation.

I am, Sir,

Your obedient servant,

J. W. DUNSCOMB.

Collector.

Letter of J. C. Nolan and others, dealers in Fish and Oil, respecting compulsory inspection of those articles.

QUEBEC, May 22nd., 1869.

P. FORTIN, Esq., M. P. Ottawa.

SIR,—We, the undersigned, dealers in Fish and Oils, respectfully request that you will use your best efforts during the present Session of Parliament to introduce a measure in the House of Commons, making it compulsory to have an Inspection Law passed for Fish and Oils. If some such law be not passed, the trade must suffer considerably or become almost wholly extinct. Buyers and sellers (as you are aware from a knowledge previously acquired by you in connection with the Fisheries) are all alike interested in pressing for a compulsory measure to enable them to remedy the evils which has been for a long time a subject of general complaint.

We are respectfully yours,

J. J. Nolan,
M. Grant,
Thos. Fraser & Co.,
L. & A. Carrier,
Wm. Convey,
Hunt, Brock & Co.,

W. H. Jeffery & Co.,
Arch. Leduc & Co.,
W. & R. Brodie,
John Ross & Co.,
A. J. Maxham & Co.,
H. Murphy.

Matthew G. Mountain,
Turcotte & Frère,
Henry Glass,
Jno. Hearn,
LeMoine & Sewell,

PILOTAGE IN THE RIVER ST. LAWRENCE.

Mr. Price's Bill.

The *News* begins by stating that "the system which now controls the pilots is essentially a bad one," but he does not prove it.

"We believe," he says, "that there are only three or four ports in the world where the cost of pilotage is as high as at Quebec, and we know that the proprietors of vessels feel this keenly."

What is the truth? At Quebec the cost of pilotage during the summer season is, for the ascent 18s. a foot, and for the descent 15s. a foot, for a distance of 150 miles.

The cost of pilotage at New York, for a distance of 18 miles only, is 10s. for vessels drawing less than 14 feet; 12s. 6d. for those drawing from 14 to 18 feet, and 15s. for those drawing more than 18 feet. These are the prices for vessels within the pilotage limits; but if the vessels are boarded by the pilots out of sight of the light house at Sandy Hook, where pilotage commences, for 10s., 12s. 6d. and 15s., there must be substituted 12s. 6d., 15s. 7½d. and 18s. 9d.

These are the charges for American vessels, but foreign vessels pay according to the draught of water which we have just indicated: 15s., 17s. 6d., 18s. 9d. and 24s. 5d.

Armed vessels pay at New York 25s. a foot.

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

The pilotage distance is eight times longer at Quebec than at New York, and as nearly all the vessels at the latter place are boarded out of sight of the light-house at Sandy Hook, the pilots there almost invariably receive the highest rates of pilotage.

At Liverpool, where the extent of the pilotage limits is, for the ascent, 36 miles, and for the descent 12 or 18 miles at the most, the charge for pilotage per foot is, for English vessels 11s. 3d. currency, and for foreign vessels 15s.; for the descent the charge is 6s. 3d. for English vessels and 10s. for foreign vessels.