

Inwards to the Sound between Her- }
 on Island & Main, up } 3. 6d. per foot, Outwards 3s. 6d. per foot.
 to Charlo Roadstead... }

Snell.—Cannot say how many certified shipmasters; there are 20 pilots. The pilotage ground is from Machias Seal Island to Point Lepreaux, L'Etang, St. Andrews, St. Stephen's Ledge, St. George and Passamaquoddy. The rates of pilotage are: from M. S. Island to St. Stephen's Ledge, \$2 per foot; from M. S. Island to Lepreaux, the same; from Head Harbor to the inner Bay of Passamaquoddy, \$1.50 per foot; from Head Harbor to Welsh Pool, in Friar's Harbor, \$1 per foot.

Tory.—Cannot answer first part of question. Two pilots, St. Mary's River. Do not know rate of pilotage.

A. Macdonald.—No pilots or certified shipmasters in this district.

Harley.—No authorised pilots.

Tremain.—No certified shipmasters nor authorised pilots.

Ruggles.—Not any branch pilots in this County.

Donovan.—There are not more than three or four masters out of this port that have certificates. There are no licensed pilots in this County. They are very much required at Arichat, as vessels are constantly looking for them in bad weather.

Viets.—The number of certified shipmasters cannot be given under present arrangements. There are no authorised pilots in this County.

J. V. Stewart.—There are no certified shipmasters in this district that I am aware of, neither are there any pilots.

Dewolf.—Cannot tell the exact number of certified shipmasters, not more than six. There are no regular pilots in this place.

Corbet.—There are no certified shipmasters or pilots belonging to this port. There are no pilots required.

Amberly.—No licensed pilots. Have no data in my possession to enable me to state number of certified shipmasters.

M. Macdonald.—We have no pilots, and they are not needed. As a class every one connected with our vessels become acquainted with the duty of pilotage. There are very few certified shipmasters.

Ditmars.—No certified shipmasters. No pilots.

J. Ross.—No pilots or pilot grounds.

Hatfield.—Not aware how many.

Nicolson.—There are but few of our shipmasters in the home trade; the rest are employed in the foreign trade. Such as command schooners have no certificates of competency.

Sargent.—No certified pilots.

Campbell.—None.

Farnsworth.—Four at this port. No pilots.

McNeil.—Don't know the number of certified shipmasters,—it must be few. There are three pilots. Ground—Great Bras d'Or. Rate of pilotage for vessels of 100 tons \$4; for every additional 50 tons \$1; Coasters free, according to Nova Scotian laws.

Ratchford.—Not aware of any.

Cook.—There are 80 shipmasters sailing out of this port who hold certificates either of competency or servitude. There are 14 licensed pilots for this port and harbors adjacent, who are licensed annually by a Board of five Commissioners who have power to make all By-laws and Regulations for the government of the pilotage of this port. The pilotage grounds extend from 25 miles to the westward to 25 miles to the eastward of Pictou Harbor. These limits are made for the purpose of enabling the pilots to demand a half pilotage if their services are declined; but no pilots are confined to them. They may if they choose pilot to and from any port in the Straits of Northumberland, and to and through the Gut of Canso. As there are no licensed pilots for the Gut of Canso the pilotage to and through it is mostly done by the Pictou pilots. For greater information I subjoin a copy of the Pilot Regulations now in force. Your Committee cannot fail to perceive that they require to undergo a revision in consonance with an increasing trade and the new relations we sustain to each other as a Dominion. I have to remark here, that it is the universal wish amongst owners and shipmasters here "that the pilotage of the Port