

age as well as sailing vessels. Pilots as a class, were very poorly paid, and many of them, to his own knowledge, did not earn sufficient to buy the necessaries of life for themselves and their families. A large staff of pilots had to be kept on hand, and the injustice which they suffered, under the present law, was, those poor fellows had to toil and row for hours and hours at a time, to haul a steamer whose smoke could be seen in the far distance, and when they got alongside they were told that their services were not required. There was nothing in this bill to give powers to the pilotage authorities that they did not now possess. Under the act of 1873-75, when they prepared their tariff they had to submit it to the Governor in Council. Under this bill the same would have to be done. The old tariff under which pilotage was collected previous to 1873 was authorized by statute of the provincial legislature, and it was considered a very low tariff. He was glad to say that the present pilotage authorities, when they re-framed the tariff, adopted that without any change, and there was no danger of the power with which they were entrusted being abused under this act. Their scale of fees might be considered a sliding scale; for instance, vessels of 100 tons and upwards paid \$6, and from 150 tons to 200 tons the rate was \$7; still it was not obligatory. A vessel might require the services of a pilot coming into port, but if it did not require him going out, he could be discharged on payment of one-half pilotage. Steamers and sailing vessels hailed outside the pilotage limits, if the services of the pilot were not required, had only to pay one-half pilotage in and half out. It was a small remuneration for the services of a pilot who sometimes went out ten to fifteen miles to meet vessels, and had to return home with half pilotage. The honorable gentleman from Richmond knew that any master or mate of a vessel could go before the pilotage board, pass inspection, and take out a certificate by which he could pilot his own vessel for the remainder of the year for the paltry sum of ten dollars. Under the last act that was passed by Parliament, although vessels were exempt from pilotage in other parts of the Dominion, they had to pay pilotage when navigating the St. Lawrence. It appeared to him to be a little onesided, and he hoped the committee would pause before adopting that amendment, as it would be taking the bread out of the mouths of a class of men who, God knows, earn their money hard enough by exposure to all kinds of hardships, as their calling was extra hazardous.

Hon. Mr. RYAN said his objection was not to compulsory pilotage as long as vessels were all placed on the same footing, but it was to giving into the hands of pilotage authorities the power of making invidious distinctions between vessels.

Hon. Mr. ARCHIBALD said there would be no invidious distinctions made.

Hon. Mr. PELLETIER— The power is given to the pilotage authorities to classify rates on large and small steamers according to their tonnage.

Hon. Mr. RYAN said the clause was not intended to apply to small steamers but to steamships.

Hon. Mr. PELLETIER said all seagoing vessels came within the definition of the term.

Hon. Mr. MILLER agreed with the honorable member from Montreal that the latter part of the clause should be struck out altogether, as he believed the wise policy adopted by the late Government should be followed out; that was, to abolish all taxation on the shipping of the country that could be avoided without injury to other interests. Steamship service was of such incalculable benefit to the people that every encouragement should be afforded by subsidies and otherwise to maintain it, especially at the present time, when such enterprises were suffering so severely from the depression in trade, it would be an insane policy to impose an additional tax on them by compulsory pilotage. With regard to the argument that had been advanced that the pilotage authorities in Halifax, Sydney and Pictou would be too careful of the interests of these ports to impose dues that would drive away trade, he did not look upon it as having any force, because it was a well known fact that where a community is allowed to raise taxation at the expense of the general public for the benefit of the community, they would invariably be disposed to abuse their trust for the sake of local interests. Ten or twelve years ago the pilotage authorities of Sydney and Pictou had the power to impose pilot fees on all vessels entering those ports without discrimination, and the effect was to encourage the appointment of a large number of pilots, whose services were not required, until it became such an intolerable tax on the local shipping engaged in the coal trade, that he had introduced a bill to regulate the pilotage. Although the bill passed and became a statute of the province, it was openly violated by the pilotage authorities, so that it would be seen how unsafe it was to give them such authority as was proposed in this bill.

Hon. Mr. ARCHIBALD said he knew for a