NEW STYLE OF BUILDING.

NAME.	TONNAGE.	Draught of Water; Ascending.	Amount of Pilotage.	Draught of Water; Descending.	Amount of Pilotage.
		ft. ins.	$ cts.	ft. ins.	$ cts.
Powerful	1230	12 6	45 00	21	66 15
Bosphorus	1445	12 6	45 00	22	69 30
Marcia Green Leaf	1177	13 6	48 60	20 10	65 62
Advance	1466	13 6	48 60	21 6	67 73
Ailsa	1299	14 6	52 20	21 6	67 73
Illustrious	1172	14 6	52 20	21 9	68 51
Ocean Empress	1069	12	43 20	20	63 00
Ottawa	1049	12 2	43 80	21 6	67 73
Colonial Empire	1350	12 6	45 00	19 8	61 95
Empire	957	12	43 20	17 6	55 13
Almira	1019	14 6	52 20	21	66 15
Tasmanian	1136	13 4	48 00	20 10	65 62
Beaconsfield	794	11 6	41 40	16 6	51 98
Caspian	1018	13	46 80	19	59 85
Island Home	950	12	43 20	19	59 85
Celestial Empire	1278	12	43 20	20 6	64 58
Grace Ross	1217	12 6	45 00	21 6	67 73
Ontario	1067	12	43 20	18 6	58 28
E. W. Farley	1269	14	50 40	21 6	67 73
Czar	1147	14	50 40	21 8	68 25
Great Eastern	22000	25 6	91 80	26 6	83 48

"Yes," says the writer in the *News*, "but not to mention that many of these vessels never came to Quebec, the Board takes care to select from among the vessels built in the old style those that were in ballast or partially laden when ascending, while it chooses out to contrast with these ships built in the new style which were perfectly light."

There cannot be any error, for this table is made up from the Custom House books. But since the comparison as to the ascent is rejected, let us take the descent when the ships are all completely laden.

The *Quebec*, 587 tons, drew when going down twenty feet of water, and the *Powerful*, 1,230 tons, drew 21 feet. The first yielded $63 to the pilot, and the second $66. The *Columbus*, 514 tons, drew 20 feet, and the *Bosphorus*, 1,425 tons, 22 feet. The *Eldon*, 437 tons, drew 20 feet 3 inches, and the *Great Eastern*, 22,500 tons, 26 feet 6 inches.

The reader may continue the comparison from the table.

"The real gauge of the responsibility of the pilots" is not "only the draught of water of the ships,"—it is the draught of water and the mass to be moved. It needs not to be far advanced in the science of navigation to know that the heavier a vessel is the less she is under the control of her anchor, and the longer she is the more difficult it is for her to move in a narrow channel. If the wind or the tide fail just when they are most needed, or if the set of the current is upon a reef and her anchor does not hold, she will run aground, while a vessel of less weight will escape. Long vessels also turn more slowly than short ones, in accordance with a natural law; and sometimes a long vessel has barely room enough to go about in certain narrow and difficult channels of the river.

The proof of this assertion is that of the eight vessels which have gone ashore within the limits of the pilotage grounds since the Corporation has been in existence, one only—the *Canada*—measured less than 600 tons.

The *Rennevis* measured 1,434 tons; the *Almyra* 1019; the *Madras* 1,200; the *Confiance* 1,000: the *Advance* 1,400; the *Bec* from 1,000 to 1,200; and the *Echo* 1,100.

We hope therefore that the Legislature will turn a deaf ear to the unjust claims of certain petitioners. Let us add in conclusion that all the merchants are not equally unjust, and we are assured that Mr. Ross, who was the outfitter of not less than 18 large ships built this winter at Quebec, considers the demand of the pilots a just one.