

After the reception of the above letters, were we not right to believe that this question had been settled for ever ? We again affirm that the condition mentioned in the report of the Commission, page 16, that : It is stated that it was only intended that the proposition should be in operation until the number of Pilots are reduced to seventy five, was not at all discussed nor even mentioned. Consequently we have always been under the impression that this question of pension had been settled once for all. For this reason, the Directors in office in 1906, gave us the following declaration.

Quebec, January 8th, 1914.

" To whom it may concern "

We, undersigned, certify that the pension of \$300.00 to pilots obliged to withdraw from the active service on account of age, sickness or otherwise, was granted without condition. It has never been mentioned that this pension should be abolished as soon as the number of Pilots should be below 75.

When this question was discussed, in February 1906, we were members of the Pilot Board, and Ph. Lamontagne, as Ass. Sec.-Treas., and present at the meetings held for that purpose with Capt O. G. V. Spain, sent by the Department of Marine & Fisheries, to settle this question of \$300.00, and many others pending between the Department and the Corporation of Pilots, on account of the transfer of the Pilotage Authority to the Honourable Minister of Marine & Fisheries.

(Signed) ALFRED LAROCHELLE, President.
L. E. MORIN, Director
CHARLES RAYMOND, "
ALPHONSE POULIOT, "
JOSEPH H. TALBOT, "
LOUIS THIVIERGE, "
PH. LAMONTAGNE, Ass. Sec.-Treas.

When this pension was granted, it was for the only reason, that every body thought, that it would not be just to deprive a man of his earnings without offering him a compensation for the loss he would suffer. If this reason was good when the pilot list was over 75, it must not be bad when the list is reduced below 75, pilots are suffering exactly the same loss, their career is shortened in the same manner, and had to receive the same compensation than their predecessors, and even with more reason, because future pilots will have a shorter active service not being licensed before 23 years and not after 30, and obliged to withdraw at 65, and sometimes before.

The transfer of the pilotage Authority to the Department of Marine & Fisheries, was made, July 20th, 1905. We were obliged to settle many things with the new Authority, for that purpose, the Honourable Minister of Marine & Fisheries sent Capt O. G. V. Spain, to discuss the matter with our Board. Several meetings were held, and the most important were those of the 9th and 10th February, 1906. We were obliged to make several concessions and after lengthy discussions, we received some compensations from the Department.

The transfer of the Pilotage Station to Father Point obliged us to get rid of our three pilot schooners which had cost \$24,500 and were sold for \$2,975. Eighteen miles were added to the already long distance of the pilotage, without anything more on the tariff. At Father Point we were all obliged to pension in hotels. On Board our schooners we were fed more economically.