

obtained from seafaring friends while at sea, or from the teachers of mathematics on shore. Those masters who hold certificates of competency have had to undergo a nautical training in Britain before they could obtain them. The tuition on shore here is neither of that scientific nor practical character which would enable our masters and officers to pass any board of nautical examiners.

There are no regulations in this port for the instruction of young mariners while on ship board, nor do I see that there can be any. Our voyages are too short, and our trade with the United States too precarious to have any such system of instruction that would be useful to the young mariner.

*Kavanagh.*—Masters of vessels are instructed in navigation. None.

*W. Kidston, Jr.*—Get their instruction abroad. No regulations with regard to young sailors.

*A. M. Rudolf.*—Young mariners are generally taught navigation by the captain on board ship.

*Question 41.*—State the number of certified shipmasters, and also the number of pilots, with the pilotage grounds of each, and the rates of pilotage.

*Answers of—*

*Chalmers.*—There are six shipmasters in this County. Masters and mates do their own piloting.

*Frazier.*—No certified shipmasters; no pilots. Our provincial laws make no provision for certified shipmasters.

*Dunham.*—There are some who hold certificates given by a Board of Underwriters. I think it is not a very general thing. No pilots nor pilotage grounds.

*Simpson.*—No regular pilots or shipmasters.

*Taylor.*—One shipmaster, Captain, Milloy. No pilots.

*Scott.*—Some certificates issued by an "Association of Canadian Underwriter" for insurance purposes. No regular pilots.

*Middleton.*—The only certificates held by shipmasters on the lakes are issued by the American (U. S.) Board of Lake Underwriters, who give them to masters they have confidence in. Were some system in force by which only reliable, sober and trustworthy men would command our lake craft, a great proportion of the disasters annually taking place would be avoided. Every master is supposed to know the whole route he travels over, and is his own pilot.

*Dumaresy.*—There are no certified shipmasters, nor are there any pilots.

*Stors.*—There are no certified shipmasters except those in command of foreign going vessels. There are no branch pilots. Two licensed pilots would be most desirable for the Bay and Basin of Gaspé.

*Vigneau.*—I know of no captain holding a certificate of capacity as such; there is no licensed pilot here. Any one boards the foreign schooners or vessels according to his knowledge and acquaintance with the harbors, demanding a dollar for his services.

*Chrasson.*—None of our captains hold diplomas, and we have no certified pilots for our ports.

*C. C. Fox.*—I know of only two certified shipmasters who reside in the County of Gaspé.

*Henderson.*—There is only one Canadian owner of a vessel in the County.

*J. W. I. Fox.*—None.

*Eden.*—We have no branch pilots, a want that should be remedied in some way, as in some cases lately incompetent persons have taken charge of vessels outside to the detriment of the trade of the port.

*Dimock.*—No pilots in this County.

*Labbé.*—The number of Canadian captains who hold certificates attesting their capacity for command is ten. Ten! in Canada, a Province of Great Britain!

*Langlois.*—The number of shipmasters holding London or Liverpool certificates is, I think, from 7 to 10. The number of pilots for and below the port of Quebec is 240. The pilotage ground extends from Quebec to Bic, and the rates of pilotage are 18s. per foot of draught, from Bic to Quebec, and 15s. from Quebec to Bic. The distance is one hundred and fifty miles. The rates of pilotage for and below the port of Quebec are very low as