

the number of ships arrived from 1856 to 1863 ; together with the further amount of one-sixth additional asked for (calculating from the eleventh foot upwards) if such an increase had been granted :—

Years.	Arrivals.	Revenue.	Addition of one-sixth.
1856.....	920.....	\$368 00.....	\$60 00 @ \$64 00 increase.
1857.....	1203.....	512 00.....	86 00 “
1858.....	912.....	360 00.....	60 00 “
1859.....	884.....	320 00.....	52 00 “
1860.....	1169.....	468 00.....	79 00 “
1861.....	1353.....	528 00.....	88 00 “
1862.....	1152.....	460 00.....	76 00 “
*1863.....	1515.....	591 35.....	98 55 “

N. B.—The foregoing ships were those which were bound to take pilots.

By a document submitted to the English parliament in 1863 respecting pilots and pilotage in the United Kingdom for the year ending 31st December, 1862, we find that there are at Liverpool 12 pilot vessels, consisting of schooners and cutters, on board of which there are 36 masters serving alternately, collecting moneys, and sitting with the members of the Board of Trade, and 198 pilots : there being three masters in each schooner, which carries a definite number of pilots and apprentices. The apprentices serve as crews under the corporation and not under the pilots individually.

The total revenue for the year 1862 was £60,640 sterling, giving an average for each master and pilot of £257 8s. 8d. sterling.

The *News* complains of another table published by the Board of Management. We give it below. It is divided into two portions, which we should have preferred to place in juxtaposition with a view to their comparison. The first shews the relation between the tonnage and the draught of water in the old styles of vessels, and the second the same relation in vessels constructed according to the new system. The object of this table is to shew that a vessel of 1,200 tons, built upon the new system, pays no more than a ship of 600 tons, when constructed in the old style, used to do.

OLD STLYE OF BUILDING.

NAME.	TONNAGE.	Draught of Water ; Ascending.	Amount of Pilotage.	Draught of Water ; Descending.	Amount of Pilotage.
		ft. ins.	\$ cts.	ft. ins.	\$ cts.
Quebec.....	587	17	61 20	20	63 00
Columbus.....	514	13 6	48 60	20	63 00
Aurora.....	629	17 6	63 00	19 6	61 43
Thisle.....	265	13	46 80	18	56 70
Thames.....	388	15	54 00	18	56 70
China.....	634	17 3	62 10	19	59 85
Russia.....	349	12	43 20	16	50 40
Eldon.....	437	13	46 80	20 3	63 79
Congress.....	413	13 10	49 80	16	50 40
Cambria.....	417	15 6	55 80	17 6	55 13
Rainbow.....	491	14	50 40	18 6	58 28
Bows.....	247	13 6	48 60	15	47 25
Thomas.....	211	14 4	51 60	16	50 40
Lamont.....	283	10 4	37 20	16	50 40
Indefatigable.....	587	12 6	45 00	17 6	55 13
C. Harrison.....	530	16	57 60	18 2	57 22
Warburton.....	404	12	43 20	16 3	51 19
Urania.....	194	9 9	35 10	14 4	45 15
Globe.....	328	10 3	36 90	15 6	48 83
Dybes.....	223	13	46 80	14	44 10
Dovereux.....	425	13	46 80	19	59 85

* An extraordinary fact calls for remark ; it is that there was not a single wreck within the limits of the pilotage grounds during the year 1863, and consequently there can exist no grounds for apprehension in relation to an increase in the rates of insurance as a consequence of the existence of the Corporation of Pilots.