

pool, vessels arrive here in the spring and autumn nearly all together, and the provision which allows the captain to retain his pilot for 48 hours after his arrival in the harbor has been precisely the cause why vessels have failed to find pilots at Bic.

As all the ships arrive together the greater number cannot proceed even within the 48 hours to the unloading ground, and thus the opposition to the 6th clause is based upon no reason of any real value.

A ship *which is arriving*, caught in a storm, is in no worse position than a ship *which has arrived* and is caught in a storm; this latter, if in need of a pilot, obtains one at the rate of a pound a day.

But we do not see that any inconvenience would result from allowing twelve hours or even more to the captain to allow of his going ashore, should he see fit, for orders. What is of importance is this, that when ships are fairly at anchor in the harbor, other vessels which are on their way up should not be exposed to be wrecked for want of pilots.

The *News* objects, when it is desired by the Board of Trade to extend the pilotage grounds below Bic, to the increased extent being paid for in proportion to the remainder. Yet such a demand is based on justice if time is to be taken into account as well as risk, trouble and responsibility. "But," says that journal, "the captain does not want a pilot below Bic, because the river there is more dangerous than elsewhere, but because he requires to have one on board when he enters upon the dangerous part of the navigation above Bic. The Board of Trade proposes to extend the pilotage ground to Matane, and for this to allow the pilot 3s. a foot more," that is to say, a fifth or a sixth, as the case may be, while the new extent of ground would add more than one half to the present extent. What justice and what generosity!

The pilots are not desirous to go beyond Bic, a limit fixed by able and experienced men and adhered to as such without dispute for a century; but as under the new arrangement they would be obliged to establish four new stations, one at Matane, one at Pointe des Monts, a third at Metis and a fourth at Manicouagan, as the four schooners would entail greatly increased expense, with much less facility for replacing them, and as even with these arrangements the return would not be in proportion to the outlay, the river being much wider at Matane than at Bic, and it being likely that many vessels might pass without being seen, they consider that they shew great moderation in asking *only* for payment in proportion to the distance.

"We have seen," adds the *News*, "a table prepared and printed by the Board, in which the prices in Quebec and in New York are contrasted. They appear to conclude from the table that as the extent of the pilotage ground at New York is only 18 miles and at Quebec 150 miles, the Quebec pilots ought to receive eight times as much as those of New York. But this is an absurdity. Distance does not constitute the sole basis of the remuneration of the pilot. The New York pilots go from 60 to 250 miles out from Sandy Hook in search of vessels, and they are obliged to keep up a fine and costly fleet of schooners."

No, the pilots asked for nothing of the sort; they only put that table before the public to prove that they are not fairly paid. What they seek is fully set out in their demand. The facts will remain uninfluenced by the exaggerations of our contemporary.

Before the existence of the corporation our pilots often went 600 miles out from Quebec, and received nothing more on that account; but the New York pilot is entitled to increased pay if they board vessels out of sight of the light house at Sandy Hook, and hence his ambition to keep a good offing. Many captains have refused to receive our pilots below the limits of the pilotage grounds, even during storms; but at New York the law makes it compulsory that they should be received, and that they should be paid.

The pilots of New York have better vessels than our pilots, because they earn more money than the latter. There are 100 of them while of ours there are 250. With a view to their comfort there are never more than ten or twelve of them in a schooner, and the Board of Management at Quebec, in order to economise, puts as many as forty in one small schooner. The average outlay of the Corporation for each of our pilots is \$17, and for each New York pilot it amounts to from \$280 to \$320; and despite all this the net income of each pilot is on an average from \$1,000 to \$1,200, while that of the Quebec pilot ranges from \$500 to \$560.

The following table shews the sums which have been paid to each pilot according to