

one just now stated, that there is generally a greater number of wrecks in ascending the River than in descending and that those wrecks arrive in consequence of want of Pilots's attendance. Few years ago a Brick with passengers after having made signals for Pilots from Bernabé to Bic was obliged to run without having been boarded and did run ashore at Red Island 45 miles inside of the pilotage limits and met with a total loss of lives and property, only 11 persons having been saved. A steamship engaged in the intricate navigation without having been able to procure a Pilot did make to a Bark the proportion of towing her in order to profit of her Pilot, and ultimately was provided by the master of another ship going down, who did allow his Pilot to quit the descending vessel before having done with his duty. In 1851 four ships after having gone through several miles within the Pilots waters without finding any Pilot Boat were forced for their surety to go back to Bic at Pilots limits and to anchor in order to wait for Pilots. Not less than twelve names of vessels can be given, such vessels having been wrecked within the boundary of the Pilots limits descending the River after the master having permitted their Pilots to leave the ship 60 miles above the limits of the pilotage, for fear of encountering difficulties to disembark such Pilots at the limits, Pilot's Boat being in the Gulf. It is a customary thing to see number of vessels at anchor at Brandy-Pot to leave their Pilots, and last year during a favorable wind to continue their voyage not less than 30 ships anchored at this place and in the agglomeration which took place a collision happens and one ship was dismasted and the other greatly damaged.

Here follows a list of ships wrecked under the same circumstances on which in summer were refused for the reason of being deprived of Pilots within the limits at the time and place of the wreck :