

ing effect on pilots who are in the habit of falling into error from any cause whatever.

English maritime insurance companies, the *News* tells us, have all addressed petitions to the Canadian Legislature against the corporation of pilots and "have in consequence," he thinks, "increased the autumn rates during the last two seasons."

Yes; Lloyds addressed petitions to our Legislature; but, in explanation, we may state that those companies acted at the instigation of their agent here, who was a merchant consignee and largely interested in preventing the formation of the corporation. At all events those petitions which contained no valid reasons, did not operate to prevent either the committee on private bills or the House from granting the act of incorporation.

The *News* does not positively assert, (he merely *thinks*) and he is right, that the insurance companies have increased the autumn rates in consequence of the existence of the corporation. Had the rate been really increased, those who gave him his information would have made him speak more positively, for they are perfectly conversant with what occurs at Lloyds.

That Journal assures us that the £6 sterling a month, given to a pilot carried out to sea by a ship, are sufficient to induce pilots to allow themselves to be so carried away.

Now there is nothing to compel the captain to carry the pilot away with him, and then to say that a pilot may be tempted to allow himself to be carried off for £6 sterling a month, is to stretch the bounds of absurdity beyond all measurement and exhibits a wish not to be believed at any price.

The Liverpool pilot carried out to sea receives from £20 to £25 a month over and above remuneration—the amount of which is fixed by the board.

The New York pilot carried out to sea receives £25 a month.

Now our pilots only ask £15! Is that so exorbitant?

The number of pilots that have been carried off since pilots have existed is very minute; there have been years when not a single pilot has been carried off. This fact controverts the statement that the pilot loves to abandon his family and to cross the sea for a miserable six pounds sterling. And even then he does not receive them for they belong to the general fund. He only receives the 250th part—the 250th part of £12 or £15 sterling at the most, for on an average not more than one pilot is carried off to sea in each year.

The increase of wages from \$30 to \$60 would have but one effect—it would make captains of ships careful not to carry off pilots inconsiderately.

The *News* alluding to the clause which provides that in future indentures of apprenticeship shall be entered into between the corporation and the apprentices, and not between the latter and individual pilots, says: "as the board of management is exclusively composed of French Canadians this is clearly a barefaced method of excluding sons of other nationalities from pilotage."

This accusation which we refuse to assign to the ordinary editor of the *News* is unjust in the extreme, and evidently proceeds from a mind which imputes to others motives by which it would itself be influenced in like circumstances.

No, exclusion has never been an attribute of French Canadian character, and the proof is that there are this day pilots of British origin who have been the apprentices of French pilots; and a further proof is that to give the lie to the writer in the *News*, the board of management had some days previously replaced one of its members who resigned, Mr. Dumais, by a pilot of British origin, Mr. O'Reilly.

The only object of the board of management is, while imparting better and more complete instruction to the apprentices, to utilize them at the same time on the corporation schooners.

What the pilot apprentice has to learn is not so much the working of a ship at sea, which is easy enough in itself as the space is unbounded, as in the river in its most difficult and contracted channels, where the least mistake might prove fatal.

We quote the *News* :—

"The 6th clause repeals the old Act which obliged the pilot to remain in charge of the vessel for 48 hours after arrival in port; so that if a vessel is compelled to anchor because the tide is too low to allow of her proceeding to the place where she is to discharge her cargo, or in a storm, or it may be while the captain is obliged to go ashore for orders, the pilot may claim a second pilotage."

As every reader is aware, contrary to what is the case at London, New York or Liver-