

PILOTAGE ENQUIRY.

The Relations of the Pilots and Commissioner Knox.

Secretary Thomas Cross Examined by Mr. Skinner—Other Witnesses on the Stand.

Pilot Trainor Recalled to Contradict Pilot Rogers but the Court Would Not Hear Him—Commissioners Elkin, Smith and Knox Give Evidence.

The enquiry was resumed by Capt. Douglas, R. N. E., at nine o'clock Monday last.

Secretary Thomas was recalled and his examination as to the turn system continued by Mr. Schofield.

Down to May, 1893, merchants had the privilege of sending a pilot abroad, provided since his previous service of that kind for this merchant every other pilot in the boat had had his turn of pilotage. That is, the choice was subject to the commission's interpretation of by law 14. Witness read resolutions of May 28, 1888, and May 3rd, 1895, changing the manner in which pilots are chosen, the latter resolution granting merchants the right to select a pilot from each boat in turn. The next change was in July, 1897, when the turn system was abolished and merchants permitted to select any pilot they wanted. Witness was examined as to the length as to the reasons that led the present commissioners to make the last named change. He was positive from his intimate knowledge of the men that it was not as a punishment for the pilots' action with regard to the \$300 matter. Did not know whether the commissioners ever consulted the pilots as to taking this \$300. Did not have the pilots before them. (Petition from the pilots in 1890 asking the commissioners not to take any more apprentices read by witness and put in evidence.) There were 23 names to the petition, a great many more pilots than there are today. Verbally, the commissioners replied that they could not comply with the request. Did not know that pilots Trainor and Speers were refused a hearing by the commissioners with regard to the constitution of the combine. A verbal reply was given, as though that was not positive to the pilots' petition in the case of apprentice Cline. The commissioners did not comply with this request or petition. (Minutes of meeting of Jan. 7, 1897, read, showing that on motion of Mr. Smith, seconded by Mr. Thomas, the board voted disapproval of the combine scheme on the part of the pilots.) Mr. Knox was put down as a seceder, but when the minutes were read at the next meeting, Mr. Thomas was not seconded the resolution, but that Mr. Thomas had. The minutes were accordingly corrected. The commissioners told witness to conduct the business of the office as the law directed. He received a lawyer's letter from Mr. Knox that, unless he held back from the pilots the percentage due him under agreement for the new boat, he (Knox) would hold the witness personally responsible. Witness took steps to protect himself and held the money, paying neither Knox or the pilots till they settled the matter among themselves. He did not throw out any orders. They had mostly expired when he got the notice above spoken of from the commissioners. This Knox order was the only one on which payments continued to be made. Pilot McPartland did not get a hearing in the case of the schooner Preference. McPartland did not get the pilotage of the bark Tearus. It went into the pilot fund. To his knowledge McPartland had never received a dollar out of that fund. Did not endeavor to get the \$300. Cohen to take Pilot Cline instead of Pilot Mandle. Did not admit to Pilot Trainor that he had done so.

On the \$300 matter witness said it was for services rendered. The accounts of that year were closed before the commissioners voted themselves that sum. It was taken out of the general income account and reduced the pilotage fund by that amount. Thought Chairman Troop was the minister of marine that the payments were illegal and that the money would be refunded. (The court—'I have the whole correspondence in my possession.') Chairman Troop and Commissioner Lantaulum and McLaughlan they got. Lantaulum was appointed a commissioner by the common council. The payment of \$300 was first announced in the press January 8th. Witness did previously inform the pilots of it. Apprentice Cline was bonded to his father and not to any particular boat. His father's boat was No. 7, the Minnie Cline. There was no record or minutes of action of the board authorizing witness to notify Apprentice Cline that the board had suspended his indentures. He sent it by the direction of some one—possibly by the board. He did not then recall it very much. Other letters of notice to pilots, etc., had been sent by him without any record being kept of them. Possibly Chairman Troop was cognizant of this matter. There were two letters, one to the father, the other to the son. He gave both letters to the father.

Was Apprentice Cline ever reinstated? Mr. Skinner objected on the ground that young Cline had never been suspended. Mr. Schofield held that the letter explicitly stated that Cline had been suspended. (Witness to the court)—He was not suspended by vote of the commission. The letter was a threat. Cline, sr., saw Chairman Troop, and told witness it "was all right." Some arrangement was evidently made between Cline, sr., and Troop, and the suspension was evidently lapsed. There was no record annulling his letter. Pilot Cline came

before the board and stated that his son had served as an apprentice for ten years, was duly qualified, etc. Before Capt. Smith in January, 1895, if H. D. Troop said there were mistakes there were four apprentices then, counting Cline.

To the court—Young Cline served five years under his indentures, and, according to his father, five years more before that.

To Mr. Schofield—Frequently advanced pilotage before it was collected. There were always funds in the office. In some cases pilots were not sharp in calling for their pilotage. Possibly sometimes he was a little dilatory in making collections. Questioned as to individual cases in the list of delayed pilotage put in evidence by the pilots, witness could give no information or explanation beyond what he had previously stated generally. Before a vessel could clear at the custom house she must show a card from the pilotage office that her pilotage had been paid. The practice was to issue the cards and hold the agent or owner liable for payment. That was left entirely in the discretion of witness. Might have refused a pilotage card, but never to one of the commissioners, that he could call to mind. Pilotage fees in the cases of seven vessels (last previously put in evidence) had not been paid to the pilots. The books showed bank balances of \$3,369.54 to credit of commission on July 1st, 1897. On January 10th, 1896, \$300 was withdrawn from the savings bank to meet expenses, the \$300 for the commissioners' salaries. Cross-examined by Mr. Skinner—Pilots were asked to get their boats ready somewhat earlier than heretofore since the \$300 matter. It came about in several ways. The loss of the Waverley was one. It was explained that no pilot boats were there at the time. The matter of life boats came up in this connection. The development of the winter port trade was an inducement for bringing about the change, with the object of bettering the service. If the commissioners were not active in keeping up the service there would be a tendency for it to fall away. (Petition dated Jan. 1st, 1897, to abolish compulsory pilotage, signed by many leading ship owners and shipmasters, was read by Mr. Skinner.) This petition came up at a meeting of the board, was discussed, and by a majority vote was tabled. The 250 ton exemption resolution grew out of that petition. Three went one way, two another. Thomas and Knox opposed the increased exemption. Elkin and Smith, who with Lantaulum voted for it, had always claimed that small vessels should be exempted. All three commissioners had evidently made up their mind to vote this way before the \$300 matter arose. The resolution was a matter of opinion all along. Troop as chairman did not have to give a casting vote on this occasion. Several of the commissioners who were opposed to the increased exemption had left the board before this resolution came up. Witness gave a history of what led up to the change in the system of pilotage in 1888, stating that the commission felt Mr. Schofield had been trafficking with select pilots to the detriment of the others. The turn system was adopted to check Mr. Schofield and the Furness line. Did not hear much direct evidence from pilots against the former system. (Had a return of the extent to which this trafficking in pilotage was carried. It was taken from page 31 of the report of the enquiry in 1895.) For nineteen months the pilots returned to the Furness line \$382.70 of their earnings, under a private arrangement with the line. These were among the rebates that the other pilots complained of. Taken as a whole, the pilots would be benefited by the turn system. He had no knowledge whatever of the commissioners having treated the pilots with discourtesy, nor did he observe any alteration in their attitude to the pilots after the \$300 matter.

The enquiry was resumed at 10 o'clock on the 2nd inst., when Mr. Skinner continued his cross-examination of Secretary Thomas.

Witness testified that when Chairman Troop told Pilot McPartland his evidence was not wanted in the case of the sch. Preference he did not do so in a discourteous manner. McPartland had a bluff way about him and Troop answered him in the same way. The board recognized Pilot Trainor as the leader or spokesman of the pilots as a whole. It was within the knowledge of the witnesses that the board in all things treated the pilots with consideration and was never unfriendly or spiteful to them. Never heard of the report or rumor that the board was hostile to the pilots. Although Mr. Troop did a very decided manner, he had stood by the pilots and was a friend to them. In notifying Apprentice Cline, witness said he probably not warranted in saying that his indentures were suspended, pending explanation. None of the

board saw the letter. It contained an intimation to Cline to come up and make what explanation he had to offer. Pilot Trainor had testified that Com. Smith upheld Com. Troop in refusing to pay the pilotage of the St. Julien. Witness did not hear Smith say anything that could be taken as endorsing Mr. Troop's stand. Com. Smith made a remark that it would take a good many St. Julien pilotages to pay for the loss of the Stillwater. Witness often advanced the pilotage money to pilots. In carrying on the custom of giving clearances and collecting the pilotage later, he made no exception in favor of the commissioners. The only loss in years was \$1 from Scammell Bros.

To the court—In ordering the pilots to carry life boats or tank their small boats, the commission had regard to the safety of the pilots as well as others. There never was any written complaint about delay in paying the pilots their pilotage.

To Mr. Skinner—When witness told Troop the board is constituted as follows: Chairman Troop and Messrs. Thomas and McLaughlan, the board having decided there was no necessity for hearing them. The privilege of not paying pilotage till after their vessels were cleared was extended to the Furness line as well as others. To exempt vessels up to 250 tons would cut down the pilotage receipts per year something over \$2,000. Thought the board would increase the pilotage earnings by \$3,000 or \$4,000 a year. In view of this, the exemption of vessels up to 250 tons would occupy a different position from heretofore.

To the court—It has always been contended that restricting the exemption to 150 tons had the effect of curtailing the building of large vessels. Re-examined by Mr. Schofield—The board is constituted as follows: Chairman Troop and Messrs. Thomas and McLaughlan, appointed by the government in 1874, 1880 and 1886 respectively. Commissioners Lantaulum and Knox, appointed by the common council in 1886 and 1894, and Commissioners Elkin and Smith, appointed by the board of trade in 1890 and 1894. The secretary was appointed by the commission, subject to the approval of the governor general in council, and his salary was fixed by regulation by the commission at its own pleasure. Last year Canadian vessels between 150 and 250 tons paid \$2,325.44 pilotage at this port. Pilot Cline was specifically named in the line between Feb. 6, 1891, and April 4, 1895, and by special arrangement with the commissioners did no other pilotage work. The winter port business began in April. In ordering the pilots to tank their small boats, the commission had regard to the safety of the pilots as well as others. There never was any written complaint about delay in paying the pilots their pilotage.

Mr. Skinner consenting, the bank books of the commission might be produced in connection with the financial statement. He had been instructed by the pilots to make this request. The court held that while there was no charge of misapplication of funds it was competent to have the books produced.

(Mr. Skinner consenting, the bank books were produced by witness.) The books showed bank balances of \$3,369.54 to credit of commission on July 1st, 1897. On January 10th, 1896, \$300 was withdrawn from the savings bank to meet expenses, the \$300 for the commissioners' salaries.

Cross-examined by Mr. Skinner—Pilots were asked to get their boats ready somewhat earlier than heretofore since the \$300 matter. It came about in several ways. The loss of the Waverley was one. It was explained that no pilot boats were there at the time. The matter of life boats came up in this connection. The development of the winter port trade was an inducement for bringing about the change, with the object of bettering the service. If the commissioners were not active in keeping up the service there would be a tendency for it to fall away. (Petition dated Jan. 1st, 1897, to abolish compulsory pilotage, signed by many leading ship owners and shipmasters, was read by Mr. Skinner.) This petition came up at a meeting of the board, was discussed, and by a majority vote was tabled. The 250 ton exemption resolution grew out of that petition. Three went one way, two another. Thomas and Knox opposed the increased exemption. Elkin and Smith, who with Lantaulum voted for it, had always claimed that small vessels should be exempted. All three commissioners had evidently made up their mind to vote this way before the \$300 matter arose. The resolution was a matter of opinion all along. Troop as chairman did not have to give a casting vote on this occasion. Several of the commissioners who were opposed to the increased exemption had left the board before this resolution came up. Witness gave a history of what led up to the change in the system of pilotage in 1888, stating that the commission felt Mr. Schofield had been trafficking with select pilots to the detriment of the others. The turn system was adopted to check Mr. Schofield and the Furness line. Did not hear much direct evidence from pilots against the former system. (Had a return of the extent to which this trafficking in pilotage was carried. It was taken from page 31 of the report of the enquiry in 1895.) For nineteen months the pilots returned to the Furness line \$382.70 of their earnings, under a private arrangement with the line. These were among the rebates that the other pilots complained of. Taken as a whole, the pilots would be benefited by the turn system. He had no knowledge whatever of the commissioners having treated the pilots with discourtesy, nor did he observe any alteration in their attitude to the pilots after the \$300 matter.

WILLIAM LEBARLEY, sworn: Was a pilot for 45 or 47 years. In 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 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