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. R., at nine o'clock Monday 1st inst.

Secretary Thomas was recalled and

his examination as to the turn system continued by Mr. Schofield. Down to May, 1888, merchants had Down to May, 1888, 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 commissioners' interpretation of by law 14. Witness read resolutions of May 28, 1888, and 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 aboldished and merchants permitted to select any pilot they wanted. Witness was examined at some length as to missioners 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 \$800 matter. Did not know whether the commissioners ever consulted the pilots as to taking this \$800. 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 mames 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 commissioners with regard to the consitution of the combine. A verbal reply was given, he thought, but would not be positive, to the rilots' 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 ners not to take any more aponded by Mr. Thomas, the board vo disapproval of the combine sche on the part of the pilets.) Mr. Knowas put down as seconder, but when conded the resolution, but that comes had. The minutes were rected. He received a tawyer'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 naney, 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 This Knox order was the only one on which payments combined 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 Icarus. It went into the pilot fund. To his knowledge McPartland had never re-ceived a dollar out of that fund. Did not endeavor to get the s. s. Coban to

On the \$800 matter with was for services in 1895. The accounts of that year were closed before the commissioners voted themselves general income account and reduced the pilotage fund by that amount. Thought Chairman Troop wrote to the ministtr of marine that the payments were illegal and that the money would be refunded. (The court money would be refunded. (The court
—I have the whole correspondence in
my possession.) Chairman Troop and
Commissioners Lantalum and McLiaughlan have not yet returned the
money they got. Lantalum was appointed a commissioner by the common council. The payment of \$800
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 minute 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 regard it as very serious.
Other letters of notice to pilots, etc.,
had been sent by him without any 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 boh letters to the

Mantle. Did not admit to Pilot Train-

or that he had done so.

Was Apprentice Cline ever rein-

Mr. Skinner objected on the ground that young Cline had never been sus-

Mr. Schofield held that the letter explicitly stated that Cline had been

witness (to the court)—He was not suspended by vote of the commission. The letter was a threat. Offine, sr., saw Chairman Troop, and told with it "was all right." Some arrangem was evidently made between Cl sr., and Troop, and the supersion evidently lapsed. There was no record annulling his letter. Pilot Cline came

PILOTAGE ENQUIRY. 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 three appropriates that was a mistake. There prentices that was a mistake. 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

vanced pilotage before it was collect ed. There were always funds in the office. In some cases pilots were not sharp in calling for their pilotage. Possibly semetimes he was a little dil-atory 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 has 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 commis sioners, that he could call to

Pilotage fees in the cases of seven vessels list previously put in evidence) had the right to go outside of the pilot age district for an exempted vessel without a rermit from the secretary of the board. Thought the board in this regard did not take cognizance of vessels. sels not liable to pllotage. In opinion this was the practice. In bringing warships from Halifax pilots have gone there with permission of the commissioners. Masters of the coal barges generally paid their pilotage fees when they got their card. Did not remember asking Pilot Cline to sign a receipt for six coal barge pilotages and not giving him the money till the next day. In 1894, 144 British

to increase the exemption up to 250 tons would reduce the total pilotage \$2,000 a year. Mr. Schofield asked that 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

schooners arrived at this port and 141

foreign schooners. Had no informa

tion what proportion of pilotage col-

lected came from schooners. Thought

American schooners were as a class

larger than Canadian. Believed that

(Mr. Skinner consenting, the bank ooks were produced by witness.)
The books showed bank balances of \$8,360.54 to credit of commission on

\$8,360.54 to credit of commission on July 1st, 1897. On January 10th, 1896, \$900 was withdrawn from the savings bank to meet expenses, the \$800 for the commissioners included,
Cross-examined by Mr. Skinner—Pilots were asked to get their boats ready somewhat earlier than heretore since the \$800 matter. It came about in several ways. The loss of the Warwick was one. It was confplained that no pilot boats were there at the time. The matter of life boats came up in this connection. The decame up in this connection. The de-velopment of the winter port trade about the change, with the object of bettering the service. If the commisioners were not active in keeping up the service there would be a tende for it to fall away. (Petition dated Jan. Zist, 1897, to abolish compulsory pilotage, signed by many leading ship owners and shipmasters, was read by Mr. Skinner.) This petition came up a a meeting of the board, was discu and by a majority vote was tabled. 250 ton exemption resolution grew out of that petition. Three went one way, two another. Thomas and Knox opposed the increased exemp-tion. Elkin and Smith, who with Lantalum voted for it, had always claimed that small vessels should be had evidently made up their mind to vote this way before the \$800 matter arose. Chairman Troop was of a contrary 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 com-mission felt Mr. Schofield had been trafficing with select pilots to the displeasure and injury of the other pilots. The turn system was adopted to check Mr. Schofield and the Fur-ness line. Did not hear much direct complaint from the pilots against the former system. (Had a return of the extent to which this trafficing in pilextent to which this trafficing in pil-otage was carried. It was taken from page 341 of the report of the enquiry in 1895.) For nineteen months the pilots returned to the Furness line \$582.70 of their earnings, under a pri-vate arrangement with the line. These were among the rebates that the other pilots complained of. Taken as a whole, the pilots would be benefitted by the turn system. He had no knowlewhole, the pilots would be benefitted by the turn system. He had no knowl-edge whatever of the commissioners having treated the pilots with dis-courtesy, nor did he observe any alter-ation in their attitude to the pilots

clock on the 2nd inst., when Mr. Skinner continued his cross-examin-

after the \$800 matter.

taton 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 i na discourteous manner. McPart-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 witness that the board in all things treated the pilots with consideration and was never un-friendly or spiteful to them. Never heard of the report or rumor that the board is hostile to the pilots. Aithough Mr. Troop had a very decided manner, he had stood by the pilots and was a friend to thum. In notify-

ard 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 piletage 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 giving clearances and collecting the pilotage later, he made no exception in favor of the commissioners. The only loss in years was \$21 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 Trainor and Spears they were not wanted, he did so on the author- boat, did not need repairs then, Kept ity of the chairman, the board having decided there was no necessity for hearing them. The privilege of not paying pilotage till after their vessels was cleared was extended to the Furness line as well as others. To exmpt vessels up to 250 tons would cut own the pilotage receipts per year omething over \$2,000. Thought the lopment of the winter port trade vould increase the pilots earnings by \$3,000 or \$4,000 a year. In view of this, the exemption of vessels up to tens would occupy a different posttion 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 resen board is constituted as follows: Chairman Troop and Mesers. Thomas and McLaughlan, appointed by the government in 1874, 1890 and 1886 respectively; Commissioners Lantalum and Knox, appointed by the common council in 1886 and 1894, and Com-missioners Elkin and Smith, appointed by the board of trade in 1890 and 15.94. The secretary was appointed by the commission, subject to the approval of the governor general in coungulated by the commission at its own pleasure. Last year Canadian vessels tween 150 and 250 tons paid \$2, 325.54 pilotage at this port. Cline was special pilot of the Furnes line between Feb. 6, 1891, and April 4 1895, and by special arrangement with the commissioners did no other pilot-age work. The winter port business mds in April. In ordering the pilot oats to be ready for inspection in March it did not follow that the boats would have to be hauled up for everhauling while the winter port trade vas going on. If the boats were ready as to equipment, he did not think painting would be insisted on. There was a large winter port business bethat pilots were called on by the com oners to get their boats ready the pilots that it sought the govern-ment's sanction to increase the exemptions from pilotage. The board that the pilots could see it. To his knowledge there was no marked change in Mr. Troop's attitude to the flots since the \$800 matter. nstructed by the chairman or some member of the board to notify Apprentice Cline that his conduct was not satisfactory to the commissioners. There was no record of his having re-

WILLIAM LEAHEY, sworn: Had been a pilot for 46 or 47 years. In 1893 or 1894 Commissioner Thomas told him on Walker's wharf that young Cline's indentures had ceen cancelled. In 1890 Commissioner James Knox and witness had a settlement about the ship chandlery sup lies. The settlement showed that he had overpaid Knox \$50. When he asked Knox for some money the latthe secretary. Knox let him have \$30 This overpayment was on account. out of the 25 per cent. of his earnings that was left in the pilot office to be paid to Knox for advances to the pilot boat. Witness had got his 75 per cent. of his earnings from Secretary

ceived such instruction.

JOHN L. C. SHERRARD, a pilot for about 40 years, testified that in April, 1894, he put a letter aboard of the Sunny South and ranged with the captain to take him into Bear River for \$20. The captain paid him \$10 and gave him an order on H D. Troop for the balance. presented the order, but had not got the money yet. The letter he put aboard was from H. D. Troop and aboard was from H. D. Troop and was given to him by the secretary. He also claimed her inward pilotage for putting the letter on board. He had to go down the bay and look for the vessel. That took 3 or 4 days. This is the usual practice at this port. In January, 1895, he took the Lygonia in and out, but had not yet got his pay for it. Chairman Troop told him last spring that the pilot boats must have life boats and that the s. S. New have life boats and that the s. s. New He did not get it. It was a metallic

. coe. To the court-Since the \$800 ms the commissioners had put the pilots to expenses never attempted before. He felt that was done out of spite. It was in consequence of this \$800 mat-ter that the commissioners tried to increase the exemptions from pilotage up to vessels of 250 tons. Pilot Rod-gers told witness that Commissioner Knox said he would make it hot for the pilots. He honestly thought the action of the commission with regard to Apprentice Cline was inspired by bad feeling to the pilots. Pilotage fees were held back for the same rea-

Mr. Skinner vigorously objected to the course the investigation was now taking and to Mr. Schofield asking him if he believed all the charges in the paper he had signed. The paper spoke for itself and it was taken for ing Apprentice Cline, witness said he spoke for itself and it was taken for was probably not waranted in saying that his indentures were suspended, pending explanation. None of the quiry was to ascertain what evidence

charges set out in the paper. The upplement the charges by simply re-

iterating them.

Mr. Schofield held that Mr. Skinner had examined Mr. Thomas in this very manner. Mr. Skinner-That would be quite

within my province in cross-examina-Cross-examined by Mr. Skinner Secretary Thomas told him that the Lygonia's pilotage was not paid because Scammell Bros, had gone into liquidation. That was in 1895. Mr. Troop granted him a favor in letting him go to the states to see his sick wife. It was at that very time that Troop said the pilots must get life boats. Witness said he could throw Witness said he could throw the dingey over and save a life while a life boat was being untackled. There was no feeling in that talk. It was friendly in character. Claimed that it was out of spite the commissioners ordered additional expense on the pilot boats. The Eva Lynch, his her in good order. Put new halyards and new sails on her on their own account. Did not blame the commissioners for that. They made them put tanks in the small boats and to provide life tackets. The tanks were a compromise in place of life boats The commissioners came down from what they first asked. Did not know what the tanks cost. Was not captain of the boat. Did not know the cost of the life jackets either. Never bought one. Did not know that sev eral of the commissioners were in favor of increased exemption before the \$800 matter. Had heard that Smith and Elkin were. He reasoned it out that the commissioners were getting even with the weaker class, the pilots, for their attitude on the \$800 matter. The commission had the power to do away with abuses and to create them. It could break him for a very frivolous cause. First saw the complaint paper in the pilot office. was read over to him before he signed it. That was all he had to do with it. Did not know who drew it up. Had no personal knowledge of any commissioner expressing himself against the pilots. The only ground of complaint he had was with regard to the Sunny South and the Lygonia. To Secretary Thomas-You told me that you considered yourself personally liable about the Lygonia. Asked you for it several times. The propor-

tion due me was about \$3 or \$4. To Mr. Skinner-As Mr. Thomas took the personal responsibility of this, he could not blame the commissioners for it. Did not consider either the Lygonia or Sunny South cases the outcome of the \$500 matter.

To Mr. Schofield—Was called on to provide sidelights, barometer and thermometer. Considered them unssary. Pilots were cowardly enough without a barometer. It would frighten the life out of some of them.

Got only the side lights.

To Mr. Skinner—Did not consider side lights necessary, as he had other lights up. When cruising, the law prohibited the use of side lights. Had hen when she was built, but he never used them. Had them when the commissioners ordered them. When the commissioners wrote that they wished the pilot boats to be provided with the wish as a polite command from a higher power, but he did not obey it. Considered they were not necessary. Thought he knew better than the commissioners what was wanted. Always reported any errors in buoys, Most of the men kept a little diary. It would be no harm to keep a log. That would necessitate hav-

ing one particular man aboard the boat all the time. To the court-Felt there ought to be one controlling body ever the pil-ots as their head, but he only obeyed what orders from the commissioners thought were right. To Mr. Skinner-Did not answer the commissioners' communication, but

did not consider that discourteous To Mr. Schofield-Knew of nothing in the printed pilotage regulations that compelled the pilots to get barometers' and thermometers. Felt, therefore, he was acting within his rights in not getting them. To Mr. Skinner-Did not know

16 of the by-laws. (This requires the pilot boats to carry life boats and life

BART. RODGERS, sworn: Was a pilot for sixteen years. Heard Pilot Sherrard's evidence that Mr. Knox said he was going to make it hot for the pilots. (Witness said was between two fires. He was mixed up in a lawsuit with the other pllots and also with Mr. Knox.) On several occasions he had spoken to Mr. Knox and once in his ship chandlery in March this year when Knox accused him of being one of 26 pilots that were endeavoring to deprive him of a considerable sum of money. Witness repudiated the charge. He could not get the other were to work even to ness repudiated the charge. He could not get the other men to work eye to eye with him. He appealed to Mr. Knox not to take any action detrimental to the pilots. Mr. Knox replied: "How much can I do that would be as barsh as you have done to me? or something like that. Mr. Knox never said to witness that he was going to make it hot for the pilots. Afterwards on the corner of Prince Will. terwards on the corner of Prince William street he and Knox had another quarrel like this one, about other peo-ple. Did not think Mr. Knox ever irtended to make it hot for the pilots. Did not state in the Reed's Point office that Knox said to him he did not care for law and justice, and not being a sworn man he would down the pilots. Had not stated anything of the kind. Urged his brother pilots to pay Mr. Knox their indebtedness. Had expressed surprise when Knox told him he was not a sworn officer.

Cross-examined by Mr. Skinner—The difficulty between Knox and the pilots

difficulty between Knox and the pilots arose over the H. D. Troop. What money witness had he gave up to bring the boat to St. John. Made arrangements with Knox to help them to get the boat. The boat was in debt to Knox \$2,400 or \$2,500. When the pilots entered the combine they violated their agreement with Mr. Knox ated their agreement with Mr. Knox to pay 25 per cent of all money they earned to him. Witness gave up \$400 more to Mr. Knox to try to get the boats out of difficulty. Thought plots

were laid to get the boat out of existence. One reason some of the pilots got up these complaints against the commissioners was on account of about to remedy the former laxities their feeling towards Mr. Knox. They and put the pilot service in a most of blamed Knox wrongfully for second-ing the resolution against the combine. Henry Spears and John

against Mr. Knox. Witness was satisfied that Mr. Knox had acted perfectly fair. So was Jas Spears. The pilots expelled him from the association because he did not agree with them. The formation of the combine would only slightly affect the amount of ship chandlery used. Thought Knox was the pilots' friend, first, last and all the time. The extra cost of the new requirements of the commissioners was \$5.50 to his boat. She had side lights before, as he tail extra labor. But the pilots detried to equip her as the law requir-

To Mr. Schofield-The expenses of running the boats in the old way was greater than it would have been under the combine. The outfits of the boats were not principally got from Knox and Troop & McLaughlan. At least the outfit for his boat was not. Got about only oakum, pitch and paint from these ship chandlers. Mr. Knox furnished many supplies to the boat at what they cost him. PILOT TRAINOR.

recalled by Mr. Schofield, whereupon Mr. Skinner raised the point that it was not competent for the complainants to contradict their own witnesses. He further held that the enquiry should not go into what took place between the pilots behind the backs of the commisioners.

Mr. Schofield argued that the strict rules of evidence should not be applied to this enquiry. He had put Mr. Rodgers on at the suggestion of the court, although looking on him as a hostile witness, in the desire to but, supposing it was, the commis-bring out all the facts. It might be sioners were discharging an arduous that Mr. Trainor's evidence would reduty. Enough evidence had been put call some of the facts to Mr. Rodger's in to show that Pilot Trainor was in-

o'clock on the 3rd inst. cost of maintaining the pilot boats, the money was illegally taken, some under the competitive system. The seven boats cost about \$7,000 to run seven boats cost about \$7,000 to run and maintain. To place the boats on shown. Correspondence on this matter had been going on for some time. boats and lessen the expenses of the boats and lessen the expenses of the It would be proved the commissioners other boats one half. That was what had no bad intent towards the pilots the pilots proposed and what they wanted to show to the commissioners when they were refused a hearing. He maintained that this new plan would give a better service to shipping coming to this port. The cost of maintaining the boats under the competitive system was one-third of the total pilotage receipts. The pilots expected to get more vessels down in the third district under the combine than heretofore.

To Mr. Skinner—Would have four boats always in working order, two less than in the old way. This would

To Mr. Schoffeld—Would naturally lay up the poorest and smallest boats and run the largest and best. These two small boats cost \$1,440 a year. That would be saved. One big ex- \$900. Mr. Troop look after the boats. Under the com-bine the pilots on station would act as crew. Taking everthing all round there would be a saving of one half. To the court-The boats were to be constantly cruising around on stations. Can run under less sail than if in competition with each other. To Mr. Skinner-In order to make

the combine a success it would be necessary to subjugate the minds of all the pilots to it. Mr. Schofield stated that at the opening of the enquiry he had announced his intention of putting on all witnesses he thought could throw any light on the matters in dispute,

but since then the course of events had been changed. Some of his witnesses had been called hostile witses, and with that decision in view he felt it would not be in the interest of the pilots for him to put on the commissioners as their witnesses. He would therefore close the pilots' case

The court held himself competent to call any witness at any time he

desired.

Mr. Skinner, on opening the case on behalf of the commissioners, said it had been partly disclosed by the questions he had put. He then set out one by one the answers that the commissioners would set up to the several charges brought against them by the pilots in the arraignment they had filed in court. Taking up the charge with respect to ordering the pilots to more expensively fit up their boats, Mr. Skinner said the question of safety was everything to this port. As a matter of history there have been few accidents in this pillotage district, but as soon as regular liners are put on there is a disposition to make as short trips as possible.

Cold CHASES ATAR Hay Fever. Breath Loss of Taste and Smell. "It gives me much pleasure to testify the excellent effects of Dr. Chase's atarrh Cure. (It has completely cured to of Catarrh in the head." JAS. STUART, Woodville, Ont. PROF. HEYS of the Ontario School of Chemistry and Pharmacy, says: "I have made an examination of Dr. A. W. Chase's Catarth Cure for Cocaine or any of its compounds from samples pur-chased in the open market and find Price 25 Cts.
Complete with Blower.
At all dealers, or Edmancos, Bates & Co.,
Torouto, Ont.

When an accident took place it was advertised all over the world, and knowing this, the commissioners set and put the pilot service in a most efficient state. Hence, the order for side lights, life boats, jackets, etc. He would press it on the court that substituting tanking the boats for life boats was a yielding to the wishes of the pilots. He was instructed that barometers and thermometers were used in well regulated districts in England. Although they cost little the pilots refused to get them, and there the matter ended. That did not look like persecution of the pilots. The keeping of a log was intended to be an element in toning up the pilots and affording valuable information. Making entries in a log did not enclined to do so and the request was dropped. He would show that the turn system was not the outcome of the \$800 matter and that the commissioners were not guilty of discourteous conduct towards the pilots. He would show that whenever the pilots demanded an inquiry it was always held. The commissioners would give the reasons why they held a different opinion from the pilots as to a combine. He would show that whatever took place about the combine had nothing to do with the \$800 matter. The charge that the commissioners had expressed themselves in unfriendly terms towards the pilots had been alr:ady negatived by the evidence. With reference to the \$300, the commissioners had admitted taking the But he would be able to show that in Halfiax the commissioners operating under the same law tre worrying the pilots to take the \$800. He did not say it was an illegal act, mind.

The court—Let the matter stand at was to hold a monthly meeting. whis stage and call Mr. Knox.

Whoever worked for the public thould be paid as if he was working The enquiry was resumed at nine for a private individual, and in that should be paid as if he was working clock on the 3rd inst.

Pilot Trainor was recalled and extook was not enough. When a letter mined by Mr. Schofield as to the came from the department, saying returned the money, others did not. in taking this \$800 out of the funds. Taking up the case of Apprentice Cline, Mr. Skinner contended that in consequence of the young man having served five years with his father be-fore being indentured, he was not held to as strict account under his articles of apprenticeship as would have otherwise been the case. Although it might be that Cline's indentures were cancelled or not cancelled, the conduct of the commission had no con-nection whatever with the \$800 mat-ter. The defence would show that the charge that the pilots had to wait for their money chic had disproved it. But even if it were true, it had nothing to do with the stand and fully explain the little matters in connection with which his

had been introduced by the R C BLKIN

the first witness for the defence, said he was a pilot commissioner and had been an inspector of pilot boats for the past two years. Last year the only extra demand made was for life boats. The inspectors supposed they had side lights and life preservers. The inspectors insisted on them this time. He had always favored increased exemption up to 250 tons. Was always for non-compulsory pilotage. Had no other notion in moving the exemption resolution. Always advocated permitting vessel owners to second lect their own pilots. Had a pretty clear idea of what the intended combine system was. Believe the scheme bine system was. Believe the scheme was submitted to the board. Although the commission did not approve of the combine, the pilots went into it. Had never expressed himself in any unfriendly way against the pilots and did not think that the entire board was hostile to the pilots. Wat not at the meeting when the \$800 was voted, but it met his approval. After the pilots' protest the board went into the Apprentice Cline matter thoroughly and decided they should give him his voyages. Witness was always ophis voyages. Witness was always op-posed to making apprentices. Always paid his pilotage bills whenever the secretary called for it. Sometimes secretary called for it. Sometimes two or three bills accumulated without his knowledge. He did not get any favor in this way from his position as a commissioner.

To the court—Never had a complaint from a pilot or the court—Never had a complaint from a pilot or the deliver. plaint from a pilot as to delays in

payment of rilotage.

Cross-examined by Mr. Schofield -The life boats asked for this year were extra. The small boats were tanked instead. Heard the chairman say he sent the pilots a letter calling them to provide barometers and thermometers. Witness had formed no opinion about that. He neither repudizied a dorsed the chairman's ac-Things had been running along rather slack for some years. The winter port trade was one of the arguments used by some of the commisioners in favor of better equipment of the pilot boats. The pilots could equip their boats at any time, in February as well as in May or June. Went on one occasion to inspect the bottom of a pilot boat and gave a certificate to the effect that it was all right. In this parti-cular case, if he recollected aright, he only certified to her bottom. He did what he was asked to do. If everything else was done he would pass a boat irrespective of her painting. Did not think barometers and thermometers were any good on a pilot boat. The chairman told him he wanted the readings of the barometers and a log of where the vessels were in the different parts of the bay. In his opin-ion pilotage should not be compulsory. The commissioners as a whole were in favor of compulsory pilotage. (Mr. Schofield read to witness a report of his remarks at a meeting held Sept. 1894, with respect to pil-ge.) Witness could not recoilect

his exact language but refterated his st had always opposed age. Always though 250 tons should be ex otage. A man ought to choose his own p that plan because h Had been asked by tw to vote that way. Th \$800 matter. Had seen that had he known not have voted for swear that at the boaring in 1894, above reference said that the tu found to be the best. he was reporting the commission rather th could not explain it of or four pilots had told opposed to the turn some pilots would get a work than others. Tha others, Could not see affect the system. The against the combine. not have been a vote opposed to it. Was a on the \$800 matter. circumstances of the say that it was disco and Spears a hearing been invited to attend the board by Chairm was not unfriendly o committee of the con of trade, there was a confusion, all talking times and he could i actly what he did sa said in reply to Chair the whole system wiped out altogethe on that occasion tha was a commissioner down rules that would chants. Had objected ing on the commiss put wrong statements what had gone on, the language on that mouth at the last e fficial stenographer. ed by a member of the to serve as a comm ssured there was a to the office. One cor withdraw because he co Did not know why Sec notified Apprentice Clb dentures were cancelled ledge the board never Witness had no ledge of the work don Cline. No complaint to him by any pilot paying pilotage. He an ways were on friendly this investigation began to the conclusion that well for the pilots to he ative on the commiss present commissioners To Mr. Skinner-As they pleased. Oppose combine because he did

> down the regulations by the mercantile SEVERE ASTHMA

would put the pilots where they were most would hug Partridge plaints since made to

Dear Sirs,-We have Pine Syrup in our ho I have a little boy who ma for five or six y 10 now), and during he would get great r ahead of any cough

EDWARD WIN THE LATE JAMES

The death of Mr. Si at the residence of his lyn, N. Y., on Thursd naking a visit there. was born near Boston, a young man came to interested in the shipbu He remained here a moved back again to he continued the const Having so much to do ships, as well as built of a proper dry dock carrying on repairs gr about the year 1852, he first dry dock. Since proved the mode of or til today he has perf so that the Simpson in dry docks are known rica. He built about t monuments to his gen industry. He leaves have practically carried ness the last few years, trol the patents and from which the dry structed. Mr. Simpson years old at the time of

It's not the cough, bu end in that makes The cough may be on consequence prevented Syrup of Linseed am ice, 25 cents; at all

THE EMPTINESS O (Syracuse Ste A story is going the reduced the story is going the reduced to the story is going to the reduced the story is going to the story in the reduced the story in the reduced the story in the s

Before. After. Wood's