

These are the reasons which make it easy to understand why men who then apparently earned from £250 to £300 now prefer to receive but £140.

The *News* expresses pity for the lot of pilots whom merchants select by preference, as the law allows, and who, he says, are in consequence obliged to do more piloting than the others.

That sheet, which speaks in the interest of the merchants, certainly ought not to complain of a clause inserted in the law at their special request and agreed to by all the pilots. But an examination of the roster at the pilots' office will prove to the writer that he has fallen into error, and that the work, under good management, is equally divided among all the pilots.

The incorporation of the pilots has been productive of two circumstances: first, the merchant consignees, who used to obtain employment for an excessively limited number of pilots, have in this matter considerably extended their confidence and have discovered that there are many more good pilots than they formerly thought; second, the number of special applications for particular pilots is daily diminishing. And why? Because of the 250 pilots there are but very few who are incompetent.

"Captains of vessels complain loudly," says the *News*, "of the want of energy manifested by the pilots under the existing system. They declare that instead of the pilots seeking the vessels as in other ports, the vessels are frequently compelled to seek them, often thereby incurring great risk; and we have heard that several vessels have been compelled this spring to anchor at Bic, having been unable to find the pilot schooner.

"We are also informed that others have been detained in the harbour of Quebec when they were ready for sea in consequence of their pilots having come on board drunk; we are ready to furnish proof of this, if called on to do so."

The assertions of the *News* are in flagrant contradiction with the facts of the case, for we have before us 8095 certificates granted by captains since the corporation came into existence, that is to say, during the year 1861-62-63. These certificates are in the following terms:

"I certify that pilot——has piloted the——drawing———feet———inches of water (from Quebec to the sea, or from the sea to Quebec) to my entire satisfaction.

Signed—— "Captain."

Of these 8095 certificates, there are but four in which the captain has not stated that the pilot had done his duty to his entire satisfaction.

It is absurd to say that the pilots do not seek the vessels, since it is to their interest to make as much money as possible, and not to lose a single pilotage, even the smallest. It may happen that in a fog or when the fleet arrives all at once in the spring, some ships may escape them in spite of all they can do. But what was the state of affairs under the old system? The pilots proceeded in search of vessels as far as the Banks of Newfoundland and 300 miles from the coast; and if despite their natural wish to catch the vessels at Bic where the river is so narrow, they sometimes miss them, how could they always perceive them in the open sea where a space is unlimited?

In those days as many as 80 ships arrived at Quebec without pilots, and more than 200 have passed Bic in one year without meeting any. Those who lived by the old system saw nothing of these disadvantages because their eyes were closed by self-interest.

It is not true that ships have been detained at Quebec because the pilots were under the influence of liquor; for the instant the captain informed the board of management of the fact, those pilots were immediately replaced by others. The law allows the suspension of a pilot who is intoxicated when in charge of a ship, and yet no captain has hitherto availed himself of the law in that respect. Besides, the same disadvantage might have obtained before the corporation existed, and the latter has no power to make sober men of those who are not so; it can only punish them if those who are exposed to suffer from them prefer their complaint as the law provides. It may be said that the corporation has done much to add to the dignity of the pilot and to encourage the active and industrious pilot, since the amount of fines imposed on pilots, who failed in their duty in any respect, amounted last year to \$12,000, which amount was divided among those pilots who faithfully performed their duty.

This year the amount of the fines has been very insignificant, because the severity of the management, shewn by the amount of the fines last year has had a salutary and improv-