

Pilot, Boatswain and third Mate in sea-going vessels; and he asks that this time may be considered as equivalent to that of Mate.

He is a type of the many deserving men who are employed as sea-going Pilots in the Gulf and River St. Lawrence during the summer, and who have been employed as Masters of sea-going Vessels in the winter months on the sea-board, and by the new rule will be excluded from the certificate of competency by not being able to shew sufficient Mate's time to enable them to pass for Master.

I think it will be found that these Pilots are navigating some of the largest ships, and that the St. Lawrence for its strength of tide, length and intricacy of navigation, is not surpassed by many other Rivers in the world.

Candidates as Masters require by Rule 4, to have two years service as Mate, or only Mate, and Mr. Godbout's testimonials failed in this particular.

I have, &c.,

(Signed,)

P. A. SCOTT.

Chairman Board of Examiners
of Masters and Mates.

(Copy Enclosure.)

Canadian Act, 12 Vic., Cap. 114, Sec. 21, and be it enacted,—That no person shall obtain a Branch as Pilot unless he proves that he has *bond fide* served a regular apprenticeship during seven consecutive years under a Branch Pilot, authorized by license to have an apprentice as hereinafter mentioned, and made four voyages to Europe; nor unless he has been examined and found sufficiently conversant with arithmetic, able to speak, read and write the English and French languages, and to calculate a ship's way on the chart, and to work a ship, and is perfectly well acquainted both with the North Channel of the River St. Lawrence between Quebec and *Ile du Bic*, and with the South Channel of the said River between the same limits, and has conducted himself soberly, and been of good moral conduct during his apprenticeship.

No. 2.—*The Assistant Secretary, Marine Department, Board of Trade, Whitehall Gardens London, to the Deputy of Minister of Marine and Fisheries.*

BOARD OF TRADE,

WHITEHALL GARDENS, 1st May, 1872.

(Certificates Colonial.)

SIR,—I am directed by the Board of Trade to acknowledge the receipt of your letter of the 21st ultimo (*sic*), enclosing a copy of one from the Chairman of the Board of Examiners in reference to the case of Mr. Lawrence Godbout, a Pilot of the Lower Saint Lawrence, who presented himself to be examined for a Master's Certificate of Competency, under the "Merchants Shipping (Colonial) Act 1869;" but who in consequence of his not having served as a Mate for the time required by the regulations was refused a Certificate.

With reference to your remark that in the opinion of your Department, the rule requiring service as a Mate might be safely modified, so as to give men like Mr. Godbout who have served seventeen months at sea as ordinary and able seamen, and upwards of seven years as Pilot, Boatswain and third Mate in sea-going vessels, the same privileges as accorded to men who may shew two years service as Mate, and who in reality may not possess the same experience and ability as many of the Pilots of the Lower Saint Lawrence, I am to state that this Board have allowed a first class Pilot in the United Kingdom to be examined for a Certificate as Master of Home Trade Passenger Ships, or First Mate of foreign going ships. This Board would not object to Certificates of the latter grade, being granted to such of the Pilots of the Lower Saint Lawrence as are upon examination