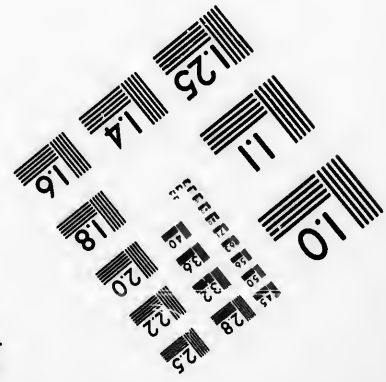
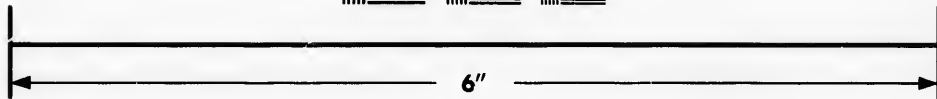
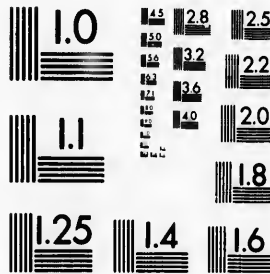


**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER, N.Y. 14580  
(716) 872-4503

1.5 1.8 2.0 2.2 2.5  
2.8 3.2 3.6 4.0

**CIHM  
Microfiche  
Series  
(Monographs)**

**ICMH  
Collection de  
microfiches  
(monographies)**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

5X  
01

**© 1993**

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/  
Couverture de couleur
- Covers damaged/  
Couverture endommagée
- Covers restored and/or laminated/  
Couverture restaurée et/ou pelliculée
- Cover title missing/  
Le titre de couverture manque
- Coloured maps/  
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/  
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/  
Planches et/ou illustrations en couleur
- Bound with other material/  
Relié avec d'autres documents
- Tight binding may cause shadows or distortion along interior margin/  
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure
- Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/  
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

- Coloured pages/  
Pages de couleur
- Pages damaged/  
Pages endommagées
- Pages restored and/or laminated/  
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/  
Pages décolorées, tachetées ou piquées
- Pages detached/  
Pages détachées
- Showthrough/  
Transparence
- Quality of print varies/  
Qualité inégale de l'impression
- Continuous pagination/  
Pagination continue
- Includes index(es)/  
Comprend un (des) index

Title on header taken from: /  
Le titre de l'en-tête provient:

- Title page of issue/  
Page de titre de la livraison
- Caption of issue/  
Titre de départ de la livraison
- Masthead/  
Générique (periodiques) de la livraison

- Additional comments: /  
Commentaires supplémentaires:

This item is filmed at the reduction ratio checked below /  
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The copy filmed here has been reproduced thanks to the generosity of:

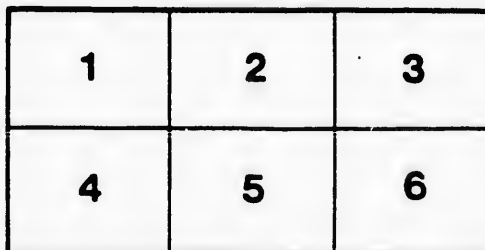
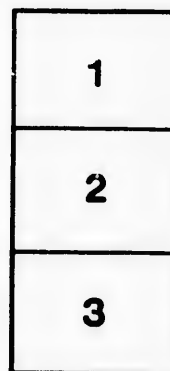
Library of the National  
Archives of Canada

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol  $\rightarrow$  (meaning "CONTINUED"), or the symbol  $\nabla$  (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

La bibliothèque des Archives  
nationales du Canada

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole  $\rightarrow$  signifie "A SUIVRE", le symbole  $\nabla$  signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

to  
th  
n  
w  
n  
th  
be  
li  
be  
ti

to  
m  
le  
m  
th  
no  
In  
pr  
lo  
of  
re  
la  
in  
ti

Pilot Bill

## SOME REMARKS

IN RELATION WITH MR. TACHE'S BILL ON

### **PILOTAGE,**

NOW BEFORE THE HOUSE OF ASSEMBLY.

---

THIS measure involves interests of two kinds; the interests of the commerce and navigation, and those of the pilots as a class and as individuals. There is no necessity to insist upon the importance of establishing wise laws to regulate the navigation, but it is perhaps necessary to insist upon the importance of looking into the present state of pilotage for the River St. Lawrence below Quebec, and to urge that any law tending to enlighten, moralize and rise the profession of pilots will be a law calculated to benefit the trade and the navigation of our noble River.

The interest of the trade in relation with pilotage is to get a prompt, effective and regular service, because more regular and better secured will be such a service less there will be accidents in our waters. And it must be remarked that in account of want about one thing or another the navigation of the St. Lawrence is now heavily taxed with an extraordinary rate of marine Insurance. If the authors of this present memorial proves that in consequence of no regulations for the pilotage, vessels are every year run ashore for the want of Pilots on board when the services of such men are required, we shall have proved that this want of regulation is at least one of the causes of the high rate of insurance: and if this memorial prove at the same time that the number of Pilots is sufficient and that in

Case No. 36444

**fact, Pilots are at hand when such vessels suffer from want of their services we shall have proved that all this evil is this the only result of the want of good management.**

And to show the necessity of such an examination, let us quote at once the bitter complaint of a master of ship, published in the "Morning Chronicle" of the the 20th October 1854.

"Capt. Dutton, of the ship *Britannia*, a Montreal trader at this port, reports:—Spoke the *Canadian* screw steamer, Capt. McMaster, off the Pilgrims, at noon on the 16th instant. I was off Bic before dark on Saturday evening, the 15th, with a fresh gale from the eastward and saw no pilots—hove to all night,—none in sight. On Sunday morning at 7.30 a. m., bore up for the Brandy Pots, but saw none of the pilot boats on the way and none at the Brandy Pots on Sunday afternoon: likewise on Monday, blowing a fresh gale from the eastward till 8 a. m., whereas if I had got a pilot on Saturday evening I should have arrived in Quebec on Sunday evening."

At the present moment Pilots are allowed to go as far as the open Gulf at 300 and even 600 miles from their limits, in places where the St. Lawrence is from 60 to 100 miles across, in boats the greater number of which are totally unfit for the service. The result is that Pilots are constantly missing sight of the ships, and sometimes unable to board those ships when at sight, and when boarding are fatigued and worn out by a long, unnecessary and dangerous navigation through waters far distant from their natural ground. Time after time, the Trinity House of Quebec have tried to prevent such a practice, but from the want of organisation of the Pilots, have failed in those attempts.

Let us quote some of the evils resulting from the above state of things; and if the measure is allowed to pass its second reading and to go before a committee, all the contents of this memorial could be easily proved to the satisfaction of the committee and the House.

It is a fact well known that every year a great number of vessels are reaching the Port of Quebec without Pilots while at the same time a great number of Pilots are uselessly cruising to their own ruination in the waters of the Gulf; it is another fact relevant of the

0 900257A BIAO 10 1854 (28)

one just now stated, that there is generally a greater number of wrecks in ascending the River than in descending and that those wrecks arise in consequence of want of Pilots's attendance. Few years ago a Brick with passengers after having made signals for Pilots from Bernabé to Bic was obliged to run without having been boarded and did run ashore at Red Island 45 miles inside of the pilotage limits and met with a total loss of lives and property, only 11 persons having been saved. A steamship engaged in the intricate navigation without having been able to procure a Pilot did make to a Bark the proportion of towing her in order to profit of her Pilot, and ultimately was provided by the master of another ship going down, who did allow his Pilot to quit the descending vessel before having done with his duty. In 1851 four ships after having gone through several miles within the Pilots waters without finding any Pilot Boat were forced for their surety to go back to Bic at Pilots limits and to anchor in order to wait for Pilots. Not less than twelve names of vessels can be given, such vessels having been wrecked within the boundary of the Pilots limits descending the River after the master having permitted their Pilots to leave the ship 60 miles above the limits of the pilotage, for fear of encountering difficulties to disembark such Pilots at the limits, Pilot's Boat being in the Gulf. It is a customary thing to see number of vessels at anchor at Brandy-Pot to leave their Pilots, and last year during a favorable wind to continue their voyage not less than 30 ships anchored at this place and in the agglomeration which took place a collision happens and one ship was dismasted and the other greatly damaged.

Here follows a list of ships wrecked under the same circumstances on which in summer were refused for the reason of being deprived of Pilots within the limits at the time and place of the wreck :

suffer from  
that all this  
good manage-

examination,  
of a master of  
" of the

real trader at  
steamer, Capt.  
stant. I was  
with a fresh  
all night,—  
ore up for the  
way and none  
on Monday,  
whereas if I  
ve arrived in

ed to go as  
miles from  
nce is from  
number of  
e result is  
ships, and  
n at sight,  
n out by a  
n through  
nd. Time  
e tried to  
organisa-  
ts.

from the  
allowed to  
e a com-  
l be easily  
e and the

eat num-  
e without  
of Pilots  
on in the  
at of the



LIST OF SHIPS LOST IN PILOTS LIMITS AND HAVING  
NO PILOT ON BOARD.

Ship *Burnard* wrecked at Cape Colombier and all hands lost in 1846.

Ship *Sarah*, wrecked on Portneuf Shoal in 1845.

Ship *Seria*, wrecked on Portneuf Shoal in 1845.

Brig *Farrant*, wrecked at one mile above Cape Colombier in 1845.

Ship *Europe*, wrecked on Portneuf Shoal in 1848.

Brig *Neptune*, wrecked on Portneuf Shoal in 1845.

Brig *Quebec*, wrecked on Penché Island.

Brig *Scotsman*, wrecked on the west end of Bicquet in 1847.

Bark *Aldrido*, wrecked on Red Island Shoal in 1845.

Bark *Reper*, wrecked on Mille Vaches Schoal, total loss, in 1853.

Ship *Welsford*, wrecked on Old Bic in 1846.

Brig *Doncgal*, wrecked on Red Island, lost all hands except four saved, in 1844.

Brig *Briton*, of Withry, struck on Barrett Ledge with a general cargo, total loss, in 1853.

Bark *Elizabeth*, wrecked on White Island in 1853.

Ship *Jane*, of Belfast, wrecked on the west end of Bic, total loss, in 1850.

— *Ceylan*, wrecked on Bic.

In other circumstances masters unwilling to depart from the services of their Pilots and to undertake the responsibility of permitting them to leave above the limits are obliged to cruise and loose time afterwards on account of no Pilot's Boat, being to be found at the limits to disembark pilots.

Those facts are well known by masters and Pilots but generally not reported to owners, consignees and underwriters ; still they are, and the cause of a tax on the shipping amounting yearly to more than the whole pilotage fee for the River, besides the increase of the Insurance rate in consequence of accidents thereof.

There is another grievance which bears principally upon our coasting and intercolonial trade with the lower ports, consisting in the detrimental habit of some masters to undertake to carry Pilots in the Gulf with the condition of putting those Pilots on board ships, on condition of a certain price, before reaching the port to which they are sent. Every year accidents are the consequence of that custom. Last year a large schooner freighted for a lower port started from Quebec with 20

pilots on board. The condition was that the master of the schooner was obliged to embark every one of those Pilots before reaching his destination : after a cruise of a fortnight there was still several Pilots on board the schooner, when a gale came on, all the crew and the Pilots were worn out by constant day and night cruising, and the schooner met with a complete loss of all lives and Property, twelve Pilots being still on board. By this accident several families lost their support, the true facts were sealed, the Insurance paid the value of the goods, and the consignee who was expecting for those goods and breadstuffs to supply his fishermen was frustrated of carrying his fishing during the best part of the fishing season. Such an occurrence is not a solitary but a yearly one.

Every year a great number of Pilots are perishing in the Gulf and not a single one in their natural waters, last year again besides pilots who have been drowned in single boats and in freighted schooners, one pilot boat has been wrecked, with her crew and with two pilots on board. Accidents are so frequent that the Trinity House which is the trustee of the pilot saving fund have been obliged to lessen to a trifling and insufficient sum the annuity provided for widows and orphans of deceased pilots, rendering to an extent the human and wise provisions of the law inefficient.

Those above-mentioned facts have induced a committee of the Parliament of 1851 to report favorably upon the Petition of the Pilots praying for relief ; and a Bill to incorporate the Pilots did pass in the session of 1852 its second reading, but on account of the immense number of measures before the House, this Bill was surprised by the prorogation before having gone through the other stages. The Bill of 1852 was nevertheless far inferior in its details to the one just now before this present Parliament.

The present Bill has two main features, that is to say two provisions : 1o. To keep Pilots within the limits of their own waters ; 2o. To allow them to make a Joint Stock Company of their own earnings on equitable footing.

The first provision is for the benefit of the shipping

and the Pilots themselves, and such a necessary regulation is kept on every country and every well managed Harbour in England, France, United States and elsewhere. The second provision is not an extraordinary one. The Port of Liverpool, we suppose, is second in importance to no one in the world, and we may with perfect safety adopt so much of the regulations of this well managed Port as are adaptable to our own situation.

Let us look at the "*Act for the better regulation and encouragement of Pilots for the Port of Liverpool.*" In this act we see: "*And be it further enacted, that if, at any time or times hereafter, a majority of licensed pilots of and belonging to the said Port of Liverpool, shall consent and agree to have a joint stock of all their earnings for the benefit of the whole*".....&c. According to the provisions of this act the commissianners of the port of Liverpool have establishen regulations amangst which articles are headed thus: III *Pilots Boats.* VIII *Stations and Duties of the first and second Boat.* IX *of the third Boat.* X *of the fourth Boat.* XII *of the sixth Boat, &c.,* and at XV rule the turn of each pilot boat is regulated and at the XXII rule it is stated: "*All Pilots shall repair to their respective boats and proceed in them to their stations.....It shall be the duty of every Pilot when not actually employed, to attend daily and every day, at such time and place as may be fixed upon and appointed for that purpose by the master of the boat to which he belongs, to received such orders and directions as may then and there be given by the said master, &c.*"

It is clear that the provisions of the Bill in question is as near as possible similar to those adopted for the port of Liverpool.

Let us look at the objections uttered by the opponents of the measure and let us weigh the value of their reasons. The opposition comes from 40 Pilots out of 270, and from individuals of Quebec, several of them are we must admit at the head of very large commercial houses, but nobody has a right to say; *Sic volo, sic jubeo; stat pro ratione voluntas.* Thus we must look at the reasons alledged. The 40 Pilots who are opposed to the whole body of their brethern contend. 1st. That

necessary regula-  
 very well managed  
 States and else-  
 an extraordinary  
 pose, is second in  
 and we may with  
 the regulations of  
 ble to our own si-

ter regulation and  
 of Liverpool." In  
 macted, that if, at  
 of licensed pilots  
 verpool, shall con-  
 all their earnings  
 According to the  
 bers of the port of  
 as amongst which  
 ts. VIII Stations  
 IX of the third  
 e sixth Boat, &c.,  
 boat is regulated  
 ll Pilots shall re-  
 d in them to their  
 Pilot when not  
 every day, at such  
 and appointed for  
 which he belongs,  
 s may then and

Bill in question  
 adopted for the

ed by the oppo-  
 gh the value of  
 from 40 Pilots  
 ebec; several of  
 very large com-  
 to say ; *Sic volo*,  
 s we must look  
 who are opposed  
 tend . 1st. That

it is the interest of the shipping to have skillful and respectable pilots ; 2d. That the Bill will increase the rate of Insurance in taking of the Pilots *the powerful stimulus of private interest* ; 3rd. That the promiscuity of the Association are a benefit for the lazy pilots to the disadvantage of the industrious ; 4th. That it will be a hardship for the owners and masters not to be allowed to choose their own Pilots ; 5th. That indolence and want of energy of Pilots tends to prolong the voyages of ships. The allegations of the second petition bearing 37 signatures are absolutely the same in other terms as those of the forty Pilots.

The present memorialists are 200 Pilots, who have petitioned in favor of the Bill, though the Bill requires from them the obligation of keeping boats of a more costly description than the craft just now employed : but they are of opinion that this measure is calculated to increase the respectability of their profession, and a more general happiness amongst themselves. They are supported by the remainder of their brethren and could have procured themselves with a petition largely signed by other parties had they thought that number of signatures of commercial men would have stood against reasoning, but convinced of the contrary, they have taken no other trouble than to give good reasons in support of the Bill.

To answer briefly but categorically to the allegations of the above mentioned petitions, let us say :

1st. We know that the respectability of the Pilots are a great guarantee for the shipping, and it is for this very reason that we are in favor of an organisation that will supervise the Pilots, keep order, decency and steadiness in good managed boats ; instead of being gangued without law or protection, in private boats, where the brutal force is the only police to resort to ; instead of wandering about the Gulf in a ruinous and foolish competition, at far distances from Pilot's waters.

2nd. We have shown how the rate of insurance is increased, and how the Bill is calculated to diminish the proportion of wrecks. As far as *stimulus of private interest* goes, the Bill will provide for a just appropria-

ment of the earnings, and to take off the portion of each Pilot an adequate sum for absence, insubordination or misconduct.

3rd. The same answer will suffice for this 3rd objection of the opponents, and the Bill is so clear and so explicit that it need not require more explanation. Competition will not be taken off by the Bill. Pilots being divided into two associations, each one competing with the other, it depending upon its own diligence and energy to increase its earnings. Just the same system as adopted in the Port of Liverpool, with the only difference that by the Bill there is only two associations while there is seven associations in Liverpool, the reason being that the number of Pilots is less, the season only six months and the roadsted longer.

4th. By the Bill masters and owners of ships will be as well as before allowed to choose their Pilots for the going down, and will be obliged as they are now to take the first Pilot boarding at sea. No hardships on that account.

5th. We agree with the opponents when they state that indolence is bad, but we assert that there is now indolence about Pilots, and if some it will be put down if the Bill do pass, because Pilots will be forced to do their duty or to abandon their profession, and it will be for the benefit of the trade, for the shipping and for the Pilots: because just now mere chance or favor can do a good, energetic Pilot a poor disearthed man. We can point out the names of several of the best Pilots who have been forced to cruise, day and night, through good and bad weather, in the Gulf, seven weeks long, before being able to board a ship, while ships were wanting Pilots in the very limits of pilotage.

We hope that an enquiry before the committee after the second reading of the Bill will prove everything alleged in this memorial, and will show the true reason of the opposition to this good public measure.

Since the preparation of this Memorial, a Committee of the House reported on the matter, and every one of the above propositions agreed to be true by the Committee. [See Appendice of Journal of the House, Session 1852-1853.]

(Signers : 200 Pilots who have petitionned.)

take off the portion of  
absence, insubordina-

office for this 3rd objec-  
tion is so clear and so  
more explanation. Com-  
the Bill. Pilots being  
one competing with  
his own diligence and  
Just the same system  
bl, with the only dif-  
only two associations  
s in Liverpool, the  
pilots is less, the sea-  
ted longer.

ners of ships will be  
their Pilots for the  
as they are now to  
No hardships on

ts when they state  
t that there is now  
it will be put down  
will be forced to do  
ession, and it will  
ne shipping and for  
chance or favor can  
searched man. We  
of the best Pilots  
and night, through  
seven weeks long,  
while ships were  
pilotage.

ne committe after  
prove everything  
ll show the true  
public measure.  
rial, a Committee  
and every one of  
true by the Com-  
l of the House,

tionned.)

