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*Also put in
in Howard's
notes.*

ANSWER

~~103~~

OF

104

THE CORPORATION OF PILOTS

TO THE

BIBLIOTHEQUE
Collège de Saint-Laurent

Report of the Royal Commission

Appointed to inquire into and report upon "The Law Respecting
Pilotage" and its administration in the

PILOTAGE DISTRICTS of MONTREAL and QUEBEC

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THE ASSOCIATION OF PHOTODUPLICATION

THE ASSOCIATION OF PHOTODUPLICATION

To the Honourable Ministers, and
Honourable Members of the Senate,
and House of Commons,
Ottawa.

HONOURABLE GENTLEMEN,

At the opening of the first session of the Commission at Quebec, February 21st, 1913, the Chairman made the following remarks :

Before starting with the evidence in this inquiry, I wish to state that we are here asking for the co-operation of the pilots and every one else interested in the question, so that we may be enabled to arrive at a decision which will benefit not only the pilotage system, but the River St. Lawrence as a whole, and the trade and commerce of Canada, which is carried by water. We hope we will have the co-operation of every one who has any information to give us.

The idea seems to have arisen that this Commission is sitting to find fault. That is not the case, and we are not here for that purpose. We are here for the benefit of all the trade interests, and wish to improve matters in every way we can. There is not question at all of finding fault.

What we desire is that any one who can suggest anything which may further the interests of the pilots, or of the Shipping interests, or of the trade on the St. Lawrence will be welcomed before us, and we will be glad to hear the views they may wish to express.

We, Pilots, were not long deceived by those honeyed words of the Chairman of the Commission, because we soon perceived the aim of this investigation which caused us so much trouble and expenses.

The very first evidences taken were sufficient to show that the end sought was not to discuss the dangers of the River St. Lawrence, and the aids to the navigation of the said river. The only danger seemed to be the Corporation of Pilots, and the way they manage their money so well earned. The real dangers of the St. Lawrence, lights, buoys, etc., went in the second place.

We were not at all surprised of what happened. Though nothing has been proved against the Corporation of Pilots, two Commissioners found their way to recommend in the very first place that : The Corporation of Pilots be abolished, and the Charter cancelled.

Let us examine the reasons given for this recommendation : Because, there are at present two pilotage authorities, viz the Corporation of Pilots who are the real authorities, and the Minister of Marine & Fisheries, who is the nominal authority. (Commission's report page 9, sect. 1a.)

We think this is wrong from the first word to the last. When a Charter is given by the Government to institutions such as Banks, Railroads or Shipping Companies, etc., there are always two distinct parts in the Act incorporating these Companies defining both authorities, the Government and the Boards of these institutions. The same thing exists in our Charter. The powers of the Minister of Marine and Fisheries, and the powers of the Board towards the members of their Corporation, and we do not fear to say that any impartial reader of our Charter and pilotage laws will be fully convinced after a serious reading that the limits of both authorities are well and clearly stated. We take the liberty of mentioning the clauses of the statutes of Canada concerning the Authorities of Pilotage.

STATUTES OF CANADA 1860 :

23 Vict., Chap. Preamble : Powers of the Corporation and how administered, par. 1, 2, 3, 4, 5. Same Act. Powers of the Trinity House, the then Pilotage authority, from 1860 till 1st January 1876, par. 6, sect. 2, 3, par. 19, par. 36, 37, 38, 39, 40.

36 Vict., Chap. 54, 1873, par. 5, par. 18, sect. 1 to 13, Statutes of Canada, 1875, 38 Vict., Chap. 55. An Act respecting the Trinity House and Harbour Commissioners of Quebec.

Preamble : Whereas it is expedient that the powers and authorities of the Trinity House of Quebec together with its property (except as hereinafter provided) should be transferred to and vested in the Quebec Harbour Commissioners, and that the said Corporation of the Trinity House of Quebec should be dissolved, and should cease to exist ; and whereas it is expedient to transfer the administration of the Pilot Fund from the said Trinity House to the Corporation of Pilots for and below the Harbour of Quebec, Par. 4, 5, Revised statutes of Canada 1886, 49 Vict., chap. 80, par. 4, 15 with sec.

SHIPPING ACT 1906, CHAP. 113.

413. The Minister shall be the Pilotage Authority of the Pilotage district of Quebec, and all the powers vested in the Harbour Commissioners of Quebec ; previously to the twentieth day of July in the year one thousand nine hundred and five, as such pilotage authority, shall continue to be vested in the Minister.

Par. 433 and sections.

(b) 3rd par. of the Commission's report page 9, reads as follows : The Minister of Marine and Fisheries as the Pilotage Authority, has only such powers as may be left to him by the Corporation of Pilots under its charter, and the statutes in amendment thereof, etc.

We cannot understand how some Commissioners arrived at that conclusion entirely against facts and laws giving the Pilotage Authority to the Minister of Marine & Fisheries. In fact, every pilotage Act made since The Incorporation of Pilots, 1860, clearly states what the powers of the Pilotage authority will be.

Let us take the last Pilotage Act, 1906, Chap. 113, par. 433, and sub-section One may see that the Minister has the power to determine the qualification of Pilots, to make regulations for pilot boats ; regulations for government of pilots, punishment for breach of regulations ; fix and alter pilotage dues ; compulsory retirement of aged pilots, and of infirm or intemperate pilots ; determine beneficiaries of fund (repeal and alter by laws.

436. Penalties under by-laws ; recovery and application, 437 confirmation of ly-Laws.

In spite of the respect we have for the Commission's opinion, we affirm without fear of being contradicted, that the Minister of Marine & Fisheries is, in fact and according to law, the only pilotage Authority in the District of Quebec.

We are not ready too to admit with the Commission, page 10, first line, that our Corporation has outlived its usefulness and should give place to a more modern system, etc., and the Commission concludes its remarks in saying that the abolition of the Pilotage Corporation is essential to secure any real improvement.

The Corporation was established in order to protect the pilots and shipping. With our Corporation we got rid of the sharks pursuing the pilots 54 years ago, taking the best part of their benefits ; and to day we want the same Corporation to keep them away. We know too well what was formerly done, and we know that the same thing would happen again, and perhaps worst. We remember too that a few years ago in the River Saguenay, the pilotage was in the hands of one firm, two men were engaged at two or three hundred dollars a year to make the pilotage in that river, the ships were charged full tariff, and the difference went in the profit and loss account of the said firm

We know that some interested people would be glad to see the pilots in the hands of one man, hidden behind the Minister of Marine & Fisheries and directed by the Shipping Federation who would induce him always in the name of the Minister, to put the pilots in a state of slavery, overrule and ruin them under the pretext of discipline. We like to say that we do not want to be put under martial law to fulfil our duty.

We will dare say that the suggestion of the abolition of our Corporation is not naturally drawn from the evidences given during the investigation. We have heard several agents say that they were satisfied with their pilots, even those of the tour de rôle, who were not praised too high by some Commissioners, who used sarcasm too freely against those men, who are respectable citizens born in the country, and whose fault is to have not been lucky enough to be employed by great companies, however they are useful pilots, they do their share in the pilotage service as well as other pilots. They answer every call of the shipping. They don't care how that work will pay, they are called to duty, and they do their duty. We have never seen a pilot refusing a ship for the reason she will not pay him enough as this has been often seen in Montreal district.

We are proud to say, though we exceedingly regret their loss, that two of our confreres since 1906, Charles Pelletier and Charles Clavet, were victims of their duty, and perish with their vessels during fierce storms on the St. Lawrence

The abolition of our Corporation is merely a question of dollars and cents, nothing else. The Shipowners try to be dispensed with paying some extra expenses to their selected pilots, and perhaps are hoping more than that.

Let us make a suggestion and show them how they may get rid of that custom. The only way is to give up the mode of selecting their men. Let all the Pilots be on the tour de rôle, they have all the same knowledge, and thus will acquire the same experience.

If our Corporation disappear, will the river St. Lawrence be safer ? We don't think so, though the Commission seems to believe that the sad accidents of the season of 1912 would not have happened if the pilots had not been incorporated. We see accidents in other places where the pilots are not incorporated, and even greater mishaps happen to others than pilots.

We all remember that during the investigation, a witness of 26 years experience in the Shipping, showed a list of accidents occurred to ships during a certain period in the hands of Quebec Pilots, Montreal Pilots and Captains, and the comparison has not been against us. However some of the Commissioners did not like to accept the statement, because it was a little in favor of the Corpora-

tion, and told the agent that it was not the end of the Commission to compare any bodies of men. We saw then more clearly what was the end sought.

Accidents will happen again to pilots incorporated or not, to Captains, etc. " Every one has in mind the mishap of the S.S. " Helvetia " sunk by the "Empre of Britain". Who does not remember the S.S. " Titanic " ? These vessels were not handled by pilots when they met their sad fate.

We beg to conclude that the maintenance of our Corporation of Pilots is essential to the efficiency of the pilotage service. A better control of the pilots is obtained with the Corporation than otherwise. Disorganisation is suggested and nothing proposed to take place, and no proof given that the new system will work better. We do not accept the Montreal system as a model, because we know too well how the greatest number of Montreal Pilots are dissatisfied with their system which only favors a small number of them, and leaves the rest waiting for work, at both ends, Quebec and Montreal. We know very well too that vessels which do not pay them are refused, though these vessels need their services.

POOLING SYSTEM

Page 10, sec. (c) reads as follows : The system of pooling pilots' earnings is vicious, and removes all incentive, etc.

We have experienced this system these last fifty four years, and consequently we must be in a better position to appreciate it than those who judge that system on hear say or according to their interests or their anxiety to pay less. We are glad to say that every member of our Corporation is satisfied with it, and would not like to be deprived of it.

We cannot understand why the system of pooling our earnings is bad for us and good elsewhere ? The Sandy Hook Pilots, New York, after having studied our regulations, obtained their incorporation in 1896. After a few months experience, they said with the greatest satisfaction that they have given up a system of poverty to enjoy now one of wealth. The reason why they have sought their incorporation was the same as our old confreres had when they asked their incorporation.

Not later than last summer, the 93 pilots of Cardiff were incorporated, and took our mode of pooling their earnings, always for the same reason, to protect the fruit of their labour. Everyone knows even Shipping companies pool their benefits. If this system is good for others, it must be good too for us, and not bad for the Shipping. This thing is a private affair, and we are not ready to admit as right what has been said during the investigation, that those who pay must know how their money is employed. Let us take care of our money, it will be safe guarded.

We will repeat here what has been often told by pilots in their evidences. We like better to partake with our confreres, than to do it with people who have no right to it. Our association differs from others only in the number of partner. For instance, take lawyers, they form societies from 2 to 6, 7 and even more and work together, and partake their benefits. This is the same thing with us, we work for the common interest, and divide the benefits. We are also a fraternal society protecting our members during sickness and giving a pension to those who retire on account of age or infirmities, pensioning also their widows and orphans.

The Commission in its report says that the Dominion Coal Company through its Agent, wished to do away with the pooling, because they have to pay a bonus to a regular man, or else take an inferior man.

Let us say that we have not inferior men, all the pilots have passed the same examination when they were licensed and besides that in 1906, to satisfy a tyrannic exigency of the shipping Federation of Canada, pilots of 20, 30 even 40 years experience had the great humiliation of an examination on the compass, charts of the river, etc.

Every year we are submitted to another exigency, eyesight test and obliged to choose wool, and like school boys, we are called on a special day before the opening of the navigation, though the by-laws say that we have two months for that examination, and handled by Officials of the Department, who sometimes make too much zeal as it happened very often. We cannot find any other class of men treated as we have been these last years, and one witness in the investigation did not fear to say, what every body thinks, that he was disgusted and was anxious to attain the age limit to give it up.

If the Dominion Coal Company or others do not like to pay extra bonus to their pilots for the privilege they have to select them, let all the pilots be on the tour de rôle, this way, pilots will not be forced to go down to Sydney and exposed their lives in all kind of chartered boats for a poor ten dollars which is well earned by the hardship they have to go through, without running the risk of losing their lives as it happened in the case of the S.S. "Bridgeport" which sank with all hands on board including the late Charles Clavet, pilot, who had been working for the Dominion Coal these last 25 years. We refer the Dominion Coal to the Pilotage Act. We will mention only the Shipping Act of 1906, Part. 6, chap. 113, par. 460.

No pilot shall without his consent, be taken to sea or beyond the limits for which he is licensed on any ship whatsoever.

2° Every Pilot so taken shall be entitled to cabin passage and over and above the pilotage dues otherwise payable to him, to the sum of two dollars per day to be computed from and inclusive to the day on which the ship passes the limit up to which he was engaged to pilot her, and up to and inclusive of either the day of his being returned in the said ship to the place where he was taken on board or, if he is discharged from the ship at a distance from such place, such day as will allow him sufficient time to return thereto.

3. In such last mentioned case, he shall be entitled to his reasonable travelling expenses by cabin passage or first class conveyance by land, as the case may be, over and above such pilotage dues and other sums. R. S. chap. 80, s. 39.

The Dominion Coal Company in paying a few dollars more to its selected pilots, is only complying with the law, and does not make any favour to Pilots.

With the tour de rôle, all pilots will acquire the same experience, and the dangers of the River St. Lawrence will not be increased with the pooling of our earnings. Since 1905, we have made several concessions to please the Department of Marine & Fisheries, and the Shipping Federation, but we are not ready to give up our Corporation and the pooling system, as we have expressed our wish in our humble request signed by all the members of the Corporation, request presented April last to the Honourable Minister of Marine & Fisheries, by Mr. A. Lachance, member of the Commission.

PENSION FUND.

2° Page 10. That the pension Fund be taken over and managed by the Minister of Marine & Fisheries.

That question has not been discussed at all during the Investigation, and no complaints have been made by witnesses against the actual administration of the Fund. This has been decided, ex cathedra, by two Commissioners. We think

that is not sufficient to settle the matter without any proof of bad administration, on the contrary, we will prove that our administration is the best that may be obtained and the cheapest.

The Department of Marine & Fisheries had formerly the management of our Fund through the Trinity House who was then Pilotage authority for the District of Québec. During this Governmental administration, our Fund was very badly managed. Pensions were given without proportion with the revenue, the capital was constantly decreasing, besides that several hundred dollars were lost on the capital as well as on the interests. When the Trinity House disappeared on January 1st, 1876, the Fund was transferred to the Corporation of Pilots who administered it since that time. We are proud to say that since, we have not lost anything either on the capital or interest. We received then a capital of \$60,488. and we have now over \$101,000., and have been able to rise the pension from \$120.00 to \$300.00.

If we have been able to obtain this result, we are still intelligent enough to follow the way that our predecessors have shown us. This Fund is the produce of our savings, and we do not see why it should be taken from our hands and administered by officials who are not at all interested in it. If this principle is applied to our Fund, we do not see why the Government should not manage the capital of Insurance Companies, Fraternal societies, etc., who have millions deriving as our Fund, from the savings of people.

With this principle the Government would have more reasons to administer the Capital of Shipping Companies who received considerable subsidies from the Public money. Why should we be treated differently? Because we are pilots. That would be a poor reason. As we said before, the Shipping Federation wants to put the pilots under the Authority of a man, who will act under the name of the Minister, but will be directed by the above association.

We beg to conclude that the Corporation of Pilots, for the benefit of all, must keep the administration of this Fund, and continue the progressive way adopted since 1876, and we think it is only just.

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3^d Page 10. Appointment of an Independent Superintendent.

We again regret to say that we do not agree with the Commissioners' opinion expressed in sec. (a), about the Superintendent of Pilots.

When the Trinity House was the pilotage Authority, there were Superintendents and according to law, they had to be pilots.

12 Vict. : chap. 114, par. 2, sec. 6, reads as follows : There shall be two Superintendents of Pilots, who shall be Branch Pilots, having practised as such for at least ten years the senior in office shall be one of the Wardens of the Trinity House of Quebec ; in his absence, the other Superintendent of Pilots shall act as Warden with the same power and functions.

This subsisted till 1876, and after that date, the position was abolished and revived in 1905, when Mr. Edmond Larochelle, jnr, pilot, was appointed and two others after him.

What a curious thing to pretend that a pilot cannot fulfil his duty as Superintendent, because he has been a pilot and will not be independent enough. One might as well say that an advocate is not qualified to become a judge, because having been an advocate, will not be independent enough of his former conferees to deal with justice. Government should do better, we suppose, to appoint Notaries as judges. They know law and would be more independent.

This, we hope, is sufficient to illustrate the weakness of the above suggestion that an Independent Superintendent must be appointed. We do not consider, with the Commissioners, that we cannot find a competent Superintendent elsewhere than in the seafaring class. If this condition was absolutely necessary, we have several pilots who have seafaring experience, being masters and having had charge of vessels during numerous years, besides, their experience as pilots; and any one amongst the pilots who will be in charge, as Superintendent, provided he receives proper instructions will fulfil his duties as well as any one who may be chosen elsewhere, and the Department of Marine & Fisheries will be sure to have a man knowing the pilotage question and its administration.

We will not follow any longer the Commissioners in their recriminations against the actual Superintendent, but will only say, that if certain officials had obeyed the orders of the Honourable Minister of Marine & Fisheries, and had given proper instructions to the actual Superintendent, and not only say: be a Superintendent, it would not have been the same thing.

Reports since 1906, were regularly made and sent by the Superintendents to the Department of Marine & Fisheries, every year, in the manner they judged more convenient, having no special directions on this matter as well as for other things.

Page 10, art. 4, The Apprenticeship System.

(A) The Apprenticeship at present is closed to most young men. Applicants are nominated by the Branch pilot in succession, etc.

We will answer to these assertions with the by-laws of the Quebec Harbour Commissioners as Pilotage Authority, by-laws not repealed and actually in force according to par. 440, Shipping Act 1906, part. 6, chap. 113, which is as follows: Every by-law, rule, regulation, law or ordinance made by any pilotage authority before the first day of March, one thousand eight hundred and eighty seven, shall continue to have the same force and effect as heretofore, until repealed or altered by a by-law of the proper pilotage authority duly made and confirmed under this Par. R. S., 80, s. 21.

We are convinced that these by-laws are actually in force.

"QUALIFICATION OF APPRENTICE PILOTS"

2. No persons shall be recognized as an apprentice pilot within the meaning of the Pilotage Act or other by-laws, unless he has been previously admitted and indentured as such the provisions of the Pilotage Act, Revised statutes of Canada, chapter 80, sections 23, 24 and 25, and has complied with the by-laws and regulations of the Quebec Harbour Commissioners. ("Words" Minister of Marine and Fisheries, substituted to Quebec Harbour Commissioners.)

"APPLICATION FOR ADMISSION OF APPRENTICES."

3. All applications for admission as apprentice pilots for and below the Harbour of Quebec shall be made through the Corporation of Pilots for and below the Harbour of Quebec, and shall be in turn according to Seniority on the official list, when, if consent is then given by the Quebec Harbour Commissioners, they shall examine the applicant.

- (a) That he is above the age of 16 years and under the age of 30 years.
- (b) That his character for sobriety and honesty is good.
- (c) That he is able to read and write.
- (d) That he passes an examination before an oculist and aurist selected by the Commissioners as to his sight, colorsight and hearing. A copy of the indenture then passed must be at once deposited by the Corporation of Pilots, with the Commissioners. Apprentice pilots to serve seven years.

4. Every apprentice pilot shall serve an apprenticeship of seven consecutive years under the Authority of the Corporation of Pilots, and shall make during the winter months four ocean voyages before the mast or as an officer.

“ ADMISSION OF APPRENTICES AS PILOTS ”

“ QUALIFICATION OF APPRENTICE ”

5° No apprentice pilots shall be eligible to obtain a license as a pilot who is under the age of twenty three years, or above the age of thirty years, and unless he has satisfied the Quebec Harbour Commissioners, that his character for sobriety and honesty is good, and has passed an examination before an oculist and aurist selected by the Quebec Harbour Commissioners (now Minister of Marine and Fisheries) as to his sight, color sight and hearing, such examination being the same as regards eyesight and color blindness that has to be undergone by candidates passing the examination for masters and mates, etc.

This must be sufficient to prove that apprentices are not taken by pilots, but by the Pilotage Authority. The apprenticeship is not closed to most young men, as said by the Commissioners. If it was closed, we would not have amongst our apprentices, three or four young men who are not pilots' sons.

We cannot understand why some people think that it is not a good thing for a pilot to induce his son to follow his father's career. Is it worst for a pilot than for any body else, a merchant, lawyer, notary, etc., to have a son following or succeeding his father? We do not think it; but too many people are inclined to believe that the pilots are not right in doing so.

We should have much to say about section (b) last part. Page 10. Apprentices are required at present to be examined in both English and French. If the Commissioners are of opinion that a man speaking and writing one language is superior to another speaking and writing both languages, let them cherish that idea, this will not surely increase nor diminish the rates of Insurance on the St. Lawrence.

BY-LAWS

Same par. page 11, first line, last words : The so-called by-laws for the pilotage district of Quebec, which have been in use since 1905, were never promulgated.

In answer to this we will only prove that if there is fault some where, it does not lie in the Corporation of Pilots, who required very often the sanction of these by-laws, discussed and agreed with the representative of the Department of Marine and Fisheries, in 1906, Capt O. G. V. Spain, and we include letters from the Department on the subject, and you will surely fix the responsibility of this state of affair in the right place.

Québec, 18 sept. 1905.

Quebec, Sept. 18th, 1908.

F. GOURDEAU, ECR.

F. GOURDEAU, ESQ.

Sous Ministre de la Marine
et des Pêcheries, Ottawa.

Deputy Minister of Marine
and Fisheries, Ottawa.

Monsieur le Sous-Ministre :

Sir,

Le Bureau de Direction des Pilots,
par l'entremise de son président,
M. Alfred Larochelle, me charge de

The Pilot Board, through the President, Mr. Alfred Larochelle instructs me to ask you if you will kindly send

vous demander de bien vouloir nous faire parvenir aussitôt que possible, une copie des nouveaux règlements des Pilotes licenciés pour le Havre de Québec et au-dessous, les mêmes règlements qui doivent être soumis à l'Exécutif pour leur sanction.

Une prompte réponse est sollicitée.

J'ai l'honneur d'être
Monsieur le Sous-Ministre,
Votre très humble serviteur,
(Signé) F.-X. Dion,
Sec.-trésorier.

Refer to No. 13397

Sir,

In reference to your letter of Sept. 18th, I have to inform you that the new regulations and by-laws for the pilotage below Quebec, are now being printed, and a copy of the same will be sent to you as soon as possible.

I am, Sir,
Your obedient servant,

(Signed) F. GOURDEAU,
Deputy Minister of M. & Fisheries.

Québec, 2 novembre, 1905.

F. GOURDEAU, ECR.

Sous-Ministre de la Marine
et des Pêcheries, Ottawa.

Monsieur le Sous-Ministre :

Le 28 septembre dernier, vous nous disiez en réponse à la lettre que je vous écrivais le 18 du même mois que les règlements pour le pilotage en bas de Québec étaient sous presse, et qu'une copie nous serait envoyée aussitôt que possible. Les membres du Bureau des Pilotes désireraient en avoir une copie, afin d'être en demeure de rassurer certains de leurs confrères plus ou moins pessimistes touchant la nature de ces règlements.

J'ai l'honneur d'être,
Monsieur le Sous-Ministre,
Votre bien dévoué serviteur,
(Signé) F.-X. DION,
Sec.-trés.

as soon as possible, a copy of the new by-laws for the Branch Pilots for and below the Harbour of Quebec, the same regulations which must be sanctioned by the Privy Council.

A prompt answer is solicited.

I have the honour to be

Sir,

Your most obedient servant,

(Signed) F. X. DION,
Sec.-Treas.

Ottawa, Sept. 28th, 1905

Québec, Nov. 2nd, 1905.

F. GOURDEAU, ESQ.

Deputy Minister of Marine
and Fisheries, Ottawa.

Sir,

On the 28th of September last, you told in answer to the letter I wrote to you on the 18th of same month, that the regulations for the pilotage below Quebec, were now being printed, and a copy would be sent to us as soon as possible. The members of the Pilot Board are anxious to have a copy of same, in order to be able to encourage some of their confreres, who are more or less pessimist concerning these by-laws.

I have the honor to be,
Sir,
Your devoted servant,
(Signed) F. X. DION
Sec.-Treas.

Refer to No. 13397.

Ottawa, 23rd November, 1905.

Sir,

In reference to your letter of the 2nd November in regard to the regulations concerning pilotage below Quebec, I have to inform you that directly, the new By-Laws are printed, a copy will be sent to you.

I am Sir,
Your obedient servant,

(Signed) F. GOURDEAU,
Deputy Minister of Marine and Fisheries.

Referez à No 13397.

Ottawa, 1er février, 1906.

Monsieur,

En réponse à votre lettre se rapportant aux nouveaux règlements concernant le pilotage de Québec à la Pointe-au-Père, je dois vous dire que ces règlements ont été imprimés et sont maintenant devant le Conseil. Toute la question concernant les règlements qui doivent régir les Pilotes en aval de Québec, sera reprise la semaine prochaine lorsque le commandant Spain et moi irons à Québec dans ce but principal.

Je suis, Monsieur,
Votre obéissant serviteur,

(Signé) G. GOURDEAU,

Sous-Ministre de la Marine
et des Pêcheries.

Secrétaire

Corporation des Pilotes,
Québec.

Refer to No. 13397.

Ottawa, February 1, 1906

Sir,

In answer to your letter referring to the new by-laws concerning the pilotage from Quebec to Father Point I must tell you that these by-laws have been printed, and are now before the Council. All the question concerning the by-laws which must govern the pilots below Quebec, will be considered again next week when Commander Spain and I, will go to Quebec chiefly for this end.

I am Sir,
Your obedient servant,

(Signed) F. GOURDEAU,

Deputy Minister of Marine
and Fisheries.

Secretary,

Corporation of Pilots, Quebec.

We think it is useless for us to say anything more on the subject. You may see that every thing has been done by our Board to settle this question to the satisfaction of every body, and if there is something wrong, our Corporation cannot be blamed for that, the fault lies elsewhere. This must be another proof that the Pilotage Authority is not our Corporation, if it had been the case, we should have dealt otherwise with this matter.

That the Eyesight Test should be on a standard basis.

It would be a good thing if this important matter was not left only to the theories of the Examiner of Masters and Mates, thus we would not be exposed, every year, to serious changes in the mode of conducting this examination as we have too often experienced it on previous years.

—o§o—

7° " That the number of branch pilots be reduced."

This is an important question. One must consider that in our district, the number of pilots must be a little in excess than that of the Montreal district, for the efficiency of the service.

We are often called to go with ships to ports where communications are difficult, such as, Escoumains, Sault-au-Mouton, Saguenay River, etc. Pilots must remain on board two or three days, sometimes more, to avoid ships to be delayed. Several vessels come to Quebec without going to Montreal. Fifty pilots may be sufficient for Montreal, and sixty be insufficient for Quebec. We may suppose that the shipping will increase according to the progress of the country, it is for this reason that we have asked permission last Fall to take some more apprentices.

Commission's Report, page 15 last par.

QUEBEC TARIFF

The Commission would like to point out that the pilotage tariff rates for the Quebec Pilotage District, are too high for the services rendered, etc.

That question of tariff did not come during the investigation, and consequently we have had no chance to discuss it, and show that the rates are not too high, if we consider the length of the pilotage 157 miles.

Let us make a comparison and take a ship drawing 20 feet and see what the pilotage will be for the three following places, New York, Boston and Quebec, and this will be the best argument to prove, that our tariff is not what the Commissioners say :

1° New York, length of pilotage 18 miles

Inward 20 feet à \$4.13	\$82.60	
Outward 20 feet à \$3.08	61.60	
	—————	\$144.20 for 36 miles in and out

2° Boston, length of pilotage 11 miles

Inward 20 feet at \$4.25	\$85.00	
Outward 20 feet at \$3.25	65.00	
	—————	\$150.00 for 22 miles in-and out

3° Quebec length of pilotage 157 miles

Inward 20 feet at \$3.87	\$77.40	
Outward 20 feet at \$3.40	68.00	
	—————	\$145.40 for 314 miles in and out

In the New York Harbour, the rates of pilotage for vessels from 21 feet and above, the tariff is higher. Inward \$4.88 and outward \$3.56.

We must mention too that our lives are greatly exposed when we got on board vessels or got off at Father Point during stormy weather. We should like very much to see how, some gentlemen who are always ready to criticise pilots, would behave if they were with us in certain circumstances, chiefly Mr. Robb, one of the Commissioners, who said during the investigation, with a sarcastic smile, that : Pilot smoking his pipe (page 555 typewritten notes of the evidences) we would like to have him smoking with us when we are tossed in the S. S. "Eureka" at Father Point during stormy weather, we think he would soon find our tobacco too strong for him.

Then if we encounter greater dangers, our tariff must be higher or, at least, stay as it is. In the Harbour of New York and elsewhere, pilots are working all the year round, and they have a better tariff than we, who are working about eight months a year. It would not be just to reduce our earnings when it is so difficult to live.

Commission's Report page 16.

" GOVERNMENT PENSIONS TO PILOTS "

We will answer to that part of the Commissioners' report in producing copies of the letters exchanged between the Department of Marine & Fisheries and the Pilots on those questions, and say why we have obtained some compensations from the above Department.

1° Lettres de la Corporation des Pilotes à l'hon. L.-P. Brodeur, ministre de la Marine et des Pêcheries, Québec, 22 mars, 1906.

A l'hon. L.-P. Brodeur,

Ministre de la Marine.

Monsieur le Ministre :

A une assemblée spéciale du Bureau de Direction des Pilotes tenue ce jour, j'ai été chargé de vous donner un résumé de ce qui a été discuté et résolu. Lors du transfert de la Corporation des Pilotes sous votre Gouvernement, sanctionné le 20 juillet dernier, votre prédécesseur, feu l'hon. R. Préfontaine, avait donné son assentiment aux articles ci-dessous mentionnés, le premier alinéa excepté, en compensation de la distance du pilotage de la station du Bic transférée à la Pointe-au-Père, étant une augmentation d'un neuvième du parcours, ci-suivent les articles arrêtés à votre Bureau le 19 du courant, entre vous et M. le Président de la Corporation des Pilotes, M. Alf.

Letters of the Corporation of Pilots to Hon. L. P. Brodeur, Minister of Marine and Fisheries, Quebec, March 22nd, 1906.

To Hon. L. P. Brodeur,

Minister of Marine and Fisheries

Sir :

At a special meeting of the Pilot Board held this very day, I have been directed to give you in a few words what has been discussed and resolved. When the Corporation of Pilots was transferred to the Government, as sanctioned July 20th 1905, your predecessor, the late Hon. R. Préfontaine, had given his assent to the articles hereafter mentioned, first paragraph excepted, in compensation for the distance of pilotage station transferred from Bic to Father Point, being about one ninth of the distance, here are the articles agreed to in your office on the 19th inst, between you and the President of the Corporation of Pilots, Mr. Alf. Larochelle, and one Director Mr. L. E. Morin with Mr. O. E. Talbot,

Larochelle, et le Directeur M. L.-E. Morin, en présence de M. O.-E. Talbot, Ecr. M.P., M. le Sous-Ministre et le commandant Spain, à la suite de l'article 23 des règlements imprimés.

1° Les Pilotes seront examinés, cette année seulement une fois pour toutes, sur les cartes de la rivière et le compas de Québec à la Pointe-au-Père par M. Alfred Larochelle, président, le capitaine Spain devant être présent à cet examen, ainsi que les Directeurs, cet examen commencera lundi le 26 mars courant à continuer jusqu'à ce que tous les pilotes aient subi cet examen.

2° Le Gouvernement s'engage également à embarquer et à débarquer, à ses frais et dépens, les Pilotes aux stations de pilotage.

3° Le Gouvernement s'engage également à payer la pension des pilotes en devoir à la Pointe-au-Père et au Saguenay.

4° Le Gouvernement paiera le loyer du Bureau des Pilotes, à Québec la Corporation des Pilotes devant allouer une salle au deuxième étage durant l'hiver à l'usage du cours de navigation donné par l'examineur officiel.

5° Le Gouvernement s'engage à payer une somme de \$300.00, trois cents piastres par année aux pilotes forcés de se retirer du service actif par maladie ou autrement. Cette somme étant allouée en sus de la pension accordée par le Fonds des Pilotes Invalides.

Les Pilotes sont désireux d'avoir votre assentiment le plus tôt possible.

J'ai l'honneur d'être
Monsieur le Ministre, etc.

(Signé) F.-X. DION, sec.-trés.

Ottawa, le 27 mars, 1906.

Cher Monsieur,

Le Ministre me prie de vous accuser réception de votre lettre du 22 courant, par laquelle, vous lui faites

M.P., Mr. the Deputy Minister and commander Spain, after article 23 of the printed by-laws.

1° The Pilots will be examined, this year only once for all, on the charts of the river and the compass, from Quebec to Father Point by Mr. Alfred Larochelle, Chairman, Captain Spain being present at this examination, with the Directors, this examination will begin Monday the 26th inst., and will continue as long as all the pilots will have passed.

2° The Government will embark and disembark, at his own expenses, pilots on the pilotage stations.

3° The Government will also pay the boarding of Pilots on duty at Father Point and Saguenay.

4° The Government will pay the rent of the Pilots' Office, at Quebec, the Corporation of Pilots giving a hall on the second floor during winter for lectures on navigation given by the official examiner of Masters and Mates.

5° The Government will pay a sum of Three hundred (\$300.00) dollars per annum to pilots obliged to withdraw from the active service, through sickness, or for other reasons. This sum being added to the pension granted by the Decayed Pilots Fund.

Pilots are anxious to have your official assent as soon as possible.

I have the honor to be,
Mr. the Minister, etc.

(Signed) F. X. DION, Sec.-treas.

Ottawa, March 27, 1906.

Dear Sir :

The Minister charges me to acknowledge reception of your letter of the 22nd inst., in which you communicate to

part de ce que les pilotes attendent du Gouvernement. J'ai le plaisir de vous informer que le Ministre a approuvé les cinq clauses contenues dans votre lettre, et qui se lisent comme suit :

1° Les Pilotes seront examinés cette année seulement, une fois pour toutes; sur les cartes de la rivière et le compas, de Québec à la Pointe-au-Père, par M. Alfred Larochelle, président, le capitaine Spain devant être présent à cet examen ainsi que les Directeurs, cet examen commencera lundi le 26 mars courant à continuer jusqu'à ce que tous les pilotes aient subi cet examen.

2° Le Gouvernement s'oblige à embarquer et à débarquer, à ses frais et dépens, les Pilotes aux stations de pilotage.

3° Le Gouvernement s'engage à payer la pension des pilotes en devoir à la Pointe-au-Père et au Saguenay.

4° Le Gouvernement paiera le loyer du Bureau des Pilotes à Québec La Corporation des Pilotes devant allouer une salle au deuxième étage durant l'hiver à l'usage du cours de navigation donné par l'examineur officiel.

5° Le Gouvernement s'engage à payer une somme de Trois cents piastres (\$300.00) par année aux Pilotes forcés de se retirer par maladie ou autrement. Cette somme devant être allouée en sus de la pension accordée par le Fonds des Pilotes invalides. Le Département donnera en conséquence des instructions sans retard à cet effet

Votre obéissant serviteur,

(Signé) F. GOURDEAU,

Sous-Ministre de la Marine
et des Pêcheries, Ottawa.

F.-X. DION, Ecr., Sec.-trés.,
Corporation des Pilotes, Québec.

him what the pilots expect from the Government. I have the pleasure to inform you that the Minister has approved the five clauses contained in your letter, and which read as hereafter :

1° The Pilots will be examined this year only, once for all, on the charts of the river and the compass, from Quebec to Father Point, by Mr. Alfred Larochelle, President, Captain Spain being present to this examination as well as the Directors, this examination will begin on Monday, March 26th inst. and will continue till all the pilots will have passed it.

2° The Government will embark and disembark, at his expenses, the Pilots on the Pilotage stations'

3° The Government will pay the boarding of Pilots on duty at Father Point and Saguenay.

4° The Government will pay the rent of the Pilot's Office at Quebec, the Corporation of Pilots giving a hall on the second floor, during winter for lectures given on navigation by the official examiner of Masters and Mates.

5° The Government will pay a sum of Three hundred \$300.00 dollars per annum to pilots obliged to withdraw from active service through sickness or for other reasons. This sum being added to the pension granted by the Decayed Pilot Fund.

Consequently, the Department will give without delay instructions to this effect.

Your obedient servant,

(Signed) F. GOURDEAU,

Deputy Minister of Marine
& Fisheries, Ottawa.

F. X. DION, ESQ., Sec.-Treas.
Corporation of Pilots, Quebec.

EXTRACT FROM A REPORT OF THE COMMITTEE OF THE PRIVY COUNCIL, APPROVED
BY THE GOVERNOR GENERAL ON THE 5TH DECEMBER, 1906

On a report dated 25th October, 1906, from the Minister of Marine & Fisheries, stating that during the past season, the Department of Marine & Fisheries have taken over the control of the Pilotage Service below Quebec, and it is reported to him that the number of Pilots in the service is in excess of requirements

The Minister recommends with a view to improving the efficiency of the service, that all Pilots on reaching the age of sixty-five years, this is to be considered the age limit, be granted an annual pension of \$300.00 and that in special cases where pilots who are not less than 60 years are reported after having been thoroughly examined by a Medical Board, as physically unfit for further service, the Department of Marine & Fisheries may grant them the same pension as is granted to pilots who have reached the age limit of 65 years.

The Minister states, the appropriation necessary to carry out the above recommendation has already been provided.

The Committee submit the same for approval.

(Signed) JOHN J. MCGEE,

The Honourable, The Minister of Marine & Fisheries.

That pension of \$300.00 was granted without condition, as it may be seen in the above letter of the Deputy Minister, F. Gourdeau, par. 5.

When this allowance was asked as a compensation for Pilots, obliged to leave the pilotage service at 65 years, when able to work a few years more or to be put out on account of eyesight, hearing or other reasons, a lengthy discussion took place between the representative of the Department, Cap. O. G. V. Spain, and the Pilot Board. It was then never mentioned that when the number of Pilots should be reduced to 75 that this pension should be abolished. This at our great surprise came out only last spring.

Though, he was not worst than before, Pilot Trefflé Simard, 63 years old, was taken off the list, on account of his eyesight. His services were required again last Spring by the Agents of the Head Line, but in vain, he had to go out, the examiner of Masters and Mates having decided so, not wishing to consider that this pilot had piloted these last nine years exactly in the same conditions. Thus obliged to give up his trade, and because the number of Pilots is fallen below 75, being the first under this number, will this allowance be refused to him, and others who may be under same circumstances? We cannot believe that. We have too much confidence in the equity of the Honorable Members of both Houses, the Senate and Commons, to think a single moment that they will not advise the Department of Marine and Fisheries to abide by the former agreement assented by both parties, and not consider what other people might have said on this subject, and continue to pay this pension to pilots having attained the age limit or incapacitated by sickness or otherwise as promised by the letter of the Deputy Minister Gourdeau and the order in Council.

We have other reasons to believe that the agreement for this pension of \$300.00 was permanently settled. Here are two letters dated the same day one from the Deputy Minister, G. J. Desbarats, and the other from the Chief Examiner, L. A. Demers, and sent to the Pilot Board, warning the future apprentice pilots not to rely too much on that allowance of \$300.00. If this pension was only given to hasten the reduction of pilots' list to 75, those letters would have been useless.

OFFICE OF THE CHIEF EXAMINER OF MASTERS AND MATES.

Refer to No. 27300

Ottawa, 12th April, 1910.

Sir,

I have to request you to be good enough to notify Joseph Lapointe, of St. Lawrence, to be in Quebec on Tuesday to be reexamined for eyesight test. I will ask you to advise Dr Pagé that I will be there for that examination also that of apprentice pilots. Further I wish to communicate to you the probable intention of the Department as regards future pilots who may wish to join the ranks of the Corporation. Although the matter is still under consideration, it is very probable that the pension which was given to the pilots to the amount of \$300.00 will be cancelled hereforth. As I said before, this matter is not yet decided, but it would be well that the apprentice pilots who are to be examined next week, should be notified, so that when the decision is arrived at, there be no cause for surprise on their part

I am, Sir,

Your obedient servant,

L. A. DEMERS,

Chief Examiner

ALFRED LAROCHELLE, ESQ.,

Superintendent of Pilots, Quebec.

Reférez à No 27300.

Ottawa, 12 avril, 1910.

Monsieur,

Au sujet des nouveaux apprentis pilotes dont les noms sont enrégistrés comme devant se présenter pour examen, je crois devoir vous dire pour l'information de la Corporation et de ces aspirants, que la question de pension de \$300.00 accordée il y a quelques années est maintenant sous discussion. L'intention du Département est d'annuler ce privilège dès à présent pour ceux qui à l'avenir, entreront dans les rangs de la Corporation des Pilotes. On en n'est pas encore arrivé à une décision finale, mais dans tous les cas il serait bon d'avertir ces nouveaux aspirants de l'intention du Département quant à ce qui se rapporte à la question de pension.

Votre obéissant serviteur,

(Signé) G.-J. DESBARATS,

Sous-Ministre de la Marine et
des Pêcheries, Ottawa.

F.-X. DION, sec.-trés.,

Corporation des Pilotes, Québec.

Refer to No. 27300.

Ottawa, April 12th, 1910

Sir,

For the new candidates as apprentice pilots whose names are registered to be examined, I think I must tell you for the information of the Corporation, and those candidates, that the question of \$300.00 pension, granted a few years ago, is now under discussion. The intention of the Department is to annul this privilege just now, for those who in future will be admitted in the Corporation of Pilots. A final decision is not arrived at, but however, it would be a good thing to notify those new candidates of the intention of the Department concerning that question of pension.

Your obedient servant,

(Signed) G. J. DESBARATS,

Deputy Minister of Marine
and Fisheries, Ottawa.

F. X. DION, Sec.-Treas.,

Corporation of Pilots, Quebec.

After the reception of the above letters, were we not right to believe that this question had been settled for ever ? We again affirm that the condition mentioned in the report of the Commission, page 16, that : It is stated that it was only intended that the proposition should be in operation until the number of Pilots are reduced to seventy five, was not at all discussed nor even mentioned. Consequently we have always been under the impression that this question of pension had been settled once for all. For this reason, the Directors in office in 1906, gave us the following declaration.

Quebec, January 8th, 1914.

“ To whom it may concern ”

We, undersigned, certify that the pension of \$300.00 to pilots obliged to withdraw from the active service on account of age, sickness or otherwise, was granted without condition. It has never been mentioned that this pension should be abolished as soon as the number of Pilots should be below 75.

When this question was discussed, in February 1906, we were members of the Pilot Board, and Ph. Lamontagne, as Ass. Sec.-Treas., and present at the meetings held for that purpose with Capt O. G. V. Spain, sent by the Department of Marine & Fisheries, to settle this question of \$300.00, and many others pending between the Department and the Corporation of Pilots, on account of the transfer of the Pilotage Authority to the Honourable Minister of Marine & Fisheries.

(Signed) ALFRED LAROCHELLE, President.
L. E. MORIN, Director
CHARLES RAYMOND, “
ALPHONSE POULIOT, “
JOSEPH H. TALBOT, “
LOUIS THIVIERGE, “
PH. LAMONTAGNE, Ass. Sec.-Treas.

When this pension was granted, it was for the only reason, that every body thought, that it would not be just to deprive a man of his earnings without offering him a compensation for the loss he would suffer. If this reason was good when the pilot list was over 75, it must not be bad when the list is reduced below 75, pilots are suffering exactly the same loss, their career is shortened in the same manner, and had to receive the same compensation than their predecessors, and even with more reason, because future pilots will have a shorter active service not being licensed before 23 years and not after 30, and obliged to withdraw at 65, and sometimes before.

The transfer of the pilotage Authority to the Department of Marine & Fisheries, was made, July 20th, 1905. We were obliged to settle many things with the new Authority, for that purpose, the Honourable Minister of Marine & Fisheries sent Capt O. G. V. Spain, to discuss the matter with our Board. Several meetings were held, and the most important were those of the 9th and 10th February, 1906. We were obliged to make several concessions and after lengthy discussions, we received some compensations from the Department.

The transfer of the Pilotage Station to Father Point obliged us to get rid of our three pilot schooners which had cost \$24,500 and were sold for \$2,975. Eighteen miles were added to the already long distance of the pilotage, without anything more on the tariff. At Father Point we were all obliged to pension in hotels. On Board our schooners we were fed more economically.

The Department, after having seriously considered everything, assented to provide the pilotage station at Father Point with a steam tender, this not in the interest of the pilots, but for the greatest advantage of the Shipping, to pay the pension of the pilots on duty at Father Point and in the Saguenay River. This, with the rent of our office at Quebec, was granted as a compensation for the extra 18 miles or the pilotage without any change in the tariff, the Department found that it would not have been just to increase our work and responsibility and give nothing in return.

Before 1905, a pilot was allowed to work as long as he was in good health, and we have often seen men on active list at 78, even 80 years old. With the new Authority, the age limit was fixed at 65 with the privilege to pass two examinations during the season of navigation till 70, then a pilot is obliged to give up his license, as well as a pilot who cannot pass his annual examination for eyesight and hearing. The Department, as before said, granted, without conditions a yearly indemnity of \$300.00.

We have faithfully accomplished what we have promised to do when we have passed under the control of the new pilotage Authority, and the Department has done so, till 1913.

We think that there is a pressure made against the Corporation of Pilots to deprive its members of what the Government has given in return of what we have conceded.

We again differ with the Commissioners when they say (Report page 16) : Since the passing of the Act 1905, making the Minister of Marine and Fisheries the Pilotage authority, the conduct of affairs had been in a very mixed condition, etc.

We have proved before, that, what is said in this paragraph of the report against our Corporation was not at all the fault of our Association, and we think it useless to repeat what we have already said on this subject a few pages before. We only see another endeavour of the Commissioners to find fault somewhere, but unfortunately for them, they should have looked elsewhere.

We are anxious to give our hearty cooperation to the Department of Marine & Fisheries for the management of the pilotage district of Quebec, and we firmly believe that we have done our duty, since we are under the control of the Honourable Minister of Marine & Fisheries. We have complied with all the requirements of the Department, and in future, we intend to do the same, but we hope to receive in return consideration for what we have done and will do.

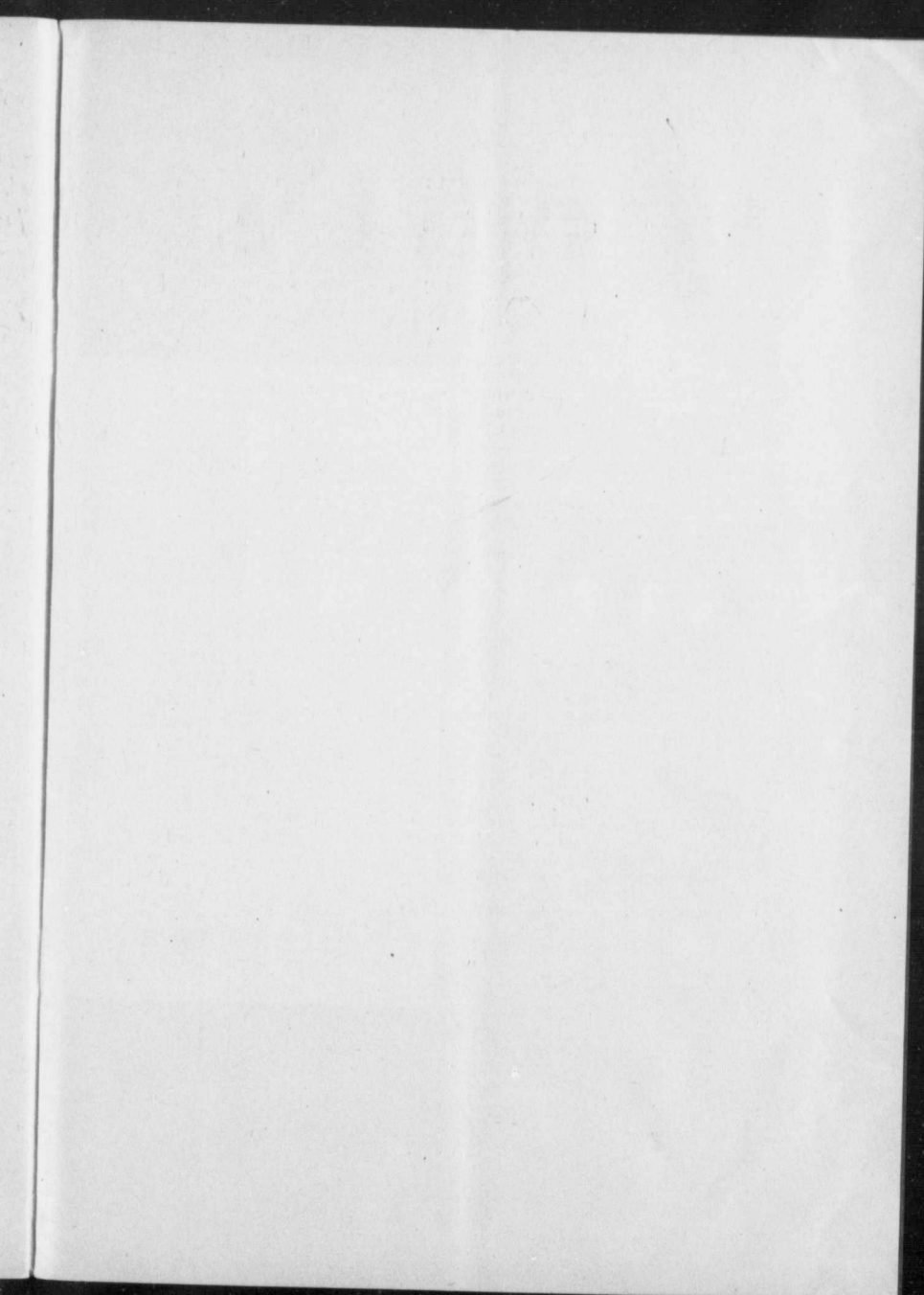
To conclude, we humbly request, that our Corporation be maintained, and our Fund left in our hands to be administered according to our interests and according to law.

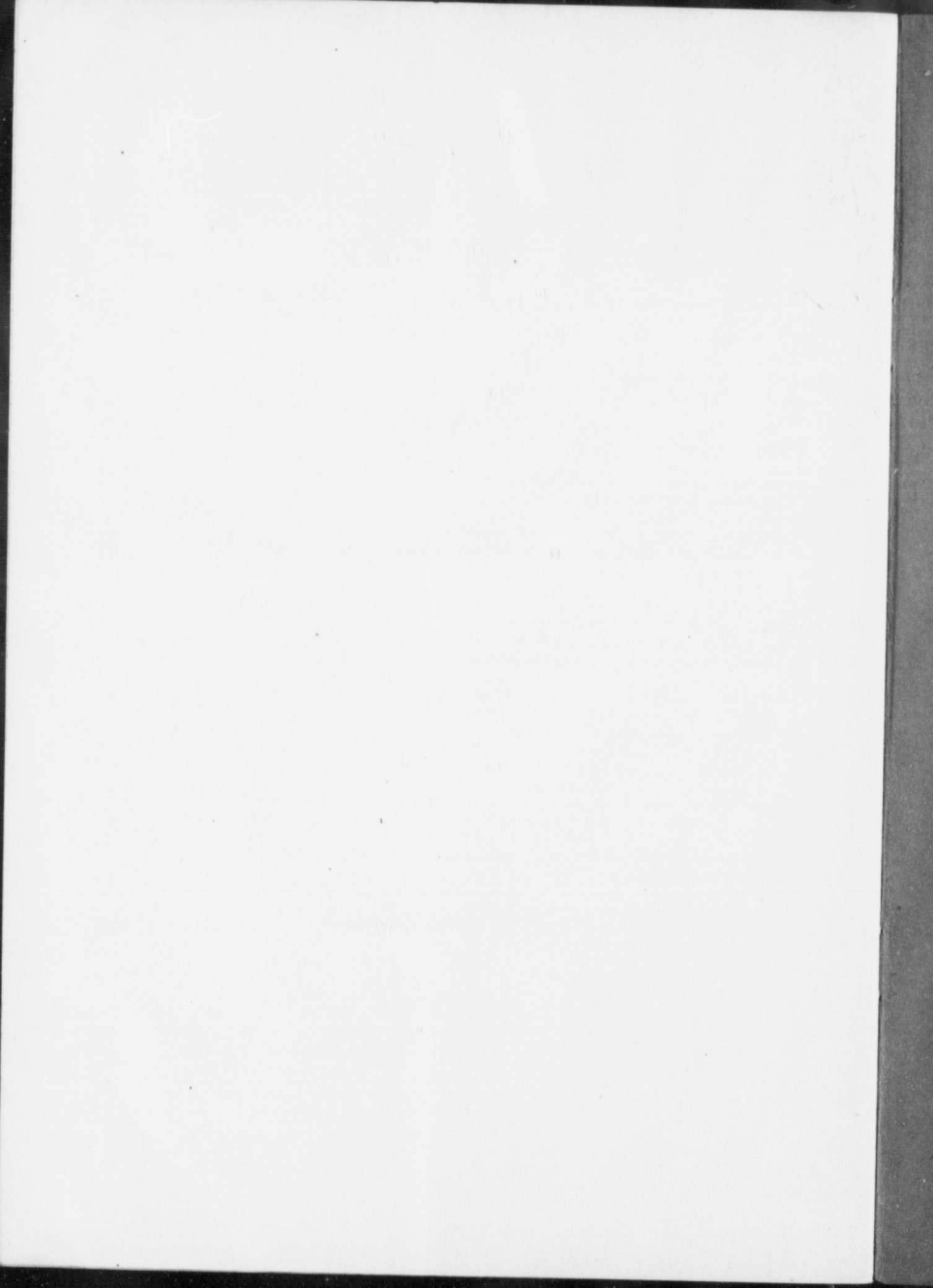
These are the wishes and desires of all the pilots interested in their welfare.

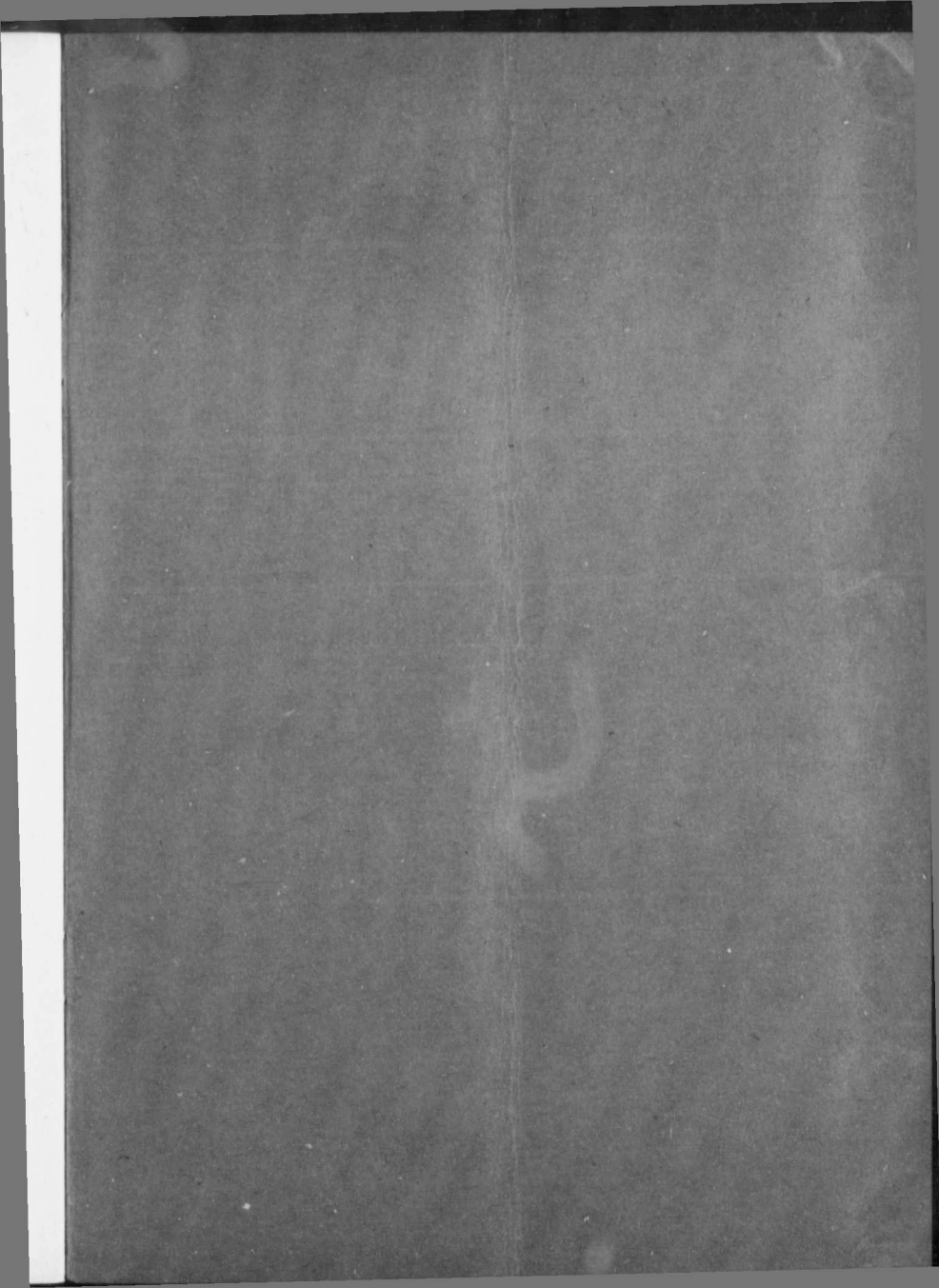
Humble submitted,

CORPORATION OF PILOTS FOR AND BELOW
THE HARBOUR OF QUEBEC.

Quebec, January 22nd, 1914.







Imp. et reliure l'Action Sociale Limitée

