

in a district for which he is not licensed he forfeits \$30, unless no licensed pilot can be had notwithstanding the ship has the signal flying, or the ship is in distress; and so soon as a licensed pilot comes aboard he supersedes the other, the fees to be divided. If he continues piloting after a licensed pilot comes aboard he forfeits \$100 or may be imprisoned one month. No ship is bound to take a pilot, but all vessels coming into or leaving the pilotage districts of the 4 great ports or any others in which the payment of dues is made compulsory by G. in C., (and in Quebec, a vessel when she is moved from place to place in the harbour) must pay pilotage dues unless no pilot can be procured or the ship is exempt. Ships belonging to Her Majesty or wholly employed in Her service in Canada or the United Kingdom, those propelled wholly or in part by steam trading between ports in N. S. or N. B. and New York or a U. S. port north of it, those of not more than 80 tons, and those registered in Canada of not more than 250 tons, and those whose masters or mates have a pilot certificate for the limits are exempt; but in St. John the pilotage authority may, with the approval of the G. in C., restrict the exemption to less than 250 tons. A master who does not declare the true draft of his ship to a pilot forfeits double pilotage dues, and any person fraudulently altering the marks on any ship to conceal her draught is guilty of misdemeanor. A ship with a certified master or mate must hoist a white flag 4 x 6 ft. large at main mast head, with the No. of his certificate in black figures, on approaching the district or port. If the master neglects to do so or does it without authority, he forfeits \$20 and must pay dues. If the master of an exempted ship (except those in H. M.'s service) flies the signal for a pilot and does not take one when offered, or employs a person not licensed or one of the crew to pilot the ship, he must pay dues. On arrival at the limits of a pilot district a ship not exempt must display the signal for a pilot until it reaches a line fixed by the authority, and the master must accept the first licensed pilot that offers, or that one of several entitled by the by-laws to serve, and lie to or otherwise facilitate his coming on board. The signal by day is a Jack hoisted at the fore with a white border 1-5 of breadth of the flag. At night a blue light each 15 minutes, or white light flashed, and shown frequently for a minute at a time, just above the bulwarks. A master who displays these signals for other purposes than calling a pilot, or uses any other signal for one forfeits \$100. If an exempt ship take a pilot it must pay dues. Every master of such a ship without a pilot has all the obligations and privileges of a pilot. Masters and mates, except at the 4 great ports, may be licensed for a year, after examination, for a pilotage district or any part of it; but their licenses may be withdrawn on proof of misbehaviour or incompetence. No owner of a vessel is freed from liability because it was in charge of a pilot when property was lost or damage done. If a pilot defrauds or abets a fraud upon the revenue, lends his license, acts as pilot while suspended, or in a state of intoxication, employs or causes to be em-

ployed unnecessarily any steamer or appliances for gain to himself or others, refuses to take charge of a ship when signalled or requested, unless for good cause, or attempts to make a bargain for salvage before doing so, suddenly cuts or slips any cable or slip, refuses, except on account of danger to the ship, to take into port, or quits the ship before she is in port or has reached his pilotage, he incurs a penalty of \$200 and is liable to suspension or dismissal. If, by neglect or drunkenness, he does any thing to endanger the ship, or life, or limb, or omits to do what is necessary for their safety, he is liable to 12 mos. imprisonment, as well as suspension or dismissal. If any person endangers a ship through misrepresentation as by professing to be a pilot when he is not and so obtaining charge of the ship, &c., he incurs a penalty of \$200, and if a pilot, may be suspended or dismissed. If he exacts more than his dues he is liable to a penalty of \$40. Pilot boats are to be licensed by the pilotage authority, except in Quebec. If decked she must have her name and that of her owner and of her port on her stern in white letters 1 in. broad and 3 in. long and the No. of her license on each bow. For the rest she must be tarred or painted black or such other color as the port authority prescribes. By day he must show a large flag, upper half white and lower red, and by night two lights, the upper white and the lower red. If not thus provided and if names or nos. are concealed, a penalty of \$80 is incurred. If the boat be not decked, the names may be on the bow or stern in letters 2 in. long white on a dark ground. By day she flies the red and white flag: in default of keeping all names, &c., clear and distinct, a penalty of \$40 is incurred. When on board ship the pilot must display his flag under the ensign, and the master must permit this. For neglect either incurs a penalty of \$80. When a pilot goes out on duty in other than a pilot boat he must exhibit the flag and lights under a penalty of \$200. A master not having a pilot on board incurs a like penalty for flying the flag or showing the lights. Until otherwise determined pilots for and above Quebec must contribute at least 7 p. c. of their earnings to the decayed Pilots fund, and the Treasurer of the Quebec Pilots must pay over 7 p. c. of their earnings on the 1st of every month to the Trinity House. In default of payment by the pilot to an established pilot fund in his district, of the amt. due by him, he forfeits double the amt. All fines and penalties paid by pilots also go to the fund. The funds are to be used in payment of necessary expenses and then of superannuation allowances or relief of pilots incapacitated, and of the widows and orphans of deceased pilots, if so ordered. Surplus to be invested in Dominion stock or other Govt. securities approved by the G. in C. Special provision is made as to Quebec pilots for the appointment of masters of their pilot schooners and an allowance to them and other Directors of \$100 per an. each. A director must always be present at a pilot station to superintend the work and keep a journal of it to be transmitted monthly to the Trinity House.