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report of the royal commission on PILOTAGE



CANADA

*report of the
royal commission
on PILOTAGE*

*PART I
Appendices*

March 1, 1968

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APPENDIX I

COMMISSION

appointing

THE HONOURABLE YVES BERNIER

ET AL

to inquire into the problems relating to
marine pilotage provided in Canada.

Dated 30th November, 1962

Recorded 30th November, 1962

Film 129

Document 142

L. C. LAFLEUR

For Deputy Registrar General of Canada

Refer. No. 170244



CANADA

GEORGES P. VANIER

ELIZABETH THE SECOND, by the Grace of God of the United Kingdom, Canada and Her other Realms and Territories QUEEN, Head of the Commonwealth, Defender of the Faith.

(Seal)

E. A. DRIEDGER

Deputy Attorney General

TO ALL TO WHOM these Presents shall come or whom the same may in anywise concern,

GREETING:

WHEREAS pursuant to the provisions of Part I of the Inquiries Act, chapter 154 of the Revised Statutes of Canada, 1952, His Excellency the Governor in Council, by Order P.C. 1962-1575 of the first day of November, in the year of Our Lord one thousand nine hundred and sixty-two, a copy of which is hereto annexed, has authorized the appointment of Our Commissioners therein and hereinafter named to inquire into and report upon the problems relating to marine pilotage provided in Canada, more particularly under the Canada Shipping Act, and to recommend the changes, if any, that should be made in the pilotage system now prevailing, having regard to safety of navigation, development of shipping and commerce, the interests of pilots, shipowners, masters and the public generally; and in particular, without restricting the generality of the foregoing, to examine and report upon

- (a) the extent and nature of marine pilotage requirements, including compulsory pilotage, compulsory payment of pilotage dues and the granting of exemptions;
- (b) the duties, responsibilities and status of marine pilots; and
- (c) the adequacy of the organizational structure provided in the Canada Shipping Act for the administration, regulations and financing of pilotage, taking into consideration such factors as the provision of pilotage services, the determination, collection and disposal of pilotage dues, and the entry into service, technical standards, conduct, income, welfare and pension arrangements of pilots;

and has conferred certain rights, powers and privileges upon Our said Commissioners as will by reference to the said Order more fully appear.

NOW KNOW YE that, by and with the advice of Our Privy Council for Canada, We do by these Presents nominate, constitute and appoint the Honourable Yves Bernier, a Judge of the Superior Court of Quebec, of the City of Quebec, in the Province of Quebec; Robert Knowlton Smith, Esquire of Waterloo, in the Province of Ontario; and Harold Alexander Renwick, Esquire, of the City of Vancouver, in the Province of British Columbia, to be Our Commissioners to conduct such inquiry.

TO HAVE, hold, exercise and enjoy the said office, place and trust unto the said the Honourable Yves Bernier, Robert Knowlton Smith and Harold Alexander Renwick, together with the rights, powers, privileges and emoluments unto the said office, place and trust of right and by law appertaining during Our pleasure.

AND WE DO HEREBY authorize Our said Commissioners to exercise all the powers conferred upon them by section 11 of the Inquiries Act and be assisted to the fullest extent by government departments and agencies.

AND WE DO HEREBY authorize Our said Commissioners to adopt such procedure and methods as they may from time to time deem expedient for the proper conduct of the inquiry and sit at such times and at such places in Canada as they may decide from time to time.

AND WE DO HEREBY authorize Our said Commissioners to engage the services of such counsel, staff and technical advisers as they may require at rates of remuneration and reimbursement to be approved by the Treasury Board.

AND WE DO HEREBY require and direct Our said Commissioners to report their findings to Our Governor in Council with all reasonable despatch and file with the Dominion Archivist the papers and records of the Commission as soon as reasonably may be after the conclusion of the inquiry.

AND WE FURTHER appoint the Honourable Mr. Justice Bernier to be Chairman of Our said Commissioners.

IN TESTIMONY WHEREOF We have caused these Our Letters to be made Patent and the Great Seal of Canada to be hereunto affixed.

WITNESS: Our Trusty and Well-beloved Major-General GEORGE PHILIAS VANIER, Companion of Our Distinguished Service Order upon whom We have conferred Our Military Cross and Our Canadian Forces' Decoration, Governor General and Commander-in-Chief of Canada.

AT OTTAWA, this thirtieth day of November in the year of Our Lord one thousand nine hundred and sixty-two and in the eleventh year of Our Reign.

By Command,

JEAN MIQUELON

Under Secretary of State

P.C. 1962-1575

Certified to be a true copy of a Minute of a Meeting of the Committee of the Privy Council, approved by His Excellency the Governor General on the 1st November 1962.

The Committee of the Privy Council, on the recommendation of the Right Honourable John George Diefenbaker, the Prime Minister, advise that:

The Honourable Yves Bernier, A Judge of the Superior Court of Quebec, Quebec, P.Q.

Robert Knowlton Smith, Esq., Waterloo, Ontario

Harold Alexander Renwick, Esq., Vancouver, British Columbia

be appointed Commissioners under Part I of the Inquiries Act, to inquire into and report upon the problems relating to marine pilotage provided in Canada, more particularly under the Canada Shipping Act, and to recommend the changes, if any, that should be made in the pilotage system now prevailing, having regard to safety of navigation, development of shipping and commerce, the interests of pilots, shipowners, masters and the public generally; and in particular, without restricting the generality of the foregoing, the Commission shall consider and report upon:

(a) the extent and nature of marine pilotage requirements, including compulsory pilotage, compulsory payment of pilotage dues and the granting of exemptions;

(b) the duties, responsibilities and status of marine pilots; and

(c) the adequacy of the organizational structure provided in the Canada Shipping Act for the administration, regulations and financing of pilotage, taking into consideration such factors as the provision of pilotage services, the determination, collection and disposal of pilotage dues, and the entry into service, technical standards, conduct, income, welfare and pension arrangements of pilots.

The Committee further advise:

1. That the Commissioners be authorized to exercise all the powers conferred upon them by section 11 of the Inquiries Act and be assisted to the fullest extent by Government departments and agencies;

2. That the Commissioners adopt such procedures and methods as they may from time to time deem expedient for the proper conduct of the inquiry and sit at such times and at such places in Canada as they may decide from time to time;

3. That the Commissioners be authorized to engage the services of such counsel, staff and technical advisers as they may require at rates of remuneration and reimbursement to be approved by the Treasury Board;

4. That the Commissioners report to the Governor in Council with all reasonable despatch, and file with the Dominion Archivist the papers and records of the Commission as soon as reasonably may be after the conclusion of the inquiry; and

5. That the Honourable Mr. Justice Bernier be Chairman of the Commission.

R. B. BRYCE,
Clerk of the Privy Council.

APPENDIX II

LIST OF CANADIAN PILOTAGE DISTRICTS
(Great Lakes Excepted)

Established Since the Pilotage Act of 1873,
Showing Those Operative in 1966

District	Established	Abrogated	Remarks
BRITISH COLUMBIA			
British Columbia.....	May 5, 1875	Apr. 15, 1879	
Yale and New Westminster.....	Apr. 15, 1879	Feb. 6, 1904	Established as a separate local District.
Port of Nanaimo and adjacent ports.....	Apr. 15, 1879	Sept. 10, 1919	"
Victoria and Esquimalt.....	Feb. 20, 1880	Sept. 10, 1919	"
Vancouver.....	Feb. 6, 1904	Sept. 10, 1919	"
New Westminster	Feb. 6, 1904	—OPERATIVE—	"
B.C. re-established.....	Sept. 10, 1919	Apr. 26, 1920	This re-established the B.C. District as originally defined in 1875, exclusive of New Westminster, only to be abolished about eight months later.
B.C. re-established.....	Mar. 22, 1929	—OPERATIVE—	This re-established once more the B.C. District to include all B.C. waters, exclusive of New Westminster.
MANITOBA			
Churchill.....	July 13, 1933	—OPERATIVE—	
ONTARIO			
St. Lawrence- Kingston-Ottawa.....	May 3, 1934	Nov. 17, 1960	
Kingston.....	Nov. 17, 1960	—OPERATIVE—	Although this is part of the Great Lakes Pilotage system, Kingston was established as a District under Part VI of the Canada Shipping Act.
Cornwall.....	Nov. 17, 1960	—OPERATIVE—	
QUEBEC			
Quebec.....	Pilotage Act, 1873	—OPERATIVE—	Now Sec. 322 of the Canada Shipping Act.
Montreal.....	Pilotage Act, 1873	—OPERATIVE—	Now Sec. 323 of the Canada Shipping Act.
Saguenay River.....	Jan. 19, 1904	July 20, 1905	Incorporated in the District of Quebec on July 20, 1905.

Appendix II

District	Established	Abrogated	Remarks
NEW BRUNSWICK			
Restigouche.....	July 2, 1876	Feb. 9, 1935	
Bonaventure County.....	April 3, 1889	Feb. 9, 1935	
Restigouche River.....	Feb. 9, 1935	— OPERATIVE —	
Bathurst.....	April 9, 1878	— OPERATIVE —	
Caraquet.....	April 9, 1878	— OPERATIVE —	
Miramichi.....	May 7, 1874	— OPERATIVE —	
Richibucto.....	Apr. 21, 1875	— OPERATIVE —	
Buctouche.....	Apr. 28, 1877	— OPERATIVE —	
Shediac.....	May 19, 1876	— OPERATIVE —	
Cocagne.....	Apr. 28, 1877	Feb. 25, 1960	
Charlotte County.....	April 2, 1874	Feb. 25, 1960	
Sackville.....	July 12, 1877	May 17, 1924	These five Districts were amalgamated with the Chignecto District on May 17, 1924.
Harvey and Waterside.....	Sept. 1, 1891	"	
Hillsborough and Hopewell.....	May 1897	"	
Amherst, N.S.....	Mar. 24, 1908	"	
Shepody Basin.....	June 24, 1911	"	
Chignecto.....	May 17, 1924	Feb. 25, 1960	
Shippegan.....	June 30, 1938	Feb. 25, 1960	
Baie Verte and Port Elgin.....	May 30, 1883	Apr. 13, 1967	Ceased to operate in 1919
Saint John.....	June 6, 1874	— OPERATIVE —	
NOVA SCOTIA			
Halifax.....	June 6, 1874	— OPERATIVE —	
Sydney.....	April 9, 1874	— OPERATIVE —	
Bras d'Or Lakes.....	May 7, 1874	— OPERATIVE —	
Richmond County.....	Feb. 23, 1894	Sept. 9, 1943	Richmond County incorporated in the Bras d'Or Lakes District on Sept. 9, 1943.
Pugwash.....	Feb. 2, 1877	— OPERATIVE —	
Pictou.....	Mar. 23, 1874	— OPERATIVE —	
Sheet Harbour.....	Dec. 8, 1938	— OPERATIVE —	
Tatamagouche and Brule.....	Apr. 15, 1879	Feb. 26, 1960	
Antigonish.....	May 16, 1879	Feb. 25, 1960	
Wallace.....	June 11, 1879	Feb. 25, 1960	
St. Mary's and Liscombe.....	June 10, 1880	Feb. 25, 1960	
Parrsboro.....	Jan. 24, 1881	Feb. 25, 1960	
Louisbourg.....	Feb. 28, 1881	Feb. 25, 1960	
Tidnish and Northport.....	May 30, 1883	Feb. 25, 1960	
St. Mary's Bay.....	June 11, 1888	Feb. 25, 1960	
Port Medway.....	Aug. 8, 1898	Feb. 25, 1960	
St. Anne's Bay.....	May 16, 1903	Feb. 25, 1960	

List of Pilotage Districts

District	Established	Abrogated	Remarks
NOVA SCOTIA— <i>Conc.</i>			
Minas Basin.....	April 9, 1907	Feb. 25, 1960	
Economy.....	July 10, 1886	Apr. 13, 1967	Ceased to operate in 1919
Glace Bay.....	June 19, 1885	Apr. 13, 1967	Ceased to operate in 1920
Hants County.....	May 4, 1878	Apr. 13, 1967	Ceased to operate in 1893
Digby, Annapolis and Bear River.....	May 27, 1892	Nov. 23, 1961	
Inverness Southern.....	Apr. 15, 1904	June 17, 1954	

PRINCE EDWARD ISLAND

Summerside.....	June 9, 1877	Sept. 30, 1931	These five Districts were amalgamated with the new District of Prince Edward Island, embracing all waters one mile seaward from the shores of the Island.
Alberton.....	June 8, 1877	"	
Crapaud.....	Mar. 22, 1878	"	
New London.....	Apr. 16, 1878	"	
Richmond Bay.....	Sept. 1, 1898	"	
Prince Edward Island.....	Sept. 30, 1931	— OPERATIVE —	

NEWFOUNDLAND

Botwood.....	Jan. 1, 1965	— OPERATIVE —	These five Districts were established under Newfoundland legislation many years prior to union with Canada on March 31, 1949. Following the proclamation of Part VI of the Canada Shipping Act in Newfoundland on January 1, 1965, all but one of these Districts were re-established under that Act, the District of Lewisporte being allowed to lapse as of that date.
Humber Arm.....	Jan. 1, 1965	— OPERATIVE —	
Port aux Basques.....	Jan. 1, 1965	— OPERATIVE —	
St. John's.....	Jan. 1, 1965	— OPERATIVE —	
Lewisporte.....	Jan. 1, 1965	Jan. 1, 1965	

SUMMATION

Province	Established	Abrogated	Operative
British Columbia.....	8	6	2
Manitoba.....	1	—	1
Ontario.....	3	1	2
Quebec.....	3	1	2
New Brunswick.....	20	12	8
Nova Scotia.....	23	17	6
Prince Edward Island.....	6	5	1
Newfoundland.....	5	1	4
TOTAL.....	69	43	26

APPENDIX III

LIST OF OPERATIVE DISTRICTS, PORTS AND AREAS

Where Pilotage Is Performed, Together With the Number of Pilots Engaged In Each During 1966

TABLE 1

Districts under Part VI C.S.A. (excluding Kingston) where the Minister of Transport is the Pilotage Authority	
Quebec, P.Q.	85
Montreal River	136
Montreal Harbour	20
	<hr/>
Cornwall, Ont.	37
Halifax, N.S.	16
Sydney, N.S.	9
Bras d'Or Lakes, N.S.	2
Saint John, N.B.	8
Churchill, Man.	2
British Columbia	74
	<hr/>
Total Number of Pilots	<u>389</u>

TABLE 2

Districts under Part VI C.S.A. where a local commission is the Pilotage Authority	
New Westminster, B.C.	7
Prince Edward Island	6
Restigouche River, N.B.	2
Bathurst, N.B.	3
Caraquet, N.B.	2
Miramichi, N.B.	4
Richibucto, N.B.	1
Buctouche, N.B.	3
Shediac, N.B.	3
Pugwash, N.S.	4
Pictou, N.S.	2
Sheet Harbour, N.S.	2
St. John's, Nfld.	8
Botwood, Nfld.	3
Port aux Basques, Nfld.	2
Humber Arm, Nfld.	3
	<hr/>
Total Number of Pilots	<u>55</u>

TABLE 3

Great Lakes "Districts" (including Kingston) under Part VIA C.S.A.	
District No. 1 (Kingston)	29
District No. 2	50
District No. 3	6
	<hr/>
Total Number of Pilots	<u>85</u>

TABLE 4

Goose Bay—Operated by the Department of Transport under the Financial Administration Act	
Total Number of Pilots	<u>2</u>

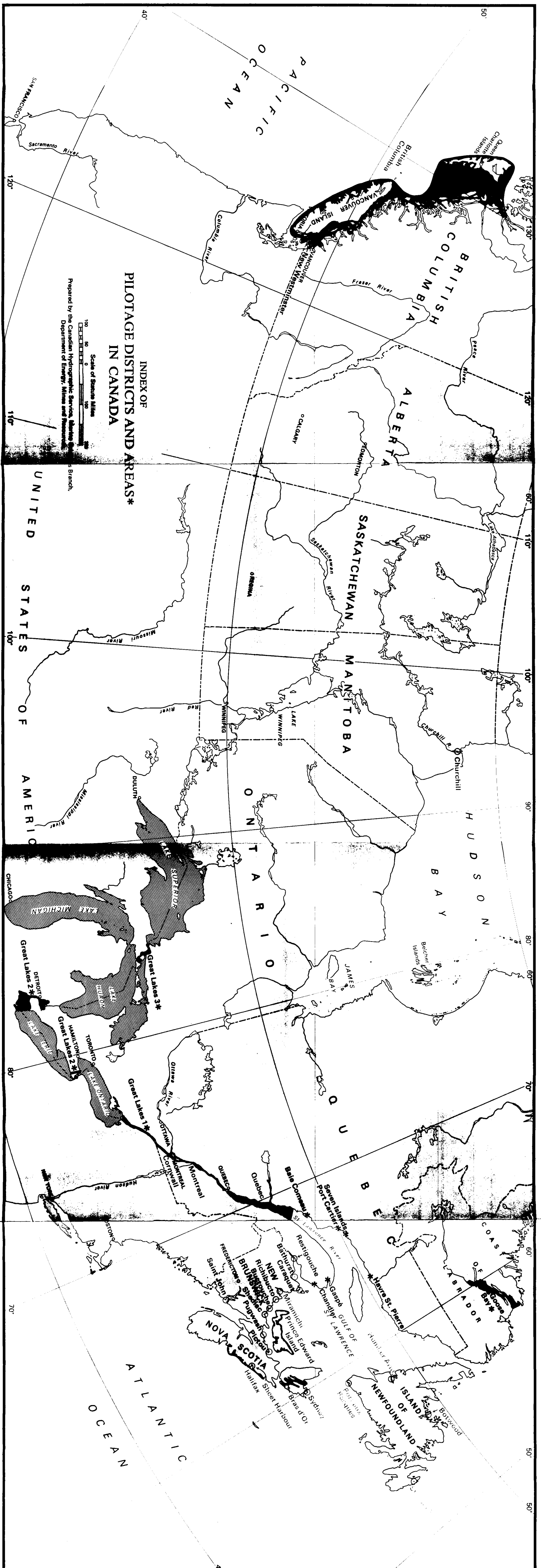
TABLE 5

Pilotage in Non-Organized Areas

Place	
Baie Comeau, P.Q. (Cargill Grain Company)	2
Port Cartier, P.Q. (Cartier Mining Company)	2
Seven Islands, P.Q. (Iron Ore Company of Canada)	5
Havre St. Pierre, P.Q.	1
Gaspé, P.Q.	3
Chandler, P.Q.	2
Elsewhere (estimated)	10
	<hr/>
Total Number of Pilots	<u>25</u>

APPENDIX IV
MAP OF CANADIAN PILOTAGE DISTRICTS
AND AREAS*

Province	District or Area*
British Columbia	British Columbia New Westminster
Manitoba	Churchill
Ontario	*Great Lakes District No. 3 (St. Mary's River) *Great Lakes District No. 2 (Sarnia-Port Walter) *Great Lakes District No. 1 (Kingston) Cornwall
Quebec	Montreal Quebec *Baie Comcau *Port Cartier *Seven Islands *Havre St. Pierre *Gaspé *Chandler
New Brunswick	Restigouche River Bathurst Caraquet Miramichi Richibucto Buctouche Shediac Saint John
Prince Edward Island	Prince Edward Island
Nova Scotia	Pugwash Pictou Sydney Bras d'Or Lakes Sheet Harbour Halifax
Newfoundland	Humber Arm (Cornerbrook) Botwood St. John's Port aux Basques *Goose Bay (Labrador)



INDEX OF
PILOTAGE DISTRICTS AND AREAS*

Scale of Statute Miles
0 50 100
Prepared by the Canadian Hydrographic Service, Atlantic Branch,
Department of Energy, Mines and Technical Surveys

APPENDIX V

RULES OF PRACTICE AND PROCEDURE

CHAPTER I

Hearings

- Rule 1. The Commission shall hold public hearings at such time and places as it may from time to time determine; there shall be a final general hearing before the Commission concludes its work.
- Rule 2. Notice of such hearings shall be published in newspapers at least six weeks in advance.
- Rule 3. In camera hearings may also be held if the Commission so decides.
- Rule 4. Any person or public or private body wishing to submit briefs to the Commission or to appear before it at any of its public hearings shall file their briefs or appearances at least two weeks before the date set for the beginning of the hearing.
- Rule 5. Those who appear before the Commission may do so either in person or by Counsel; public or private bodies may be represented by their respective officers.
- Rule 6. A roll shall be prepared for each hearing and mailed at least five days before such hearing to all those who have filed briefs or appearances, and each party shall be called and heard in the order in which he stands on the roll, unless the Commission otherwise decides.
- Rule 7. The proceedings of the public hearings held by the Commission will be recorded. Copies of these transcripts may be purchased. Those wishing to obtain copies should indicate their requirements to the Secretary and they will be advised of the costs involved.

CHAPTER II

Briefs

- Rule 8. Briefs should deal with subject matters which fall within the scope of the inquiry of the Royal Commission, as contained in Order in Council P.C. 1962-1575, copy attached.
- Rule 9. Factual information shall be included to substantiate the conclusions put forward, the opinions expressed and the recommendations submitted.
- Rule 10. Recommendations made should be as specific as possible, indicating what action should be taken, when and where it should be taken and what the results are likely to be.
- Rule 11. Recommendations should, where possible, follow the points covered in paragraphs (a), (b) and (c) of Order in Council P.C. 1962-1575.
- Rule 12. The briefs should be prefaced by a summary containing the main conclusions and recommendations.
- Rule 13. If any statute is referred to, the reference to section or sections shall be given.
- Rule 14. If a brief relates to the doing or failure to do specific works, a plan or drawing together with sufficient detail to illustrate what is referred to, shall accompany the brief.
- Rule 15. Every document, save statutes, cited in any brief or required for the understanding thereof, shall be filed therewith; failure to do so may deprive the person filing the brief to make use of such document.

Appendix V

- Rule 16. Persons submitting briefs shall also supply the Commission with such other data and information as the Commission may require and in the form and manner prescribed in each case.
- Rule 17. Briefs shall be double spaced with consecutive paragraphs numbered, on foolscap paper (8½" X 14"), printed or typed or legibly written in ink, either in French or in English, and on one side of the paper only.
- Rule 18. The name, occupation, domicile or place of business of the person or body submitting the brief shall be mentioned, and, if it is an association, the objectives and total membership of the group shall be stated.
- Rule 19. Briefs shall be submitted in fifteen copies, save for documents or exhibits which may be filed in two copies only.
- Rule 20. One copy of each brief and of the documents attached thereto shall be available for perusal and inspection at the Office of the Secretary of the Commission from the date of filing.
- Rule 21. Each person or body submitting briefs is responsible for distribution of same; request for copies of briefs shall in all cases be referred to the person or body having filed them.

CHAPTER III

Evidence

- Rule 22. At the hearing, the briefs shall be taken as read, but the facts alleged therein shall be established by proper evidence.
- Rule 23. Expert evidence on any relevant matter may be tendered.
- Rule 24. Pleadings shall be allowed verbally or in writing at the hearing where the evidence is tendered or at the final hearing.
- Rule 25. The Canada Evidence Act, and the laws of evidence in force in the province in which the Commission is sitting shall apply to hearings, as far as practicable.
- Rule 26. No one shall be entitled to access to evidence taken when the Commission sits in camera.

CHAPTER IV

Witnesses

- Rule 27. Witnesses and parties who do not appear voluntarily may be summoned at the diligence of the party requiring their attendance or by the Commission by a Writ of Subpoena issued and served in accordance with the laws of the province where the Commission is sitting.
- Rule 28. Under the penalties of the law, a witness or party thus summoned must attend at the place, day and hour appointed.

CHAPTER V

Amendments

- Rule 29. These rules may be amended from time to time without prior notice.
- Rule 30. These rules are made in order to facilitate the work of the Commission and enable it to fulfill its duties; they shall be so interpreted.

DATED at Ottawa, this 20th day of December 1962.

G. W. NADEAU,
Secretary.

APPENDIX VI

LIST OF HEARINGS

Place of Hearing	Date of Hearing
Ottawa, Ont.....	Dec. 21, 1962
Charlottetown, P.E.I.....	Feb. 11, 1963
Shediac, N.B.....	Feb. 13, 1963
Saint John, N.B.....	Feb. 14-15, 1963
Vancouver, B.C.....	Mar. 11-16, 1963
Prince Rupert, B.C.....	Mar. 18-19, 1963
New Westminster, B.C.....	Mar. 25-29, 1963
Vancouver, B.C.....	Mar. 30, 1963
St. John's, Nfld.....	Apr. 29-May 3, 1963
Lewisporte and Botwood, Nfld.....	May 4, 1963
Cornerbrook, Nfld.....	May 6-8, 1963
Baie Comeau, P.Q.*.....	May 18, 1963
Port Cartier and Sept Iles, P.Q.*.....	May 19, 1963
Gaspé and Chandler, P.Q.*.....	May 20, 1963
Dalhousie and Bathurst, N.B.*.....	May 21, 1963
Caraquet, N.B.*.....	May 22, 1963
Miramichi and Richibucto, N.B.*.....	May 23, 1963
Buctouche, N.B.*.....	May 24, 1963
Pugwash, N.S.*.....	May 24, 1963
Pictou, N.S.*.....	May 25, 1963
Halifax, N.S.....	May 28-30, 1963
North Sydney, N.S.....	June 3-5, 1963
Saint John, N.B.....	June 6-7, 1963
Montreal, P.Q.....	June 25-July 12, 1963
Quebec, P.Q.....	July 22-26, 1963
Chicoutimi, P.Q.....	July 29-30, 1963
Fort Churchill, Man.....	Aug. 1, 1963
Saint John, N.B.....	Aug. 26-27, 1963
Quebec, P.Q.....	Sept. 9-20, 1963
Montreal, P.Q.....	Sept. 30-Oct. 11, 1963
Montreal, P.Q.....	Nov. 18-29, 1963
Montreal, P.Q.....	Dec. 9-13, 1963
Montreal, P.Q.....	Jan. 13-17, 1964
Montreal, P.Q.....	Feb. 3-18, 1964

Appendix VI

Place of Hearing	Date of Hearing	
St. Catharines, Ont.....	Mar.	9-13, 1964
Toronto, Ont.....	Mar.	16-20, 1964
Toronto, Ont.....	Apr.	6-14, 1964
Ottawa, Ont.....	June	1-9, 1964
Toronto, Ont.....	June	15-18, 1964
Ottawa, Ont.....	Sept.	14-30 1964
Ottawa, Ont.....	Oct.	19-23, 1964
Ottawa, Ont.**.....	Jan.	6-15, 1965

*Hearings held on board C.C.G.S. *C. D. Howe*.

**Pleadings.

APPENDIX VII

WITNESSES, COUNSEL AND OTHERS APPEARING

WITNESSES		TRANSCRIPT VOLUME(S)
Albinson, G. B.	Pilot, Great Lakes District No. 2	113, 114
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Campbell, D. J.	Pilot, Bras d'Or Lakes	32, 33
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Cardin, J. R.	Industrial Relations, St. Lawrence River Pilots	76, 77
Carpenter, F. J.	Lewisporte Chamber of Commerce	23
Carr, A. F.	Pilotage Authority, Restigouche River	CDH/4

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Catinus, W. A. W.	Department of Transport Montreal 43-46
Chisholm, W. C.	Tugboat Captain, Saint John 34, 35
Clancy, R.	Blue Peter Steamships Ltd. 19
Clayton, J. E.	New Westminster Harbour Commis- sioners 14
Cleary, T.	Kent Lines Ltd. 34
Cleland, J. O.	Pilotage Authority, Richibucto CDH/7
Cloutier, J. E.	Department of Transport, Quebec 62
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Cobham, R. V.	Pilot, Saint John 3, 35, 129, 133, 152, 153
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Doucet, A. J.	Pilot, Bathurst CDH/4
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Eden, T. J.	Harbour Master, Gaspé	CDH/3
Edwards, J. A.	Department of Transport, Cornwall	72, 89, 90
English, R. F.	Pilotage Authority, Pictou	CDH/10
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Kavanagh, J. W.	Harbour Master, New Westminster 11, 14
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MacLean, E. W.	Pilot, Bathurst CDH/4
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MacNutt, E. K.	Pilotage Authority, Charlottetown 1, 31
MacPherson, D. M.	Pilotage Authority, Pictou CDH/10
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McAllister, J.	McAllister Towing Ltd. 42
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Miller, H. B.	Bowaters (Nfld) Pulp and Paper Ltd. 25
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Molloy, P.	Pilot, Chandler CDH/3
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Nickerson, G. W.	G. W. Nickerson Co. Ltd. 10
O'Hara, J. M.	Crown Zellerbach Building Materials Ltd. 15
O'Leary, E. R.	Pilot, Richibucto CDH/7
Oppen, F. C.	National Harbours Board, Montreal 43, 150
Ormsby, E. O.	District Marine Agent, Prince Rupert 10
Osborne, F. G.	Pilotage Authority, Charlottetown 1
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Perusse, A.	Pilot, Cornwall 85-87, 110
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Ramsay, E. P.	Saint John Shipbuilding Co. 34
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Stone, R. E.	District Marine Agent, St. John's (Nfld) 19
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Sullivan, R. A.	Pilot, Halifax 30
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Dyke, N.	Former Pilot, Cornerbrook	21
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Kane, H. E.	H. E. Kane Agencies Ltd.	3
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APPENDIX VIII

BRIEFS

<i>Brief Number</i>	<i>Exhibit Number</i>	<i>Submitted by</i>
1	39	The Pilots of the Pilotage District of <u>Saint John*</u> (N.B.).
2	60A	H. E. Kane Agencies Ltd., <u>Saint John</u> (N.B.).
3	106	The Vancouver Chamber of Shipping, <u>British Columbia</u> .
4	168	The Vancouver Chamber of Shipping, <u>New Westminster</u> .
5	106A	The Crown Zellerbach Canada Limited, <u>British Columbia</u> .
6	165	The Crown Zellerbach Building Materials Limited, <u>New Westminster</u> .
7	166	The <u>New Westminster</u> Harbour Commissioners.
8	142	The <u>Prince Rupert</u> Chamber of Commerce.
9	169	The Pilots of the Pilotage District of <u>New Westminster</u> (Fraser River).
10	80	The B.C. Coast Pilots, <u>British Columbia</u> .
11	167	The Pacific Coast Terminals Co. Limited, <u>New Westminster</u> .
12	134	The Aluminum Company of Canada Limited (<u>Kitimat</u>), <u>British Columbia</u> .
13	144	The G. W. Nickerson Co. Ltd., <u>Prince Rupert</u> .
14	267	The <u>Botwood</u> Pilotage Commission.
15	254	The St. John's Pilots, <u>St. John's</u> (Nfld.).
16	287	The Board of Pilotage Commissioners for <u>Humber Arm</u> (Corner Brook).
17	256	The Lewisporte Chamber of Commerce, <u>Lewisporte</u> .
18	252	The St. John's Harbour and Pilotage Commission, <u>St. John's</u> (Nfld.).
19	288	The Pilots of the Port of <u>Corner Brook</u> , <u>Corner Brook</u> .
20	406	The Pilots of the Pilotage District of <u>Bras d'Or Lakes</u> (N.S.).
21	412	Kent Line Limited, Irving Oil Company Limited and Irving Refining Limited, <u>Saint John</u> (N.B.).
22	401	The Sydney District Pilotage Service, <u>Sydney</u> .
23	1132	Imperial Oil Limited, Toronto, <u>Maritime Provinces</u> , including <u>St. Lawrence</u> , below <u>Quebec</u> .
24	358	The Pilots of the <u>Halifax</u> Pilotage District.
25	397	Dominion Steel and Coal Corporation, Limited, <u>Sydney</u> .
26	402	Canadian National Railways, <u>Maritime Provinces</u> .
27	726	The Shipping Federation of Canada, Inc., <u>St. Lawrence</u> .
28	671	Federation of the <u>St. Lawrence River</u> Pilots.
29	1091	<u>Kingston</u> Industrial Commission.
30	571	Pilot Maurice Koenig, <u>Quebec</u> .
31	1345	Clarke Steamship Co. Limited, <u>St. Lawrence</u> .
32	749	L'Institut de Marine de la Province de <u>Québec</u> (<u>Rimouski</u>), <u>St. Lawrence</u> .

Appendix VIII

<i>Brief Number</i>	<i>Exhibit Number</i>	<i>Submitted by</i>
33	923	The Lower <u>St. Lawrence and Gulf</u> Development Association (Montreal).
34	1004	Captain Norman S. Johnston (St. Catharines), <u>Great Lakes</u> .
35	1003	The Civil Service Association of <u>Canada</u> (Ottawa).
36	1005	The Corporation of Professional <u>Great Lakes</u> Pilots (St. Catharines).
37	1113	The <u>Toronto</u> Harbour Commissioners.
38	1105	The <u>Hamilton</u> Harbour Commissioners.
39	1134	Dominion Marine Association, <u>St. Lawrence and Great Lakes</u> .
40	1213	The Shipping Federation of Canada, Inc., <u>Great Lakes</u> .
41	1289	International Organization of Masters, Mates and Pilots (Cleveland), <u>Great Lakes</u> .
42	1339	Computing Devices of Canada Limited (General).
43	1350	International Association of <u>Great Lakes Ports</u> (Toronto).
44	1337	<u>New Westminster</u> Chamber of Commerce.
45	614A	The Pilots of <u>Fort Churchill</u> .
46	1322	Twenty-one (21) Pilots of the District of <u>Quebec and Below</u> .
47	1323	Pilot Lucien Bédard, <u>Quebec</u> .
48	1352	Pilot Maurice Koenig, <u>Quebec</u> (Pleadings).
49	1376	Lake Superior Pilots Association, Inc. (Duluth), <u>Great Lakes</u> .
50	1437	Kent Line Limited, Irving Oil Company, Limited, and Irving Refining Limited, <u>Saint John</u> (Pleadings).
51	1371	Canadian Marine National Employees' Association (Ottawa) <u>St. Lawrence</u> .
52	1004	Captain Norman S. Johnston, <u>Great Lakes</u> (2nd Submission).
53	1382	Canadian Merchant Service Guild (General).
54	1407	The American Pilots of <u>Great Lakes District No. 2</u> .
55	1436	Canadian Shipowners Association (General).
56	1435	<u>New Westminster</u> Harbour Commissioners (Pleadings).
57	1438	The Pilots of <u>Saint John</u> (N.B.) (2nd Submission).
58	1439	Captain Norman S. Johnston, <u>Great Lakes</u> (Pleadings).
59	1432A	Alaska Trainship Corporation (Seattle), <u>British Columbia</u> .
60	1292	St. Lawrence <u>Seaway</u> Authority.
61	1469	St. Lawrence <u>Seaway</u> Authority (2nd Submission).
62	1494	Federation of <u>St. Lawrence</u> River Pilots (2nd Submission).

*The underline indicates the area or areas more specifically covered in the Briefs.

APPENDIX IX

A STUDY OF THE COST OF PILOTAGE

Under Part VI of the Canada Shipping Act
1961 to 1965

WITH SCHEDULES 1 TO 9

Prepared by

McDONALD, CURRIE & CO.

Chartered Accountants

May 1, 1967.

The Commissioners,
The Royal Commission on Pilotage,
Ottawa, Ontario.

Dear Sirs:

In accordance with the terms of reference set out in our letter dated January 25, 1967 we take pleasure in submitting the attached report on "The Cost of Pilotage under Part VI of the Canada Shipping Act 1961 to 1965", and the accompanying "Schedules Relating to The Cost of Pilotage Under Part VI of the Canada Shipping Act 1961 to 1965".

Yours faithfully,

McDONALD, CURRIE & CO.
Chartered Accountants

Appendix IX

LIST OF PILOTAGE DISTRICTS (1961 TO 1965)
Established Under Part VI of the Canada Shipping Act

Minister's Districts

East Coast
Halifax
Saint John
Sydney
Bras d'Or Lakes

St. Lawrence River
Quebec
Montreal
Cornwall
*Kingston (Great Lakes District 1)

West Coast
British Columbia

Hudson Bay
Churchill

Local Commission Districts

East Coast
Bathurst
Buctouche
Caraquet
Miramichi
Restigouche River
Richibucto
Shediac
Botwood
Humber Arm
**Lewisporte
Port aux Basques
St. John's
Prince Edward Island
Pictou
Pugwash
Sheet Harbour

West Coast
New Westminster

*The Pilotage District of Kingston is also Great Lakes District No. 1. Pilotage operations in that district come under Part VIA of the Canada Shipping Act and are governed by a Memorandum of Arrangements between Canada and the United States concerning pilotage on the Great Lakes. The Great Lakes Districts are not included in this report.

**The operations at Lewisporte ceased January 1, 1965.

CHAPTER I

INTRODUCTION

Terms of reference

1. We have reviewed the transcripts of hearings, exhibits and briefs filed with the Royal Commission on Pilotage and obtained information from government reports and statistics relating to the financial aspects of pilotage in Canada. In this report we have assembled and analysed our findings.
2. The principal aims of this study were:
 - (a) to determine the cost of pilotage in all areas of Canada where pilotage was provided as a regulated system during the five-year period 1961 to 1965;
 - (b) to establish the costs and cost patterns of all pilotage districts;
 - (c) to comment on unusual costs pertaining to certain districts; and
 - (d) to indicate trends in the cost of pilotage.

Contents

3. (a) Our main findings are tabulated in the Schedules to this report, more particularly in the following:

Total cost of pilotage.....	Schedule 1
Total administrative cost of pilotage.....	Schedule 2
Total pilot vessel service cost.....	Schedule 3
Gross income of pilots.....	Schedule 4

(b) In these four Schedules, pilotage districts have been grouped according to the following arrangements:

Group 1

Eastern Minister's Districts

Halifax
Sydney
Saint John
Bras d'Or Lakes

Group 3

St. Lawrence River Districts

Quebec
Montreal
Cornwall

Group 2

Small Eastern Districts

Bathurst
Buctouche
Caraquet
Miramichi
Restigouche River
Richibucto
Shediac
Botwood
Humber Arm
Lewisporte
Port aux Basques
St. John's
Prince Edward Island
Pictou
Pugwash
Sheet Harbour

Group 4

Churchill

Group 5

West Coast Districts
British Columbia
New Westminster

(c) In reporting on our findings we have confined comments to the major elements of the cost of pilotage, and these are dealt with under the following headings:

Cost to shipping
Cost to government
Administrative cost
Increase in the cost of pilotage

Appendix IX

4. We have omitted comments in this report on the three pilotage districts in the Great Lakes which were administered jointly by Canada and the United States under special legislation and which, for that reason, are to be dealt with separately in another report. However, for purposes of presenting a complete picture of the total cost of pilotage in Canada, we have included costs of the Great Lakes in paragraph 9 and in the tabulation of the total cost of pilotage in paragraph 10.
5. The statistical information used in this report and the attached schedules was obtained from exhibits filed with the Royal Commission. Because of the various ways in which pilotage is administered, the methods of reporting vary slightly from district to district. Therefore, in some cases we regrouped items in order to make the information comparable for all districts.
6. The term "effective pilot" used in this report was defined in Exhibit 1307 as "the number of pilots either available daily for assignment to duty or on regular annual leave, but does not include any pilot who is not available for assignment to duty because of sickness, special leave or any other reasons." However, this definition is not interpreted in exactly the same manner in all districts with respect to leave of absence, but it does not materially affect the statistics used.
7. Figures used for cost of pilotage include only the pilotage districts operating under Part VI of the Canada Shipping Act. Thus no amounts are included for the cost to shipping paid to private organizations or pilots in non-designated shipping areas such as Seven Islands, Port Cartier, Gaspé and the east coast of Newfoundland. Similarly the statistics for pilots' incomes earned and number of pilots operating in those districts are not included herein.

Background

8. The present pilotage system in Canada dates back to 1873 when Parliament established certain districts and empowered the Governor in Council to establish other pilotage districts and to make the payment of pilotage dues compulsory or not compulsory in any district so established. These provisions of the 1873 Pilotage Act were retained and incorporated in the Canada Shipping Act when it was first introduced in 1906 and they are still in effect. After the opening of the St. Lawrence Seaway in 1959 specific legislation, in the form of Part VIA of the Act, was added to deal with pilotage in the Great Lakes Basin.
9. Pilotage has grown in importance with the development of shipping and commerce. In 1965 there were some 515 pilots in the Government's controlled areas, i.e. approximately 425 licensed pilots in pilotage districts under Part VI C.S.A., 85 Canadian registered pilots in the Great Lakes area and 2 D.O.T. pilots at Goose Bay. This total does not include pilots who perform pilotage privately in numerous other ports. The total cost of pilotage in 1965 (1961 in brackets) was \$12,000,000 (\$8,500,000). Of this amount shipping paid \$10,700,000 (\$7,300,000) and the balance was paid by the federal government \$1,300,000 (\$1,200,000). Thus shipping bore 89% (85%) of the total cost of pilotage and the balance of 11% (15%) was paid for by the government.

Study of the Cost of Pilotage

10. The total cost of pilotage to shipping and to government is tabulated below:

	Great Lakes Basin		Goose Bay		All Other		Total	
	\$	%	\$	%	\$	%	\$	%
1965								
<i>Cost to Shipping</i>								
Administration	212,829	7	—	—	37,693	1	250,522	2
Pilot vessel service.....	167,842	5	—	—	368,975	4	536,817	4
Gross income of pilots.....	2,641,160	85	10,000	91	7,216,609	82	9,867,769	83
Other.....	—	—	—	—	6,495	—	6,495	—
Add: Surplus (note).....	—	—	2,636	24	—	—	2,636	—
Deduct: Deficit (note).....	(17,397)	(1)	—	—	(3,991)	—	(21,388)	—
Total cost to shipping.....	3,004,434	96	12,636	115	7,625,781	87	10,642,851	89
<i>Cost to Government</i>								
Administration	92,617	3	1,000	9	649,583	7	743,200	6
Pilot vessel service.....	—	—	—	—	448,000	5	448,000	4
Marine reporting service.....	—	—	—	—	97,000	1	97,000	1
Deduct: Surplus (note).....	—	—	(2,636)	(24)	—	—	(2,636)	—
Add: Deficit (note).....	17,397	1	—	—	—	—	17,397	—
Total cost to government	110,014	4	(1,636)	(15)	1,194,583	13	1,302,961	11
Total cost of pilotage.....	3,114,448	100	11,000	100	8,820,364	100	11,945,812	100

Vide Note p. 616.

Appendix IX

	Great Lakes Basin		Goose Bay		All Other		Total	
	\$	%	\$	%	\$	%	\$	%
1961								
<i>Cost to Shipping</i>								
Administration	89,814	6	—	—	29,647	1	119,461	1
Pilot vessel service.....	58,455	4	—	—	287,236	4	345,691	4
Gross income of pilots.....	1,283,813	87	11,000	85	5,429,806	79	6,724,619	79
Other.....	—	—	—	—	4,486	—	4,486	—
Add: Surplus (note).....	71,533	5	4,254	33	6,969	—	82,756	1
Total cost to shipping.....	1,503,615	102	15,254	118	5,758,144	84	7,277,013	85
<i>Cost to Government</i>								
Administration	50,994	3	2,000	15	500,206	7	553,200	6
Pilot vessel service.....	—	—	—	—	486,600	7	486,600	6
Marine reporting service	—	—	—	—	154,213	2	154,213	2
Deduct: Surplus (note)..	71,533	5	4,254	33	—	—	75,787	1
Total cost to government	(20,539)	(2)	(2,254)	(18)	1,141,019	16	1,118,226	15
<i>Total cost of pilotage.....</i>	1,483,076	100	13,000	100	6,899,163	100	8,395,239	100

NOTE: "Surplus" of the districts applies to the Great Lakes Basin which is subject to Part VIA of the Canada Shipping Act, Goose Bay which is operated under the Financial Administration Act and to the Newfoundland districts which were not subject to the Canada Shipping Act. Surplus is the excess of net revenue received in the district over the income and benefits paid to the pilots. Surplus increases the cost to shipping and in districts operated by the government decreases the cost to government. Deficit is the converse.

11. The tabulation above does not include pilot vessel charges paid to private operators in the harbours of Quebec, Three Rivers and Montréal as these figures are not available and they are not pilotage dues paid to the Pilotage Authority.
12. The growth of pilotage in Canada has been very regional. Large districts have evolved in areas where shipping is important; other districts have remained small in economically unimportant areas. The organization, administration, tariffs, skill, work load and incomes vary from those districts which have a considerable importance to the Canadian economy to those that have not. In size, districts vary from Montreal, which in 1965 had 147 pilots, to districts which had only 1 or 2 pilots.
13. From the original rule of appointing a local commission as Pilotage Authority in a designated area to regulate and oversee pilotage services, and by exception the Minister of Transport, there developed a practice of making the exception become the rule, at least in the more important pilotage districts. Thus pilotage districts have evolved into two distinct types. Their characteristics are:

Local commissions

In these districts the Pilotage Authority appointed by the Governor in Council is a commission consisting of from three to five local men, thus giving rise to the term commonly used "local commission". There are sixteen local commissions—all of the small eastern ports plus St. John's, Nfld. and New Westminster, B.C. In most of these districts all services are provided out of pilotage revenue collected. There are two districts that have pilot vessel services provided by the government out of consolidated revenue. These two—St. John's and New Westminster—are fairly large districts with revenue of \$108,000 and \$150,000 respectively in 1965.

Minister's districts

This designation has been adopted because the Minister of Transport has been appointed the Pilotage Authority. In these districts the Government pays for most of the administrative and pilot vessel services out of consolidated revenue and these costs are not recovered out of pilotage dues paid by shipping. There are ten districts in this category. They are the major eastern districts, the British Columbia Pilotage District and Churchill.

14. There is a third type of district operated by the federal government. Goose Bay does not come under the Canada Shipping Act but is operated by the government out of pilotage revenue collected from shipping. The pilots are government employees and are paid a fixed salary. The pilotage dues are set under the Financial Administration Act. The operations of Goose Bay are not included in the general comments in this report but are confined to Chapter VI.

CHAPTER II

COST TO SHIPPING

General

15. Cost to shipping comprises the pilotage dues charged to shipping for services performed. These include charges for the pilots' services, pilot boat fees, cancellation and detention fees, and in some districts, reimbursements of pilots travelling expenses. Other costs incurred by shipping such as pilot vessel services of private operators not covered in the district tariffs, and supplements to pilots and apprentices, are not included as the information is not available and because these items are not listed in the by-laws as tariffs. As shown on *Schedule 1* the total cost to shipping in 1965 was \$7,625,781 or 87% of the total cost of pilotage. The balance of 13% was paid by the government. Of the cost to shipping, the major portion amounting to \$7,216,609 in 1965 was paid to pilots as income and benefits. The principal factors determining the cost to shipping are discussed in this chapter.

Compulsory payment of pilotage dues

16. Pilotage service is provided as an important aid to navigation. The necessity and convenience of pilotage is recognized in the Canada Shipping Act by the provisions allowing that payment of pilotage dues may be made compulsory in any district whether a pilot is used or not. One effect of compulsory payment is that it provides a reasonable level of revenue for the pilotage districts while distributing the costs over all ships operating in their waters. In practice all districts except Prince Edward Island have compulsory payment of pilotage dues. Although the Act provides for compulsory payment, it does not provide for compulsory employment of pilots except in the Great Lakes Districts.
17. There is a discussion of these provisions on page 12 of the brief submitted by the pilots of the Halifax Pilotage District:

"Compulsory payment of pilotage dues achieves the objectives of equitable and economical sharing of the major costs of providing a pilotage service over the shipping interests which enjoy the benefits of such service" . . .

Appendix IX

Since compulsory payment does not require the use of a pilot, the brief went on to say, ". . . it fails to fully achieve the basic objectives which pilotage service is intended to provide the marine traffic, and more particularly the legitimate interests of the public. It clearly falls short of wholly meeting the interest of safety of navigation, the development of shipping and commerce and the ship owners own essential interests."

18. In most districts the majority of ships required to pay pilotage dues use the services of pilots. Whether they use pilots because of the hazards of navigation, for convenience, for more rapid transit or because they have to pay the dues in any case are questions that rest with the master of the ship.

Effects of compulsory payment of pilotage dues

19. There are two pilotage districts in Canada in which the pilots derive an unusually high proportion of their income from compulsory payment of pilotage dues where no pilot service is rendered. These two are Port aux Basques, Nfld. and Sydney, N.S.

20. The brief submitted by Canadian National Railways outlines this situation as follows:

"The present system (of compulsory payment of pilotage dues) leads to many abuses. As evidence already before the Commission indicates it may, in some cases, result in the appointment of a needlessly large number of pilots whose wages may bear no relationship whatever to the amount of work performed by them. Indeed, as is presently the case in Port aux Basques and Sydney, a relatively large group of men is living quite handsomely upon pilotage dues which have not been earned."

21. If the C.N.R. ferry were not required to pay pilotage dues at Port aux Basques the pilotage district revenue would be drastically reduced as the following summary shows:

	1965 as reported	1965 assuming C.N.R. ferry did not pay pilotage dues
	\$	\$
Revenue.....	28,735	3,912
Administration—5%.....	1,437	196
Pilot vessel service.....	15,914	3,716 (note)
	17,351	3,912
Net revenue.....	11,384	Nil
Gross income of pilot.....	14,118	Nil
Deficit of district.....	(2,734)	Nil

NOTE: Pilot vessel service expense reduced to equal balance of net revenue.

22. Most of the revenue (86%) of the Port aux Basques Pilotage District was provided by pilotage dues charged to the M/V "Wm. Carson", a car ferry operating between Port aux Basques and Sydney. The master of this ship is reported to have received an annual salary of \$8,340 in 1963 (the latest year for which figures were available). The pilot and his boatman at Port aux Basques earned between them \$25,225 in 1965. The pilotage dues collected from ships other than the C.N.R. ferry would not be sufficient to cover expenses even if the district had a minimum establishment to provide service. Even if boat expenses could have been reduced from \$4,806 to \$3,716 the income of the pilot and the boatman would have been nil without compulsory payment from the C.N.R. The effect of compulsory payment of pilotage dues in this district was to give the pilot and boatman high incomes.

23. Similarly, if the C.N.R. ferry had been exempt from compulsory payment of pilotage dues in Sydney, the pilots' income would have been considerably less as the following summary shows:

	1965 as reported	1965 assuming C.N.R. ferry did not pay pilotage dues
	\$	\$
Revenue.....	88,919	61,610
Expenses.....	8,394	2,624
Net income.....	80,525	58,986
Net income per effective pilot (8.8).....	9,151	6,703

The gross income of pilots would have been reduced by about 25% if the C.N.R. ferry had been exempted from paying pilotage dues.

24. The pilots in Sydney had their workload so arranged that each pilot worked one week and had the next week off, even in the busiest season. In 1964 (latest statistics available), when the pilots' income was \$9,834 the busiest pilot in the busiest month, September, completed 14 turns; his total time on duty was 26.4 hours. The busiest pilot in the least busy month, March, completed 2 turns; his total time on duty was 4.3 hours.
25. The effect of compulsory payment of pilotage dues in Sydney appears to be that the workload of the pilots is very light. It would seem to indicate that there were more pilots servicing the district than the volume of shipping required at the time. This is gradually being changed as pilots retire and are not replaced. The number of effective pilots has decreased from 12.3 in 1963 to 8.8 in 1965.
26. In 1964 and again in 1965 the tariffs for the C.N.R. ferry were reduced. It is apparently the intention to continue decreasing the tariff. Consequently the income of the pilots will gradually be brought into line with their workload. In 1966 the Sydney pilots became government employees and were paid \$800 per month. (Ex. 1299)

Disbursements paid out of revenue earned in the pilotage districts

27. The Pilotage Authorities for the various districts pay varying proportions of their administrative, pilot vessel and sundry expenses out of pilotage revenue before determining the income to be divided amongst the pilots. On the average, expenses in the districts total 5% of the revenue and the balance of 95% is distributed to the pilots as income. However, these percentages differ considerably by the type of district and by area.

Appendix IX

28. The following percentages have been tabulated from the Cost to Shipping shown on *Schedule 1* to show how the revenue of the districts was disbursed in 1965:

	Group 1 (Eastern Minister's Districts)	Group 2 (Small Eastern Districts)	Group 3 (St. Lawrence River Districts)	Group 4 (Churchill)	Group 5 (West Coast Districts)	Total
Gross income of pilots.....	88	78	97	73	94	95
Expenses paid out of pilotage revenue:						
Administration....	—	5	—	—	1	—
Pilot vessel services.....	12	17	3	27	5	5
Total cost to shipping.....	100%	100%	100%	100%	100%	100%

29. Pilot vessel service costs vary between districts depending upon the geographical areas of the pilotage waters. This difference in 1965 is shown on *Schedule 3* as follows:

	Group 1	Group 2	Group 3	Group 4	Group 5
Total cost of pilot vessel service....	\$313,785	98,448	171,460	2,975	230,307
Percentage of total cost of pilotage %	37	26	3	27	11

As well as the variation in the cost of pilot vessel service as a percentage of total cost of pilotage there is a variation in the percentage of this cost paid by the government. In addition the government pays varying proportions of the administrative costs of the districts. The percentage of total cost to shipping that is paid to the pilots depends on these factors.

30. In Group 1, the Eastern Minister's Districts, the government pays 96% of administrative costs and 81% of pilot vessel service costs. The pilots' gross income is 88% of the costs paid by shipping.
31. In Group 2, the Small Eastern Districts, the government subsidizes the expenses in one district, St. John's, while shipping bears all of the costs in the others. The portion of administrative and pilot vessel service costs paid by shipping is therefore relatively higher than in Group 1. This reduces the percentage of gross income of pilots to 78% of the total cost to shipping.
32. In Group 3, the St. Lawrence River Districts, the government pays all administrative costs. There is no pilot vessel service cost in Montreal and Cornwall (except for amounts paid to private operators). Therefore the only cost paid by shipping is for pilot vessel service in Quebec. As a result the pilots receive 100% of the total cost to shipping in Montreal and Cornwall and 90% in Quebec.
33. In Group 5, the West Coast Districts, the government pays 99% of the cost of administration and 61% of the pilot vessel service costs in British Columbia. Thus the pilots gross income is 94% of the cost to shipping. By contrast in New Westminster the government pays none of the administrative cost and the pilots receive 81% of the total cost to shipping as gross income.

Income of pilots

34. The income of pilots is considered to be the revenue of the pilotage districts from pilotage dues after the deduction of administrative and pilot vessel service costs paid by the districts. Thus it includes their cash income, pension contributions, insurance and other benefits, reimbursement of travelling expenses (Cornwall, British Columbia and New Westminster) and corporation expenses (Quebec, Montreal and Cornwall). The length of the shipping season is not taken into account.
35. To determine what is the income of pilots is one thing; to determine how pilots' incomes compare with other occupations in Canada is another. To do this, we must consider the method of distributing pilotage district revenue among the pilots and the pilots' status as an income earner.

Distribution of net income

36. The accompanying *Schedule 4* shows "Pilots income and benefits" as being the total of pilots' cash income, pension contributions and insurance and other benefits. This treatment presumes that the pilotage district earns the revenue and then distributes it to pilots in the form of benefits and cash. It is only the larger districts that have pension funds, sickness and accident policies and income guarantee insurance. Payments made to pilots out of pilotage revenue to cover travelling expenses have also been included in gross income of pilots' as well as expenses incurred by the pilots' own corporations. This was necessary in order to make the gross incomes of pilots in all districts comparable.
37. In most districts, the cash income available for distribution is divided equally amongst the pilots. The exceptions are as follows:
- (a) Prince Edward Island, Pictou and Shediac
In these districts the pilots' income is based on the revenue each individual pilot earned for assignments he had completed.
 - (b) Montreal River, Quebec and Cornwall
In these districts the pilots' income varies with the number of assignments completed. If the pilot completes at least the average number of turns he receives a certain income; if he completes less than the average number of turns he receives a proportionately smaller share of the income available for distribution. The share received in Montreal River and Quebec also depends on the grade of the pilot's license.

Status of pilots

38. There has been considerable discussion on the status of pilots. Are they self-employed men or are they employees of the pilotage districts? The pilots generally consider themselves self-employed men.
39. At the present time there are three small eastern districts (Pictou, Prince Edward Island and Shediac) in which the pilots keep the dues they collect. It would seem that this was the original concept of pilotage. The pilot met the ship, offered his services and kept the dues. The status of pilots in the other twenty-two districts seems to be somewhat between that of a self-employed person and that of an employee.
40. In some districts the Pilotage Authority pays workmen's compensation for the pilots and in some, income tax is deducted and T4 returns are submitted to the Department of National Revenue. These procedures indicate that pilots in these districts are, for administrative purposes, considered as employees.
41. The Royal Commission carried out a survey of the method used by the Pilotage Authorities of the various districts to handle contributions to the Canada Pension Plan. The Pilotage Authorities of twenty-three districts replied as follows:
- (a) 11 districts made no deductions from amounts paid to pilots thus treating pilots as self-employed.
 - (b) 7 districts deduct the total contribution required by a self-employed person from each pilot as an accounting service to them.
 - (c) 5 districts deduct the portion required as though the pilots were employees. The district contributes an equal amount as though it were the employer.

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42. On page 72 of the brief submitted by the Federation of St. Lawrence River Pilots the consequences of a pilot as a salaried employee is outlined as follows:

"The pilots are not employed per day but per trip. Thus they have every interest to complete the largest number of trips possible in the shortest time consistent with the safety of navigation. The transformation of the pilot into a simple salaried worker would result in the disappearance of this initiative to provide a rapid service for the ship owner; why, under such conditions, should a pilot furnish an exceptional effort to bring a ship to its destination if he knows that he is in any case remunerated, and that there is no advantage in exposing himself to particular difficulties of navigation? The experience in several countries, moreover, seems to demonstrate that salaried pilots under civil service conditions must be provided with all kinds of additional benefits with a view to increasing their productivity; premiums which increase according to the number of trips accomplished, revenues of the pilot taking the form partially of salary and partially of dues received from the pilotage tariff, etc."

43. The significant factor to consider in assessing the status of pilots is that they generally operate collectively in a partnership monopoly, not as individuals. Because the cash income available for distribution is generally divided equally there is no reason for competition between pilots of a district. They are assigned jobs in rotation by the supervisor of pilots or other persons responsible for dispatching and they must complete the jobs assigned. They are not free to accept or reject assignments.
44. The tariff is set by the Pilotage Authority and confirmed by the Governor in Council. Thus the revenue basis of the district is established. The net revenue of the district is usually divided equally amongst the pilots; outstanding ability is generally not recognized as a factor in determining income.
45. At one time pilots were clearly self-employed men. The pilots met the ships, offered their services and kept the fee received. This idea of the pilots' status is still retained by many people. For the reasons set out in the previous paragraphs it appears that pilotage is losing the characteristics of the self-employed professions.

Comparison of income of pilots with other occupations

46. Gross income of pilots is considered to be the total of cash distributed plus pension contributions and other benefits including reimbursement of travel expenses and corporation expenses incurred. Statistically, this ranged from \$524 to \$22,139 in 1965. The average gross income per effective pilot (paragraph 6) was \$17,195 in 1965 compared to \$13,719 in 1961. The following frequency table shows the number of pilots in various income ranges:

Range	1965	1963	1961
22,000 to 22,139.....	70	—	—
21,000 to 21,999.....	—	64	60
20,000 to 20,999.....	—	—	—
19,000 to 19,999.....	84	—	—
18,000 to 18,999.....	175	—	—
17,000 to 17,999.....	7	76	7
16,000 to 16,999.....	—	—	90
15,000 to 15,999.....	—	—	1
14,000 to 14,999.....	19	143	127
13,000 to 13,999.....	9	31	30
11,000 to 12,999.....	4	18	—
9,000 to 10,999.....	17	12	34
7,000 to 8,999.....	7	17	9
2,000 to 6,999.....	9	12	17
Below 2,000.....	19	16	21
	420	389	396

47. Since all pilots in one district usually receive the same income the above distribution does not have normal characteristics. The large frequencies occur at the points of average income of the large districts. For example, the frequency in the 14,000 to 14,999 range in 1961 and 1963 is made up almost entirely of the pilots in the Montreal District and similarly for the 18,000 to 18,999 range in 1965.
48. The abnormal distribution of pilots' income is further shown by the cumulative distribution of pilots throughout the income range:

	1965	1963	1961
Over 19,000.....	37%	16%	15%
Over 17,195 (average 1965).....	80%	34%	17%
Over 13,719 (average 1961).....	85%	73%	72%
Over 7,000.....	92%	93%	90%

49. The unusual feature of the above distribution is that in 1965 80% (1961-72%) of the pilots received at least the average income which was \$17,195 (1961-\$13,719). However, the spread between the average and the highest is only \$5,000 in 1965. In the opposite direction the spread between the average and the lowest income is almost \$17,000 because there are so few pilots with low incomes.
50. A brief submitted to the Royal Commission by the Federation of St. Lawrence River Pilots included a table on page 87 which compared the rise of the income level of pilots in its area during the period 1948 to 1960 with the rise in incomes of the four highest paid professions in Canada (1961 individual income tax statistics: doctors, lawyers, engineers and dentists).
51. While the characteristics of these professions differ considerably both amongst themselves and with the pilots, it is possible to contrast the variation in the distribution of income levels. Three factors must be mentioned first: the qualification of pilots are such that they tend to start their vocation at a later age than the other professions; they start at the top income for the districts; and the taxation statistics for the four highest paid professions include personal and non-professional income such as interest, dividends and rents.
52. The following table has been prepared from the 1965 taxation statistics:

	Average	Approximate 3rd Quartile	Upper Quartile
	\$	\$	\$
Doctors and Surgeons.....	23,229	17,200	37,400
Engineers and Architects.....	19,278	11,000	43,300
Lawyers and Notaries.....	19,191	12,100	40,000
Dentists.....	15,693	12,000	28,000

53. On an overall average the pilots' income in 1965 at \$17,195 a year was at a level comparable to the four highest professions which ranged from \$15,700 to \$23,200. However, the upper quartile of the pilots' income was \$21,236 while those of the other professions averaged from \$28,000 to \$43,000. The effect on pilots' incomes of pooling revenue is that the income of an individual pilot depends, by and large, on the total pilotage revenue of the district which he serves and not on his above or below average skill and ability. To say that pilots' incomes ranked on the average with the highest paid professions in Canada is true, but the important fact to consider is that pilots did not earn incomes comparable to the upper quartile of the highest paid professions.

Appendix IX

Major cost

54. As mentioned at the beginning of this chapter most of the revenue of the pilotage districts (which is substantially all of the cost to shipping) is paid to the pilots as income and benefits. This amounted to \$7,216,609 in 1965 which was 95% of the amount paid by shipping for pilotage services.

CHAPTER III

COST TO GOVERNMENT

General

55. The federal government takes an important part in the pilotage organization in Canada. The cost to government for the fiscal year ended March 31, 1966 was \$1,194,583. As this represents 13% of the total expenditure for pilotage services in Canada (and much more in some districts) it is a significant amount. The direct participation in pilotage costs by the government reduces the expenses that would otherwise be paid out of pilotage revenue. This may reduce the tariffs charged to shipping or may increase the income of pilots or may do both.

Origin

56. Pilotage in Canada was locally organized in its original concept. A small commission, usually three men, was appointed by the Governor in Council as Pilotage Authority to regulate each local pilotage district. As pilotage grew in importance the government became more and more involved. Since 1903 the Minister of Marine (now Transport) has been the Pilotage Authority for a number of districts and the federal government has been, for several years, assuming the cost of administration in these districts as well as part of the cost of pilot vessel service in several of them. This government assistance towards maintaining the pilotage service is still currently in effect.

Services provided by the government

57. The government has three major roles in the pilotage organization:
- (a) the Minister of Transport is Pilotage Authority in ten major districts;
 - (b) it provides and pays for administration in ten districts and pilot vessel service in eight districts (Halifax, Sydney, Saint John, St. John's, Quebec, British Columbia and New Westminster; in Churchill the pilot vessel service is operated by the National Harbours Board); and
 - (c) it has a headquarters staff in Ottawa to co-ordinate services for all districts.
58. The administrative services provided by the government include: dispatching of pilots, billing and collecting of pilotage dues, paying expenses, accounting and the distribution of net revenue to pilots monthly. The government provides office space and equipment and employs office staff.
59. The cost of maintaining Ottawa headquarters is not distributed to the various districts by the government. Since this report deals only with the districts established under Part VI of the Canada Shipping Act it was necessary to allocate this cost between these districts and those in the Great Lakes. Therefore, the total cost of the Ottawa headquarters has been pro rated based on the total cost of pilotage in Canada. Thus the cost of services provided by government that are dealt with in this report is the total cost less the portion for Ottawa headquarters allocated to the Great Lakes.
60. In providing pilot vessel service, the government owns and operates the vessels and employs the crews. The expense of this service includes operating costs, depreciation and interest on capital employed.

61. Marine reporting stations located on the St. Lawrence River, to track by visual means the movement of ships, are operated by the government. They provide a service to pilots by advising them of the ship movements in the river. They also provide a service to ship owners and harbour masters by informing them of a ship's estimated arrival time so that plans for docking and unloading facilities can be made. In this report no attempt has been made to apportion the benefits received; all of the cost of operating marine reporting stations has been treated as a cost of pilotage.

Cost of services provided

62. According to information supplied by the Department of Transport, the cost incurred by the government for pilotage services was:

	\$
1965 (fiscal year March 31, 1966).....	1,194,583
1964 (fiscal year March 31, 1965).....	1,094,874
1963 (fiscal year March 31, 1964).....	1,098,535
1962 (fiscal year March 31, 1963).....	1,062,604
1961 (fiscal year March 31, 1962).....	1,141,019

The cost by type of service provided, as shown on *Schedule I*, was as follows:

	1965		1961	
	\$	%	\$	%
Administration.....	536,200	45	441,200	39
Headquarters.....	113,383	9	59,006	5
	649,583	54	500,206	44
Pilot vessel service.....	448,000	38	486,600	43
Marine reporting stations.....	97,000	8	154,213	13
	1,194,583	100	1,141,019	100

63. Generally, the government provides administrative and pilot vessel services to all Minister's Districts. In the local commission districts most services are provided out of pilotage revenue. Since the government expenditure varies by type of district, the impact of this subsidy is quite uneven as is shown by the following table of the distribution of the 1965 cost:

	Minister's Districts	Local Commissions	Head- quarters	Total
(\$ 000's omitted)				
	\$	\$	\$	\$
Administration.....	535	1	113	649
Pilot vessel service (net).....	385	63	—	448
Marine reporting stations.....	97	—	—	97
	\$ 1,017	64	113	1,194
	% 85.1	5.4	9.5	100.0

64. In 1965, the government's portion of cost—\$1,194,583—represented 13% of the total cost of pilotage in Canada. Most of this cost (85%) applied to districts where the Minister of Transport is the Pilotage Authority.

Comparison to total cost of pilotage

65. The information on the cost to government is for the fiscal years ended March 31. The information on the pilotage districts is for the calendar years ended December 31. In order to compare the financial information for these two areas we assumed that the cost to government for the years ended March 31, applied to the prior shipping season ended December 31. Thus on *Schedule 1* and in the tables below we include government expense to March 31 with pilotage district expense to the previous December 31.
66. As mentioned, the amount of government expenditure varies by type of district. In addition the proportion of government expenditure when related to the total cost of pilotage varies widely—from 40% of the total in group 1 to nil in group 4. The following extracts from *Schedule 1* show by group the percentages that government costs were to the total cost of pilotage in 1965:

	Group 1 (Eastern Minister's Districts)	Group 2 (Small Eastern Districts)	Group 3 (St. Lawrence River Districts)	Group 4 (Churchill)	Group 5 (West Coast Districts)	Total
	%	%	%	%	%	%
<i>Cost to Government</i>						
Administration....	10	minimal	6	—	6	7
Pilot boats.....	30	11	minimal	—	7	5
Marine reporting stations.....	—	—	2	—	—	1
	40	11	8	—	13	13
<i>Cost to Shipping.....</i>	60	89	92	100	87	87
<i>Total Cost of Pilotage.....</i>	100	100	100	100	100	100

67. The government assistance is larger in the major ports of eastern Canada than in any other area. In contrast to this are the small eastern ports that received no government assistance. In the table above the government costs in Group 2 applied to St. John's, Newfoundland only; the other districts in this group received no government aid.
68. The government expenditure also varies within one type of district. The districts in Groups 1 and 3 are all Minister's Districts. However, between the groups the expenditure by the government is very different as shown by the following comparison of government expenditure to total cost of pilotage in 1965:

	Cost to Government	Total Cost of Pilotage	% of Cost to Government to Total Cost of Pilotage	Average % for group
	\$	\$	%	%
Group 1				
Halifax.....	149,000	404,729	37	
Sydney.....	69,000	157,919	43	
Saint John.....	118,200	256,656	46	40
Group 3				
Quebec.....	196,700	1,987,876	10	
Montreal.....	195,300	2,783,913	7	
Cornwall.....	52,000	659,451	9	8

Resulting benefits of government expenditure

69. By making these payments for administrative and pilot boats services out of consolidated revenue the government has assumed costs that would otherwise have to be paid out of pilotage revenue collected in each district. Whether this reduction in expenditure benefits shipping through lower tariffs or benefits the pilots through higher income would seem to depend on the economic importance of the district to shipping. In the large districts where the pilots have the necessary bargaining power to raise tariffs the benefit is probably to shipping because these costs do not have to be provided for in setting the tariff. In the other districts the benefit is probably to the pilots through higher income because these expenses do not have to be paid out of revenue before determining the amount distributed to the pilots.

CHAPTER IV

ADMINISTRATIVE COST

General

70. The total administrative cost of pilotage in 1965 was \$687,276. The federal government paid 95% of this amount and the balance of 5% was paid out of pilotage revenue. Administrative cost as shown on *Schedule 2* was 8% of the total cost of pilotage in each of the years 1961 to 1965.

Services provided

71. The administrative cost includes the services provided by two different sources:
- (a) The administrative services provided by the government include dispatching, billing and collecting pilotage fees, accounting and distributing income to pilots. In most of the large districts, the government provides a complete administrative service at no cost to the pilotage district.
 - (b) In the smaller local commission districts the administration is carried out by the secretary of the commission and the cost to the pilotage district is usually 5% of revenue collected.

Cost of administration

72. When the total administrative cost paid for by the two different sources is expressed as a percentage of total cost of pilotage for 1965 it shows a wide variation by district. The following tabulation is taken from *Schedule 2*:

Group 1		Group 3		Group 4		Group 5	
Halifax	10%	Quebec	6%	Churchill nil	British Columbia	6%	
Sydney	17%	Montreal	6%		New Westminster	10%	
Saint John	7%	Cornwall	8%				
Bras d'Or Lakes	1%						

73. The revenue of the three largest districts (Quebec, Montreal and British Columbia) is comparable and the administrative cost as a percentage of total cost is the same. In New Westminster all of the administrative expenses are paid out of pilotage revenue. This percentage is the same as Halifax but considerably lower than Sydney, both of which are administered by the government. However, the cost at Sydney includes administration for Bras d'Or Lakes which would tend to increase the cost slightly.

Appendix IX

74. Another way to compare administrative cost is to relate it to the number of pilots. Thus in the tabulation below the administrative cost is expressed as an average cost per effective pilot in the large districts in 1965:

	\$
Sydney.....	2,969
Halifax.....	2,572
New Westminster.....	2,488
Saint John.....	1,967
British Columbia.....	1,675
Cornwall.....	1,548
Quebec.....	1,405
Montreal.....	1,183

This comparison further bears out the fact that the administrative cost is lower in the larger districts when expressed both as a percent of total cost of pilotage and as a cost per effective pilot.

Summary

75. In general the total administrative cost as a percentage of total cost of pilotage in individual districts has remained fairly constant during the five-year period.

CHAPTER V

INCREASE IN COST OF PILOTAGE

General

76. Whereas the total cost of pilotage increased by 28% in the five-year period from 1961 to 1965, the proportion of expenditure as between shipping and government remained much the same. The cost paid by shipping was 87% of the total cost of pilotage in 1965 (1961-84%) and the cost to government was 13% in 1965 (1961-16%). The increase is tabulated from *Schedule 1* as follows:

	1965	1961	Increase	%
	\$	\$	\$	
Cost to Shipping.....	7,625,781	5,758,144	1,867,637	32
Cost to Government.....	1,194,583	1,141,019	53,564	5
Total Cost of Pilotage.....	8,820,364	6,899,163	1,921,201	28

The major portion of the increase, \$1,786,803 was an increase in gross income of pilots—a cost to shipping.

Increase in cost to shipping

77. The principal factors influencing the increase in cost to shipping between 1961 and 1965 were increases in tariffs, increase in number of ships piloted and increase in the size of ships piloted. Approximately 87% of the increase in cost to shipping occurred in the districts of Quebec, Montreal and British Columbia. Using these three districts as a sample, the increases resulting from each of these factors, as shown on *Schedule 8*, can be expressed as a percentage of the total increase in each district as follows:

	Quebec	Montreal	British Columbia	Total
	%	%	%	%
Increase in number of trips.....	44	13	34	27
Increase in average tonnage of ships piloted	28	62	57	51
Increase in tariff.....	28	25	27	27
Decrease in length of trip.....	—	—	(18)	(5)
	100	100	100	100

Thus the increase in the average tonnage of ships accounted for half the increase in cost to shipping. The balance of the increase was split between the increases in tariff and number of trips.

78. For the same three districts the increase in cost to shipping may be tabulated by how the cost was distributed:

	1965	1961	Increase	Increase
	(\$000's omitted)			
	\$	\$	\$	%
Quebec				
Gross income of pilots.....	1,630	1,172	458	39
Pilot vessel services.....	161	135	26	19
	1,791	1,307	484	37
Montreal				
Gross income of pilots.....	2,588	1,789	799	45
	2,588	1,789	799	45
British Columbia				
Gross income of pilots.....	1,558	1,269	289	23
Administration (pilots' own)....	1	1	—	—
Pilot vessel service.....	77	28	49	175
	1,636	1,298	338	26
Total cost to shipping				
For 3 districts.....	6,015	4,394	1,621	37
For all districts.....	7,626	5,758	1,868	32

In the three districts above the increase in gross income of pilots amounted to \$1,546,000 out of a total increase of \$1,621,000. As would be expected the increase of 37% in the total for the three districts over the five-year period was the same as the percentage increase in gross income of pilots. Similarly the increase in the total cost to shipping for all districts amounting to \$1,868,000 was, to the extent of \$1,787,000, an increase in gross income of pilots. Again the percentage increase in the cost to shipping and in pilots' income were virtually the same at 32%.

Appendix IX

79. The increase in gross income of pilots in the districts of Quebec, Montreal and British Columbia can be analyzed as follows:

	Quebec	Montreal	British Columbia	Total	%
	\$	\$	\$	\$	
	(\$000's omitted)				
Increase due to—					
Increase in number of pilots..	209	193	225	627	41
Increase in average income—					
Quebec pilots—\$2,965.....	249				
Montreal pilots—\$4,292....		606		919	59
British Columbia pilots— \$917.....			64		
	458	799	289	1,546	100

This indicates that more than half of the total increase in gross income of pilots resulted in higher incomes to the individual pilots.

80. As shown on *Schedule 7* the workload of pilots in Quebec, Montreal and British Columbia, expressed both in number of assignments and hours on assignment (actual hours on board vessels) has decreased slightly from 1961 to 1965. The decrease in total annual hours on assignment per pilot in these districts was:

	1965	1961	Decrease	Decrease %
Quebec.....	1,144	1,206	62	5
Montreal.....	1,107	1,201	94	8
British Columbia.....	1,423	1,489	66	4
	3,674	3,896	222	6

As stated in the previous paragraph the net income per pilot increased considerably in the same period. This increase is therefore due to the increase in tariffs and the increase in revenue resulting from piloting larger ships. The increase in number of trips was compensated by the increase in the number of effective pilots in each district. In summary the pilots worked about the same hours per annum and earned higher incomes.

Increase in cost to government

81. From 1961 to 1965 cost to government, as a percentage of the total cost of pilotage, decreased from 16% to 13% as shown on *Schedule 1*. The following is a tabulation of the change by type of expense:

	1965	1961	Increase	Increase %
	\$	\$	\$	%
Administration.....	649,583	500,206	149,377	30
Pilot vessel service (net).....	448,000	486,600	(38,600)	(8)
Marine reporting stations.....	97,000	154,213	(57,213)	(37)
	1,194,583	1,141,019	53,564	5

82. The significant increase was in the cost of administration. As shown on *Schedule 1*, cost of administration to the government, expressed as a percentage of total cost of pilotage, remained at 7%. However, significant increases, accounting for about half of the total increase in the cost of administration, arose as follows:

	1965	1961	Increase	Increase
	\$	\$	\$	%
Ottawa (Headquarters).....	113,383	59,006	54,377	92
Montreal.....	167,000	108,000	59,000	55
	280,383	167,006	113,377	68

The increase in both of these locations was almost entirely due to increases in staff or salaries.

83. Where pilot vessel service was operated by the government normal increases occurred in most districts. However, a decrease in the cost at Quebec more than offset this. In 1961 the two pilot boats at Quebec were replaced by two smaller more economical vessels. As a result the net cost (after deducting pilot vessel service revenue) decreased from \$148,000 in 1961 to \$10,000 in 1965.
84. The cost of operating marine reporting stations on the St. Lawrence was the other significant change in the cost to government. This cost has been reduced in the five-year period due to the elimination of some stations and the introduction of new communication equipment.
85. In summary the "cost to government" increased 5% in the period compared to 32% increase in "cost to shipping".

CHAPTER VI

GOOSE BAY

Background

86. Pilotage at Goose Bay, Labrador is administered by the Department of Transport under the Financial Administration Act. Therefore it is not subject to the same laws as the other districts included in this report. For this reason, and because of the relatively minor cost in relation to the other districts, no attempt has been made to compare it to the other districts.

Cost to shipping and to government

87. The government, through the Department of Transport, sets the pilotage dues and collects them from shipping. Out of this revenue it pays the salaries of the two pilots and the cost of administration.

88. The total cost of pilotage to shipping and to government for the years 1961 to 1965 was:

	1965	1964	1963	1962	1961
	\$	\$	\$	\$	\$
<i>Cost to Shipping</i>					
Pilots' remuneration.....	10,000	10,000	11,000	11,000	11,000
Surplus to government.....	2,636	6,589	6,169	4,350	4,254
Total cost to shipping.....	12,636	16,589	17,169	15,350	15,254
<i>Cost to government</i>					
Administration.....	1,000	3,000	1,000	1,000	2,000
Surplus.....	(2,636)	(6,589)	(6,169)	(4,350)	(4,254)
Total cost to government..	(1,636)	(3,589)	(5,169)	(3,350)	(2,254)
<i>Total cost of pilotage.....</i>	<i>11,000</i>	<i>13,000</i>	<i>12,000</i>	<i>12,000</i>	<i>13,000</i>

Major cost of pilotage

89. As shown by the previous table the major cost of pilotage, as in the other districts, is the remuneration of the pilots. The following table shows the average income of the pilots (including fringe benefits) for each of the five years:

Year	Pilots' Remuneration	No. of Pilots	Net Income Per Pilot	% over Base Year (1961 equal to 100)	
				Increase	Decrease
	\$		\$		
1965.....	10,000	2	5,000	136	
1964.....	10,000	2	5,000	136	
1963.....	11,000	2	5,500	150	
1962.....	11,000	3	3,667	100	
1961.....	11,000	3	3,667	100	

Summary

90. The government does not subsidize pilotage in Goose Bay as it does to varying degrees in the other districts.

CHAPTER VII
CONCLUSIONS

1. The major cost of pilotage is the income of the pilots representing 82% of the total cost of pilotage in 1965. (paragraph 10)
2. Compulsory payment of pilotage dues spreads the cost of maintaining the pilotage service over most ships that enter the district waters. In the majority of districts most of the ships paying pilotage dues employ the services of pilots. (paragraphs 16 and 18)
3. The occupational status of pilots is changing from that of a self-employed person to an employee. (paragraph 45)
4. The average income of pilots is one of the highest in Canada, 80% of the pilots had gross incomes over \$17,000 a year in 1965 which compares favourably with the highest paid professions in Canada. It is important to note that pilots do not earn incomes comparable to the upper ranges of those professions. In 1963 the highest pilots' incomes were \$22,139; the average of the upper quartile of the highest paid professions ranged from \$24,000 to \$36,000. (paragraphs 48 and 52)
5. The government pays unequal proportions of pilotage expenses throughout the pilotage districts. The benefit of government expenditure in the larger districts is probably to shipping because these costs do not have to be provided for in setting the tariff. In the smaller districts where the pilots do not have the necessary economic bargaining power to raise tariffs the benefit is probably to the pilots through higher income because these expenses do not have to be paid out of revenue earned in the pilotage districts. (paragraphs 66 and 69)
6. The total administrative cost has remained a constant proportion of the total cost of pilotage. (paragraph 75)
7. The pattern of cost to shipping and cost to government in the districts remained the same throughout the period. Similarly the type of expenditure in the districts remained in the same proportions to total expenditure in the districts. (paragraph 76 and Schedule 1)
8. Almost 50% of the increase in cost to shipping from 1961 to 1965 is due to the introduction of larger ships. This increased the income of pilots without increasing their workloads. (paragraphs 77 and 80)

NOTES TO SCHEDULE 1

TOTAL COST OF PILOTAGE

Source data

1. The source data for the "cost to government" are the financial records furnished by the Department of Transport (Exhibit 1295) and for the "cost to shipping" the Pilotage Districts Annual Financial Reports prepared by the Pilotage Authorities. The annual reports have been given the following exhibit numbers by the Royal Commission:

	<i>Exhibit</i>		<i>Exhibit</i>
<i>Group 1</i>		<i>Group 3</i>	
Halifax.....	344	Quebec.....	534
Sydney.....	386		597
Saint John.....	45	Montreal.....	534
Bras d'Or Lakes.....	393		785
			802
<i>Group 2</i>		Cornwall.....	534
Bathurst.....	304		823
Buctouche.....	321	<i>Group 4</i>	
Caraquet.....	308	Churchill.....	614A
Miramichi.....	311	<i>Group 5</i>	
Restigouche River.....	299	British Columbia.....	197
Richibucto.....	317		205
Shediac.....	35	New Westminster.....	149
Botwood.....	281		
Humber Arm.....	270		
Lewisporte.....	261		
Port aux Basques.....	276		
St. John's.....	250		
Prince Edward Island.....	10		
Pictou.....	326		
Pugwash.....	323		
Sheet Harbour.....	1151		

Terminology

2. (a) "Cost to shipping" includes the pilotage dues earned from shipping during the calendar year, as per the various items contained in the pilotage tariff, that is:
- (i) what the ship has to pay for the pilots' services and the pilot vessels' services;
 - (ii) the reimbursement of the pilots' expenses, cancellation fee and detention fee;
 - (iii) the dues collected from ships that did not use pilots.

It does not include any unofficial cost incurred by shipping in relation to the pilotage service for which no records are available such as the pilot vessel outlays that are not provided for in the tariff nor any supplements paid by ships to pilots and apprentices.

- (b) "Administration" consists of all the costs that are incurred by the Pilotage Authority to operate the district whether they are paid out of its revenue or assumed by the Crown. They include the cost of supervising and directing the apprenticeship of pilots, examining and licensing of pilots, dispatching, billing and collecting pilotage dues, paying expenses of the administrative staff, the cost of providing and maintaining the pilot stations and offices, distributing the revenue to pilots monthly and accounting.

It does not include costs incurred relating to the "pilot vessel service" nor "gross income of pilots" as defined hereunder.

- (c) "Pilot vessel service" includes:
- (i) The cost incurred by the Pilotage Authority to provide and operate pilot vessels;
 - (ii) The cost incurred by the Crown when the service is provided by the Department of Transport either through vessels operated by its employees or through vessels operated by third parties under a contract with the department;
 - (iii) The grants paid by the Crown either to Pilotage Authorities or to private contractors as a contribution toward the cost of the pilot vessel service.
- (d) "Gross income of pilots" is the amount of pilotage revenue earned in a district, remaining after payment of expenses, that is payable to the pilots or for their benefit. It comprises their cash income, the pilot (pension) fund contribution, insurance premiums and other benefit costs, travelling expenses when reimbursed to them, as in the districts of Cornwall, New Westminster and British Columbia, and also the expenses of the pilots' own corporations and associations in the districts of Quebec, Montreal and Cornwall.
- (e) "Other" consists of sundry expenses such as workmen's compensation, provisions, etc.
- (f) "Surplus (deficit) of districts" applies to the Newfoundland districts that were not subject to the Canada Shipping Act. Surplus is the excess of net revenue received in the district over the income and benefits paid to the pilots; deficit is the converse.
- (g) "Cost to government" includes all cash expenses, as well as non-cash expenses incurred by the government which the Department of Transport calculates as follows:
- (i) Depreciation—Pilot Boats..... 5%
 - Equipment..... 10%
 - Department of Public Works buildings..... 5%
 - (ii) Interest on the balance of undepreciation capital employed.... 4%
 - (iii) Fringe Benefits—15½% of straight time payroll
- (h) "Marine reporting service" consists of the costs of a number of stations located on the St. Lawrence River to track the movement of ships. It is primarily operated on the St. Lawrence River for the districts of Quebec and Montreal.

Fiscal periods

3. The figures for "Cost to Government" are for the fiscal years ended March 31. The figures for "Cost to Shipping" are for the calendar years ended December 31. In order to accumulate the "Total Cost of Pilotage" from these two sources the "Cost to Government" is assumed to apply to the prior shipping season ended December 31.

SCHEDULE 1

TOTAL COST OF PILOTAGE FOR THE YEARS 1965 AND 1964

SUMMARY

Schedule Number	Group 1 (Eastern Minister's Districts)	Group 2 (Small Eastern Districts)		Group 3 (St. Lawrence River Districts)		Group 4 (Churchill)		Group 5 (West Coast Districts)		Ottawa (Headquarters)		Total	
		\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
1965													
	2	3,306	—	16,038	4	—	—	18,349	1	—	—	37,693	1
Cost to Shipping Administration.....	3	58,785	7	57,448	15	2,975	27	88,307	4	—	—	368,975	4
Pilot vessel service.....	4	445,895	53	257,957	69	7,865	73	1,679,112	82	—	—	7,216,609	82
Gross income of pilots.....		1,446	—	4,194	1	—	—	855	—	—	—	6,495	—
Other.....		—	—	(3,991)	—	—	—	—	—	—	—	(3,991)	—
Surplus (deficit) of districts.....		509,432	60	331,646	89	4,987,240	100	1,786,623	87	—	—	7,625,781	87
Total Cost to Shipping.....													
	2	81,200	10	1,000	—	337,000	6	117,000	6	113,383	100	649,583	7
Cost to Government Administration.....	3	255,000	30	41,000	11	10,000	—	142,000	7	—	—	448,000	5
Pilot vessel service.....		—	—	—	—	97,000	2	—	—	—	—	97,000	1
Marine reporting service.....		336,200	40	42,000	11	444,000	8	259,000	13	113,383	100	1,194,583	13
Total Cost to Government.....		845,632	100	373,646	100	5,431,240	100	2,045,623	100	113,383	100	8,820,364	100
Total Cost of Pilotage.....													
1964													
	2	3,377	1	12,548	4	—	—	18,975	1	—	—	34,900	1
Cost to Shipping Administration.....	3	57,990	7	57,499	17	153,920	3	89,785	4	2,950	29	362,144	4
Pilot vessel service.....	4	458,810	54	227,570	65	4,031,352	88	7,370	71	1,588,566	82	6,313,668	81
Gross income of pilots.....		2,158	—	3,247	1	—	—	715	—	—	—	6,120	—
Other.....		—	—	10,112	3	—	—	—	—	—	—	10,112	—
Surplus (deficit) of districts.....		522,335	62	310,976	90	4,185,272	91	10,320	100	1,698,041	87	6,726,944	86
Total Cost to Shipping.....													
	2	84,000	10	4,000	1	267,000	6	—	—	106,500	6	562,926	7
Cost to Government Administration.....	3	235,625	28	32,000	9	(7,000)	—	—	—	126,500	7	387,126	5
Pilot vessel service.....		—	—	—	—	144,823	3	—	—	—	—	144,823	2
Marine reporting service.....		319,625	38	36,000	10	404,823	9	—	—	233,000	13	1,094,874	14
Total Cost to Government.....		841,960	100	346,976	100	4,590,095	100	10,320	100	1,931,041	100	7,821,818	100
Total Cost of Pilotage.....													

TOTAL COST OF PILOTAGE FOR THE YEARS 1963 AND 1962

SCHEDULE 1

SUMMARY

Study of the Cost of Pilotage

	Schedule Number	Group 1 (Eastern Minister's Districts)		Group 2 (Small Eastern Districts)		Group 3 (St. Lawrence River Districts)		Group 4 (Churchill)		Group 5 (West Coast Districts)		Ottawa (Headquarters)		Total	
		\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
1963															
Cost to Shipping															
Administration.....	2	3,197	—	12,528	4	—	—	—	—	21,293	1	—	—	37,018	1
Pilot vessel service.....	3	52,450	7	54,319	17	135,960	3	3,275	28	86,875	5	—	—	332,879	4
Gross income of pilots.....	4	458,871	55	209,826	66	3,610,593	87	8,220	72	1,487,696	82	—	—	5,775,206	79
Other.....		1,878	—	3,876	1	—	—	—	—	492	—	—	—	6,246	—
Surplus (deficit) of districts.....		—	—	8,086	2	—	—	—	—	—	—	—	—	8,086	—
Total Cost to Shipping.....		516,396	62	288,635	90	3,746,553	90	11,495	100	1,596,356	88	—	—	6,159,435	84
Cost to Government															
Administration.....	2	89,450	11	5,000	2	275,000	7	—	—	98,000	5	88,715	100	556,165	8
Pilot vessel service.....	3	225,300	27	26,000	8	19,000	—	—	—	131,000	7	—	—	401,300	6
Marine reporting service.....		—	—	—	—	141,070	3	—	—	—	—	—	—	141,070	2
Total Cost to Government.....		314,750	38	31,000	10	435,070	10	—	—	229,000	12	88,715	100	1,098,535	16
Total Cost of Pilotage.....		831,146	100	319,635	100	4,181,623	100	11,495	100	1,825,356	100	88,715	100	7,257,970	100
1962															
Cost to Shipping															
Administration.....	2	2,464	—	12,752	4	—	—	—	—	17,760	1	—	—	32,976	1
Pilot vessel service.....	3	57,608	7	56,373	19	135,900	3	4,150	37	76,843	5	—	—	330,874	5
Gross income of pilots.....	4	464,650	59	207,475	68	3,568,893	87	7,040	63	1,394,920	81	—	—	5,642,978	80
Other.....		500	—	4,438	2	—	—	—	—	458	—	—	—	5,396	—
Surplus (deficit) of districts.....		—	—	354	—	—	—	—	—	—	—	—	—	354	—
Total Cost to Shipping.....		525,222	66	281,392	93	3,704,793	90	11,190	100	1,489,981	87	—	—	6,012,578	86
Cost to Government															
Administration.....	2	71,850	9	3,000	1	255,300	6	—	—	100,500	6	95,807	100	526,457	7
Pilot vessel service.....	3	199,900	25	20,300	6	57,700	1	—	—	113,910	7	—	—	391,510	5
Marine reporting service.....		—	—	—	—	144,637	3	—	—	—	—	—	—	144,637	2
Total Cost to Government.....		271,750	34	23,000	7	457,637	10	—	—	214,410	13	95,807	100	1,062,604	14
Total Cost of Pilotage.....		796,972	100	304,392	100	4,162,430	100	11,190	100	1,704,391	100	95,807	100	7,075,182	100

TOTAL COST OF PILOTAGE FOR THE YEAR 1961

SUMMARY

Schedule Number	Group 1 (Eastern Minister's Districts)		Group 2 (Small Eastern Districts)		Group 3 (St. Lawrence River Districts)		Group 4 (Churchill)		Group 5 (West Coast Districts)		Ottawa (Headquarters)		Total	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
1961														
Cost to Shipping														
Administration.....	1,954	—	10,807	4	—	—	—	—	16,886	1	—	—	29,647	1
Pilot vessel service.....	57,743	7	52,373	18	134,760	3	3,725	37	38,635	2	—	—	287,236	4
Gross income of pilots.....	486,366	60	183,978	65	3,362,045	82	6,335	63	1,391,082	85	—	—	5,429,806	79
Other.....	1,399	—	2,647	1	—	—	—	—	440	—	—	—	4,486	—
Surplus (deficit) of districts.....	—	—	6,969	3	—	—	—	—	—	—	—	—	6,969	—
Total Cost to Shipping.....	547,462	67	256,774	91	3,496,805	85	10,060	100	1,447,043	88	—	—	5,758,144	84
Cost to Government														
Administration.....	78,700	10	1,000	—	274,000	7	—	—	87,500	5	59,006	100	500,206	7
Pilot vessel service.....	188,300	23	26,000	9	148,000	4	—	—	124,300	7	—	—	486,600	7
Marine reporting service.....	—	—	—	—	154,213	4	—	—	—	—	—	—	154,213	2
Total Cost to Government.....	267,000	33	27,000	9	576,213	15	—	—	211,800	12	59,006	100	1,141,019	16
Total Cost of Pilotage.....	814,462	100	283,774	100	4,073,018	100	10,060	100	1,658,843	100	59,006	100	6,899,163	100

TOTAL COST OF PILOTAGE FOR THE YEARS 1965 AND 1964
 GROUP 1 (EASTERN MINISTER'S DISTRICTS) SCHEDULE 1

Schedule Number	Halifax		Sydney		Saint John		Bras d'Or Lakes		Total Group 1	
	\$	%	\$	%	\$	%	\$	%	\$	%
1965										
2	373	—	2,624	2	—	309	1	3,306	—	
3	29,990	7	5,770	4	14,360	5	8,665	58,785	7	
4	225,366	56	80,525	51	122,650	48	17,354	445,895	53	
	—	—	—	—	1,446	1	—	1,446	—	
	255,729	63	88,919	57	138,456	54	26,328	509,432	60	
Total Cost to Shipping.....										
Cost to Government										
2	40,000	10	23,500	15	17,700	7	—	81,200	10	
3	109,000	27	45,500	28	100,500	39	—	255,000	30	
	—	—	—	—	—	—	—	—	—	
	149,000	37	69,000	43	118,200	46	—	336,200	40	
	404,729	100	157,919	100	256,656	100	26,328	845,632	100	
Total Cost of Pilotage.....										
1964										
Cost to Shipping										
2	588	—	2,604	2	—	185	1	3,377	1	
3	29,900	8	7,610	4	14,100	6	6,380	57,990	7	
4	221,279	56	98,341	58	122,399	48	16,791	458,810	54	
	—	—	—	—	2,158	1	—	2,158	—	
	251,767	64	108,555	64	138,657	55	23,356	522,335	62	
Total Cost to Shipping.....										
Cost to Government										
2	44,000	11	23,500	14	16,500	6	—	84,000	10	
3	97,000	25	37,500	22	100,500	39	625	235,625	28	
	—	—	—	—	—	—	—	—	—	
	141,000	36	61,000	36	117,000	45	625	319,625	38	
	392,767	100	169,555	100	255,657	100	23,981	841,960	100	
Total Cost of Pilotage.....										

SCHEDULE 1

TOTAL COST OF PILOTAGE FOR THE YEARS 1963 AND 1962

GROUP 1 (EASTERN MINISTER'S DISTRICTS)

	Schedule Number	Halifax		Sydney		Saint John		Bras d'Or Lakes		Total Group I	
		\$	%	\$	%	\$	%	\$	%	\$	%
1963											
Cost to Shipping											
Administration.....	2	1,025	—	1,737	1	—	—	435	2	3,197	1
Pilot vessel service.....	3	27,240	8	8,690	4	13,880	5	2,640	14	52,450	6
Gross income of pilots.....	4	201,382	56	120,362	63	122,458	46	14,669	80	458,871	55
Other.....		—	—	—	—	1,878	1	—	—	1,878	—
Total Cost to Shipping.....		229,647	64	130,789	68	138,216	52	17,744	96	516,396	62
Cost to Government											
Administration.....	2	47,250	13	24,500	13	17,700	7	—	—	89,450	11
Pilot vessel service.....	3	81,750	23	35,500	19	107,300	41	750	4	225,300	27
Marine reporting service.....		—	—	—	—	—	—	—	—	—	—
Total Cost to Government.....		129,000	36	60,000	32	125,000	48	750	4	314,750	38
Total Cost of Pilotage.....		358,647	100	190,789	100	263,216	100	18,494	100	831,146	100
1962											
Cost to Shipping											
Administration.....	2	877	—	1,299	1	—	—	288	2	2,464	—
Pilot vessel service.....	3	30,680	9	10,800	6	14,890	6	1,238	9	57,608	7
Gross income of pilots.....	4	209,279	59	119,046	63	125,085	51	11,240	83	464,650	59
Other.....		—	—	—	—	500	—	—	—	500	—
Total Cost to Shipping.....		240,836	68	131,145	70	140,475	57	12,766	94	525,222	66
Cost to Government											
Administration.....	2	38,000	11	22,025	12	11,825	5	—	—	71,850	9
Pilot vessel service.....	3	74,000	21	32,975	18	92,175	38	750	6	199,900	25
Marine reporting service.....		—	—	—	—	—	—	—	—	—	—
Total Cost to Government.....		112,000	32	55,000	30	104,000	43	750	6	271,750	34
Total Cost of Pilotage.....		352,836	100	186,145	100	244,475	100	13,516	100	796,972	100

SCHEDULE I

TOTAL COST OF PILOTAGE FOR THE YEAR 1961

GROUP I (EASTERN MINISTER'S DISTRICTS)

	Schedule Number	Halifax		Sydney		Saint John		Bras d'Or Lakes		Total Group I	
		\$	%	\$	%	\$	%	\$	%	\$	%
1961											
Cost to Shipping											
Administration.....	2	452	—	1,300	1	—	—	202	1	1,954	—
Pilot vessel service.....	3	29,800	9	11,570	6	15,580	6	793	5	57,743	7
Gross income of pilots.....	4	210,265	60	130,062	66	132,108	52	13,931	94	486,366	60
Other.....		—	—	—	—	1,399	1	—	—	1,399	—
Total Cost to Shipping.....		240,517	69	142,932	73	149,087	59	14,926	100	547,462	67
Cost to Government											
Administration.....	2	48,000	14	17,700	9	13,000	5	—	—	78,700	10
Pilot vessel service.....	3	61,000	17	34,300	18	93,000	36	—	—	188,300	23
Marine reporting service.....		—	—	—	—	—	—	—	—	—	—
Total Cost to Government.....		109,000	31	52,000	27	106,000	41	—	—	267,000	33
Total Cost of Pilotage.....		349,517	100	194,932	100	255,087	100	14,926	100	814,462	100

TOTAL COST OF PILOTAGE FOR THE YEARS 1965 AND 1964
GROUP 2 (SMALL EASTERN DISTRICTS) SCHEDULE 1

	Schedule Number	Bathurst		Buctouche		Caraquet		Miramichi		Restigouche River		Richibucto		Shediac	
		\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
1965															
Cost to Shipping															
Administration.....	2	775	5	—	—	430	8	4,166	8	1,137	3	—	—	221	7
Pilot vessel service.....	3	—	—	—	—	—	—	35	—	3,585	11	550	15	—	—
Gross income of pilots.....	4	14,712	95	1,572	100	4,929	92	47,058	89	28,482	84	3,200	85	2,758	93
Other.....		—	—	—	—	—	—	1,362	3	541	2	—	—	—	—
Total Cost to Shipping.....		15,487	100	1,572	100	5,359	100	52,621	100	33,745	100	3,750	100	2,979	100
Cost to Government															
Administration.....	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pilot vessel service.....	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Marine reporting service.....		—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total Cost to Government.....		—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total Cost of Pilotage.....		15,487	100	1,572	100	5,359	100	52,621	100	33,745	100	3,750	100*	2,979	100
1964															
Cost to Shipping															
Administration.....	2	679	5	—	—	191	7	3,357	8	1,347	4	—	—	243	7
Pilot vessel service.....	3	—	—	—	—	—	—	35	—	4,050	11	550	15	—	—
Gross income of pilots.....	4	12,900	95	1,721	100	2,725	93	38,956	90	31,046	83	3,200	85	3,226	93
Other.....		—	—	—	—	—	—	1,047	2	938	2	—	—	—	—
Total Cost to Shipping.....		13,579	100	1,721	100	2,916	100	43,395	100	37,381	100	3,750	100	3,469	100
Cost to Government															
Administration.....	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pilot vessel service.....	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Marine reporting service.....		—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total Cost to Government.....		—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total Cost of Pilotage.....		13,579	100	1,721	100	2,916	100	43,395	100	37,381	100*	3,750	100	3,469	100

*Estimated

TOTAL COST OF PILOTAGE FOR THE YEARS 1963 AND 1962

SCHEDULE 1

GROUP 2 (SMALL EASTERN DISTRICTS)

Study of the Cost of Pilotage

Schedule Number	Bathurst		Buctouche		Caraquet		Miramichi		Restigouche River		Richibucto		Shediac	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
1963														
Cost to Shipping														
Administration.....	829	5	—	—	114	8	2,739	8	1,107	4	—	—	270	7
Pilot vessel service.....	—	—	—	—	—	—	3,820	11	3,765	13	550	15	—	—
Gross income of pilots.....	16,577	95	1,447	100	1,313	92	28,277	79	23,645	81	3,200	85	3,597	93
Other.....	—	—	—	—	—	—	846	2	604	2	—	—	—	—
Total Cost to Shipping.....	17,406	100	1,447	100	1,427	100	35,682	100	29,121	100	3,750	100	3,867	100
Cost to Government														
Administration.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pilot vessel service.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Marine reporting service.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total Cost to Government.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total Cost of Pilotage.....	17,406	100	1,447	100	1,427	100	35,682	100	29,121	100	3,750	100*	3,867	100
1962														
Cost to Shipping														
Administration.....	683	5	—	—	270	8	2,741	8	970	4	—	—	232	6
Pilot vessel service.....	—	—	—	—	—	—	3,354	9	3,030	13	554	15	—	—
Gross income of pilots.....	12,908	95	1,619	100	3,102	92	28,604	80	19,464	81	3,218	85	3,369	94
Other.....	—	—	—	—	—	—	866	3	515	2	—	—	—	—
Total Cost to Shipping.....	13,591	100	1,619	100	3,372	100	35,565	100	23,929	100	3,772	100	3,601	100
Cost to Government														
Administration.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pilot vessel service.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Marine reporting service.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total Cost to Government.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total Cost of Pilotage.....	13,591	100	1,619	100	3,372	100	35,565	100	23,929	100	3,772	100	3,601	100

*Estimated

SCHEDULE 1

TOTAL COST OF PILOTAGE FOR THE YEAR 1961
GROUP 2 (SMALL EASTERN DISTRICTS)

Schedule Number	Bathurst		Buctouche		Caraquet		Miramichi		Restigouche River		Richibucto		Shediac	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
1961														
Cost to Shipping														
Administration.....	586	5	—	—	272	8	2,197	8	970	4	20	4	286	7
Pilot vessel service.....	—	—	—	—	—	—	2,584	9	3,210	13	100	18	—	—
Gross income of pilots.....	11,134	95	2,004	100	3,133	92	22,940	81	20,841	81	436	78	3,804	93
Other.....	—	—	—	—	—	—	726	2	648	2	—	—	—	—
Total Cost to Shipping.....	11,720	100	2,004	100	3,405	100	28,447	100	25,669	100	556	100	4,090	100
Cost to Government														
Administration.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pilot vessel service.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Marine reporting service.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total Cost to Government.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total Cost of Pilotage.....	11,720	100	2,004	100	3,405	100	28,447	100	25,669	100	556	100	4,090	100

TOTAL COST OF PILOTAGE FOR THE YEARS 1965 AND 1964

SCHEDULE I

GROUP 2 (SMALL EASTERN DISTRICTS)

Study of the Cost of Pilotage

Schedule Number	Botwood		Humber Arm		Lewisporte		Port aux Basques		St. John's	
	\$	%	\$	%	\$	%	\$	%	\$	%
1965										
2	625	4	3,276	9			1,437	5	2,552	2
3	1,640	11	12,574	34			15,914	55	21,000	14
4	11,116	74	22,685	61			14,118	49	83,049	56
	413	3	600	2					1,278	1
	1,205	8	(2,089)	(6)			(2,734)	(9)	(373)	(1)
	14,999	100	37,046	100			28,735	100	107,506	72
Total Cost to Shipping										
Cost to Government										
2									1,000	1
3									41,000	27
									42,000	28
	14,999	100	37,046	100			28,735	100	149,506	100
Total Cost of Pilotage										
1964										
Cost to Shipping										
2	248	2	2,732	8	70	13	2,137	5	748	1
3	1,795	11	10,238	28			16,540	39	20,000	17
4	12,322	77	22,564	62	461	87	15,718	37	60,549	51
	463	3	791	2					8	
	1,075	7					8,345	19	692	1
	15,903	100	36,325	100	531	100	42,740	100	81,997	70
Total Cost to Shipping										
Cost to Government										
2									4,000	3
3									32,000	27
									36,000	30
	15,903	100	36,325	100	531	100	42,740	100	117,997	100
Total Cost of Pilotage										

SCHEDULE 1

TOTAL COST OF PILOTAGE FOR THE YEARS 1963 AND 1962

GROUP 2 (SMALL EASTERN DISTRICTS)

Schedule Number	Botwood		Humber Arm		Lewisporte		Port aux Basques		St. John's	
	\$	%	\$	%	\$	%	\$	%	\$	%
1963										
2	776	5	2,374	7	61	10	2,065	5	1,652	1
3	1,647	11	11,149	31	—	—	15,597	38	16,000	14
4	11,479	77	21,485	60	549	90	14,818	36	67,465	58
	751	5	677	2	—	—	—	—	998	1
	274	2	—	—	—	—	8,812	21	(1,000)	—
	14,927	100	35,685	100	610	100	41,292	100	85,115	74
Total Cost to Shipping.....										
2	—	—	—	—	—	—	—	—	5,000	4
3	—	—	—	—	—	—	—	—	26,000	22
	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	31,000	26
	14,927	100	35,685	100	610	100	41,292	100	116,115	100
Total Cost of Pilotage.....										
1962										
2	727	5	3,224	9	101	20	1,864	5	1,639	1
3	996	7	11,325	31	—	—	18,444	49	17,000	15
4	11,482	81	21,322	58	406	80	15,503	42	69,695	62
	272	2	714	2	—	—	—	—	1,969	2
	666	5	—	—	—	—	1,469	4	(1,781)	(1)
	14,143	100	36,585	100	507	100	37,280	100	88,522	79
Total Cost to Shipping.....										
2	—	—	—	—	—	—	—	—	3,000	3
3	—	—	—	—	—	—	—	—	20,000	18
	—	—	—	—	—	—	—	—	—	—
	—	—	—	—	—	—	—	—	23,000	21
	14,143	100	36,585	100	507	100	37,280	100	111,522	100
Total Cost of Pilotage.....										

SCHEDULE 1

TOTAL COST OF PILOTAGE FOR THE YEAR 1961
GROUP 2 (SMALL EASTERN DISTRICTS)

Schedule Number	Botwood		Humber Arm		Lewisperie		Port aux Basques		St. John's	
	\$	%	\$	%	\$	%	\$	%	\$	%
1961										
Cost to Shipping										
Administration.....	747	5	2,284	8	48	10	1,200	3	2,059	2
Pilot vessel service.....	2,120	14	8,565	29	—	—	16,790	44	17,000	15
Gross income of pilots.....	9,182	61	18,641	63	427	90	15,093	39	66,698	59
Other.....	168	1	300	—	—	—	—	—	755	1
Surplus (deficit) of districts.....	2,806	19	—	—	—	—	5,368	14	(1,205)	(1)
Total Cost to Shipping.....	15,023	100	29,790	100	475	100	38,451	100	85,307	76
Cost to Government										
Administration.....	—	—	—	—	—	—	—	—	1,090	1
Pilot vessel service.....	—	—	—	—	—	—	—	—	26,007	23
Marine reporting service.....	—	—	—	—	—	—	—	—	—	—
Total Cost to Government.....	—	—	—	—	—	—	—	—	27,000	24
Total Cost of Pilotage.....	15,023	100	29,790	100	475	100	38,451	100	112,307	100

TOTAL COST OF PILOTAGE FOR THE YEARS 1965 AND 1964

GROUP 2 (SMALL EASTERN DISTRICTS)

Schedule Number	Prince Edward Island		Pictou		Pugwash		Sheet Harbour		Total Group 2	
	\$	%	\$	%	\$	%	\$	%	\$	%
1965										
Cost to Shipping										
Administration.....			170	5	631	8	618	16	16,038	4
Pilot vessel service.....	2,150	16							57,448	15
Gross income of pilots.....	10,882	84	3,237	95	6,800	92	3,359	84	257,957	69
Other.....									4,194	1
Surplus (deficit) of districts.....									(3,991)	—
Total Cost to Shipping.....	13,032	100	3,407	100	7,431	100	3,977	100	331,646	89
Cost to Government										
Administration.....									1,000	—
Pilot vessel service.....									41,000	11
Marine reporting service.....										—
Total Cost to Government.....									42,000	11
Total Cost of Pilotage.....	13,032	100	3,407	100	7,431	100	3,977	100	373,646	100
1964										
Cost to Shipping										
Administration.....			161	5	384	6	251	5	12,548	4
Pilot vessel service.....	2,985	25			1,306	19			57,499	17
Gross income of pilots.....	9,083	75	3,071	95	5,231	75	4,797	95	227,570	65
Other.....									3,247	1
Surplus (deficit) of districts.....									10,112	3
Total Cost to Shipping.....	12,068	100	3,232	100	6,921	100	5,048	100	310,976	90
Cost to Government										
Administration.....									4,000	1
Pilot vessel service.....									32,000	9
Marine reporting service.....										—
Total Cost to Government.....									36,000	10
Total Cost of Pilotage.....	12,068	100	3,232	100	6,921	100	5,048	100	346,976	100

TOTAL COST OF PILOTAGE FOR THE YEARS 1963 AND 1962

SCHEDULE 1

GROUP 2 (SMALL EASTERN DISTRICTS)

Study of the Cost of Pilotage

	Schedule Number	Prince Edward Island		Pictou		Pugwash		Sheet Harbour		Total Group 2	
		\$	%	\$	%	\$	%	\$	%	\$	%
1963											
Cost to Shipping Administration.....	2	—	—	122	5	227	5	192	5	12,528	4
Pilot vessel service.....	3	1,791	24	—	—	—	—	—	—	54,319	17
Gross income of pilots.....	4	5,678	76	2,326	95	4,314	95	3,656	95	209,826	66
Other.....		—	—	—	—	—	—	—	—	3,876	1
Surplus (deficit) of districts.....		—	—	—	—	—	—	—	—	8,086	2
Total Cost to Shipping.....		7,469	100	2,448	100	4,541	100	3,848	100	288,635	90
Cost to Government Administration.....	2	—	—	—	—	—	—	—	—	5,000	2
Pilot vessel service.....	3	—	—	—	—	—	—	—	—	26,000	8
Marine reporting service.....		—	—	—	—	—	—	—	—	—	—
Total Cost to Government.....		—	—	—	—	—	—	—	—	31,000	10
Total Cost of Pilotage.....		7,469	100	2,448	100	4,541	100	3,848	100	319,635	100
1962											
Cost to Shipping Administration.....	2	—	—	—	—	—	—	—	—	—	—
Pilot vessel service.....	3	1,670	21	146	5	205	5	—	—	12,752	4
Gross income of pilots.....	4	6,099	79	2,817	95	3,899	95	3,968	97	56,373	19
Other.....		—	—	—	—	—	—	102	3	207,475	68
Surplus (deficit) of districts.....		—	—	—	—	—	—	—	—	4,438	2
Total Cost to Shipping.....		7,769	100	2,963	100	4,104	100	4,070	100	281,392	93
Cost to Government Administration.....	2	—	—	—	—	—	—	—	—	3,000	1
Pilot vessel service.....	3	—	—	—	—	—	—	—	—	20,000	6
Marine reporting service.....		—	—	—	—	—	—	—	—	—	—
Total Cost to Government.....		—	—	—	—	—	—	—	—	23,000	7
Total Cost of Pilotage.....		7,769	100	2,963	100	4,104	100	4,070	100	304,392	100

SCHEDULE 1

TOTAL COST OF PILOTAGE FOR THE YEAR 1961

GROUP 2 (SMALL EASTERN DISTRICTS)

	Schedule Number	Prince Edward Island		Pictou		Pugwash		Sheet Harbour		Total Group 2	
		\$	%	\$	%	\$	%	\$	%	\$	%
1961											
Cost to Shipping											
Administration.....	2	—	—	32	2	106	5	—	—	10,807	4
Pilot vessel service.....	3	2,004	30	—	—	—	—	—	—	52,373	18
Gross income of pilots.....	4	4,726	70	1,578	98	2,017	93	1,324	100	183,978	65
Other.....		—	—	—	—	50	2	—	—	2,647	1
Surplus (deficit) of districts.....		—	—	—	—	—	—	—	—	6,969	3
Total Cost to Shipping.....		6,730	100	1,610	100	2,173	100	1,324	100	256,774	91
Cost to Government											
Administration.....	2	—	—	—	—	—	—	—	—	1,000	—
Pilot vessel service.....	3	—	—	—	—	—	—	—	—	26,000	9
Marine reporting service.....		—	—	—	—	—	—	—	—	—	—
Total Cost to Government.....		—	—	—	—	—	—	—	—	27,000	9
Total Cost of Pilotage.....		6,730	100	1,610	100	2,173	100	1,324	100	283,774	100

TOTAL COST OF PILOTAGE FOR THE YEARS 1965 AND 1964

SCHEDULE 1

GROUP 3 (ST. LAWRENCE RIVER DISTRICTS)

Study of the Cost of Pilotage

	Schedule Number	Quebec		Montreal		Cornwall		Total Group 3	
		\$	%	\$	%	\$	%	\$	%
1965									
Cost to Shipping									
Administration.....	2	—	—	—	—	—	—	—	—
Pilot vessel service.....	3	161,460	8	—	—	—	—	161,460	3
Gross income of pilots.....	4	1,629,716	82	2,588,613	93	607,451	91	4,825,780	89
Other.....		—	—	—	—	—	—	—	—
Total Cost to Shipping.....		1,791,176	90	2,588,613	93	607,451	91	4,987,240	92
Cost to Government									
Administration.....	2	118,000	6	167,000	6	52,000	9	337,000	6
Pilot vessel service.....	3	10,000	1	—	—	—	—	10,000	—
Marine reporting service.....		68,700	3	28,300	1	—	—	97,000	2
Total Cost to Government.....		196,700	10	195,300	7	52,000	9	444,000	8
Total Cost of Pilotage.....		1,987,876	100	2,783,913	100	659,451	100	5,431,240	100
1964									
Cost to Shipping									
Administration.....	2	—	—	—	—	—	—	—	—
Pilot vessel service.....	3	153,920	9	—	—	—	—	153,920	3
Gross income of pilots.....	4	1,375,744	79	2,177,015	93	478,593	92	4,031,352	88
Other.....		—	—	—	—	—	—	—	—
Total Cost to Shipping.....		1,529,664	88	2,177,015	93	478,593	92	4,185,272	91
Cost to Government									
Administration.....	2	114,000	7	112,000	5	41,000	8	267,000	6
Pilot vessel service.....	3	(7,000)	—	—	—	—	—	(7,000)	—
Marine reporting service.....		86,652	5	58,171	2	—	—	144,823	3
Total Cost to Government.....		193,652	12	170,171	7	41,000	8	404,823	9
Total Cost of Pilotage.....		1,723,316	100	2,347,186	100	519,593	100	4,590,095	100

TOTAL COST OF PILOTAGE FOR THE YEARS 1963 AND 1962
GROUP 3 (ST. LAWRENCE RIVER DISTRICTS)

SCHEDULE 1

	Schedule Number	Quebec		Montreal		Cornwall		Total Group 3	
		\$	%	\$	%	\$	%	\$	%
1963									
Cost to Shipping									
Administration.....	2								
Pilot vessel service.....	3	135,960	9					135,960	3
Gross income of pilots.....	4	1,220,222	78	1,983,845	92	406,526	90	3,610,593	87
Other.....									
Total Cost to Shipping.....		1,356,182	87	1,983,845	92	406,526	90	3,746,553	90
Cost to Government									
Administration.....	2	97,000	6	134,000	6	44,000	10	275,000	7
Pilot vessel service.....	3	19,000	1					19,000	
Marine reporting service.....		88,914	6	52,156	2			141,070	3
Total Cost to Government.....		204,914	13	186,156	8	44,000	10	435,070	10
Total Cost of Pilotage.....		1,561,096	100	2,170,001	100	450,526	100	4,181,623	100
1962									
Cost to Shipping									
Administration.....	2								
Pilot vessel service.....	3	135,900	9					135,900	3
Gross income of pilots.....	4	1,183,135	75	1,937,045	93	448,713	91	3,568,893	87
Other.....									
Total Cost to Shipping.....		1,319,035	84	1,937,045	93	448,713	91	3,704,793	90
Cost to Government									
Administration.....	2	101,300	6	111,000	5	43,000	9	255,300	6
Pilot vessel service.....	3	57,700	4					57,700	1
Marine reporting service.....		93,848	6	50,789	2			144,637	3
Total Cost to Government.....		252,848	16	161,789	7	43,000	9	457,637	10
Total Cost of Pilotage.....		1,571,883	100	2,098,834	100	491,713	100	4,162,430	100

SCHEDULE 1

TOTAL COST OF PILOTAGE FOR THE YEAR 1961
GROUP 3 (ST. LAWRENCE RIVER DISTRICTS)

	Schedule Number	Quebec		Montreal		Cornwall		Total Group 3	
		\$	%	\$	%	\$	%	\$	%
1961									
Cost to Shipping									
Administration.....	2	—	—	—	—	—	—	—	—
Pilot vessel service.....	3	134,760	8	—	—	—	—	134,760	3
Gross income of pilots.....	4	1,171,895	70	1,788,828	91	401,322	90	3,362,045	82
Other.....		—	—	—	—	—	—	—	—
Total Cost to Shipping.....		1,306,655	78	1,788,828	91	401,322	90	3,496,805	85
Cost to Government									
Administration.....	2	122,000	7	108,000	6	44,000	10	274,000	7
Pilot vessel service.....	3	148,000	9	—	—	—	—	148,000	4
Marine reporting service.....		97,182	6	57,031	3	—	—	154,213	4
Total Cost to Government.....		367,182	22	165,031	9	44,000	10	576,213	15
Total Cost of Pilotage.....		1,673,837	100	1,953,859	100	445,322	100	4,073,018	100

TOTAL COST OF PILOTAGE FOR THE YEARS 1965 AND 1964
GROUP 5 (WEST COAST DISTRICTS)

SCHEDULE 1

	Schedule Number	British Columbia		New Westminster		Total Group 5	
		\$	%	\$	%	\$	%
1965							
Cost to Shipping Administration.....	2	934	—	17,415	10	18,349	1
Pilot vessel service.....	3	76,727	4	11,580	7	88,307	4
Gross income of pilots.....	4	1,558,615	84	120,497	70	1,679,112	82
Other.....		—	—	855	—	855	—
Total Cost to Shipping.....		1,636,276	88	150,347	87	1,786,623	87
Cost to Government Administration.....	2	117,000	6	—	—	117,000	6
Pilot vessel service.....	3	120,000	6	22,000	13	142,000	7
Marine reporting service.....		—	—	—	—	—	—
Total Cost to Government.....		237,000	12	22,000	13	259,000	13
Total Cost of Pilotage.....		1,873,276	100	172,347	100	2,045,623	100
1964							
Cost to Shipping Administration.....	2	2,226	—	16,749	9	18,975	1
Pilot vessel service.....	3	77,935	4	11,850	7	89,785	5
Gross income of pilots.....	4	1,459,106	84	129,460	72	1,588,566	82
Other.....		—	—	715	—	715	—
Total Cost to Shipping.....		1,539,267	88	158,774	88	1,698,041	88
Cost to Government Administration.....	2	106,500	6	—	—	106,500	5
Pilot vessel service.....	3	105,500	6	21,000	12	126,500	7
Marine reporting service.....		—	—	—	—	—	—
Total Cost to Government.....		212,000	12	21,000	12	233,000	12
Total Cost of Pilotage.....		1,751,267	100	179,774	100	1,931,041	100

TOTAL COST OF PILOTAGE FOR THE YEARS 1963 AND 1962

GROUP 5 (WEST COAST DISTRICTS)

	Schedule Number	British Columbia		New Westminster		Total Group 5	
		\$	%	\$	%	\$	%
1963							
Cost to Shipping							
Administration.....	2	3,949	—	17,344	10	21,293	1
Pilot vessel service.....	3	75,945	5	10,930	6	86,875	5
Gross income of pilots.....	4	1,368,434	83	119,262	70	1,487,696	82
Other.....		—	—	492	—	492	—
Total Cost to Shipping.....		1,448,328	88	148,028	86	1,596,356	88
Cost to Government							
Administration.....	2	98,000	6	—	—	98,000	5
Pilot vessel service.....	3	107,000	6	24,000	14	131,000	7
Marine reporting service.....		—	—	—	—	—	—
Total Cost to Government.....		205,000	12	24,000	14	229,000	12
Total Cost of Pilotage.....		1,653,328	100	172,028	100	1,825,356	100
1962							
Cost to Shipping							
Administration.....	2	1,431	—	16,329	10	17,760	1
Pilot vessel service.....	3	66,423	4	10,420	7	76,843	5
Gross income of pilots.....	4	1,287,141	84	107,779	69	1,394,920	81
Other.....		—	—	458	—	458	—
Total Cost to Shipping.....		1,354,995	88	134,986	86	1,489,981	87
Cost to Government							
Administration.....	2	100,500	6	—	—	100,500	6
Pilot vessel service.....	3	91,140	6	22,770	14	113,910	7
Marine reporting service.....		—	—	—	—	—	—
Total Cost to Government.....		191,640	12	22,770	14	214,410	13
Total Cost of Pilotage.....		1,546,635	100	157,756	100	1,704,391	100

SCHEDULE 1

TOTAL COST OF PILOTAGE FOR THE YEAR 1961
GROUP 5 (WEST COAST DISTRICTS)

Schedule Number	British Columbia		New Westminster		Total Group 5	
	\$	%	\$	%	\$	%
1961						
Cost to Shipping						
Administration.....	1,078	—	15,808	9	16,886	1
Pilot vessel service.....	27,425	2	11,210	7	38,635	2
Gross income of pilots.....	1,269,070	85	122,012	71	1,391,082	85
Other.....	—	—	440	—	440	—
Total Cost to Shipping.....	1,297,573	87	149,470	87	1,447,043	88
Cost to Government						
Administration.....	87,500	6	—	—	87,500	5
Pilot vessel service.....	102,000	7	22,300	13	124,300	7
Marine reporting service.....	—	—	—	—	—	—
Total Cost to Government.....	189,500	13	22,300	13	211,800	12
Total Cost of Pilotage.....	1,487,073	100	171,770	100	1,658,843	100

NOTES TO SCHEDULE 2

TOTAL ADMINISTRATIVE COST OF PILOTAGE

1. Administrative costs paid by government are taken from Schedule 1.
2. Administrative costs paid out of pilotage revenue are taken from Schedule 1 under the heading "Cost to Shipping".

TOTAL ADMINISTRATIVE COST OF PILOTAGE FOR THE YEARS 1965, 1964 AND 1963
SUMMARY
SCHEDULE 2

	Group 1 (Eastern Minister's Districts)		Group 2 (Small Eastern Districts)		Group 3 (St. Lawrence River Districts)		Group 4 (Churchill)		Group 5 (West Coast Districts)		Ottawa (Headquarters)		Total	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
1965														
Paid by shipping.....	3,306	4	16,038	94	—	—	—	—	18,349	13	—	—	37,693	5
Paid by government.....	81,200	96	1,000	6	337,000	100	—	—	117,000	87	113,383	100	649,583	95
Total.....	84,506	100	17,038	100	337,000	100	—	—	135,349	100	113,383	100	687,276	100
Total cost of pilotage.....	845,632		373,646		5,431,240		10,840		2,045,623		113,383		8,820,364	
Total administrative cost as a % of total cost of pilotage.....		10		4		6				7				8
1964														
Paid by shipping.....	3,377	4	12,548	76	—	—	—	—	18,975	15	—	—	34,900	6
Paid by government.....	84,000	96	4,000	24	267,000	100	—	—	106,500	85	101,426	100	562,926	94
Total.....	87,377	100	16,548	100	267,000	100	—	—	125,475	100	101,426	100	597,826	100
Total cost of pilotage.....	841,960		346,976		4,590,095		10,320		1,931,041		101,426		7,821,818	
Total administrative cost as a % of total cost of pilotage.....		11		5		6				7				8
1963														
Paid by shipping.....	3,197	3	12,528	71	—	—	—	—	21,293	18	—	—	37,018	6
Paid by government.....	89,450	97	5,000	29	275,000	100	—	—	98,000	82	88,715	100	556,165	94
Total.....	92,647	100	17,528	100	275,000	100	—	—	119,293	100	88,715	100	593,183	100
Total cost of pilotage.....	831,146		319,635		4,181,623		11,495		1,825,356		88,715		7,257,970	
Total administrative cost as a % of total cost of pilotage.....		11		6		7				6				8

SCHEDULE 2

TOTAL ADMINISTRATIVE COST OF PILOTAGE FOR THE YEARS 1962 AND 1961

SUMMARY

	Group 1 (Eastern Minister's Districts)		Group 2 (Small Eastern Districts)		Group 3 (St. Lawrence River Districts)		Group 4 (Churchill)		Group 5 (West Coast Districts)		Ottawa (Headquarters)		Total	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
1962														
Paid by shipping.....	2,464	3	12,752	81	—	—	—	—	17,760	15	—	—	32,976	6
Paid by government.....	71,850	97	3,000	19	255,300	100	—	—	100,500	85	95,807	100	526,457	94
Total.....	74,314	100	15,752	100	255,300	100	—	—	118,260	100	95,807	100	559,433	100
Total cost of pilotage.....	796,972		304,392		4,162,430		11,190		1,704,391		95,807		7,075,182	
Total administrative cost as a % of total cost of pilotage.....		9		5		6				7				8
1961														
Paid by shipping.....	1,954	2	10,807	92	—	—	—	—	16,886	16	—	—	29,647	6
Paid by government.....	78,700	98	1,000	8	274,000	100	—	—	87,500	84	59,006	100	500,206	94
Total.....	80,654	100	11,807	100	274,000	100	—	—	104,386	100	59,006	100	529,853	100
Total cost of pilotage.....	814,462		283,774		4,073,018		10,060		1,658,843		59,006		6,899,163	
Total administrative cost as a % of total cost of pilotage.....		10		4		7				6				8

SCHEDULE 2

TOTAL ADMINISTRATIVE COST OF PILOTAGE FOR THE YEARS 1965, 1964 AND 1963

GROUP 1 (EASTERN MINISTER'S DISTRICTS)

	Halifax		Sydney		Saint John		Bras d'Or Lakes		Total Group 1	
	\$	%	\$	%	\$	%	\$	%	\$	%
1965										
Paid by shipping.....	373	1	2,624	11	—	—	309	100	3,306	4
Paid by government.....	40,000	99	23,500	89	17,700	100	—	—	81,200	96
Total.....	40,373	100	26,124	100	17,700	100	309	100	84,506	100
Total cost of pilotage.....	404,729		157,919		256,656		26,328		845,632	
Total administrative cost as a % of total cost of pilotage.....		10		17		7		1		10
1964										
Paid by shipping.....	588	1	2,604	10	—	—	185	100	3,377	4
Paid by government.....	44,000	99	23,500	90	16,500	100	—	—	84,000	96
Total.....	44,588	100	26,104	100	16,500	100	185	100	87,377	100
Total cost of pilotage.....	392,767		169,555		255,657		23,981		841,960	
Total administrative cost as a % of total cost of pilotage.....		11		15		6		1		10
1963										
Paid by shipping.....	1,025	2	1,737	6	—	—	435	100	3,197	3
Paid by government.....	47,250	98	24,500	94	17,700	100	—	—	89,450	97
Total.....	48,275	100	26,237	100	17,700	100	435	100	92,647	100
Total cost of pilotage.....	359,647		190,789		263,216		18,494		831,146	
Total administrative cost as a % of total cost of pilotage.....		13		14		7		2		11

SCHEDULE 2

TOTAL ADMINISTRATIVE COST OF PILOTAGE FOR THE YEARS 1962 AND 1961

GROUP 1 (EASTERN MINISTER'S DISTRICTS)

	Halifax		Sydney		Saint John		Bras d'Or Lakes		Total Group 1	
	\$	%	\$	%	\$	%	\$	%	\$	%
1962										
Paid by shipping.....	877	2	1,299	6	—	—	288	100	2,464	3
Paid by government.....	38,000	98	22,025	94	11,825	100	—	—	71,850	97
Total.....	38,877	100	23,324	100	11,825	100	288	100	74,314	100
Total cost of pilotage.....	352,836		186,145		244,475		13,516		796,972	
Total administrative cost as a % of total cost of pilotage.....		11		13		5		2		9
1961										
Paid by shipping.....	452	1	1,300	7	—	—	202	100	1,954	2
Paid by government.....	48,000	99	17,700	93	13,000	100	—	—	78,700	98
Total.....	48,452	100	19,000	100	13,000	100	202	100	80,654	100
Total cost of pilotage.....	349,517		194,932		255,087		14,926		814,462	
Total administrative cost as a % of total cost of pilotage.....		14		10		5		1		10

TOTAL ADMINISTRATIVE COST OF PILOTAGE FOR THE YEARS 1965, 1964 AND 1963 SCHEDULE 2
GROUP 2 (SMALL EASTERN DISTRICTS)

	Bathurst		Buctouche		Caraquet		Miramichi		Restigouche River		Richibucto		Shediac	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
1965														
Paid by shipping.....	775	100	—	—	430	100	4,166	100	1,137	100	—	—	221	100
Paid by government.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total.....	775	100	—	—	430	100	4,166	100	1,137	100	—	—	221	100
Total cost of pilotage.....	15,487		1,572		5,359		52,621		33,745		3,750		2,979	
Total administrative cost as a % of total cost of pilotage.....		5		—		8		8		3		—		7
1964														
Paid by shipping.....	679	100	—	—	191	100	3,357	100	1,347	100	—	—	243	100
Paid by government.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total.....	679	100	—	—	191	100	3,357	100	1,347	100	—	—	243	100
Total cost of pilotage.....	13,579		1,721		2,916		43,395		37,381		3,750		3,469	
Total administrative cost as a % of total cost of pilotage.....		4		—		7		8		3		—		6
1963														
Paid by shipping.....	829	100	—	—	114	100	2,739	100	1,107	100	—	—	270	100
Paid by government.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total.....	829	100	—	—	114	100	2,739	100	1,107	100	—	—	270	100
Total cost of pilotage.....	17,406		1,447		1,427		35,682		29,121		3,750		3,867	
Total administrative cost as a % of total cost of pilotage.....		5		—		8		8		4		—		7

SCHEDULE 2

TOTAL ADMINISTRATIVE COST OF PILOTAGE FOR THE YEARS 1962 AND 1961
GROUP 2 (SMALL EASTERN DISTRICTS)

	Bathurst		Buctouche		Caraquet		Miramichi		Restigouche River		Richibucto		Shediac	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
1962														
Paid by shipping.....	683	100	—	—	270	100	2,741	100	920	100	—	—	232	100
Paid by government.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total.....	683	100	—	—	270	100	2,741	100	920	100	—	—	232	100
Total cost of pilotage.....	13,591		1,619		3,372		35,565		23,929		3,772		3,601	
Total administrative cost as a % of total cost of pilotage.....		5		—		8		8		4		—		6
1961														
Paid by shipping.....	586	100	—	—	272	100	2,197	100	970	100	20	100	286	100
Paid by government.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total.....	586	100	—	—	272	100	2,197	100	970	100	20	100	286	100
Total cost of pilotage.....	11,720		2,004		3,405		28,447		25,669		556		4,090	
Total administrative cost as a % of total cost of pilotage.....		5		—		8		8		4		4		7

SCHEDULE 2

TOTAL ADMINISTRATIVE COST OF PILOTAGE FOR THE YEARS 1965, 1964 AND 1963

GROUP 2 (SMALL EASTERN DISTRICTS)

	Botwood		Humber Arm		Lewisporte		Port aux Basques		St. John's	
	\$	%	\$	%	\$	%	\$	%	\$	%
1965										
Paid by shipping.....	625	100	3,276	100	—	—	1,437	100	2,552	72
Paid by government.....	—	—	—	—	—	—	—	—	1,000	28
Total.....	625	100	3,276	100	—	—	1,437	100	3,552	100
Total cost of pilotage.....	14,999		37,046		—	—	28,735		149,506	
Total administrative cost as a % of total cost of pilotage.....		4		9						2
1964										
Paid by shipping.....	248	100	2,732	100	70	100	2,137	100	748	16
Paid by government.....	—	—	—	—	—	—	—	—	4,000	84
Total.....	248	100	2,732	100	70	100	2,137	100	4,748	100
Total cost of pilotage.....	15,903		36,325		531		42,740		117,997	
Total administrative cost as a % of total cost of pilotage.....		2		8		13				4
1963										
Paid by shipping.....	776	100	2,374	100	61	100	2,065	100	1,652	25
Paid by government.....	—	—	—	—	—	—	—	—	5,000	75
Total.....	776	100	2,374	100	61	100	2,065	100	6,652	100
Total cost of pilotage.....	14,927		35,685		610		41,292		116,115	
Total administrative cost as a % of total cost of pilotage.....		5		7		10				6

SCHEDULE 2

TOTAL ADMINISTRATIVE COST OF PILOTAGE FOR THE YEARS 1962 AND 1961
GROUP 2 (SMALL EASTERN DISTRICTS)

	Botwood		Humber Arm		Lewisporte		Port aux Basques		St. John's	
	\$	%	\$	%	\$	%	\$	%	\$	%
1962										
Paid by shipping.....	727	100	3,224	100	101	100	1,864	100	1,639	35
Paid by government.....	—	—	—	—	—	—	—	—	3,000	65
Total.....	727	100	3,224	100	101	100	1,864	100	4,639	100
Total cost of pilotage.....	14,143		36,585		507		37,280		111,522	
Total administrative cost as a % of total cost of pilotage.....		5		9		20		5		4
1961										
Paid by shipping.....	747	100	2,284	100	48	100	1,200	100	2,059	67
Paid by government.....	—	—	—	—	—	—	—	—	1,000	33
Total.....	747	100	2,284	100	48	100	1,200	100	3,059	100
Total cost of pilotage.....	15,023		29,790		475		38,451		112,307	
Total administrative cost as a % of total cost of pilotage.....		5		8		10		3		3

SCHEDULE 2

TOTAL ADMINISTRATIVE COST OF PILOTAGE FOR THE YEARS 1965, 1964 AND 1963

GROUP 2 (SMALL EASTERN DISTRICTS)

	Prince Edward Island		Pictou		Pugwash		Sheet Harbour		Total Group 2	
	\$	%	\$	%	\$	%	\$	%	\$	%
1965										
Paid by shipping.....	—	—	170	100	631	100	618	100	16,038	94
Paid by government.....	—	—	—	—	—	—	—	—	1,000	6
Total.....	—	—	170	100	631	100	618	100	17,038	100
Total cost of pilotage.....	13,032		3,407		7,431		3,977		373,646	
Total administrative cost as a % of total cost of pilotage.....		—		5		8		16		4
1964										
Paid by shipping.....	—	—	161	100	384	100	251	100	12,548	76
Paid by government.....	—	—	—	—	—	—	—	—	4,000	24
Total.....	—	—	161	100	384	100	251	100	16,548	100
Total cost of pilotage.....	12,068		3,232		6,921		5,048		346,976	
Total administrative cost as a % of total cost of pilotage.....		—		5		6		5		5
1963										
Paid by shipping.....	—	—	122	100	227	100	192	100	12,528	72
Paid by government.....	—	—	—	—	—	—	—	—	5,000	28
Total.....	—	—	122	100	227	100	192	100	17,528	100
Total cost of pilotage.....	7,469		2,448		4,541		3,848		319,635	
Total administrative cost as a % of total cost of pilotage.....		—		5		5		5		6

SCHEDULE 2

TOTAL ADMINISTRATIVE COST OF PILOTAGE FOR THE YEARS 1962 AND 1961
GROUP 2 (SMALL EASTERN DISTRICTS)

	Prince Edward Island		Pictou		Pugwash		Sheet Harbour		Total Group 2	
	\$	%	\$	%	\$	%	\$	%	\$	%
1962										
Paid by shipping.....	—	—	146	100	205	100	—	—	12,752	81
Paid by government.....	—	—	—	—	—	—	—	—	3,000	19
Total.....	—	—	146	100	205	100	—	—	15,752	100
Total cost of pilotage.....	7,769		2,963		4,104		4,070		304,392	
Total administrative cost as a % of total cost of pilotage.....		—		5		5		—		5
1961										
Paid by shipping.....	—	—	32	100	106	100	—	—	10,807	92
Paid by government.....	—	—	—	—	—	—	—	—	1,000	8
Total.....	—	—	32	100	106	100	—	—	11,807	100
Total cost of pilotage.....	6,730		1,610		2,173		1,324		283,774	
Total administrative cost as a % of total cost of pilotage.....		—		2		5		—		4

SCHEDULE 2

TOTAL ADMINISTRATIVE COST OF PILOTAGE FOR THE YEARS 1965, 1964 AND 1963
GROUP 3 (ST. LAWRENCE RIVER DISTRICTS)

	Quebec		Montreal		Cornwall		Total Group 3	
	\$	%	\$	%	\$	%	\$	%
1965								
Paid by shipping.....	118,000	100	167,000	100	52,000	100	337,000	100
Paid by government.....								
Total.....	118,000	100	167,000	100	52,000	100	337,000	100
Total cost of pilotage.....	1,987,876		2,783,913		659,451		5,431,240	
Total administrative cost as a % of total cost of pilotage.....		6		6		8		6
1964								
Paid by shipping.....	114,000	100	112,000	100	41,000	100	267,000	100
Paid by government.....								
Total.....	114,000	100	112,000	100	41,000	100	267,000	100
Total cost of pilotage.....	1,723,316		2,347,186		519,593		4,590,095	
Total administrative cost as a % of total cost of pilotage.....		7		5		8		6
1963								
Paid by shipping.....	97,000	100	134,000	100	44,000	100	275,000	100
Paid by government.....								
Total.....	97,000	100	134,000	100	44,000	100	275,000	100
Total cost of pilotage.....	1,561,096		2,170,001		450,526		4,181,623	
Total administrative cost as a % of total cost of pilotage.....		6		6		10		7

SCHEDULE 2

TOTAL ADMINISTRATIVE COST OF PILOTAGE FOR THE YEARS 1962 AND 1961
GROUP 3 (ST. LAWRENCE RIVER DISTRICTS)

	Quebec		Montreal		Cornwall		Total Group 3	
	\$	%	\$	%	\$	%	\$	%
1962								
Paid by shipping.....	—	—	—	—	—	—	—	—
Paid by government.....	101,300	100	111,000	100	43,000	100	255,300	100
Total.....	101,300	100	111,000	100	43,000	100	255,300	100
Total cost of pilotage.....	1,571,883		2,098,834		491,713		4,162,430	
Total administrative cost as a % of total cost of pilotage.....		6		5		9		6
1961								
Paid by shipping.....	—	—	—	—	—	—	—	—
Paid by government.....	122,000	100	108,000	100	44,000	100	274,000	100
Total.....	122,000	100	108,000	100	44,000	100	274,000	100
Total cost of pilotage.....	1,673,837		1,953,859		445,322		4,073,018	
Total administrative cost as a % of total cost of pilotage.....		7		6		10		7

SCHEDULE 2

TOTAL ADMINISTRATIVE COST OF PILOTAGE FOR THE YEARS 1965, 1964 AND 1963
GROUP 5 (WEST COAST DISTRICTS)

	British Columbia		New Westminster		Total Group 5	
	\$	%	\$	%	\$	%
1965						
Paid by shipping.....	934	1	17,415	100	18,349	13
Paid by government.....	117,000	99	—	—	117,000	87
Total.....	117,934	100	17,415	100	135,349	100
Total cost of pilotage.....	1,873,276		172,347		2,045,623	
Total administrative cost as a % of total cost of pilotage.....		6		10		7
1964						
Paid by shipping.....	2,226	2	16,749	100	18,975	15
Paid by government.....	106,500	98	—	—	106,500	85
Total.....	108,726	100	16,749	100	125,475	100
Total cost of pilotage.....	1,751,267		179,774		1,931,041	
Total administrative cost as a % of total cost of pilotage.....		6		9		6
1963						
Paid by shipping.....	3,949	4	17,344	100	21,293	18
Paid by government.....	98,000	96	—	—	98,000	82
Total.....	101,949	100	17,344	100	119,293	100
Total cost of pilotage.....	1,653,328		172,028		1,825,356	
Total administrative cost as a % of total cost of pilotage.....		6		10		6

SCHEDULE 2

TOTAL ADMINISTRATIVE COST OF PILOTAGE FOR THE YEARS 1962 AND 1961
GROUP 5 (WEST COAST DISTRICTS)

	British Columbia		New Westminster		Total Group 5	
	\$	%	\$	%	\$	%
1962						
Paid by shipping.....	1,431	1	16,329	100	17,760	15
Paid by government.....	100,500	99	—	—	100,500	85
Total.....	101,931	100	16,329	100	118,260	100
Total cost of pilotage.....	1,546,635		157,756		1,704,391	
Total administrative cost as a % of total cost of pilotage.....		7		10		7
1961						
Paid by shipping.....	1,078	12	15,808	100	16,886	16
Paid by government.....	87,500	88	—	—	87,500	84
Total.....	88,578	100	15,808	100	104,386	100
Total cost of pilotage.....	1,487,073		171,770		1,658,843	
Total administrative cost as a % of total cost of pilotage.....		6		9		6

NOTES TO SCHEDULE 3

TOTAL PILOT VESSEL SERVICE COST

1. The figures for pilot vessel service cost paid by government are taken from the financial records furnished by the Department of Transport (Exhibit 1295).
2. The figures for pilot vessel fees received by the government and for Cost to Shipping are taken from the Annual Financial Reports prepared by the Pilotage Authorities.
3. Cost to Shipping includes the pilot vessel fees paid to the government which in turn reduces the net cost to the government.

TOTAL PILOT VESSEL SERVICE COST FOR THE YEARS 1965, 1964 AND 1963

SUMMARY

Study of the Cost of Pilotage

SCHEDULE 3

	Group 1 (Eastern Minister's Districts)		Group 2 (Small Eastern Districts)		Group 3 (St. Lawrence River Districts)		Group 4 (Churchill)		Group 5 (West Coast Districts)		Total	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
1965												
Cost to Government												
Cost.....	305,120	97	62,000	63	171,460	100	—	—	193,540	84	732,120	90
Pilot vessel fees received.....	50,120	16	21,000	21	161,460	94	—	—	51,540	22	284,120	35
Net cost to government.....	255,000	81	41,000	42	10,000	6	—	—	142,000	62	448,000	55
Cost to Shipping.....	58,785	19	57,448	58	161,460	94	2,975	100	88,307	38	368,975	45
Total pilot vessel service cost.....	313,785	100	98,448	100	171,460	100	2,975	100	230,307	100	816,975	100
1964												
Cost to Government												
Cost.....	287,235	98	52,000	59	146,920	100	—	—	174,780	81	660,935	88
Pilot vessel fees received.....	51,610	18	20,000	23	153,920	105	—	—	48,280	22	273,810	37
Net cost to government.....	235,625	80	32,000	36	(7,000)	(5)	—	—	126,500	59	387,125	51
Cost to Shipping.....	57,990	20	57,499	64	153,920	105	2,950	100	89,785	41	362,144	49
Total pilot vessel service cost.....	293,615	100	89,499	100	146,920	100	2,950	100	216,285	100	749,269	100
1963												
Cost to Government												
Cost.....	275,110	99	42,000	52	154,960	100	—	—	180,330	83	652,400	89
Pilot vessel fees received.....	49,810	18	16,000	19	135,960	88	—	—	49,330	23	251,100	34
Net cost to government.....	225,300	81	26,000	33	19,000	12	—	—	131,000	60	401,300	55
Cost to Shipping.....	52,450	19	54,319	67	135,960	88	3,275	100	86,875	40	332,879	45
Total pilot vessel service cost.....	277,750	100	80,319	100	154,960	100	3,275	100	217,875	100	734,179	100

SCHEDULE 3

TOTAL PILOT VESSEL SERVICE COST FOR THE YEARS 1962 AND 1961

SUMMARY

	Group 1 (Eastern Minister's Districts)		Group 2 (Small Eastern Districts)		Group 3 (St. Lawrence River Districts)		Group 4 (Churchill)		Group 5 (West Coast Districts)		Total	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
1962												
Cost to Government	256,270	99	37,000	48	193,600	100	—	—	160,990	84	647,860	90
Cost.....	56,370	22	17,900	22	135,900	70	—	—	47,080	25	256,350	35
Pilot vessel fees received.....												
Net cost to government.....	199,900	77	20,000	26	57,700	30	—	—	113,910	59	391,510	55
Cost to Shipping.....	57,608	23	56,373	74	135,900	70	4,150	100	76,843	41	330,874	45
Total pilot vessel service cost.....	257,508	100	76,373	100	193,600	100	4,150	100	190,753	100	722,384	100
1961												
Cost to Government	245,250	100	43,000	55	282,760	100	—	—	162,935	100	733,945	95
Cost.....	56,950	23	17,000	22	134,760	48	—	—	38,635	24	247,345	32
Pilot vessel fees received.....												
Net cost to government.....	188,300	77	26,000	33	148,000	52	—	—	124,300	76	486,600	63
Cost to Shipping.....	57,743	23	52,373	67	134,760	48	3,725	100	38,635	24	287,236	37
Total pilot vessel service cost.....	246,043	100	78,373	100	282,760	100	3,725	100	162,935	100	773,836	100

TOTAL PILOT VESSEL SERVICE COST FOR THE YEARS 1965, 1964 AND 1963

GROUP 1 (EASTERN MINISTER'S DISTRICTS)

	Halifax		Sydney		Saint John		Bras d'Or Lakes		Total Group 1	
	\$	%	\$	%	\$	%	\$	%	\$	%
1965										
Cost to Government										
Cost.....	138,990	100	51,270	100	114,860	100	—	—	305,120	97
Pilot vessel fees received.....	29,990	22	5,770	11	14,360	13	—	—	50,120	16
Net cost to government.....	109,000	78	45,500	89	100,500	87	—	—	255,000	81
Cost to Shipping.....	29,990	22	5,770	11	14,360	13	8,665	100	58,785	19
Total pilot vessel service cost.....	138,990	100	51,270	100	114,860	100	8,665	100	313,785	100
1964										
Cost to Government										
Cost.....	126,900	100	45,110	100	114,600	100	625	8	287,235	98
Pilot vessel fees received.....	29,900	24	7,610	17	14,100	12	—	—	51,610	18
Net cost to government.....	97,000	76	37,500	83	100,500	88	625	8	235,625	80
Cost to Shipping.....	29,900	24	7,610	17	14,100	12	6,380	92	57,990	20
Total pilot vessel service cost.....	126,900	100	45,110	100	114,600	100	7,005	100	293,615	100
1963										
Cost to Government										
Cost.....	108,990	100	44,190	100	121,180	100	750	22	275,110	99
Pilot vessel fees received.....	27,240	25	8,690	20	13,880	11	—	—	49,810	18
Net cost to government.....	81,750	75	35,500	80	107,300	89	750	22	225,300	81
Cost to Shipping.....	27,240	25	8,690	20	13,880	11	2,640	78	52,450	19
Total pilot vessel service cost.....	108,990	100	44,190	100	121,180	100	3,390	100	277,750	100

SCHEDULE 3

TOTAL PILOT VESSEL SERVICE COST FOR THE YEARS 1962 AND 1961

GROUP 1 (EASTERN MINISTER'S DISTRICTS)

	Halifax		Sydney		Saint John		Bras d'Or Lakes		Total Group 1	
	\$	%	\$	%	\$	%	\$	%	\$	%
1962										
Cost to Government	104,680	100	43,775	100	107,065	100	750	38	256,270	99
Cost.....	30,680	29	10,800	25	14,890	14	—	—	56,370	22
Pilot vessel fees received.....										
Net cost to government.....	74,000	71	32,975	75	92,175	86	750	38	199,900	77
Cost to Shipping.....	30,680	29	10,800	25	14,890	14	1,238	62	57,608	23
Total pilot vessel service cost.....	104,680	100	43,775	100	107,065	100	1,988	100	257,508	100
1961										
Cost to Government	90,800	100	45,870	100	108,580	100	—	—	245,250	100
Cost.....	29,800	33	11,570	25	15,580	14	—	—	56,950	23
Pilot vessel fees received.....										
Net cost to government.....	61,000	67	34,300	75	93,000	86	—	—	188,300	77
Cost to Shipping.....	29,800	33	11,570	25	15,580	14	793	100	57,743	23
Total pilot vessel service cost.....	90,800	100	45,870	100	108,580	100	793	100	246,043	100

TOTAL PILOT VESSEL SERVICE COST FOR THE YEARS 1965, 1964 AND 1963

GROUP 2 (SMALL EASTERN DISTRICTS)

	Bathurst		Buctouche		Caraquet		Miramichi		Restigouche River		Richibucto		Shediac	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
1965														
Cost to Government														
Cost.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pilot vessel fees received.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Net cost to government.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cost to Shipping.....	—	—	—	—	—	—	35	100	3,585	100	550	100	—	—
Total pilot vessel service cost.....	—	—	—	—	—	—	35	100	3,585	100	550	100	—	—
1964														
Cost to Government														
Cost.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pilot vessel fees received.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Net cost to government.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cost to Shipping.....	—	—	—	—	—	—	35	100	4,050	100	550	100	—	—
Total pilot vessel service cost.....	—	—	—	—	—	—	35	100	4,050	100	550	100	—	—
1963														
Cost to Government														
Cost.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pilot vessel fees received.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Net cost to government.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cost to Shipping.....	—	—	—	—	—	—	3,820	100	3,765	100	550	100	—	—
Total pilot vessel service cost.....	—	—	—	—	—	—	3,820	100	3,765	100	550	100	—	—

SCHEDULE 3

TOTAL PILOT VESSEL SERVICE COST FOR THE YEARS 1962 AND 1961
GROUP 2 (SMALL EASTERN DISTRICTS)

	Bathurst		Buctouche		Caraquet		Miramichi		Restigouche River		Richibucto		Shediac	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
1962														
Cost to Government														
Cost.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Pilot vessel fees received.....														
Net cost to government.....														
Cost to Shipping.....							3,354	100	3,030	100	554	100		
Total pilot vessel service cost.....							3,354	100	3,030	100	554	100		
1961														
Cost to Government														
Cost.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Pilot vessel fees received.....														
Net cost to government.....														
Cost to Shipping.....							2,584	100	3,210	100	100	100		
Total pilot vessel service cost.....							2,584	100	3,210	100	100	100		

TOTAL PILOT VESSEL SERVICE COST FOR THE YEARS 1965, 1964 AND 1963

GROUP 2 (SMALL EASTERN DISTRICTS)

	Botwood		Humber Arm		Lewisporte		Port aux Basques		St. John's	
	\$	%	\$	%	\$	%	\$	%	\$	%
1965										
Cost to Government										
Cost.....									62,000	100
Pilot vessel fees received.....									21,000	34
Net cost to government.....									41,000	66
Cost to Shipping.....	1,640	100	12,574	100			15,914	100	21,000	34
Total pilot vessel service cost.....	1,640	100	12,574	100			15,914	100	62,000	100
1964										
Cost to Government										
Cost.....									52,000	100
Pilot vessel fees received.....									20,000	38
Net cost to government.....									32,000	62
Cost to Shipping.....	1,795	100	10,238	100			16,540	100	20,000	38
Total pilot vessel service cost.....	1,795	100	10,238	100			16,540	100	52,000	100
1963										
Cost to Government										
Cost.....									42,000	100
Pilot vessel fees received.....									16,000	38
Net cost to government.....									26,000	62
Cost to Shipping.....	1,647	100	11,149	100			15,597	100	16,000	38
Total pilot vessel service cost.....	1,647	100	11,149	100			15,597	100	42,000	100

SCHEDULE 3

TOTAL PILOT VESSEL SERVICE COST FOR THE YEARS 1962 AND 1961
GROUP 2 (SMALL EASTERN DISTRICTS)

	Botwood		Humber Arm		Lewisporte		Port aux Basques		St. John's	
	\$	%	\$	%	\$	%	\$	%	\$	%
1962										
Cost to Government										
Cost.....	---	---	---	---	---	---	---	---	37,000	100
Pilot vessel fees received.....	---	---	---	---	---	---	---	---	17,000	46
Net cost to government.....	---	---	---	---	---	---	---	---	20,000	54
Cost to Shipping.....	996	100	11,325	100	---	---	18,444	100	17,000	46
Total pilot vessel service cost.....	996	100	11,325	100	---	---	18,444	100	37,000	100
1961										
Cost to Government										
Cost.....	---	---	---	---	---	---	---	---	43,000	100
Pilot vessel fees received.....	---	---	---	---	---	---	---	---	17,000	40
Net cost to government.....	---	---	---	---	---	---	---	---	26,000	60
Cost to Shipping.....	2,120	100	8,565	100	---	---	16,790	100	17,000	40
Total pilot vessel service cost.....	2,120	100	8,565	100	---	---	16,790	100	43,000	100

TOTAL PILOT VESSEL SERVICE COST FOR THE YEARS 1965, 1964 AND 1963

GROUP 2 (SMALL EASTERN DISTRICTS)

	Prince Edward Island		Pictou		Pugwash		Sheet Harbour		Total Group 2	
	\$	%	\$	%	\$	%	\$	%	\$	%
1965										
Cost to Government										
Cost.....	—	—	—	—	—	—	—	—	62,000	63
Pilot vessel fees received.....	—	—	—	—	—	—	—	—	21,000	21
Net cost to government.....	—	—	—	—	—	—	—	—	41,000	42
Cost to Shipping.....	2,150	100	—	—	—	—	—	—	57,448	58
Total pilot vessel service cost.....	2,150	100	—	—	—	—	—	—	98,448	100
1964										
Cost to Government										
Cost.....	—	—	—	—	—	—	—	—	52,000	59
Pilot vessel fees received.....	—	—	—	—	—	—	—	—	20,000	23
Net cost to government.....	—	—	—	—	—	—	—	—	32,000	36
Cost to Shipping.....	2,985	100	—	—	1,306	100	—	—	57,499	64
Total pilot vessel service cost.....	2,985	100	—	—	1,306	100	—	—	89,499	100
1963										
Cost to Government										
Cost.....	—	—	—	—	—	—	—	—	42,000	52
Pilot vessel fees received.....	—	—	—	—	—	—	—	—	16,000	19
Net cost to government.....	—	—	—	—	—	—	—	—	26,000	33
Cost to Shipping.....	1,791	100	—	—	—	—	—	—	54,319	67
Total pilot vessel service cost.....	1,791	100	—	—	—	—	—	—	80,319	100

SCHEDULE 3

TOTAL PILOT VESSEL SERVICE COST FOR THE YEARS 1962 AND 1961
GROUP 2 (SMALL EASTERN DISTRICTS)

	Prince Edward Island		Pictou		Pugwash		Sheet Harbour		Total Group 2	
	\$	%	\$	%	\$	%	\$	%	\$	%
1962										
Cost to Government										
Cost.....	--	--	--	--	--	--	--	--	37,000	48
Pilot vessel fees received.....	--	--	--	--	--	--	--	--	17,000	22
Net cost to government.....	--	--	--	--	--	--	--	--	20,000	26
Cost to Shipping.....	1,670	100	--	--	--	--	--	--	56,373	74
Total pilot vessel service cost.....	1,670	100	--	--	--	--	--	--	76,373	100
1961										
Cost to Government										
Cost.....	--	--	--	--	--	--	--	--	43,000	55
Pilot vessel fees received.....	--	--	--	--	--	--	--	--	17,000	22
Net cost to government.....	--	--	--	--	--	--	--	--	26,000	33
Cost to Shipping.....	2,004	100	--	--	--	--	--	--	52,373	67
Total pilot vessel service cost.....	2,004	100	--	--	--	--	--	--	78,373	100

TOTAL PILOT VESSEL SERVICE COST FOR THE YEARS 1965, 1964 AND 1963

GROUP 3 (ST. LAWRENCE RIVER DISTRICTS)

	Quebec		Montreal		Cornwall		Total Group 3	
	\$	%	\$	%	\$	%	\$	%
1965								
Cost to Government								
Cost.....	171,460	100	—	—	—	—	171,460	100
Pilot vessel fees received.....	161,460	94	—	—	—	—	161,460	94
Net cost to government.....	10,000	6	—	—	—	—	10,000	6
Cost to Shipping.....	161,460	94	—	—	—	—	161,460	94
Total pilot vessel service cost.....	171,460	100	—	—	—	—	171,460	100
1964								
Cost to Government								
Cost.....	146,920	100	—	—	—	—	146,920	100
Pilot vessel fees received.....	153,920	105	—	—	—	—	153,920	105
Net cost to government.....	(7,000)	(5)	—	—	—	—	(7,000)	(5)
Cost to Shipping.....	153,920	105	—	—	—	—	153,920	105
Total pilot vessel service cost.....	146,920	100	—	—	—	—	146,920	100
1963								
Cost to Government								
Cost.....	154,960	100	—	—	—	—	154,960	100
Pilot vessel fees received.....	135,960	88	—	—	—	—	135,960	88
Net cost to government.....	19,000	12	—	—	—	—	19,000	12
Cost to Shipping.....	135,960	88	—	—	—	—	135,960	88
Total pilot vessel service cost.....	154,960	100	—	—	—	—	154,960	100

SCHEDULE 3

TOTAL PILOT VESSEL SERVICE COST FOR THE YEARS 1962 AND 1961
GROUP 3 (ST. LAWRENCE RIVER DISTRICTS)

	Quebec		Montreal		Cornwall		Total Group 3	
	\$	%	\$	%	\$	%	\$	%
1962								
Cost to Government								
Cost.....	193,600	100	—	—	—	—	193,600	100
Pilot vessel fees received.....	135,900	70	—	—	—	—	135,900	70
Net cost to government.....	57,700	30	—	—	—	—	57,700	30
Cost to Shipping.....	135,900	70	—	—	—	—	135,900	70
Total pilot vessel service cost.....	193,600	100	—	—	—	—	193,600	100
1961								
Cost to Government								
Cost.....	282,760	100	—	—	—	—	282,760	100
Pilot vessel fees received.....	134,760	48	—	—	—	—	134,760	48
Net cost to government.....	148,000	52	—	—	—	—	148,000	52
Cost to Shipping.....	134,760	48	—	—	—	—	134,760	48
Total pilot vessel service cost.....	282,760	100	—	—	—	—	282,760	100

TOTAL PILOT VESSEL SERVICE COST FOR THE YEARS 1965, 1964 AND 1963

GROUP 5 (WEST COAST DISTRICTS)

	British Columbia		New Westminster		Total Group 5	
	\$	%	\$	%	\$	%
1965						
Cost to Government						
Cost.....	159,960	81	33,580	100	193,540	84
Pilot vessel fees received.....	39,960	20	11,580	34	51,540	22
Net cost to government.....	120,000	61	22,000	66	142,000	62
Cost to Shipping.....	76,727	39	11,580	34	88,307	38
Total pilot vessel service cost.....	196,727	100	33,580	100	230,307	100
1964						
Cost to Government						
Cost.....	141,930	77	32,850	100	174,780	81
Pilot vessel fees received.....	36,430	20	11,850	36	48,280	22
Net cost to government.....	105,500	57	21,000	64	126,500	59
Cost to Shipping.....	77,935	43	11,850	36	89,785	41
Total pilot vessel service cost.....	183,435	100	32,850	100	216,285	100
1963						
Cost to Government						
Cost.....	145,400	79	34,930	100	180,330	83
Pilot vessel fees received.....	38,400	21	10,930	31	49,330	23
Net cost to government.....	107,000	58	24,000	69	131,000	60
Cost to Shipping.....	75,945	42	10,930	31	86,875	40
Total pilot vessel service cost.....	182,945	100	34,930	100	217,875	100

SCHEDULE 3

TOTAL PILOT VESSEL SERVICE COST FOR THE YEARS 1962 AND 1961
GROUP 5 (WEST COAST DISTRICTS)

	British Columbia		New Westminster		Total Group 5	
	\$	%	\$	%	\$	%
1962						
Cost to Government						
Cost.....	127,800	81	33,190	100	160,990	84
Pilot vessel fees received.....	36,660	23	10,420	31	47,080	25
Net cost to government.....	91,140	58	22,770	69	113,910	59
Cost to Shipping.....	66,423	42	10,420	31	76,843	41
Total pilot vessel service cost.....	157,563	100	33,190	100	190,753	100
1961						
Cost to Government						
Cost.....	129,425	100	33,510	100	162,935	100
Pilot vessel fees received.....	27,425	21	11,210	33	38,635	24
Net cost to government.....	102,000	79	22,300	67	124,300	76
Cost to Shipping.....	27,425	21	11,210	33	38,635	24
Total pilot vessel service cost.....	129,425	100	33,510	100	162,935	100

NOTES TO SCHEDULE 4

GROSS INCOME OF PILOTS

1. The source data were the annual financial reports prepared by the Pilotage Authorities except for the corporation expenses which were taken from the audited financial statements of the corporations.

GROSS INCOME OF PILOTS FOR THE YEARS 1965, 1964 AND 1963

SUMMARY

	Group 1 (Eastern Minister's Districts)		Group 2 (Small Eastern Districts)		Group 3 (St. Lawrence River Districts)		Group 4 (Churchill)		Group 5 (West Coast Districts)		Total	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
1965												
Pilots' cash income.....	401,631	90	257,157	100	4,158,252	86	7,865	100	1,220,634	73	6,045,539	83
Pension contributions.....	43,383	10	800	—	405,678	9	—	—	160,467	9	610,328	8
Insurance and other benefits.....	881	—	—	—	17,320	—	—	—	18,713	1	36,914	1
Pilots' income and benefits.....	445,895	100	257,957	100	4,581,250	95	7,865	100	1,399,814	83	6,692,781	92
Corporation expenses.....	—	—	—	—	191,436	4	—	—	—	—	191,436	3
Reimbursement for travelling expenses.....	—	—	—	—	53,094	1	—	—	279,298	17	332,392	5
Gross income of pilots.....	445,895	100	257,957	100	4,825,780	100	7,865	100	1,679,112	100	7,216,609	100
1964												
Pilots' cash income.....	411,650	90	226,770	100	3,467,351	86	7,370	100	1,156,189	73	5,269,330	83
Pension contributions.....	46,267	10	800	—	334,402	8	—	—	151,230	9	532,699	8
Insurance and other benefits.....	893	—	—	—	12,000	—	—	—	17,890	1	30,783	1
Pilots' income and benefits.....	458,810	100	227,570	100	3,813,753	94	7,370	100	1,325,309	83	5,832,812	92
Corporation expenses.....	—	—	—	—	182,498	5	—	—	—	—	182,498	3
Reimbursement for travelling expenses.....	—	—	—	—	35,101	1	—	—	263,257	17	298,358	5
Gross income of pilots.....	458,810	100	227,570	100	4,031,352	100	7,370	100	1,588,566	100	6,313,668	100
1963												
Pilots' cash income.....	409,541	89	209,026	100	3,104,035	86	8,220	100	1,080,777	73	4,811,599	83
Pension contributions.....	48,454	11	800	—	305,771	8	—	—	142,139	9	497,164	9
Insurance and other benefits.....	876	—	—	—	10,700	—	—	—	16,785	1	28,361	—
Pilots' income and benefits.....	458,871	100	209,826	100	3,420,506	94	8,220	100	1,239,701	83	5,337,124	92
Corporation expenses.....	—	—	—	—	161,042	5	—	—	—	—	161,042	3
Reimbursement for travelling expenses.....	—	—	—	—	29,045	1	—	—	247,995	17	277,040	5
Gross income of pilots.....	458,871	100	209,826	100	3,610,593	100	8,220	100	1,487,696	100	5,775,206	100

SCHEDULE 4

GROSS INCOME OF PILOTS FOR THE YEARS 1962 AND 1961

SUMMARY

	Group 1 (Eastern Minister's Districts)		Group 2 (Small Eastern Districts)		Group 3 (St. Lawrence River Districts)		Group 4 (Churchill)		Group 5 (West Coast Districts)		Total	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
1962												
Pilots' cash income.....	416,756	90	206,675	100	3,075,373	86	7,040	100	1,023,923	73	4,729,767	84
Pension contributions.....	46,913	10	800	—	291,287	8	—	—	133,227	10	472,227	8
Insurance and other benefits.....	981	—	—	—	10,685	—	—	—	19,512	1	31,178	1
Pilots' income and benefits.....	464,650	100	207,475	100	3,377,345	94	7,040	100	1,176,662	84	5,233,172	93
Corporation expenses.....	—	—	—	—	160,333	5	—	—	—	—	160,333	3
Reimbursement for travelling expenses.....	—	—	—	—	31,015	1	—	—	218,258	16	249,273	4
Gross income of pilots.....	464,650	100	207,475	100	3,568,893	100	7,040	100	1,394,920	100	5,642,978	100
1961												
Pilots' cash income.....	434,184	90	183,078	100	2,946,240	88	6,335	100	1,033,438	74	4,603,275	85
Pension contributions.....	51,150	10	900	—	275,152	8	—	—	131,281	10	458,483	9
Insurance and other benefits.....	1,032	—	—	—	11,732	—	—	—	14,131	1	26,895	—
Pilots' income and benefits.....	486,366	100	183,978	100	3,233,124	96	6,335	100	1,178,850	85	5,088,653	94
Corporation expenses.....	—	—	—	—	109,145	3	—	—	—	—	109,145	2
Reimbursement for travelling expenses.....	—	—	—	—	19,776	1	—	—	212,232	15	232,008	4
Gross income of pilots.....	486,366	100	183,978	100	3,362,045	100	6,335	100	1,391,082	100	5,429,806	100

GROSS INCOME OF PILOTS FOR THE YEARS 1965, 1964, 1963, 1962 AND 1961

GROUP I (EASTERN MINISTER'S DISTRICTS)

	Halifax		Sydney		Saint John		Bras d'Or Lakes		Total Group I	
	\$	%	\$	%	\$	%	\$	%	\$	%
1965										
Pilots' cash income.....	212,331	94	67,074	83	104,872	86	17,354	100	401,631	90
Pension contributions.....	12,154	6	13,451	17	17,778	14	—	—	43,383	10
Insurance and other benefits.....	881	—	—	—	—	—	—	—	881	—
Gross income of pilots.....	225,366	100	80,525	100	122,650	100	17,354	100	445,895	100
1964										
Pilots' cash income.....	208,401	94	81,700	83	104,758	86	16,791	100	411,650	90
Pension contributions.....	11,985	6	16,641	17	17,641	14	—	—	46,267	10
Insurance and other benefits.....	893	—	—	—	—	—	—	—	893	—
Gross income of pilots.....	221,279	100	98,341	100	122,399	100	16,791	100	458,810	100
1963										
Pilots' cash income.....	189,521	94	99,889	83	105,462	86	14,669	100	409,541	89
Pension contributions.....	10,985	5	20,473	17	16,996	14	—	—	48,454	11
Insurance and other benefits.....	876	1	—	—	—	—	—	—	876	—
Gross income of pilots.....	201,382	100	120,362	100	122,458	100	14,669	100	458,871	100
1962										
Pilots' cash income.....	196,919	94	100,870	85	107,727	86	11,240	100	416,756	90
Pension contributions.....	11,379	6	18,176	15	17,358	14	—	—	46,913	10
Insurance and other benefits.....	981	—	—	—	—	—	—	—	981	—
Gross income of pilots.....	209,279	100	119,046	100	125,085	100	11,240	100	464,650	100
1961										
Pilots' cash income.....	198,072	94	109,044	84	113,137	86	13,931	100	434,184	89
Pension contributions.....	11,161	5	21,018	16	18,971	14	—	—	51,150	11
Insurance and other benefits.....	1,032	1	—	—	—	—	—	—	1,032	—
Gross income of pilots.....	210,265	100	130,062	100	132,108	100	13,931	100	486,366	100

GROUP 2 (SMALL EASTERN DISTRICTS)

	Bathurst		Buctouche		Caraquet		Miramichi		Restigouche River		Richibucto		Shediac	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
1965														
Pilots' cash income.....	14,712	100	1,572	100	4,929	100	47,058	100	28,482	100	3,200	100	2,758	100
Pension contributions.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Insurance and other benefits.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Gross income of pilots.....	14,712	100	1,572	100	4,929	100	47,058	100	28,482	100	3,200	100	2,758	100
1964														
Pilots' cash income.....	12,900	100	1,721	100	2,725	100	38,956	100	31,046	100	3,200	100	3,226	100
Pension contributions.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Insurance and other benefits.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Gross income of pilots.....	12,900	100	1,721	100	2,725	100	38,956	100	31,046	100	3,200	100	3,226	100
1963														
Pilots' cash income.....	16,577	100	1,447	100	1,313	100	28,277	100	23,645	100	3,200	100	3,597	100
Pension contributions.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Insurance and other benefits.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Gross income of pilots.....	16,577	100	1,447	100	1,313	100	28,277	100	23,645	100	3,200	100	3,597	100
1962														
Pilots' cash income.....	12,908	100	1,619	100	3,102	100	28,604	100	19,464	100	3,218	100	3,369	100
Pension contributions.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Insurance and other benefits.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Gross income of pilots.....	12,908	100	1,619	100	3,102	100	28,604	100	19,464	100	3,218	100	3,369	100
1961														
Pilots' cash income.....	11,134	100	2,004	100	3,133	100	22,940	100	20,841	100	436	100	3,804	100
Pension contributions.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Insurance and other benefits.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Gross income of pilots.....	11,134	100	2,004	100	3,133	100	22,940	100	20,841	100	436	100	3,804	100

GROSS INCOME OF PILOTS FOR THE YEARS 1965, 1964, 1963, 1962 AND 1961

GROUP 2 (SMALL EASTERN DISTRICTS)

	Botwood		Humber Arm		Lewisporte		Port aux Basques		St. John's		Total Group 2	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
1965												
Pilots' cash income.....	11,116	100	22,685	100	—	—	14,118	100	82,249	99	257,157	100
Pension contributions.....	—	—	—	—	—	—	—	—	800	1	800	—
Insurance and other benefits.....	—	—	—	—	—	—	—	—	—	—	—	—
Gross income of pilots.....	11,116	100*	22,685	100	—	—	14,118	100	83,049	100	257,957	100
1964												
Pilots' cash income.....	12,322	100	22,564	100	461	100	15,718	100	59,749	99	226,770	100
Pension contributions.....	—	—	—	—	—	—	—	—	800	1	800	—
Insurance and other benefits.....	—	—	—	—	—	—	—	—	—	—	—	—
Gross income of pilots.....	12,322	100	22,564	100	461	100	15,718	100	60,549	100	227,570	100
1963												
Pilots' cash income.....	11,479	100	21,485	100	549	100	14,818	100	66,665	99	209,026	100
Pension contributions.....	—	—	—	—	—	—	—	—	800	1	800	—
Insurance and other benefits.....	—	—	—	—	—	—	—	—	—	—	—	—
Gross income of pilots.....	11,479	100	21,485	100	549	100	14,818	100	67,465	100	209,826	100
1962												
Pilots' cash income.....	11,482	100	21,322	100	406	100	15,503	100	68,895	99	206,675	100
Pension contributions.....	—	—	—	—	—	—	—	—	800	1	800	—
Insurance and other benefits.....	—	—	—	—	—	—	—	—	—	—	—	—
Gross income of pilots.....	11,482	100	21,322	100	406	100	15,503	100	69,695	100	207,475	100
1961												
Pilots' cash income.....	9,182	100	18,641	100	427	100	15,093	100	65,798	98	183,078	99
Pension contributions.....	—	—	—	—	—	—	—	—	900	2	900	—
Insurance and other benefits.....	—	—	—	—	—	—	—	—	—	—	—	—
Gross income of pilots.....	9,182	100	18,641	100	427	100	15,093	100	66,698	100	183,978	100

*Estimated.

GROUP 2 (SMALL EASTERN DISTRICTS)

Study of the Cost of Pilotage

	Prince Edward Island		Pictou		Pugwash		Sheet Harbour	
	\$	%	\$	%	\$	%	\$	%
1965								
Pilots' cash income.....	10,882	100	3,237	100	6,800	100	3,359	100
Pension contributions.....	—	—	—	—	—	—	—	—
Insurance and other benefits.....	—	—	—	—	—	—	—	—
Gross income of pilots.....	10,882	100	3,237	100	6,800	100	3,359	100
1964								
Pilots' cash income.....	9,083	100	3,071	100	5,231	100	4,797	100
Pension contributions.....	—	—	—	—	—	—	—	—
Insurance and other benefits.....	—	—	—	—	—	—	—	—
Gross income of pilots.....	9,083	100	3,071	100	5,231	100	4,797	100
1963								
Pilots' cash income.....	5,678	100	2,326	100	4,314	100	3,656	100
Pension contributions.....	—	—	—	—	—	—	—	—
Insurance and other benefits.....	—	—	—	—	—	—	—	—
Gross income of pilots.....	5,678	100	2,326	100	4,314	100	3,656	100
1962								
Pilots' cash income.....	6,099	100	2,817	100	3,899	100	3,968	100
Pension contributions.....	—	—	—	—	—	—	—	—
Insurance and other benefits.....	—	—	—	—	—	—	—	—
Gross income of pilots.....	6,099	100	2,817	100	3,899	100	3,968	100
1961								
Pilots' cash income.....	4,726	100	1,578	100	2,017	100	1,324	100
Pension contributions.....	—	—	—	—	—	—	—	—
Insurance and other benefits.....	—	—	—	—	—	—	—	—
Gross income of pilots.....	4,726	100	1,578	100	2,017	100	1,324	100

GROSS INCOME OF PILOTS FOR THE YEARS 1965, 1964 AND 1963

GROUP 3 (ST. LAWRENCE RIVER DISTRICTS)

	Quebec		Montreal		Cornwall		Total Group 3	
	\$	%	\$	%	\$	%	\$	%
1965								
Pilots' cash income.....	1,390,602	85	2,255,663	87	511,987	84	4,158,252	86
Pension contributions.....	176,026	11	229,652	9	—	—	405,678	9
Insurance and other benefits.....	—	—	—	—	17,320	3	17,320	—
Pilots' income and benefits.....	1,566,628	96	2,485,315	96	529,307	87	4,581,250	95
Corporation expenses.....	63,088	4	103,298	4	25,050	4	191,436	4
Reimbursement for travelling expenses.....	—	—	—	—	53,094	9	53,094	1
Gross income of pilots.....	1,629,716	100	2,588,613	100	607,451	100	4,825,780	100
1964								
Pilots' cash income.....	1,182,546	86	1,877,313	86	407,492	85	3,467,351	86
Pension contributions.....	142,438	10	191,964	9	—	—	334,402	8
Insurance and other benefits.....	—	—	—	—	12,000	3	12,000	—
Pilots' income and benefits.....	1,324,984	96	2,069,277	95	419,492	88	3,813,753	94
Corporation expenses.....	50,760	4	107,738	5	24,000	5	182,498	5
Reimbursement for travelling expenses.....	—	—	—	—	35,101	7	35,101	1
Gross income of pilots.....	1,375,744	100	2,177,015	100	478,593	100	4,031,352	100
1963								
Pilots' cash income.....	1,046,982	86	1,709,609	86	347,444	85	3,104,035	86
Pension contributions.....	128,130	10	177,641	9	—	—	305,771	8
Insurance and other benefits.....	—	—	—	—	10,700	3	10,700	—
Pilots' income and benefits.....	1,175,112	96	1,887,250	95	358,144	88	3,420,506	94
Corporation expenses.....	45,110	4	96,595	5	19,337	5	161,042	5
Reimbursement for travelling expenses.....	—	—	—	—	29,045	7	29,045	1
Gross income of pilots.....	1,220,222	100	1,983,845	100	406,526	100	3,610,593	100

SCHEDULE 4

GROSS INCOME OF PILOTS FOR THE YEARS 1962 AND 1961
GROUP 3 (ST. LAWRENCE RIVER DISTRICTS)

	Québec		Montreal		Cornwall		Total Group 3	
	\$	%	\$	%	\$	%	\$	%
1962								
Pilots' cash income.....	1,021,483	86	1,668,604	86	385,286	86	3,075,373	86
Pension contributions.....	117,759	10	173,528	9	—	—	291,287	8
Insurance and other benefits.....	—	—	—	—	10,685	2	10,685	—
Pilots' income and benefits.....	1,139,242	96	1,842,132	95	395,971	88	3,377,345	94
Corporation expenses.....	43,893	4	94,913	5	21,727	5	160,533	5
Reimbursement for travelling expenses.....	—	—	—	—	31,015	7	31,015	1
Gross income of pilots.....	1,183,135	100	1,937,045	100	448,713	100	3,568,893	100
1961								
Pilots' cash income.....	1,021,421	87	1,567,080	87	357,739	89	2,946,240	88
Pension contributions.....	116,654	10	158,498	9	—	—	275,152	8
Insurance and other benefits.....	—	—	—	—	11,732	3	11,732	—
Pilots' income and benefits.....	1,138,075	97	1,725,578	96	369,471	92	3,233,124	96
Corporation expenses.....	33,820	3	63,250	4	12,075	3	109,145	3
Reimbursement for travelling expenses.....	—	—	—	—	19,776	5	19,776	1
Gross income of pilots.....	1,171,895	100	1,788,828	100	401,322	100	3,362,045	100

SCHEDULE 4

GROSS INCOME OF PILOTS FOR THE YEARS 1965, 1964 AND 1963
GROUP 5 (WEST COAST DISTRICTS)

	British Columbia		New Westminster		Total Group 5	
	\$	%	\$	%	\$	%
1965						
Pilots' cash income.....	1,122,579	72	98,055	81	1,220,634	73
Pension contributions.....	150,755	10	9,712	8	160,467	10
Insurance and other benefits.....	17,628	1	1,085	1	18,713	1
Pilots' income and benefits.....	1,290,962	83	108,852	90	1,399,814	84
Reimbursement for travelling expenses.....	267,653	17	11,645	10	279,298	16
Gross income of pilots.....	1,558,615	100	120,497	100	1,679,112	100
1964						
Pilots' cash income.....	1,050,247	72	105,942	82	1,156,189	73
Pension contributions.....	140,954	10	10,276	8	151,230	10
Insurance and other benefits.....	16,874	1	1,016	1	17,890	1
Pilots' income and benefits.....	1,208,075	83	117,234	91	1,325,309	84
Reimbursement for travelling expenses.....	251,031	17	12,226	9	263,257	16
Gross income of pilots.....	1,459,106	100	129,460	100	1,588,566	100
1963						
Pilots' cash income.....	983,367	72	97,410	82	1,080,777	73
Pension contributions.....	132,482	10	9,657	8	142,139	10
Insurance and other benefits.....	15,778	1	1,007	1	16,785	1
Pilots' income and benefits.....	1,131,627	83	108,074	91	1,239,701	84
Reimbursement for travelling expenses.....	236,807	17	11,188	9	247,995	16
Gross income of pilots.....	1,368,434	100	119,262	100	1,487,696	100

SCHEDULE 4

GROSS INCOME OF PILOTS FOR THE YEARS 1962 AND 1961
GROUP 5 (WEST COAST DISTRICTS)

	British Columbia		New Westminster		Total Group 5	
	\$	%	\$	%	\$	%
1962						
Pilots' cash income.....	934,662	73	89,261	83	1,023,923	73
Pension contributions.....	124,504	10	8,723	8	133,227	10
Insurance and other benefits.....	18,508	1	1,004	1	19,512	1
Pilots' income and benefits.....	1,077,674	84	98,988	92	1,176,662	84
Reimbursement for travelling expenses.....	209,467	16	8,791	8	218,258	16
Gross income of pilots.....	1,287,141	100	107,779	100	1,394,920	100
1961						
Pilots' cash income.....	930,607	73	102,831	84	1,033,438	74
Pension contributions.....	121,610	10	9,671	8	131,281	10
Insurance and other benefits.....	13,122	1	1,009	1	14,131	1
Pilots' income and benefits.....	1,065,339	84	113,511	93	1,178,850	85
Reimbursement for travelling expenses.....	203,731	16	8,501	7	212,232	15
Gross income of pilots.....	1,269,070	100	122,012	100	1,391,082	100

NOTES TO SCHEDULE 5

GROSS INCOME PER EFFECTIVE PILOT

1. The gross income per effective pilot is the amount received in the calendar year. The length of the shipping season in each district is not taken into account.
2. The number of effective pilots is taken from Exhibit 1301. The term "effective pilots" was defined in Exhibit 1307 as "the number of pilots either available daily for assignment to duty or on regular annual leave, but does not include any pilot who is not available for assignment to duty because of sickness, special leave or any other reasons".

SCHEDULE 5

GROSS INCOME PER EFFECTIVE PILOT
FOR THE YEARS 1965, 1964, 1963, 1962 AND 1961

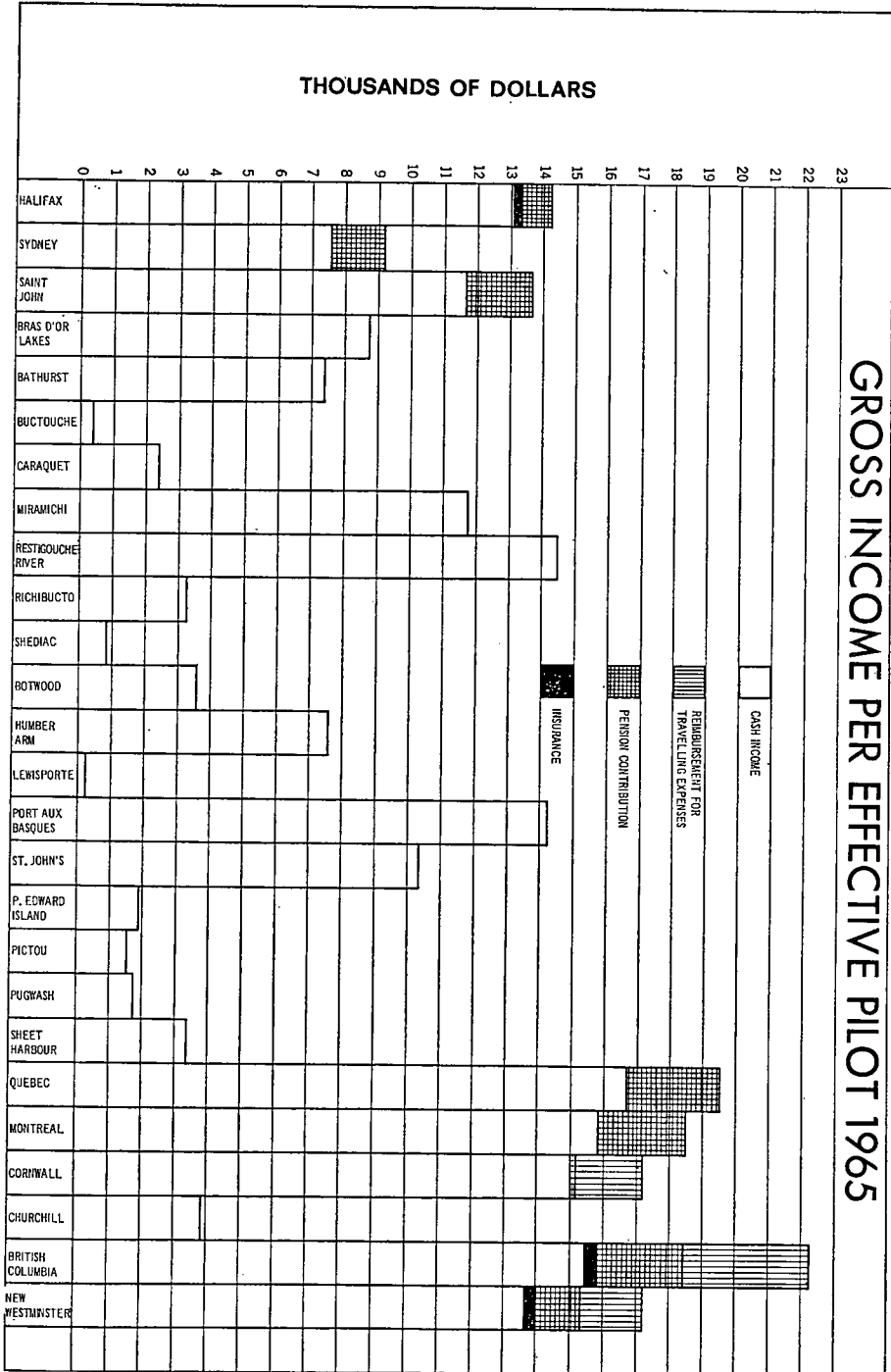
District	Year	Gross Income of Pilots	No. of Effective Pilots	Gross Income per Effective Pilot	% Over Base Year (1961 equal to 100)	
					Increase	Decrease
		\$		\$		
<i>Group 1</i>						
Halifax.....	1965	225,366	15.7	14,355	131	
	1964	221,279	16.5	13,411	122	
	1963	201,382	15.7	12,827	117	
	1962	209,279	17.8	11,747	107	
	1961	210,265	19.2	10,951	100	
Sydney.....	1965	80,525	8.8	9,151		91
	1964	98,341	10.0	9,834		98
	1963	120,362	12.3	9,786		97
	1962	119,046	12.9	9,228		92
	1961	130,062	12.9	10,067		100
Saint John.....	1965	122,650	9.0	13,628		85
	1964	122,399	8.9	13,753		85
	1963	122,458	8.7	14,076		87
	1962	125,085	8.8	14,214		88
	1961	132,108	8.2	16,111		100
Bras d'Or Lakes.....	1965	17,354	2	8,677	194	
	1964	16,791	3	5,597	125	
	1963	14,669	3	4,889	109	
	1962	11,240	3	3,747		84
	1961	13,931	3	4,483	100	
<i>Group 2</i>						
Bathurst.....	1965	14,712	2	7,356	132	
	1964	12,900	2	6,450	116	
	1963	16,577	2	8,289	149	
	1962	12,908	2	6,454	116	
	1961	11,134	2	5,567	100	
Buctouche.....	1965	1,572	3	524		78
	1964	1,721	3	574		86
	1963	1,447	3	482		72
	1962	1,619	3	540		81
	1961	2,004	3	668		100
Caraquet.....	1965	4,929	2	2,465	157	
	1964	2,725	1	2,725	174	
	1963	1,313	1	1,313		84
	1962	3,102	2	1,551		99
	1961	3,133	2	1,566	100	

GROSS INCOME PER EFFECTIVE PILOT
FOR THE YEARS 1965, 1964, 1963, 1962 AND 1961

District	Year	Gross Income of Pilots	No. of Effective Pilots	Gross Income per Effective Pilot	% Over Base Year (1961 equal to 100)	
					Increase	Decrease
		\$		\$		
Miramichi.....	1965	47,058	4	11,765	205	
	1964	38,956	4	9,739	170	
	1963	28,277	4	7,069	123	
	1962	28,604	4	7,151	125	
	1961	22,940	4	5,735	100	
Restigouche River.....	1965	28,482	2	14,241	137	
	1964	31,046	2	15,523	149	
	1963	23,645	2	11,823	114	
	1962	19,464	2	9,733		93
	1961	20,841	2	10,421	100	
Richibucto	1965	3,200	1	3,200	734	
	1964	3,200	1	3,200	734	
	1963	3,200	1	3,200	734	
	1962	3,218	1	3,218	738	
	1961	436	1	436	100	
Shediac.....	1965	2,758	3	919		72
	1964	3,226	3	1,075		85
	1963	3,597	3	1,199		95
	1962	3,369	3	1,123		89
	1961	3,804	3	1,268		100
Botwood.....	1965	11,116	3	3,705	121	
	1964	12,322	3	4,107	134	
	1963	11,479	3	3,826	125	
	1962	11,482	3	3,827	125	
	1961	9,182	3	3,061	100	
Humber Arm.....	1965	22,685	3	7,562	122	
	1964	22,564	3	7,421	121	
	1963	21,485	3	7,162	115	
	1962	21,322	3	7,107	114	
	1961	18,641	3	6,214	100	
Lewisporte.....	1965	—	—	—	—	—
	1964	461	2	231		54
	1963	549	2	275		64
	1962	406	2	203		47
	1961	427	1	427		100
Port aux Basques.....	1965	14,118	1	14,118		94
	1964	15,718	1	15,718	104	
	1963	14,818	1	14,818		98
	1962	15,503	1	15,503	103	
	1961	15,093	1	15,093		100
St. John's.....	1965	83,049	8	10,381	140	
	1964	60,549	8	7,569	102	
	1963	67,465	8	8,433	114	
	1962	69,695	8	8,712	118	
	1961	66,698	9	7,411	100	
Prince Edward Island.....	1965	10,882	6	1,814	230	
	1964	9,083	6	1,514	192	
	1963	5,678	6	946	120	
	1962	6,099	6	1,017	129	
	1961	4,726	6	788	100	

GROSS INCOME PER EFFECTIVE PILOT
FOR THE YEARS 1965, 1964, 1963, 1962 AND 1961

District	Year	Gross Income of Pilots	No. of Effective Pilots	Gross Income per Effective Pilot	% Over Base Year (1961 equal to 100)	
					Increase	Decrease
		\$		\$		
Pictou.....	1965	3,237	2	1,619	205	
	1964	3,071	2	1,536	195	
	1963	2,326	2	1,163	147	
	1962	2,817	2	1,409	178	
	1961	1,578	2	789	100	
Pugwash.....	1965	6,800	4	1,700	168	
	1964	5,231	4	1,308	130	
	1963	4,314	2	2,157	214	
	1962	3,899	2	1,950	193	
	1961	2,017	2	1,009	100	
Sheet Harbour.....	1965	3,350	1	3,359	254	
	1964	4,797	1	4,797	362	
	1963	3,656	1	3,656	276	
	1962	3,968	1	3,968	300	
	1961	1,324	1	1,324	100	
<i>Group 3</i>						
Quebec.....	1965	1,629,716	84.0	19,401	118	
	1964	1,375,744	72.1	19,081	116	
	1963	1,220,222	69.1	17,659	107	
	1962	1,183,135	69.6	16,999	103	
	1961	1,171,895	71.3	16,436	100	
Montreal.....	1965	2,588,613	141.2	18,333	131	
	1964	2,177,015	132.9	16,381	117	
	1963	1,983,845	133.1	14,905	106	
	1962	1,937,045	131.2	14,764	105	
	1961	1,788,828	127.4	14,041	100	
Cornwall.....	1965	607,451	33.6	18,079	135	
	1964	478,593	29.9	16,006	120	
	1963	406,526	30.7	13,242		99
	1962	448,713	30.2	14,858	111	
	1961	401,322	30.0	13,377	100	
<i>Group 4</i>						
Churchill.....	1965	7,865	2	3,933	124	
	1964	7,370	2	3,685	116	
	1963	8,220	2	4,110	130	
	1962	7,040	2	3,520	111	
	1961	6,335	2	3,168	100	
<i>Group 5</i>						
British Columbia.....	1965	1,558,615	70.4	22,139	104	
	1964	1,459,106	68.7	21,239	100	
	1963	1,368,434	64.1	21,348	101	
	1962	1,287,141	64.9	19,833		93
	1961	1,269,070	59.8	21,222	100	
New Westminster.....	1965	120,497	7	17,214		99
	1964	129,460	7	18,494	106	
	1963	119,262	7	17,037		98
	1962	107,779	7	15,397		88
	1961	122,012	7	17,430		100



SCHEDULE 7

COMPARISON OF WORKLOAD AND GROSS EARNINGS OF PILOTS 1965 AND 1961

	Quebec			Montreal			British Columbia		
	1965	1961	Increase (Decrease)	1965	1961	Increase (Decrease)	1965	1961	Increase (Decrease)
	Number of trips.....	8,578	7,332	1,246	19,270	18,191	1,079	7,147	6,629
Number of effective pilots.....	84.0	71.3	12.7	124.5	111.6	12.9	70.4	59.8	10.6
Number of trips per pilot.....	102.1	102.8	(.7)	154.7	162.9	(8.2)	101.5	110.8	(9.3)
Hours on assignment per pilot.....	1,144.4	1,206.2	(61.8)	1,106.8	1,201.0	(94.2)	1,422.5	1,489.0	(66.5)
Average hours per trip.....	11.2	11.7	(.5)	7.2	7.4	(.2)	14.0	13.4	.6
Gross income per effective pilot.....	\$19,401	16,436	2,965	18,442	14,243	4,199	22,139	21,222	917
Average gross income per hour on assignment.....	\$ 16.94	13.63	3.31	16.66	11.86	4.80	15.57	14.26	1.31

NOTE: The figures for Montreal are for river pilotage only and do not include Montreal harbour pilotage.

NOTES TO SCHEDULE 8

CHANGES IN VOLUME OF SHIPPING

1. The figures for "tonnage of ships" were taken from the annual reports of the districts. The figures for Quebec and Montreal are "net registered tons" while for British Columbia the figures are "gross tons".
2. Tonnage figures were estimated for the year 1965 for Quebec and Montreal.
3. The figures for Montreal are for river pilotage only and do not include Montreal harbour pilotage.

CHANGES IN VOLUME OF SHIPPING

	Quebec			Montreal			British Columbia		
	1965	1961	Increase	1965	1961	Increase	1965	1961	Increase (Decrease)
Tonnage of ships piloted.....	44,649,753	31,834,229	12,815,524	50,252,122	38,994,901	11,257,221	37,791,173	30,914,494	6,876,679
Number of ships piloted.....	8,578	7,332	1,246	19,270	18,191	1,079	7,147	6,629	518
Average tonnage per ship piloted.....	5,205	4,342	863	2,608	2,143	465	5,288	4,664	624
Miles piloted.....	—	—	—	—	—	—	453,075	484,965	(31,890)
Average mileage per trip.....	—	—	—	—	—	—	63	73	(10)
Revenue based on tonnage and draught.....	\$ 1,629,716	\$ 1,171,960	\$ 457,756	\$ 2,296,522	\$ 1,589,815	\$ 706,707	\$ 1,146,474	\$ 899,902	\$ 246,572
Revenue based on mileage.....	—	—	—	—	—	—	453,075	397,671	55,404
Cost to Shipping excluding pilot vessel service.....	1,629,716	1,171,960	457,756	2,296,522	1,589,815	706,707	1,599,549	1,297,573	301,976
Revenue per ton.....	.037	.037	—	.046	.041	.005	.042	.042	—
Revenue per mile.....	—	—	—	—	—	—	1.00	.82	.18
Revenue per trip.....	190.00	160.00	30.00	119.17	87.39	31.78	233.81	195.74	38.07
Analysis of Increase in Revenue	\$	\$	\$	\$	\$	\$	\$	\$	\$
Increase in number of ships piloted.....	—	—	—	—	—	—	—	—	—
Increase in average tonnage per ship piloted.....	—	—	—	—	—	—	—	—	—
Increase in tariff.....	—	—	—	—	—	—	—	—	—
Decrease in mileage per trip.....	—	—	—	—	—	—	—	—	—
	457,756	199,360	44	94,294	13	101,387	34	176,517	57
	—	129,481	28	437,533	62	81,554	27	176,517	57
	—	128,915	28	174,880	25	(57,482)	(18)	81,554	27
	—	—	—	—	—	—	—	(57,482)	(18)
	457,756	199,360	44	94,294	13	101,387	34	176,517	57
	—	129,481	28	437,533	62	81,554	27	176,517	57
	—	128,915	28	174,880	25	(57,482)	(18)	81,554	27
	—	—	—	—	—	—	—	(57,482)	(18)
	457,756	199,360	44	94,294	13	101,387	34	176,517	57
	—	129,481	28	437,533	62	81,554	27	176,517	57
	—	128,915	28	174,880	25	(57,482)	(18)	81,554	27
	—	—	—	—	—	—	—	(57,482)	(18)
	457,756	199,360	44	94,294	13	101,387	34	176,517	57
	—	129,481	28	437,533	62	81,554	27	176,517	57
	—	128,915	28	174,880	25	(57,482)	(18)	81,554	27
	—	—	—	—	—	—	—	(57,482)	(18)
	457,756	199,360	44	94,294	13	101,387	34	176,517	57
	—	129,481	28	437,533	62	81,554	27	176,517	57
	—	128,915	28	174,880	25	(57,482)	(18)	81,554	27
	—	—	—	—	—	—	—	(57,482)	(18)
	457,756	199,360	44	94,294	13	101,387	34	176,517	57
	—	129,481	28	437,533	62	81,554	27	176,517	57
	—	128,915	28	174,880	25	(57,482)	(18)	81,554	27
	—	—	—	—	—	—	—	(57,482)	(18)
	457,756	199,360	44	94,294	13	101,387	34	176,517	57
	—	129,481	28	437,533	62	81,554	27	176,517	57
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	—	—	—	—	—	—	—	(57,482)	(18)
	457,756	199,360	44	94,294	13	101,387	34	176,517	57
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	457,756	199,360	44	94,294	13	101,387	34	176,517	57
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	—	—	—	—	—	—	—	(57,482)	(18)
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	—	—	—	—	—	—	—	(57,482)	(18)
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	—	—	—	—	—	—	—	(57,482)	(18)
	457,756	199,360	44	94,294	13	101,387	34	176,517	57
	—	129,481	28	437,533	62	81,554	27	176,517	57
	—	128,915	28	174,880	25	(57,482)	(18)	81,554	27
	—	—	—	—	—	—	—	(57,482)	(18)
	457,756	199,360	44	94,294	13	101,387	34	176,517	57
	—	129,481	28	437,533	62	81,554	27	176,517	57
	—	128,915	28	174,880	25	(57,482)	(18)	81,554	27
	—	—	—	—	—	—	—	(57,482)	(18)
	457,756	199,360	44	94,294	13	101,387	34	176,517	57
	—	129,481	28	437,533	62	81,554	27	176,517	57
	—	128,915	28	174,880	25	(57,482)	(18)	81,554	27
	—	—	—	—	—	—	—	(57,482)	(18)
	457,756	199,360	44	94,294	13	101,387	34	176,517	57
	—	129,481	28	437,533	62	81,554	27	176,517	57
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	—	—	—	—	—	—	—	(57,482)	(18)
	457,756	199,360	44	94,294	13	101,387	34	176,517	57
	—	129,481	28	437,533	62	81,554	27	176,517	57
	—	128,915	28	174,880	25	(57,482)	(18)	81,554	27
	—	—	—	—	—	—	—	(57,482)	(18)
	457,756	199,360	44	94,294	13	101,387	34	176,517	57
	—	129,481							

SCHEDULE 9

CHANGES IN TARIFF—1961 TO 1965

QUEBEC

Area	Tariff
1961	
1. Father Point to Quebec, Port Alfred or Chicoutimi or vice versa.....	\$5.20 per foot draught and $\frac{1}{2}$ ¢ per ton
2. Quebec to Port Alfred or Chicoutimi or vice versa.....	\$6.50 per foot draught and $\frac{1}{2}$ ¢ per ton
3. Between two points lying between Quebec and a line drawn from St. Rock Pt. to Cape St. Joseph.....	one-third of 1
4. From any point in 3 to any point not beyond Red Islet and Prince Shoal.....	two-thirds of 1
5. From any point in 3 to any point beyond Red Islet and Prince Shoal.....	\$5.20 per foot draught and $\frac{1}{2}$ ¢ per ton
6. From any point in 3 to any point in the Saguenay River.....	\$6.50 per foot draught and $\frac{1}{2}$ ¢ per ton
7. Between two points lying between Father Point and Prince Shoal or Red Islet.....	one-third of 1
8. From any point in 7 to any point between Prince Shoal or Red Islet and a line drawn from St. Rock Pt. to Cape St. Joseph or to any point in the Saguenay River not above Cape Trinity.....	two-thirds of 1
9. From any point in 7 to any point in the Saguenay River above Cape Trinity.....	\$5.20 per foot draught and $\frac{1}{2}$ ¢ per ton
10. From Port Alfred to Chicoutimi.....	one-third of 1

NOTES: Minimum charge for draught shall be as for draught of sixteen feet.

Minimum charge for tonnage shall be as for a tonnage of two thousand tons.

Maximum charge for tonnage shall be as for a tonnage of fifteen thousand tons.

Dues shall be increased by the lesser of the amount of dues payable or one hundred dollars.

1965

In addition to the dues set out a surcharge of 8% is added.

CHANGES IN TARIFF—1961 TO 1965

MONTREAL

	<i>Coasting or inland water vessels less than 2,000 tons</i>	<i>Foreign-going vessels or others 2,000 tons or over</i>
1961		
1. From Quebec to Montreal or any place above Sorel and below Montreal	\$6.75 per foot draught and \$16.00 for tonnage, minimum charge \$84.00	\$6.75 per foot draught and $\frac{3}{4}$ ¢ per ton, minimum for draught \$108.00, maximum for tonnage \$120.00
2. From Quebec to Sorel or above Three Rivers and below Montreal or above Sorel and below Montreal	\$5.55 per foot draught and \$16.00 for tonnage, minimum charge \$76.00	\$5.55 per foot draught and $\frac{3}{4}$ ¢ per ton, minimum for draught \$88.80, maximum for tonnage \$90.00
3. From Quebec to Three Rivers or above Portneuf and below Three Rivers or from Three Rivers to Montreal or above Sorel and below Montreal or from Portneuf to Sorel or above Three Rivers and below Sorel	\$4.35 per foot draught and \$16.00 for tonnage, minimum charge \$68.00	\$4.35 per foot draught and $\frac{3}{4}$ ¢ per ton, minimum for draught \$69.00, maximum for tonnage \$60.00
4. Quebec to Portneuf or below Portneuf and above Quebec, or Portneuf to Three Rivers, Three Rivers to Sorel or Sorel to Montreal	\$3.15 per foot draught and \$16.00 for tonnage, minimum charge \$60.00	\$3.15 per foot draught and $\frac{3}{4}$ ¢ per ton, minimum for draught \$50.50, maximum for tonnage \$30.00

1962

- Zone A — Quebec to Portneuf
 B — Portneuf to Three Rivers
 C — Three Rivers to Sorel
 D — Sorel to Montreal

1. Trip within 1 zone	\$3.37 per foot draught and \$20.41 for tonnage, minimum charge \$66.60	\$3.37 per foot draught and $\frac{1}{4}$ ¢ per ton, minimum for draught \$53.98, maximum for tonnage \$38.28
2. Trip beyond 1 zone but not beyond 2 zones	\$4.65 per foot draught and \$20.41 for tonnage, minimum charge \$75.48	\$4.65 per foot draught and $\frac{3}{4}$ ¢ per ton, minimum for draught \$74.40, maximum for tonnage \$76.56
3. Trip beyond 2 zones but not beyond 3 zones	\$5.93 per foot draught and \$20.41 for tonnage, minimum charge \$84.36	\$5.93 per foot draught and $\frac{3}{4}$ ¢ per ton, minimum for draught \$94.91, maximum for tonnage \$114.84
4. Trip beyond 3 zones	\$7.21 per foot draught and \$20.41 for tonnage, minimum charge \$93.24	\$7.21 per foot draught and 1¢ per ton, minimum for draught \$115.44, maximum for tonnage \$153.12

1965

In addition to the dues set out, a surcharge of 11% is added.

BRITISH COLUMBIA

1961

One-half cent per ton and one dollar per foot draught and eighty-two cents per mile of distance.

1965

One-half cent per ton and one dollar per foot draught and one dollar per mile.