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REPORT

OF THE

BOARD OF NEW JERSEY

PILOT COMMISSIONERS

*FOR THE YEAR 1874.*

*TO THE GOVERNOR AND LEGISLATURE.*

BOARD OF COMMISSIONERS OF PILOTAGE

*For the State of New Jersey, 1874.*

WILLIAM S. HORNER, of Monmouth County, President of  
Board.

HENRY W. MILLER, of Morris County, Secretary of Board.

ANDREW J. DRAKE, Commander U. S. Navy.

THOMAS S. NEGUS, of Jersey City.

GEORGE W. JOHNSON, of Keyport.

DAVID COX, of Newark.

JAMES PARKER, of Elizabeth.

## REPORT.

OFFICE OF THE BOARD OF  
NEW JERSEY PILOT COMMISSIONERS, }  
Jersey City, November 12th, 1874. }

*To His Excellency, the Governor, and the Honorable Legislature of  
the State of New Jersey:*

The Commissioners of Pilotage of the State of New Jersey present the following report, for the year ending November 1st, 1874:

The year may be recorded as one without serious accident or disaster, either to the property of the pilots or to that for which they have been temporarily responsible, as well as one of general prosperity and fair remuneration for services rendered, which is the natural result of faithful performance of duty.

For many years past an effort has been made by the opponents of the existing pilotage laws to procure the intervention of the national government against them.

These efforts had assumed such proportions during the past winter as to have secured a favorable report from the Committee on Commerce of the Senate of the United States, and the introduction by that committee of a bill, the passage of which would have greatly impaired the efficiency of our pilot laws. This board, therefore, considered it their duty to prepare a remonstrance, which was presented in the Senate by Senator Stockton, and read, a copy of which is appended.

This remonstrance, together with other judicious personal efforts and arguments, seem to have arrested, at least for the present, the apprehended danger.

The following tables exhibit the number and class of vessels piloted by the New Jersey Sandy Hook pilots.

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REPORT OF THE PILOT COMMISSIONERS.

VESSELS PILOTED INTO THE HARBORS OF JERSEY CITY AND NEW YORK.

|                     | STEAMERS. | SHIPS. | BARKS. | BRIGS. | SCHOONERS. | TOTAL. |
|---------------------|-----------|--------|--------|--------|------------|--------|
| November, 1873..... | 18        | 7      | 72     | 35     | 11         | 143    |
| December, ".....    | 6         | 8      | 77     | 28     | 8          | 127    |
| January, 1874.....  | 12        | 8      | 35     | 31     | 10         | 96     |
| February, ".....    | 17        | 11     | 43     | 24     | 8          | 103    |
| March, ".....       | 18        | 12     | 65     | 38     | 9          | 142    |
| April, ".....       | 24        | 6      | 63     | 32     | 19         | 144    |
| May, ".....         | 17        | 16     | 62     | 28     | 15         | 138    |
| June, ".....        | 26        | 14     | 77     | 35     | 15         | 167    |
| July, ".....        | 35        | 9      | 47     | 29     | 10         | 130    |
| August, ".....      | 14        | 11     | 77     | 38     | 3          | 143    |
| September, ".....   | 18        | 9      | 52     | 24     | 11         | 114    |
| October, ".....     | 23        | 11     | 48     | 24     | 12         | 118    |
| Totals .....        | 228       | 122    | 718    | 366    | 131        | 1565   |

VESSELS PILOTED OUT OF THE HARBORS OF JERSEY CITY AND NEW YORK.

|                     | STEAMERS. | SHIPS. | BARKS. | BRIGS. | SCHOONERS. | TOTAL. |
|---------------------|-----------|--------|--------|--------|------------|--------|
| November, 1873..... | 21        | 6      | 56     | 28     | 2          | 113    |
| December, ".....    | 11        | 5      | 63     | 25     | 1          | 105    |
| January, 1874.....  | 11        | 9      | 59     | 28     | 4          | 111    |
| February, ".....    | 19        | 8      | 31     | 20     | 5          | 83     |
| March, ".....       | 15        | 4      | 41     | 25     | 7          | 92     |
| April, ".....       | 19        | 10     | 52     | 32     | 3          | 116    |
| May, ".....         | 24        | 7      | 48     | 16     | 5          | 110    |
| June, ".....        | 22        | 14     | 79     | 21     | 2          | 138    |
| July, ".....        | 25        | 17     | 65     | 26     | 10         | 143    |
| August, ".....      | 13        | 9      | 51     | 19     | 4          | 96     |
| September, ".....   | 17        | 8      | 58     | 20     | 3          | 106    |
| October, ".....     | 22        | 9      | 49     | 24     | 6          | 110    |
| Totals .....        | 219       | 106    | 652    | 284    | 52         | 1323   |

Grand total of all vessels piloted.....2888

REPORT OF THE PILOT COMMISSIONERS.

Number of Pilots, (Sandy Hook,) 43.

" " Apprentices, 8.

" " Pilot Boats, 6.

" " Newark bay, Elizabethport and Amboy pilots, 9.

The Pilot-boat "Zinja" proving unseaworthy, has been sold.

With great respect,

By order of the Board,

W. S. HORNER,

*President.*

HENRY W. MILLER,

*Secretary.*

PROTEST TO SENATE BILL, No. 675.

JERSEY CITY, May 5th, 1874.

*To the Honorable the Senate of the United States.*

The undersigned, the Executive Committee of the Board of Commissioners of Pilotage of the State of New Jersey, desire respectfully to remonstrate against the adoption of the bill lately introduced by the Senator from Maine, and known as Senate Bill, No. 675.

The object of this bill, as expressed in its title, is to abolish the present State laws upon the subject of compulsory pilotage.

The present system has been in operation in this State since 1837.

Its result has been to train up a body of daring and skillful men, fitted in all respects for the dangerous and arduous duties of the pilots' life; ready at all times to risk their lives, and to take all personal hazards requisite to a faithful performance of those duties; and the undersigned are convinced that in no other manner could such a result have been accomplished.

Competent men will not engage in any business in which their gains are to be made only when great risks are to be taken, when they are to be called upon only in cases of dire necessity; or if they do, the amount of the compensation must be in proportion to the risk to be run.

If this bill should become the law, we shall have the pilot no longer alert, but standing aloof, waiting until the necessity of the ship shall enable him to exact a large reward, and meanwhile, unless the pilot's humanity triumphs over his cupidity, the lives of perhaps hundreds of innocent, and, so far as this is concerned, helpless passengers, put in jeopardy.

Under the present system the pilot stands ready, and must go

whenever the signal for him is shown, and cannot demand any compensation except such as the law provides. Every failure to perform his duty can be, and is, promptly followed by proper punishment.

An immediate effect of the passage of this Bill, will be an enhancement of the cost of insurance, for the sake of saving to the ship-owners, a small sum which he will charge in his freight and recover of the shipper. The latter will be called upon to pay a large additional per centage of premium, amounting in the case of a valuable cargo, to many hundred times the pilotage fees.

It is useless to say that many ship-masters are as competent to take their ships in and out of port as regularly trained and skillful pilots.

The constantly varying channels, currents, winds, and other circumstances render this an impossibility.

Whatever the views of ship-owners, who keep safely on shore, may be, we who have been seamen and ship-masters know the value of an efficient pilot; and how much of the safety of entering and leaving port depends upon him; and how great the hazards are without him.

It may be true that a few of the small vessels and steamers engaged in the coasting trade, are commanded by captains who are competent to act as pilots to the ports between which they are accustomed to trade, but even such feel themselves fitted only for ordinary occasions; and in fogs, and in times of danger must, and do, rely upon the trained pilot, whose skill is adapted to all emergencies.

The undersigned call attention to the fact, that by the operation of existing laws, both National and State, such coasting vessels are exempted from compulsory pilotage.

The attention of the undersigned has been called to a statement lately submitted to your Committee on Commerce, by those who are anxious for the passage of the bill, wherein the pilots are represented as the recipients of very large rewards for their services. That statement is very fallacious, and such rewards are greatly exaggerated, and the hard names, such as "Algerine Pirates," &c., applied to the pilots, are totally unmerited. None know this better than the very petitioners for the passage of the bill.

Just prior to the enactment of the existing laws, whose practical repeal is now sought, the community was shocked by an enormous loss of life by the wreck, just at the mouth of the port of New York, of the ships "Bristol" and "Mexico," and the undersigned respectfully doubt the wisdom and humanity of abolishing a system that, at an insignificant cost to the country at large, (for it is the country at large that pays, and not the few ship owners,) has produced the present almost total immunity from loss of life in entering and leaving our harbors, and the adoption of an entire want of system,

which shall restore the terrors and dangers of the past, and make the approach to port the most dreaded part of the voyages of those who go upon the ocean.

(Signed,) Very respectfully,  
THOS. S. NEGUS,

DAVID COX,  
HENRY W. MILLER,  
JAMES PARKER,

*Executive Committee of the Board of Commissioners of Pilotage  
of New Jersey.*

Approved by the Board, May 14th, 1874.

HENRY W. MILLER,  
*Secretary.*