

does not make more than 18 or 20 trips. If my information is correct, will the minister tell us how these fees or payments to pilots are regulated? I have seen notices of it in the newspapers, and have also heard it in conversation. There seems to be some complaint that the pilots are certainly not overworked, and that they are very highly paid, particularly on the St. Lawrence river district.

Mr. LAPOINTE: I must tell my hon. friend that there are two sides to the story. Not long ago I received a delegation of pilots, who complained that they were not earning enough money. The case presented by my hon. friend is a special case. The average salary of the Montreal and Quebec pilot is under \$3,000 and they have to pay their own expenses to go and take trips and come back home again. They have to pay their expenses and buy their regular tickets. The amount they earn by the end of the season is far less than the sum my hon. friend has mentioned. We must also recognize the danger with which they are faced at all times of losing their positions. They have to undergo a very severe examination of their sight every spring, and if they do not pass the examination they are dropped. They are made responsible for all accidents which may happen, and the regulations, as well as the law, are very strict; so that they are taking many chances and running many risks. On the whole, I am not prepared to say that the rates of pay to the pilots are too high.

Mr. LEWIS: The resolution which the minister introduced earlier in the day provided that war ships, hospital ships and all vessels engaged exclusively in fishing should be exempt from pilotage dues. Is this item to provide for the payment by the Government of pilots who are employed on such vessels?

Mr. LAPOINTE: When such ships employ pilots they will have to pay them the usual rates, but they are not compelled to employ pilots. That is what the resolution which has been before the House provides. Such vessels are exempt from pilotage dues; other vessels have to pay whether or not they employ pilots.

Mr. STEVENS: The matter of pilotage dues is one of the main questions affecting the trade and commerce of the country, and it is one of the important items that enter into the cost of shipping coming into our ports. The minister a moment ago

[Mr. Guthrie.]

spoke of the St. Lawrence charges and the earnings of the pilots there. I am not acquainted with the details so far as the St. Lawrence is concerned, but on the Pacific coast we had a similar situation a few years ago. There was a good deal of complaint from the shipping interests, who complained that the pilotage dues were too high, and it was pointed out, if I remember correctly, that the pilots were earning around \$4,000 and over a year for services which did not seem commensurate with the amount they received. But in that case they worked the full year. There was no close season as there is on the St. Lawrence. Now, I do not say that pilots should not earn a substantial salary. Not at all; I do not wish to offer too much criticism in that regard. But there is a sense of proportion that should be observed in all these things. Shipping should be made as cheap as possible. Charges against shipping, whether wharfage, pilotage, harbour dues, or any other charges, should be within reason. We found the charges too high on the coast. There was considerable discussion and investigation for a couple of years which resulted in a remedy which I think might be adopted in other parts. The minister was constituted the pilotage authority of the port. He is, of course, the pilotage authority over all boards. But formerly we had a board which was abolished and the superintendent of pilotage was installed under the minister. So far as I know, the result has been very satisfactory, and I believe the salary of the pilots was fixed at \$250 a month, with perhaps some moderate allowances for travelling. The minister mentioned the fact about sundry expenses, but I think it will be found in checking up his reports that in addition to this salary which the pilots secure by dividing the fees amongst them on the St. Lawrence, these charges are paid. The fees are pooled and the charges are paid out of the pool. After that the remaining amount is divided as salary amongst the various pilots. So that I believe my hon. friend is in error when he says that out of their salaries they have to pay sundry charges. In addition to that, I know that in some cases the pilot has little or no travelling costs, because he gets passes very readily on all shipping if he is not actually employed as a pilot. I know this is the case on the Pacific coast. They used to charge up cost for travelling which they did not expend. There are a great many little things of that kind, all of which add