

Mr. BRODEUR. The following is an estimate of the cost of the maintenance of the steamer 'Eureka':

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|--|-----------------|
| Wages.. . . .                                  | \$7,500         |
| Board.. . . .                                  | 3,000           |
| Fuel.. . . .                                   | 2,100           |
| Deck and Engine.. . . .                        | 7,500           |
| Auxiliary boat service at Father Point.. . . . | 2,000           |
| Miscellaneous, rent, &c... . .                 | 12,900          |
|  | <u>\$35,000</u> |

Mr. DANIEL. Is this for the Quebec Pilotage district alone?

Mr. BRODEUR. The amount that is voted does not only cover the Quebec district, but the 'Eureka' is connected with the Quebec district.

Mr. DANIEL. How much of the vote does the 'Eureka' take?

Mr. BRODEUR. \$20,100.

Mr. DANIEL. That would leave about \$15,000 to run the pilotage office?

Mr. BRODEUR. Yes.

Mr. DANIEL. What have you there? Do you pay for a building and two or three clerks?

Mr. BRODEUR. We have, a superintendent of pilots in Montreal and one in Quebec, because the department at these two places is the pilotage authority. There are different organizations in other places. In other places where they have a pilotage authority it is appointed sometimes by the government, and sometimes by public bodies. This amount is appropriated for the administration of pilotage generally and the incidental expenses which may be incurred in connection with the other pilotage superintendents at the two places where the department is the pilotage authority.

Mr. DANIEL. The minister, under the Act, has taken over the pilotage authority at Montreal and Quebec?

Mr. BRODEUR. Yes, in those two pilotage districts. Formerly they were under the control of the Quebec and Montreal Harbour Commissioners. Very serious complaints were made with regard to the administration of the pilotage districts, and it was decided that the department should become the pilotage authority in those districts.

Some resolutions reported.

On motion of Mr. Fielding House adjourned at 11.25 p. m.

Mr. BRODEUR

## HOUSE OF COMMONS.

MONDAY, April 3, 1911.

The SPEAKER took the Chair at Three o'clock.

### INTERNATIONAL FISHERIES REGULATIONS.

On the orders of the day being called.

Mr. TAYLOR (New Westminster). Mr. Speaker, I beg to renew my question to the Minister of Marine and Fisheries as to whether he has heard from Washington if the regulations under the International Fisheries Treaty have been dealt with by Congress?

Mr. BRODEUR. A message was sent during last session by the President of the United States recommending the adoption of legislation which would provide for the putting into force of the regulations. A Bill was introduced in the Senate, but was not finally passed. It is expected that the matter will be taken up during the session of Congress which opens to-morrow. I was so informed in a letter which I received this morning from Dr. Starr Jordan.

### RECIPROCITY — ADMISSION OF OLEOMARGARINE.

Mr. BLAIN. Would the Minister of Customs inform me whether oleomargarine will come into Canada free of duty in competition with Canadian made butter under the new tariff arrangement when it is completed?

Mr. PATERSON. That matter is not dealt with, as far as I remember.

Mr. SPROULE. It is one of the dairy products, it must come under the arrangement.

Mr. BLAIN. I have had some inquiries about it, and I assumed the minister would be able to say whether it would come in.

Mr. PATERSON. Oleomargarine is at present on the prohibited list, and I do not understand that has been abolished, but if my hon. friend will put a question on the Order Paper I shall get precise information.

### SECOND READINGS.

Bill (No. 152) respecting the Baptist Convention of Ontario and Quebec.—Mr. Fowke.

Bill (No. 159) to change the name of the Manitoulin and North Shore Railway Company.—Mr. Tolmie.