

in this matter the authority of the United States Senate is supreme. The President has taken all the steps which are necessary to urge upon the United States Senate the necessity of approving of these regulations, and putting the treaty into force. Now my hon. friend would like that we should refer this matter to the Committee on Marine and Fisheries. I think that would simply mean the creation of new difficulties, and I think the House will agree that the matter had better be left as it is as far as we are concerned. We expect that the American authorities will soon pass the necessary legislation in order to put in force those regulations, and to bring the treaty into effect.

Motion agreed to, and House went into Committee of Supply.

SUPPLY.

Department of Marine and Fisheries—amount required to pay pensions, \$300 each, to pilots, \$7,800.

Mr. BRODEUR. The increase from \$4,800 to \$7,800 is to cover the cases of men who were superannuated last year and others who are to be superannuated this year. A number were superannuated last year for whom we had to take a supplementary vote.

Mr. DANIEL. What is the age at which they are superannuated?

Mr. BRODEUR. Sixty, but if before that age a pilot is found to have defective eyesight or other disqualification, the pilot association puts him on the superannuation list and we decide whether or not this decision is correct.

Mr. DANIEL. Is the rule of superannuation at 60 absolute? There is a great difference in men at 60.

Mr. BRODEUR. No, we do not necessarily put men on the superannuation list at 60 because some men at 60 are equal to others at 40. The government exercises its discretion as to whether the reports on the man in question justify superannuation.

Mr. DANIEL. Is a medical certificate required in all cases?

Mr. BRODEUR. Oh, yes, and we generally require them to be very strong in order to avoid paying pensions that are not deserved.

Mr. SPROULE. How many pilots are now on the superannuation list?

Mr. BRODEUR. Those mentioned here and those mentioned in the supplementary estimates.

Mr. DANIEL. Is there a special test of eyesight for colour blindness when the pilots are first appointed?

Mr. BRODEUR. When we became the pilotage authority in 1905 or 1906 we gave positive instructions that every year these men should be tested as to eyesight. That is a great improvement on the former system and even on what is done in the case of masters and mates.

Mr. DANIEL. Are the men sent to an eye specialist or has the minister a medical man appointed?

Mr. BRODEUR. We have our own man, Dr. Pagé, of Quebec, to test their eyesight. I have a good deal of confidence in the doctors generally, but I thought it would be better that we should have certificates from the one medical man under our control.

Mr. DANIEL. That is all right so long as he is a specialist in that.

Mr. BRODEUR. He is one of the best doctors in Quebec.

Mr. BARNARD. Are these men in a compulsory pilotage district?

Mr. BRODEUR. We have no compulsory pilotage in the Dominion, but there is compulsory payment of pilotage dues.

Mr. BARNARD. That is about the same thing. I suppose the dues go to the payment of the wages of these pilots?

Mr. BRODEUR. Yes.

Mr. BARNARD. It is practically the same system as on the Pacific coast in connection with the Victoria and Esquimalt Pilotage Board.

Mr. BRODEUR. Yes.

Mr. BARNARD. Would the minister consider placing on this pension list a man named Beddington whose case I mentioned to the hon. gentleman two years ago, and who was discharged by the pilotage board on the ground that he was no longer fit to continue his duties on account of having the palsy? The case was the subject of much discussion in that part of the country at the time, and there was a general feeling that this man had not been well treated. The minister told me on a previous occasion that there was no provision for superannuation, but it appears to me that Mr. Beddington's case is similar to the case of the man mentioned here, and possibly the hon. gentleman can make some provision for him.

Mr. BRODEUR. I may state briefly the history of how we came to pension the Quebec pilots. They obtained many years