

lights. He (Mr. Stephenson) thought that in view of these facts the salary was altogether too small; and if such a request was not previously made, he now applied for an increase of this man's salary, or if this were not done, for the appointment of an assistant. He believed that this matter had been brought before the Government before, and he trusted that the Government would at once see the absolute necessity of increasing this man's salary, so that he might secure assistance, or else that assistance should be secured for him. This officer should also have power equivalent to those of a harbour master in the Eastern Provinces, or some such powers which would enable him to have entire control over the vessels which entered the harbour. He had seen 14 or 15 vessels go into it during a storm, and some of them had from 50 to 60 hands on board. It was necessary that some person should have the authority of which he spoke at this point. Otherwise he thought that the Government would do an injustice to themselves, to the country, and to this great work which existed at Rondeau for the advantage of navigation generally.

SIR ALBERT J. SMITH said that his attention had recently been drawn to the facts as stated, and he had come to the conclusion that it was necessary to appoint a harbour-master at this port. It was in contemplation to do so at an early day, and his hon. friend knew that the powers of a harbour-master were very considerable. He understood that foreign and other vessels made use of these piers, causing considerable damage. A wharfinger, at the same time, would be appointed.

MR. STEPHENSON said that this was an outport of the Port of Chatham; and although it had a Customs officer, it might not be known to the Department that this officer lived some ten miles away from the spot, and, of course, this being the case, he was very useful. This man lived in the electoral district of Bothwell, and he hoped that the man appointed to the position named would live near the harbour.

SIR ALBERT J. SMITH said that they proposed to appoint this lighthouse keeper harbour master.

MR. STEPHENSON said that at the same time it would be just as well to have the Customs officer located somewhere in the vicinity of the harbour, instead of ten or twelve miles away. Though he did not attend to his duties, he (Mr. Stephenson) presumed that this officer, nevertheless, drew his salary regularly, because his efficiency had been recognised by an increase in salary from \$200 to \$500.

MR. MCCALLUM said that he knew something about Rondeau harbour. He did not think that vessels went in there to lie alongside the pier to get knocked to pieces. He did not object to the appointment of a harbour master there, but he thought it would be absurd to make vessels go alongside the pier at the risk of being seriously damaged.

MR. LANGEVIN said he understood that the pier had been carried away some years ago, and he wished to know what arrangements had been made with the railway company to have it rebuilt.

MR. MACKENZIE said it was built by the Government, the town of Collingwood and the railway company, jointly.

MR. LANGEVIN wished to know in that case whether these harbour works at Collingwood were in the hands of the Government.

MR. MACKENZIE said all harbours were in the hands of the Government. The mere fact of local authorities contributing part of the expense did not relieve the Government of the maintenance of harbours.

Vote agreed to.

128. Maintenance and Repairs .. \$260,675 00

MR. LANGEVIN wished to know what kind of new boats were required for the various lighthouses.

SIR ALBERT J. SMITH said some were lifeboats and some were ordinary ones.

MR. LANGEVIN said he noticed there was an increase of \$684 for the maintenance of lighthouses above Montreal. Then there was an increase of \$500 for oil, and on the next page there was a further increase of \$2,000 for the same purpose. Were these required for new lighthouses?