

reconstructing the facilities at Lawyer island in the Skeena area. That involves a fog alarm building. We are reconstructing the facilities on Barrett rock. We are putting in small facilities on Pointer island, Ivory island, Langara island and Cape St. Jones. Those are some of the intended improvements of facilities for the west coast this year.

I will have to acquire the detailed information in request of Cape Scott and the lighthouse north of that.

Mr. HOWARD: Yes. I will try and find out the name of this point. It was built a few years ago but I do not recall the name offhand.

Mr. HEES: If you find that name would you telephone Mr. Baldwin?

Mr. HOWARD: Yes.

Mr. SMITH (*Simcoe North*): In respect of aids to navigation, is there a level at which the Department of Transport stops providing buoys and varies other signals in relation to commercial traffic and in relation to pleasure craft?

I understand the Georgian bay development association hired the author, Kenneth McNeil Wells, who is also a boatman, to survey the Georgian bay area generally. As a result of that survey he reported that in the matter of aids to navigation and markers for pleasure boats, they were very deficient. Now, is that within the scope of the Department of Transport or does the Department of Transport confine its aids to navigation activities to commercial navigation?

Mr. BALDWIN: I cannot give you a categorical answer because the extent of our activities there is usually a matter of the funds that are made available to us through the treasury board.

Primarily our responsibility has been related to the provision of appropriate aids for commercial ships. Since our jurisdiction and responsibility covers all marine work we do feel that as pleasure boating grows we will have some responsibility in that direction as well. This is, as you know, a new field that has only emerged in the last few years. As it has emerged we have tried to provide a limited amount of assistance; channel markings, charts and so on. However, as pleasure boating is becoming a major operation, it is obviously important to the economy of the country.

Our contribution to this field has been secondary, although we have tried to help in that regard.

However, with particular reference to the area you mentioned, and indeed elsewhere, we have found that the real bottleneck, if you like, in regard to channel markings and things like that, is the actual charting to begin with. We feel there is not much point in our putting in more channel markers until you have charts with hydrographic data as a starting point.

The work we are prepared to do must, we think, follow the provision first of hydrographic data and charts. Once that information is available we will improve channel markings, but there is no point in doing it until these charts are available.

Mr. SMITH (*Simcoe North*): Who is responsible for that?

Mr. BALDWIN: The Department of Mines and Technical Surveys which has very much the same problems as ours.

Mr. CREAGHAN: On page 549 I notice that you show different classifications, but the one that seems to take the big jump is the assistant light-keeper. It has gone up by 60 new employees at an additional expense of \$170,000. Is that merely a different classification or have you actually hired an extra 60 people?

Mr. HEES: No. These people have been transferred from casual to classified employees. It is in order to improve their conditions of employment. The former method proved not to be too satisfactory and this will give the