

SUPPLY—MARINE AND FISHERIES—ICE-BREAKER, &c.—*Con.*

*Brodeur, Hon. L. P.* (Minister of Marine and Fisheries)—3803.

I propose that we take up items 193 and 195, which were allowed to stand—3803. I have no objection to item 193 standing, in view of the investigation which is now going on, but the two items in 195 we might discuss—3804. At the instance of the Winnipeg Corn Exchange and some shipping companies we proceeded to break the ice in the Thunder Bay district. Mr. Fraser hired the tugs which, I understand, had been doing the work previously—3805. The grain had been deposited in large quantities there from the wheatfields of the Northwest. We were doing something useful, not only for Thunder Bay, but for the whole country 3807. But one thing I do know, and that is that the ice was broken, the wheat was moved, the object in view was carried out. The agreement was to have the harbour kept open. It was for that we were to give \$100 a day—3808. Mr. Murphy is the man who had broken the ice the year before—3809. After Mr. Fraser arrived there a report was received that they could not do the work with the two tugs, and Col. Anderson, the chief engineer of the department, gave the authority to put the other tug on—3810. It was purely a departmental work, carried out by some of the most respected officers of the department. They had to keep the channel clear. The department has since received congratulations from all the boards of trade in that section of the country—3811. Is there not a telegram from Col. Anderson?—3813. The matter was done on the recommendation of Col. Anderson, by the sending of his telegram, whether the tugs were simply six horse-power tugs I do not know, but I do know that the work was performed—3814. It was not the hiring of tugs, but it was the hiring of persons who were to keep the channel open. The work the year before was not done by our department—3815.

*Campbell, Arch.* (Centre York)—3811.

These tugs have to work all the time—the whole twenty-four hours—3811.

*Conmee, James* (Rainy River)—3815.

There is no tug of six horse-power used in any of this work, or 50-horse-power either. The 'Siskiwitt' is a powerful tug, rebuilt some time ago, and doing heavy work towing. The 'Dudley' is more powerful still, and is a tug of 200-horse-power—3815. The tugs performed their work, and the work was in the public interest—3816. I think the 'Adams' was built at Collingwood a good many years ago. She was not imported by me, nor was any other dredge afloat—3817. No tug and no dredge was ever imported by me or by Conmee & Bowman. The harbour of Port Arthur was the one which Mr. Whelan was engaged to keep open—3818. The harbour at Fort William was the one that Mr. Murphy was engaged in keeping open. If my hon. friend (Mr. Bennett) had his capital invested in

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tugs, and knew anything about that class of work, I do not think he would be very enthusiastic over \$100 a day for one—3819.

*Derbyshire, D.* (Brockville)—3808.

It does not make any difference, if only the water is kept in motion to prevent the ice from forming, by a boat moving up and down, whether she is 5-horse-power or 20-horse-power—3808.

*Kemp, A. E.* (East Toronto)—3808.

The point is, does the government pay \$100 a day for a 6-horse-power boat?—3808.

*Laurier, Rt. Hon. Sir Wilfrid* (Prime Minister)—3819.

Would my hon. friend (Mr. Conmee) allow me to interrupt him? I move that the committee rise, report progress and ask leave to sit again—3819.

*Martin, A.* (Queen's, P.E.I.)—3804.

Does the item 193 include the proposed ice-breaker for the Straits of Northumberland? I would like the item to be passed unless there will be another opportunity to discuss the vote—3804.

*Sproule, T. S.* (East Grey)—3803.

My reason for objecting to these items going through was the announcement by the premier that he intended to have the affairs of the Marine Department inquired into—3803. In view of the fact that the inquiry has been narrowed down to the one question of the supplies for 'Arctic' steamer, I do not see the object of holding the other items any longer—3804.

Further amount required for repairs to lightships, \$22,000—4868.

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The lightships at Red Island and White Island, on the Anticosti shore required certain repairs, and the inspector of island lightships and fog alarms was sent to estimate the cost; in order to meet the expense Governor General's warrant was applied for, and this amount is to cover it—4868.

Lighthouse and coast service, construction of lighthouses and aids to navigation, &c., \$800,000—4788.

*Brodeur, Hon. L. P.* (Minister of Marine and Fisheries)—4790.

Electricity is not very safe for lighthouses; the officers of the department prefer oil, which costs less than electricity. I shall be very glad to look into question myself, and to comply with request made to hon. gentleman (Mr. Henderson) if I find it to be in the interest of the people—4790.

*Henderson, D.* (Halton)—4788.

Would minister (Mr. Brodeur) be good enough to place at end of wharf at vil-