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In Norway there are 132 lights maintained by the Government which cost \$157,000, equal to an average cost of about \$1,189 for each. The lights in Norway are maintained by light dues on shipping.

The average cost of maintaining our Canadian lights, large and small, including the cost of maintaining four steamers to attend on them, and the buoys and beacons of the Dominion, is about \$1,000 each per annum.

It will be readily understood from the foregoing statements relative to the expansion of our lighthouse system, that the Government of Canada has done much, since the confederation of the Provinces, to improve the system of lighting up the coasts of the Dominion and providing fog-signals, for the purpose of rendering the navigation of our waters as safe as possible. A vessel may now navigate from Lake Superior to Halifax, and can scarcely be out of sight of some one or other of the numerous lights which will guide her on her voyage through the inland seas, rivers and Gulf of St. Lawrence to her port of destination. Between Montreal and Quebec a large passenger traffic is carried on by night boats during the season of navigation, and an accident to these boats, which are the admiration of travellers, is almost unknown. The system of leading lights, for this portion of our great river, has been much admired by nautical men, who have travelled in these boats and have watched their navigation during the night. The shoals are numerous, and the channel in some places intricate, but by the excellent system of range lights and careful steering of skilled pilots, these boats, loaded with passengers, pass up and down every night during the season of navigation, and keep up to time with the regularity of a railway train, and with the comforts of a good hotel.

In 1872, long before our lighthouse system had risen to its present state of efficiency, a Committee of the Trinity House, London, visited this country and the United States, with the object of examining the fog-signals in use on this continent, and acquainting themselves with the working of the lighthouse system in the two countries. On their return to London, they reported most favorably of our lighthouse system, both as to its economy and efficiency.

They referred to the lights which they saw in the Gulf and River of St. Lawrence, as being very efficient, showing well a bright light a long distance off, and they alluded to those they visited as being scrupulously clean and in good order. With reference to the lights on Lake Ontario, which they saw while steaming up the lake, they stated that they were observed, clear and strong, at a distance of fifteen miles, and that the strength and efficiency of all the Canadian lights which they saw, struck the committee forcibly as indicating the high value of the illuminant used, and they characterized the Canadian system as one of simplicity and economy, admirably adapted for a young country, and that a higher ratio of illuminating power was obtained from our mineral oil in catoptric lights than in any other arrangement; and with reference to our