

Q. Now there has been a great deal said about a \$500 item of some years ago. Mr. Playfair informs me that that was not for ice-breaking at all, that that \$500 was for bringing in the lighthouse-keepers, they had been kept out a little later than usual. Do you know anything about that?—A. I do not know about this particular case, but I know at that time we started extending navigation, and there was some trouble in getting the lighthouse keepers in.

Q. Do you know this, that since these large elevators have been erected, in order to get the trade to our Canadian ports—

Mr. BENNETT.—What year is that?

Mr. PRINGLE.—Away back in 1905 or 1906.

*By Mr. Pringle:*

Q. Do you know that since these large elevators have been erected that the policy has been to keep these harbours open just as late as possible to receive every vessel that can get out of Fort William?—A. That is what the contract states, it was the policy.

Q. And it is only during the last few years that these large elevators on Georgian bay have been receiving grain right up till the last minute of the season.

Mr. FRIPP.—Does he know that?

*By Mr. Pringle:*

Q. Now haven't you on file a request from the Dominion Marine Association some three or four years ago urging upon the government the keeping open of these different harbours?—A. I do not know whether it is on file, but I do know that the officers told me personally that they would like these three harbours kept open.

Q. You know that the officers told you personally?—A. Yes, I think Mr. Wright. I mentioned that in my report, that after consultation with them they recommended that action be taken in connection with these three harbours.

Q. Now, something has been said about keeping Collingwood Harbour open for a less amount of money. Do you know of your own knowledge, if not say so., that the first year one of the companies in breaking ice met with a loss of a very large amount of money by injury to one of their vessels?—A. At Collingwood?

Q. At Collingwood?—A. I do not know that.

Q. Now then, I understand you know the class of tugs that the Midland Towing and Wrecking Company have; you know the *Beaumont*, the large steel tug probably worth \$100,000?

Mr. BENNETT (Simcoe).—Worth what?

*By Mr. Pringle:*

Q. Oh, Mr. Playfair tells me that the latest tug is the *Traveller*. You do know the large tugs that the wrecking company have?—A. I cannot say.

Q. Did you not examine them?—A. I did not examine them. I stated that in my evidence.

Q. Have you found the letter of the Marine Association, Mr. Doutre?

Mr. DOUTRE.—Yes, here is a letter from them.

*By Mr. Pringle:*

Q. Dated September 13, 1906, addressed to the Minister of Marine and Fisheries (Reads):

'SIR,—I have the honour to say that at a meeting of the executive committee of this association held in Toronto yesterday, I was directed to report to you that the committee had further considered the question of the extension of the