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just four months from the time the money was voted, one of the finest lights on this continent was exhibited there, 140 feet above the level of the sea and visible a distance of about twenty miles. The cost of the buildings was \$10,000 and the apparatus about \$10,000, making altogether \$20,000. If it had been built under the previous system of stone work, the cost would probably have exceeded \$100,000. It has now been in operation fourteen years and, with good care, it may last thirty years longer. This light, along with those on the Island of Anticosti, Magdalen Islands, and our principal lights in the river and Gulf, with the exception of those on Saint Paul's Island and in the Straits of Belle Isle, have been connected with Ottawa by telegraph for some years past, so that information about wrecks, weather, and the state of the ice in the spring, is at once communicated to the Department, and to the Boards of Trade at Montreal and Quebec.

For countries possessing wealth and large populations, it is probable the system of building everything substantial and expensive, and for posterity, is the best; but for a young country like Canada, with a large territory, and extensive coasts to light up, and a comparatively small population, the cheaper system of wooden towers and effective lights is evidently the best, and most suited to the requirements of the country, as by that means we can probably build ten lights for one under the other system.

Our experience of lighthouses built on screw piles is but limited, as we have only one, and that was built on the shifting sands at the mouth of the Fraser River, in the Straits of Georgia, British Columbia, at a cost of \$21,000. The lighting apparatus is dioptric of the third order, made by Chance, of Birmingham. Some difficulty was experienced by the contractor in sinking the piles, but that was eventually remedied, and the light is now in full operation, and is described as one of the most brilliant on the Pacific coast. The extent of sea coast in the Dominion to be lighted up and provided with fog-whistles, bell buoys, automatic buoys and ordinary buoys and beacons, is 3,200 miles; inland coast, 2,600 miles, making altogether about 5,800 miles of coast to be lighted and buoyed. To effect this object, we have 308 sea coast light stations, 224 inland light stations, and 17 light ships. In the Province of Quebec, we have 146 light stations; Ontario, 139; New Brunswick, 82; Nova Scotia, 119; Prince Edward Island, 29; British Columbia, 7. The light ships are divided as follows:—Quebec, 8; Ontario division, 5; New Brunswick, 2; Nova Scotia, 1, and one at the mouth of the Red River, in Manitoba. Three of them are strong, English-built, iron vessels, having powerful steam fog-whistles on board, and are stationed in the lower St. Lawrence, below Quebec.

The system adopted in Canada for the construction of new light-house stations is by contract, public notice being first issued, inviting tenders for the work, on plans and specifications prepared by the Engineer of the Department; and when the tenders have been received, the contract is invariably awarded to the person making the lowest tender, if he is prepared to go on with the work. The contracts have generally been taken at low prices.