

waters and rivers, built of wood, of an inexpensive description, costing under \$1,000, which will account for the average being so small. During the current year twenty new lights will be added to the list, all of which will be in full operation before the end of the season. All the lighthouses erected by the Marine Department since Confederation have been built of wood, as it was found to be much cheaper and it required less time to build them than if they were built of stone, brick or iron.

Previous to Confederation, the lighthouses in Nova Scotia, New Brunswick and Prince Edward Island were nearly all built of wood, as being more suitable for the climate, and for the means at the disposal of the Governments of these Provinces, and some of them which have been in existence for upwards of half a century still appear to be in good condition, having been kept up in proper repair since they were built.

In Ontario and Quebec, the principal lighthouses erected previous to Confederation were heavy, strong, substantial stone or brick buildings, and will probably stand for centuries, but as compared with wooden structures, they were expensive, some of them costing upwards of \$100,000 for their construction and equipment, and were built, very nearly, after the style of those designed and erected by Stevenson, of Edinburgh, for the Commissioners of Northern Lights. The minor lights for river and inland navigation were built of wood, at a small expense, and have been found very suitable for the purposes for which they were intended.

The lighthouse which was built in 1870 on the Great Bird Rock, in the centre of the Gulf of St. Lawrence, might be taken as an illustration of the new system, as compared with the system in operation in Canada previous to Confederation. It was a place to which navigators of the Gulf and ocean steamship owners were continually referring as a locality where there was the most pressing necessity for a light, being a dangerous high rock, lying right in the track of vessels using the southern route between Europe and Quebec. Reports had been previously made by the proper officer as to its estimated cost, and all the necessary information obtained, but still, up to 1870, no light had been established there, as the construction of a stone tower on the rock would not only have been very expensive, but would have required, probably, some years to build, owing to the difficulty of landing material, with such a heavy sea breaking continually around it. In 1870 Parliament was asked for a moderate sum for the purpose of erecting a wooden tower and other buildings at this place, and it was readily voted, although fears were expressed by some of our legislators that it was too great a risk to put a wooden building there in case of fire. Plans and specifications were prepared and tenders invited, a contract was awarded, the tower was built and securely anchored to the rock, a keeper's dwelling and oil store were erected, each separate from the other and from the tower, so as to prevent, as far as possible, the risk of fire, and all the buildings well covered with iron-clad paint, a fine dioptric apparatus of the second order, made by Sautior, of Paris, placed in it, and on the 20th September, 1870,