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any vacancy. The salaries of keepers of river and harbour lights are small, as they generally have opportunities of adding to their income by farming, fishing or some other occupation, in their immediate neighborhood. At stations where an assistant is necessary, the salary of the keeper is increased to enable him to hire one, but the Government does not appoint him or recognize him in any way. The duly appointed keeper is held responsible for the proper performance of the duty.

Before recommending a person to His Excellency in Council for the position of light-keeper, the Minister of Marine usually consults the member of Parliament for the county or district in which the vacancy has occurred (if he is a supporter of the Government), and obtains his recommendation of a suitable person for the appointment. There is no system of promotion among the keepers, and it is understood that the appointments are usually made through political influence. The salaries of some of the keepers are occasionally increased, on account of length of service, good conduct, additional work being imposed on them, or their salaries being too small, but they are rarely moved from one place to another, in the way of promotion.

Taking the light-keepers as a body, they are a very intelligent, useful and respectable class of persons, and, as a rule, perform their duties very satisfactorily, although the remuneration is exceedingly moderate. The plan of selecting them also works well, as the member who has the responsibility of nominating a keeper, is generally careful to recommend a good, reliable man, who may be trusted with the management of the light, seeing that the safety of life and property frequently depends on his attention to duty.

The expansion of the lighthouse system of Canada during the last seventeen years has been great. In 1867, when the four Provinces were confederated, there were 198 light stations in the Dominion and two fog whistles, and at the close of this season there will be 569 light stations, thirty-six fog-alarms and ten automatic whistling-buoys in operation.

As compared with the lighthouse systems of the United Kingdom and the United States, our lights, although very good and suitable for our trade, are not of such a high class, and have cost much less to build and maintain than those of the countries referred to, but in both of these countries ship-owners have not been so much favored as in this country, where shipping contributes nothing to the support of the lighthouses.

In the United Kingdom the light dues collected in the year 1883-84 for all general lights managed by the Trinity House, London, the Commissioners of Northern Lights, and the Commissioners of Irish Lights, was £476,116 sterling, equal to about \$2,380,580, while the tonnage dues collected from shipping in the United States, although not nominally for light dues, was, as already shown, \$1,320,590. In England, the Trinity House has the management of the general lights, for which light dues are collected, and that honorable and ancient corporation may be considered as the lighthouse authority