

was argued
island, they
e, quite far
m to define
n otherwise

on the sub-
being con-
t service to
ights would
d being low
ine adopted
t little time
ds, and two
l, one at the
light of the
g a powerful
lowing one
lights being
out twenty
Sautier, of
anteloup, of
navigation,
n be seen a
and are as

a lighthouse
ey could not
their danger,
d they were
buoy will be
e end of the
The cost to
ling the fog-

on more effi-
land and the
of the island.
will be imme-
assistance.
d, which lies
and America,
were coloniz-
forty French
arquis de la
now the wild
ne that their
banish vessel
t they came
a settlers. It
remain on the

island to the extent of 200 or 300, as, in case of an emigrant ship being wrecked there, they might prove useful as food for the emigrants, if they should fall short of provisions.

I will now refer to the system under which our lights are managed. In Canada there are thirteen members of the Government with portfolios, and one of them is the Minister of Marine and Fisheries, who is charged with the administration of all matters of a marine character, including the construction and maintenance of lights, fog-signals, buoys, beacons, the management of marine hospitals, and the care of sick, distressed and shipwrecked mariners, river police, harbour commissioners, harbor masters, pilotage, port wardens, shipping masters, examination of masters and mates, investigations into shipwrecks, rewards for saving life, life-boat service, meteorological observations, signal service, inspection of steamers, registry and measurement of shipping, public wharves, the Government steamers for attending on the lighthouses, telegraph signal service, the protection and management of the fisheries of the Dominion, and the disbursement of the fishery bounty which is voted annually by Parliament.

The business of the Department of Marine and Fisheries is divided into two branches, with a Deputy Minister for each, one embracing the lighthouses and all other marine matters, and the other all matters relating to the fisheries.

The Minister being a political officer and a member of the Cabinet, changes with the Government, but his Deputies, who manage the routine business of each branch respectively, under his directions, are permanent officials, and do not change with the Government. No practical inconvenience, therefore, ensues when a change of Government takes place, as the permanent officials are familiar with all the details, and when a new Minister takes charge, he indicates the policy which he wishes to be adopted, and they carry it out accordingly. In the Department there is a Chief Engineer, who is charged with the preparation of all plans and specifications in connection with the building of new lighthouses and the arrangement of the necessary lighting apparatus, and in each of the Provinces of Quebec, New Brunswick, Nova Scotia, Prince Edward Island and British Columbia, there is an agent of the Department to attend to its local business, as the distances are too great to admit of its being promptly attended to by the head office, and it is of such a nature that it requires continuous local supervision. The Minister submits to Parliament annually an estimate of the amount of money which he will require for the ensuing year for the maintenance of the lighthouses, the construction of such new light stations as he may recommend to be established, and all the other services of his Department.

Since the Department was organized, in 1867, when Confederation took place, up to the end of last year, 351 new lighthouses have been built and established, and the amount expended for this purpose, including the cost of providing twenty-three fog whistles and nine steam fog horns, was \$1,095,620, which would give an average of \$2,860 for each. A number of these lights were for the inland