

there is for a new dwelling, but the station has been in existence, perhaps, for fifty years. The same is true of Kamouraska. At Carleton the lighthouse is to be reconstructed in part. The expenditure at Father Point is for a dwelling, and at Cape Chatte is a submarine bell station. We are constantly in receipt of communications from different maritime bodies stating that the work we have been carrying on in the St. Lawrence has been fruitful of good results. However, we do not wish to prevent further improvements, and give careful attention to requests for improvements that come to us.

Mr. SPROULE. The minister has given himself unnecessary trouble, giving one kind of answer at one time, and fifteen minutes later a different kind. I asked how much of this money was to be spent for new lighthouses on the St. Lawrence, and he told me it would all be spent in that way. Now he says it is for the erection of dwelling houses and for repairs. My object was to find out how much was to be spent for new stations and how much for improvements. In his latest explanation he says that there are only two new lighthouses contemplated.

Mr. BRODEUR. I misunderstood my hon. friend (Mr. Sproule), I thought he was asking how much was to be spent on the St. Lawrence.

Mr. SPROULE. My aim was to ascertain whether the St. Lawrence was properly lighted, and if so, and if the work was completed, it seemed strange that we would have every year an item of about the same size for doing practically the same work. I am not at all objecting to lights and light-houses where they are needed.

Mr. ARMSTRONG. Before passing this item, I would like to ask the minister with reference to wireless telegraph stations. Last January a return was brought down in which I noticed that the minister had expended over \$200,000, and the revenue from that expenditure only amounted to about \$2,000. He states in this return that the bulk of these wireless telegraph stations are operated under contract by the Marconi Wireless Telegraph Company of Canada, as aids to navigation. Would the minister give us an idea of what that contract contains, and the amount of money that is likely to come back to the government?

Mr. BRODEUR. That does not come under this item. The wireless telegraph system has been transferred to the Naval Service. It comes under item 235, that may come up this evening.

Mr. DANIEL. I would like to ask the minister if he is meeting with any better success with regard to the gas and whist-

ling buoys that are established, especially about the Bay of Fundy. I notice that a good many of them often go adrift. It would appear there must be some cause for their going adrift, either that they are not sufficiently anchored, or that the chain is too slight. There must be some method by which the government could maintain these buoys in place. When this matter was up before, the minister stated that there was so much trouble with these buoys that he was really considering whether it was worth while to place them there at all. This is a very important matter, and where navigators are in the habit of seeing a lighted buoy when they come along at night, they are much embarrassed when they fail to find one. I would like to know if the government has adopted any different policy, has found out any better means of keeping the buoys in place?

Mr. BRODEUR. It is true that there were in the Bay of Fundy some complaints with regard to these buoys going adrift. They are very heavy buoys. Unfortunately, we had only one ship which could attend to them, and in spite of all the efforts which were made in the way of anchors, we found that a certain number, especially in very heavy gales, went adrift. I gave instructions a little more than a year ago that another vessel should be sent to the Bay of Fundy to assist the 'Lansdowne' in looking after them. We sent the 'Stanley,' removing it from the Prince Edward Island route. When the 'Earl Grey' was put on that route we thought we could dispense with the services of the 'Stanley,' and we sent her to the Bay of Fundy. For more than a year now the 'Stanley' has been in the Bay of Fundy, and has been assisting the 'Lansdowne.' We have no complaints lately of the buoys going adrift, or if any did go adrift, it was immediately reported, and the agent at St. John sent a vessel up there to see that they were put right. My hon. friend knows that there is a very strong current in the Bay of Fundy, and that accounts probably for these buoys going adrift. But with the addition of another ship we find that the number of accidents has been materially reduced.

Mr. DANIEL. How often are these buoys regularly visited to see that the carbide is sufficient and the light is burning?

Mr. BRODEUR. The orders given to the agent are to see that all the buoys are visited. There is no set time fixed for visiting them, but he is instructed to see that they are always kept in order, these are the general instructions. Besides that, when other vessels, merchant vessels, pass that way, if they see that the light is not strong enough, they are asked to report to us, and a vessel is sent on immediately to make repairs.