

mates of the Department of Marine would be taken up. I may say that we are also deeply interested in the date when the Minister of Militia is going to try his hand again after his somewhat harsh experience the other night. He knows, of course, that he has a lot of good friends on this side and we are very anxious to once again demonstrate that friendship to him. In reference to the present item, if I am correct it is the intention of the Government to repurchase an icebreaker that was sold during the war, or perhaps they have already done so. Is that repurchase included in this item?

Mr. LAPOINTE: No, it is not.

Mr. STEVENS: Then would the minister give us the details of what is included in this \$1,600,000?

Mr. LAPOINTE: There are twenty-seven ships whose operating expenses and repairs are chargeable to this particular appropriation. I may explain that the decrease of \$150,000 in the vote is due to the reduction in the cost of fuel.

Mr. MEIGHEN: In what service are the ships whose repairs are chargeable to this item?

Mr. LAPOINTE: In the lighthouse and buoy service.

Mr. STEVENS: If I recall correctly, the Government had several lighthouse tenders chartered on the Pacific coast. Are there any chartered there now?

Mr. LAPOINTE: There are not any chartered now.

Mr. MANION: Does not the contract for icebreaking at the head of the lakes come under this item?

Mr. LAPOINTE: No, it does not. But there is such a contract, I am informed.

Mr. MEIGHEN: We have 27 lighthouse and buoy service vessels. The service has more meaning to other hon. members than it has to me but still I have some idea of its nature. And it takes \$1,600,000 a year to keep these vessels in repair and maintenance?

Mr. LAPOINTE: Yes, for their operation.

Mr. MEIGHEN: And the economy effected is owing to the lower price of fuel?

[Mr. Stevens.]

Mr. LAPOINTE: Yes, and supplies generally, but it is especially owing to the reduction in the cost of fuel.

Mr. MEIGHEN: It is all owing to reduced costs?

Mr. LAPOINTE: Yes.

Item agreed to.

Examination of masters and mates, \$20,000.

Mr. DUFF: Before this item carries I would ask the minister if this money is expended for the payment of salaries to the men who conduct navigation schools in different parts of the country—

Mr. LAPOINTE: I do not think so.

Mr. DUFF:—and teach the sailors navigation?

Mr. LAPOINTE: No, it is merely to pay the examiners of masters and mates.

Mr. DUFF: Who are they?

Mr. LAPOINTE: There is a resident examiner at the following ports: North Sydney, Yarmouth, Halifax, Charlottetown, Montreal, Quebec, St. John, Collingwood, Port Arthur, Toronto, Vancouver, Victoria, Nelson, Edmonton, and Selkirk.

Mr. DUFF: I think I am right in the belief that Captain O'Hara, who is in charge of the school at Halifax, would come under this vote.

Mr. LAPOINTE: Yes.

Mr. DUFF: Captain O'Hara is an experienced ship master of a great many years standing. At the present time he is in charge of the service at Halifax and he is being paid by the federal authorities the munificent sum of \$110 a month. That just shows what little knowledge the Griffenhagens, the Arthur Youngs, and the rest of the bunch who made up the classification in the Civil Service a few years ago knew of their business. Captain O'Hara is worth at least \$200 a month. His services to the shipping industry of Canada are something which we in the province of New Brunswick are very proud of, and we feel that he is doing a great work. Captain O'Hara left his ship some years ago to take up these duties with the promise that he would get a fair remuneration. Instead of that all he gets, under the classification referred to, is \$110 a month. If the minister cannot get any satisfaction from the Civil Service Commission, who do not know any more than Griffenhagen, he should take some steps to see that Cap-