

Maintenance and repairs to lighthouses, \$650,000.

Mr. BRODEUR. This shows an increase of \$100,000. It is accounted for by the fact that certain steamers, which had formerly been paid out of this vote, will be paid next year out of the vote for Dominion steamers. In the latter there will be an increase which makes a decrease in this.

Mr. ARTHURS. In my riding certain repairs were made to the channel in Lake Nipissing under the direction of the Department of Public Works. The engineers of the department reported that certain changes in the lights were necessary on account of the change in the channel. The light is a lamp stuck on a pole, and is more likely to lead a vessel into trouble than out of it. Would that come under the minister's department?

Mr. BRODEUR. It is under our control if it is a question of light.

Mr. ARTHURS. I have a largely signed petition showing the facts.

Construction of lighthouses and aids to navigation, including apparatus, submarine signals, and providing suitable boats for carrying on construction work; also for the improvement of the West Coast Trail, B.C., \$1,000,000.

Mr. BRODEUR. This sum is the same as last year. The work is divided into two parts, one which is administered by the chief engineer, and comprises the construction of the lighthouse. The other provides for the apparatus. On construction apparatus we propose to make the following expenditures:

British Columbia	\$116,000
Ontario	165,000
Quebec	70,000
Montreal district	18,000
New Brunswick	30,000
Nova Scotia	125,000
Prince Edward Island	17,000
General	18,000
Total	\$500,000

So far as construction is concerned, we estimate that the following will be required: British Columbia, \$300,000; Ontario, \$60,000; Quebec, \$100,000; Montreal, \$1,000; maritime provinces, \$85,000; general account, \$115,000.

Mr. SPROULE. Why is the distinction made between Quebec and Montreal?

Mr. BRODEUR. There are two agencies, the Montreal and the Quebec. The Quebec agency covers from Quebec city down to the sea, including the lights in the Strait of Belle Isle and on the coast of Newfoundland.

Mr. HUGHES. Does the Dominion maintain lights on Newfoundland?

Mr. BRODEUR

Mr. BRODEUR. Of course, we could not expect Newfoundland to light the Strait of Belle Isle because they are not interested in the navigation of those waters, and the same in regard to the southern coast of Newfoundland. So, we obtained permission from the Newfoundland authorities to erect lights where the interests of navigation demanded.

Mr. SPROULE. How many of these lights are to be established on the St. Lawrence?

Mr. BRODEUR. The principal works are. Flat Island, new lighthouse; Bagot Bluff, completion of station; Little Metis, new dwelling; Kamouraska, new dwelling; Natashkwan, light; Ferolles Point, new station; Carleton, rebuilding light; Father Point, repairs to dwelling; Cape Chatte, submarine bell station.

Mr. SPROULE. This is intended to cover repairs as well as the erection of new lighthouses?

Mr. BRODEUR. No, this is for construction; repairs come under the vote we have just passed.

Mr. SPROULE. We are told, year after year, that this channel between Montreal and Quebec is perfectly lighted, and much is said of the improvements in navigation and the consequent reductions in marine insurance rates effected by this government. This is what we have been told for the last three or four years, but every succeeding session money is asked for new lights. I am not complaining of the expenditure; if new lights are needed, it is the part of wisdom to provide them. But I do complain of the statement repeated year after year that this government has finished this work of lighting and otherwise improving this channel.

Mr. BRODEUR. The amount we ask this year is not very large, and if the hon. member will consider the figures I gave, he will find that there are only two new lighthouses, those at Flat Island and Natashkwan. This latter is not properly in the St. Lawrence channel, that is, the channel navigated by the large ships; it is on the north shore where the channel is used by vessels of two or three thousand tons plying between Blanc Sablon and Natashkwan and other north shore ports. Ferolles Point and Flat Island are to have new stations. These are on the Newfoundland coast of the Strait of Belle Isle. These have been asked for by the federation of shipping and the shipping interests generally. They have been reported on favourably by the lighthouse board and I think we should provide for their erection. These other expenditures are mainly for dwellings for stations already in existence. Little Metis, for instance—the expenditure