

system of the St. Lawrence on the part of those who are interested in, and represent the growing trade and commerce carried on at, the seaports of that great river.

I think it might be desirable in order to meet the urgent demands of the mercantile interests of Quebec, with reference to pilotage, to introduce into the Trinity House as the pilotage authority of the district, an elective element from the Board of Trade, as also a representative from the Corporation of Pilots, and give the Trinity House thus reconstructed and reinvigorated by these new elements, more extended powers as to the management of pilotage matters, including tariffs, by-laws and regulations on the subject. By adopting some plan of this kind, many of the grievances and complaints now made by the mercantile interests against the present system of pilotage might probably disappear, while the interests of the pilots would be represented at the Trinity House Board when any alteration of the tariff rates or by-laws were under discussion.

LIGHTHOUSE AND COAST SERVICE BELOW QUEBEC.

This division includes three minor lights and some buoys between Port Neuf and Quebec, all the lights, lightships, steam fog whistles and buoys in the River and Gulf of St. Lawrence, Straits of Belleisle, and Coast of Labrador, and three lights on the north west coast of Newfoundland which are maintained by the Government of Canada. The business of this division is managed by an agent, Mr. Gregory, under the immediate direction of the Department. In addition to these duties, he attends to all the other business of the Department at Quebec, including Dominion steamers, river police, marine police, distressed seamen, &c.

In this division there were at the close of navigation 35 lighthouses, 5 lightships—two of them iron, with steam fog whistles on board—and 52 buoys and 53 beacons. The number of keepers employed for these lighthouses was 35, besides five captains for the lightships, and about 32 persons as officers and crews for them, two engineers for the fog whistles on board the lightships, and 18 assistants and gunners for the signal guns. There is also a steam fog whistle at the South Point, Anticosti, with an engineer to attend to it. The total number of persons employed in attending to the lights, lightships and steam fog whistles in this division was 92.

The expenditure on account of construction of the Red Island Lightship and fog whistle during the last fiscal year was \$2,537.73, and during the previous fiscal year \$33,324.55, making the total expenditure on account of this lightship and steam fog whistle, \$35,862.28. There is only one lantern on this vessel, but it is probable a second one will have to be added to distinguish it from other vessels lying at anchor.

The balance of outlay for the construction of South Point, Anticosti, Lighthouse, paid during last fiscal year was \$429, and the amount previously paid was \$7,063.50, making the total cost of construction of this lighthouse and buildings in connection therewith up to the 30th June last, \$7,492.50. The fog whistle and engine house at this station have cost altogether the sum of \$7,242.22 up to the 30th June last.

During last fiscal year the sum of \$3,065.29 was paid on account of the new light house recently erected at Magdalen River, County Gaspé, which with the amount paid