

the department to assist roadways leading to the lighthouses, I submit these two roads for the consideration of the minister.

Mr. BRODEUR. I am informed that we have already expended money on the roads mentioned by my hon. friend (Mr. Daniel). I will have my officers report on their present condition and if necessary repairs will be made.

Mr. BLAIN. The minister seems to be in a happy mood for receiving applications for expenditure on municipal roads. Surely, the roads the minister has referred to must be used by some one else than the lighthouse officials?

Mr. BRODEUR. These roads are generally for the use of the light-keepers, and I suppose it is only fair we should pay a share of the expense.

Mr. BLAIN. Who is paying the other share?

Mr. BRODEUR. If there is an organized municipality it would pay. This road was originally built by the government and it is only fair we should contribute towards its maintenance.

Mr. BLAIN. What money was expended by the government for the construction of these roads, what has been expended for maintenance, and on how many miles of such roads has money been expended by the government? The minister told us that this road is 600 or 700 miles long and that the municipalities maintain some parts of it.

Mr. BRODEUR. I do not think I said it was 600 miles long.

Mr. TAYLOR (Leeds). You said 750 miles.

Mr. BRODEUR. If I said that it is a mistake. Any one who is au fait with the Gaspé peninsula will know what the length of the road is. If part of that road connects the main road with our light station, and if, as we have done in several cases, we have expropriated property to make that road it is our duty to maintain it.

Mr. TAYLOR (Leeds). How many rights-of-way has the government expropriated?

Mr. BRODEUR. We expropriate very often.

Mr. TAYLOR (Leeds). In this case?

Mr. BRODEUR. Some of these light-houses have been in existence for years and I cannot give the particulars off hand.

Charter of steamers for Lime Kiln Crossing to be employed keeping the channel open, Detroit river, \$10,000.

206½

Mr. BRODEUR. This is to maintain a patrol for the regulation of traffic at the Lime Kiln Crossing. The necessity for this arose because of the dredging operations in that locality and the congestion of traffic. Last season it was not necessary to expend any of this vote, but it is considered advisable to have money on hand in case of an emergency.

Mr. TAYLOR (Leeds). What steamer did you charter?

Mr. BRODEUR. We did not charter any last year. Some years ago the American government obtained authority from this government to dredge at the Lime Kiln Crossing in Canadian territory. Regulations were passed for directing the traffic in these waters and the patrolling was at first done by the American government, but as it was in Canadian waters I thought we should do that ourselves and we chartered a boat for that purpose.

Mr. DANIEL. Is this a police boat?

Mr. BRODEUR. Yes. The regulations provide that the boats going down the river have to pass on one side and the boats going up the river have to pass on the other side, and we have a tug there for the purpose of seeing that this regulation is carried out.

Mr. BARNARD. For how many seasons does the minister expect that this work will have to be kept up?

Mr. BRODEUR. We do not know exactly because the Americans are now dredging another channel on the other side of the river, and when this is completed, it will not be necessary to maintain a police boat there.

Mr. DANIEL. I do not see why the minister wants \$10,000 for this service when he spent only \$4,000 on it last year.

Mr. BRODEUR. We do not know what may happen, and we have to provide for contingencies.

To provide for the purchase or construction of a lighthouse and buoy steamer for River St. Lawrence to replace the 'Shamrock,' \$175,000.

Mr. BRODEUR. The 'Shamrock' is an old boat and a very slow one, and this vote is for the purpose of purchasing another one. Public tenders have been called for, and the contract will probably be awarded in a few days.

Mr. TAYLOR (Leeds). How many steamers has the minister between Montreal and the head of the lakes looking after the buoy and the lighthouse service?

Mr. BRODEUR. Four.

Mr. TAYLOR (Leeds). A few years ago this whole work was done by one steamer.