

assistant lightkeepers a more definite status and a better position. It is a part of a plan in which we are endeavouring to do some of this change-over every year.

Mr. WRATTEN: Do they have so many hours on duty and so many hours off?

Mr. BALDWIN: Normally they do not work on a shift basis. There is a light-keeper and an assistant and they divide the work between them.

Mr. CAMPBELL (*Stormont*): In connection with the reservoir for the new power project above Cornwall, would it be necessary to do a new hydrographic survey of that lake which is being created there and if so will the department be assuming responsibility for buoying that lake for pleasure craft, or will the present topographical maps provide sufficient information so that the hydrographic maps will not be required?

Mr. HEES: That is a responsibility of the Department of Mines and Technical Surveys.

Mr. CAMPBELL (*Stormont*): Is the department going to complete any buoying operations in the next year, shall we say, in this newly created lake?

Mr. BALDWIN: Not that I am aware of. If and when hydrographic charts are available and there is a demand for pleasure boating, then we will consider it.

Mr. CAMPBELL (*Stormont*): As far as you know there are no immediate plans?

Mr. BALDWIN: Not that I am aware of.

Mr. HOWARD: As a point of information, if I were to leave now would we have a quorum?

The CHAIRMAN: We want you to stay.

Mr. HOWARD: I am going to stay; there is no question about that.

I knew if I waited long enough I would think up something to which I could make reference in respect of canals and the west coast. This has connection with the public works project of blasting Ripple rock which, to an extent, is an aid to navigation by getting out of the way. In addition to, or in conjunction with, the removal of Ripple rock, have any suggestions been made to the Department of Transport for dredging or making a canal, in effect, through a slough area that has been sealed in just alongside of the Seymour narrows off to the eastern part of it.

Mr. HEES: Such a suggestion has not come to us. It may have come to the Department of Public Works. If there were any suggestion like that it would go to the Department of Public Works; they did the Ripple rock operation.

Mr. HOWARD: Can I bring it up under the canal item?

The CHAIRMAN: I doubt it.

Mr. HOWARD: I have a further question which has something to do with the previous question I asked to which Mr. Baldwin gave me some details about projected work out there. These questions are based on a copy of a letter which the minister was kind enough to send to me, dated January 20 to the Prince Rupert Fisherman's Cooperative. Part of the reason, I may say, for the request for the improved light and fog-horn at Cape Scott was that the removal of Ripple rock had a bearing on it. What effect did that have on more shipping going up the inside passage? That may have a bearing on whether or not it would be absolutely necessary to proceed with the Cape Scott project. Another detailed matter was a request for an improved light at Anthracite point. The