

Point Rich. I am informed by my chief engineer that it costs about \$1,000 for the equipping and \$500 for maintenance per year. The more important lighthouses cost about \$40,000 each to erect.

Mr. DANIEL. According to the Auditor General's Report, it costs from \$4,000 to \$5,000 a year to keep them up. Is there any drawback on the material used in building ships in Canada?

Mr. FIELDING. There are certain things in the free list, but apart from that there has been for many years a system of drawbacks based on so much per ton. That however, was devised in the days of the old wooden ships, and is not adapted to present conditions. In the case of the wooden ships it remains, but it is not adapted to modern steamships.

Mr. DANIEL. When a very large vessel is built on our inland waters, the amount of duty paid on the material entering into its construction is very heavy, and that may be one of the reasons why it costs so much more to build a vessel in this country than across the water. One way to assist the shipbuilding industry in Canada would be to allow the materials to come in free of duty. As a matter of fact our navigation companies on the Atlantic and Pacific go to England for their steamers because they can get them built there very much cheaper; but if the government would help the industry in the way I suggest, that might go a considerable way towards encouraging the building of these steamers in Canada.

Mr. CROSBY. I did not notice any amount for a lighthouse at Owl's head.

Mr. BRODEUR. It has been decided to build a lighthouse at that point, and there is an amount in the estimates for that purpose.

Mr. ARTHURS. Has the department an engineer who reports on questions of lighthouses and lights before the matter is brought to the Lighthouse Board? And who are the Lighthouse Board? Are its members principally from the maritime provinces or do they include men who are familiar with the conditions of inland waters?

Mr. BRODEUR. Lately, we decided to ask the president of the Dominion Marine Association, which is composed of those interested in shipping on the Great Lakes to join the Lighthouse Board. And the other day, at a meeting of the Lighthouse Board, this gentleman and also the secretary of the association were present. The Shipping Federation is also represented on the board by its president, and there is a representative from British Columbia. Be-

sides these three, there are the deputy minister, the chief engineer—or, in his absence, the assistant chief engineer—the commissioner of lights and the chairman of the Quebec Harbour Commission; these compose the board.

Mr. ARTHURS. Last year and the year before I brought to the attention of the department the necessity for improving the lights on Lake Nipissing, particularly the one at Callender. The application was for a gas buoy at or near the mouth of South East bay. This was refused by the Lighthouse Board, for reasons that I could not understand. I am sure it will appeal to the minister or any practical man that, where there is one gas buoy, the additional cost of the upkeep of another light would be small. There is one on Lake Nipissing, and the application was for another. The lights on Lake Nipissing have been there for twenty or twenty-five years without being improved. The shipping on that lake has vastly increased aside altogether from pleasure boats which are very numerous. There should be a light at the mouth of South East bay and also one at the mouth of South river, going toward the village of Nipissing. It costs the department as much, I am sure, to keep the little lighthouse that is there now—practically a lantern on a pole—as to maintain a modern gas buoy or a lighthouse. I would press upon the minister very strongly the advisability of looking after this matter in some way, because, undoubtedly, the present condition will result in a very serious accident some day and probably loss of life. If the department has an officer of the kind I have spoken of I think it would be advisable to have him go up and make a report on the condition of these lights. I am confident that the report of this officer would be to the effect that the lights should be improved.

Mr. BRODEUR. I might inform my hon. friend (Mr. Arthurs) that a man was sent up there, but, unfortunately, he died.

Mr. ARTHURS. Will the hon. minister say that he will send up another man?

Mr. BRODEUR. Yes.

Mr. JAMESON. In the report of the minister at page 13, I find it stated that the New Brunswick agency 'extends along the coast of the province in the Bay of Fundy, including part of Nova Scotia as far as Yarmouth and around the coast on the north side of the province.' The other evening we had some discussion with regard to St. John and Halifax agencies, and the minister said that there were two ships one of which he could not transfer across the Bay unless the Halifax agency were divested of the service of the Bay of Fundy. From