

SUPPLY—MARINE AND FISHERIES—ICE-BREAKER, &c.—*Con.*

Henderson, D. (Halton)—*Con.*

lage of Bronté on Lake Ontario a lighthouse which is needed by the fishermen there? The whole thing could be constructed in skeleton form and made reasonably high at a cost of not more than \$200 or \$300; the men living in Bronté would be quite prepared to attend to the lighting of such a lighthouse if it were only provided for them—4788-9-90.

Ingram, A. B. (East Elgin)—4791.

Why is information not in the hon. gentleman's (Mr. Brodeur) report?—4791.

McLean, A. A. (Queen's, P.E.I.)—4790.

Quotes item at page P-100 of Auditor General's Report; what is the size of the steamer 'King Edward'?—4791.

Taylor, Geo. (Leeds)—4790.

A pole might be erected on the end of the wharf at Bronté and an electric light be put on the top of the pole, and there would be no cost of building or maintaining a lighthouse—4790.

Lighthouse and Coast Service—Salaries and allowance to light keepers, \$197,250—3583.

Bennett, W. H. (East Simcoe)—3583.

Calls attention to item: 'Extending navigation to December 15, 1905, and keeping harbours at Fort William and Port Arthur open.'—3583. Were tenders called for? Who secured the contract this spring? Were tenders called for? It seems odd that it falls into the capacious maw of the Great Lakes Dredging Company—3584. I will ask the Minister when these estimates are up next, to produce the written contracts that were published, if there were any. On another item, the Island Transportation Company, of St. Ignace, Michigan, who is the owner?—3585. The government goes to the other side and imports a tug to do the ice-breaking. Who went to Midland and made the arrangement with the Midland Towing and Wrecking Company to keep the channel open?—3586. What is the explanation of the item: James Murphy, Fort William? What service was performed by the Reid Wrecking Company?—3587. Had they earned \$5,000 when they were paid this \$5,000? Is not that an American Company?—3588. Was not Cap. Sullivan in charge of one of the tugs? He had an old claim to settle with the government—3589. Will the Minister bring down the correspondence in the case of each of these seven items?

Boyce, A. C. (West Algoma)—3588.

Does the hon. gentleman (Mr. Brodeur) say that this work was done at Sault Sainte-Marie by the Reid Company?—3588. What was the nature of the work? The bringing in of the Caribou Island lighthouse keepers is charged in the next item—3588. Were the two tugs authorized to go on account of and in the pay of the department for the rescue of the lighthouse keepers?—3589.

SUPPLY—MARINE AND FISHERIES—ICE-BREAKER, &c.—*Con.*

Brodeur, Hon. L. P. (Minister of Marine and Fisheries)—3583.

Explains vote asked for—3583. Page P-105 of the Auditor General's Report, is an expenditure incurred in keeping open the harbour at Thunder Bay, at the request of the Winnipeg Grain Exchange. The matter was put in the hands of Mr. Fraser, assistant chief engineer, who made the best arrangement possible. There were only two firms in a position to tender for the work—3584. The amount involved is less than \$5,000, and it was not necessary to call for tenders—3585. Do I understand the hon. gentleman (Mr. Bennett) objects to the work being done? The people of that section of country said it was necessary to keep the navigation open; no ice-breaker was available but the American tug, and that was secured to do the work. The arrangement at Midland was made by telegram, as the work was pressing—3586. The James Murphy, Fort William item was for the purpose of breaking the ice in the Kaministiquia river, to keep the channel open. The Reid Wrecking Company item was for service performed later on in the same year at Sault Ste. Marie—3587. The amount of \$5,000 covers more than half the amount that was due to the company. The reason why the whole amount was not paid was because they were caught in the ice and a settlement took place the spring after. It is a Sarnia company. The work was done all over Lake Superior—3588. The greatest expenditure was made in connection with the removal of the lighthouse keepers from the Caribou Island lighthouse—3589. There were two tugs sent to the rescue of these men. The payments were made to two different firms—3590. I have asked the officers of my department to make a statement showing exactly the classification of all the lighthouses, with the salaries that should be given to the keeper of each—3591.

Deputy Speaker, Mr.—3590.

This discussion is not relevant to the item now before the House—3590.

Northrup, W. B. (East Hastings)—3591.

Will the Minister give any information in his possession as to the value of these tugs, so that we may form some idea of their proportionate cost to the amount paid—3591.

Pardee, F. F. (West Lambton)—3588.

No, it is a Canadian Company—3588.

Lighthouse and coast service—further amount required for construction of lighthouses and aids to navigation, including apparatus, \$270,000—4912.

Borden, R. L. (Carleton, Ont.)—4918.

Quotes question of hon. member from Middlesex (Mr. Elson); hon. minister (Mr. Brodeur) should have given information asked for—4918. The fault for the mistake