

"Prince Edward," which was built for the purpose, delivered the annual supplies.

British
Columbia.
division.

619. British Columbia division contained 13 lighthouses, 4 lights on buoys, 4 fog-alarms and 4 fog-bells, besides a number of buoys and beacons. The lights were supplied by the steamers "Sir James Douglass" and "Quadra."

Total cost
of main-
tenance.

620. The total cost of maintaining the lighthouses, fog-whistles, &c., in Canada, in 1892, was \$445,140.

Cape Race
light house

621. On the 1st July, 1886, the lighthouse at Cape Race, Newfoundland, was transferred by the Imperial Government to the Dominion of Canada, and the sum of \$100,151, being the balance of light dues collected by the Board of Trade, was paid to the Canadian Government, on the understanding that the lighthouse and fog-alarm should in future be maintained at the expense of the Dominion, free of dues. The lighthouse is indispensable to the safety of all vessels navigating the North Atlantic to and from Canada, and the transfer has relieved the Dominion of dues which amounted to about \$1,200 annually.

Government
steamers.

622. The department has 8 steamers, the property of the Government, under its control, for the purpose of supplying the different lights, laying down and taking up buoys, attending to wrecks, &c., &c., besides the small steam launch "Dolphin" employed at Quebec in connection with the river police force. A new steamer, the "Quadra," was built, in 1891, in Scotland, at a first cost of \$73,701, for the purpose of taking the place of the "Sir James Douglass" (superannuated) on the coast of British Columbia. The "Quadra" left Greenock on 15th October, 1891, and arrived at Esquimalt, B.C., on 5th January, 1892, having proved herself on the voyage to be an excellent sea boat. On the 14th May, 1892, she ran on an unmarked rock near Rose Harbour, and was immediately beached, to keep her from sinking. The steamer was subsequently taken to Victoria and docked. She resumed service on 20th August. The total cost of maintaining these vessels during 1892, after deducting receipts, was \$118,303.

Communi-
cation
with
Prince
Edward
Island.

623. The new steel steamer "Stanley" built expressly for the winter service between Prince Edward Island and the main land, kept up communication, with a few unavoidable exceptions, during the winter of 1891-92, and the service generally gave satisfaction. During the summer this boat is employed in the Fisheries Protection Service.

Harbour
police.

624. A police force was established for a number of years at the harbours of Montreal and Quebec, for the purpose of keeping order and restraining crimping, to meet the expenditure of which a tax of 3 cents per ton was levied on all vessels at either port, paid once a year by vessels under 100 tons and twice a year by vessels over that amount. The Montreal Board of Trade, however, having, in the interest of trade, on several occasions urged the abolition of dues in connection with the above, it was decided that the harbour police force should no longer be maintained, and it was accordingly permanently disbanded.