

1257. The Nova Scotia division, likewise a very important one, contained 178 light-houses, showing 190 lights, 1 light-ship, 16 steam fog-alarms, 18 hand fog-alarms, 2 fog-bells, 1 signal bomb-station, 16 automatic signal-buoys, 11 bell-buoys, 97 iron can-buoys, 700 other buoys, 8 stationary beacons, 15 life-boat stations, 3 humane establishments and 4 signal stations. The lights were supplied by the steamers "Newfield" and "Aberdeen."

1258. In the New Brunswick division there were 94 light-houses, 1 light-ship and 3 steam fog-alarms, 88 light-keepers and 12 engineers in charge of light-houses and fog-alarms. The lights were supplied by the steamer "Lansdowne."

1259. Prince Edward Island division contained 35 light-houses, showing 55 lights, 1 steam fog-horn, 3 automatic buoys, and one bell-buoy. The steamer "Prince Edward" delivered the annual supplies.

1260. British Columbia division contained 13 light-houses, 5 of which are fog-alarms. The lights were supplied by the steamer "Quadra."

1261. The total cost of maintaining the light-houses, fog-whistles, &c., in Canada in 1894 was \$470,549.

1262. On the 1st July, 1886, the light-house 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 light-house and fog-alarm should in future be maintained at the expense of the Dominion, free of dues. The light-house 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.

1263. 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." A new steamer, the "Aberdeen," was built, in 1893-94, in Paisley, Scotland, at a first cost of \$87,673, for the purpose of conveying light-house supplies and lifting and placing heavy automatic buoys, and, when required, to be used in the fishery protection service. The "Aberdeen" left Great Britain on 26th August, and arrived at Halifax on 7th September, 1894, having proved herself on the voyage to be an excellent sea boat. The total cost of maintaining these vessels during 1894, after deducting receipts, was \$113,773.

1264. The steel steamer "Stanley," built expressly for the winter service between Prince Edward Island and the mainland, kept up communication, with a few unavoidable exceptions, during the winter of 1893-94, and the service generally gave satisfaction. During the summer this boat is employed in the Fisheries Protection Service.