

to which the hon. gentleman refers, I shall be glad to give him any information at my command.

Mr. CHARLTON. The question which was raised was with reference to the definition of the words "fog-alarm" or "fog-whistle," and the propriety of putting up bells, which could only be heard a distance of 200 or 300 yards, in place of whistles.

Mr. BOWELL. I have no recollection of any explanation being asked or promised. I remember that my hon. friend from Algoma (Mr. Dawson) found fault with the use of the word "fog-alarm," and signified that something more was required in the interests of navigation, and he suggested that the words "fog-alarm" should be struck out of the Estimates in future, and something submitted which would convey the meaning more correctly. The principal objection taken by the hon. member for Algoma was to the character of the fog-alarms which were erected on dangerous rocks, and he wanted something which could be heard at a greater distance, and would be more effective. I will, of course, bring that matter to the attention of the Government, with a view to effecting an improvement.

Mr. MITCHELL. The point which has been raised by my hon. friend, I may say has been under the consideration of the Department for a long time. They have abandoned fog-bells and guns, and have adopted a number of what are called fog-whistles or fog-trumpets. There are several kinds in use, and for some years past the Department has been endeavoring to get the most perfect trumpet, or signal, or whatever you may choose to call it, that they could get. They have recently adopted a self-acting one, which I am told combines economy with efficiency, though I do not know much about it myself. I believe the first fog-alarms or trumpets which I have ever heard of were erected in Canada, and I have never heard that anyone could point to our system as being in any particular very faulty. It is certain at all events that both the United States and Great Britain have copied from our system. I quite remember that, in 1871 or 1872, the elder brethren of the Trinity House were specially sent out from England and spent several months on this continent, examining the fog-alarm system, as well of the United States as Canada. I was Minister at the time, and we sent one of the steamers in charge of the Deputy of the Department, to accompany these gentlemen through our whole fog-alarm and lighthouse system along the River St. Lawrence and the Atlantic coast of the Dominion. After spending ten or twelve days making a thorough examination they went to the United States and thoroughly examined the system there, and when they returned to England they made a full report on the lighthouse and fog-alarm system of this country, and gave to Canada a high meed of praise for everything they had seen in connection with that service. I have no doubt that the suggestions which were made by them were carried out, and that the same system we have in Canada was adopted on the coasts of the United Kingdom. If the Departments continue as they have been going on, creating a greater security to vessels approaching our coasts, we will be in no way behind any nation of the world in giving that security which is needed in connection with this particular service. I take occasion to make these remarks because, perhaps, the acting Minister is not so familiar with the earlier history of the Department as I am.

Mr. DAWSON. I agree with the hon. gentleman as to the fog-alarm and coast service of the Dominion—it is improving very fast. What I called attention to before was this: That in making arrangements with the United States Government for putting up a lighthouse at Passage Island, which is in United States territory, though useful only to Canadian shipping, they arranged to put a light there in consideration of the Canadian Govern-

ment putting one on Colchester reef. In making these arrangements the words "fog-alarm" were used in the correspondence, and instead of putting up a fog-whistle, which is the proper kind of fog-alarm, they put a bell, which cannot be heard at any great distance in stormy weather, even if it is rather a powerful one. What I suggested was, that in carrying out the new arrangement with regard to the building of a lighthouse on Colchester reef, the attention of the United States Government should be called to the matter, and instead of putting up a fog-alarm in the form of a bell they should be asked to put a fog-whistle which can be heard at a distance, and thus conform to the spirit of the understanding.

Sir CHARLES TUPPER. I think it right to say that all that has been said by the hon. member for Northumberland (Mr. Mitchell), and a great deal more that might be said in the same direction, is not only strictly true, but reflects the highest credit, not only on the Government of Canada but upon the hon. gentleman himself. I went with the Vice-Admiral of the Halifax station, Sir James Hope, in a ship of war to test and investigate one of the early fog-trumpets which were placed on the coast at Sambro' by my hon. friend, and the report was afterwards made by the Admiralty to the Imperial Government, stating that it was not only a wonderful success, but superior to anything they had ever investigated as a fog-alarm. I may state that I myself have heard one of the fog-trumpets erected by the hon. gentleman at a distance of thirty miles; and this one on the Sambro' coast to which I have referred, could not only be heard at a great distance, but was so constructed as not only to give the alarm to ships approaching the coast in a dense fog, but by timing the succession of the reports they were able to locate the ship and tell the exact distance the ship would be from the point of danger where the alarm was placed. There is no doubt at all that the attention which the hon. gentleman gave to this very important question in connection with his other exertions in lighting the coasts of Canada, have done a great deal to raise the country in the estimation of all sea-faring people, who are so greatly interested in this and other countries in having the coasts of the country properly protected. I am satisfied that no expenditure of money can be made more valuable to a great sea-faring country like ours, with an enormous line of sea coast, than the expenditure which has been made, and is being made, to light the coasts, and erect these fog-alarms, fog-whistles, and signals of danger in the fogs which occasionally are found upon our coasts.

On Resolution 199,

Excise. \$288,380.00

Mr. COSTIGAN. When this item was under discussion in the Committee, some objection was taken, particularly with reference to the appointment of an additional officer at Sarnia. The statement I made that that appointment was made on representations from the Inspector seemed to be doubted, and I wish, therefore, to read some proofs of what I stated. As far back as November 14th, last, the following letter was addressed to the Commissioner:—

"Sir,—I have the honor to transmit herewith a communication from Mr. Collector Gerald, of London, asking for two additional officers. I consider they should be given him as soon as possible, as the removal of Officer Cameron to Perth, to relieve Officer Mason, who is now on duty at Cosaticook, and the starting of additional manufactories at Sarnia, where another will be required, thus making it absolutely necessary that two officers be sent to the London Division at once to enable Mr. Gerald to efficiently carry on the work."

On January 15th, 1883, Mr. Davis, the Inspector, reported as to the candidates who had successfully passed their examinations, and in the fourth paragraph of his report he says:

"It is impossible for one officer to do the work at Sarnia properly. Another should be sent to help Mr. Elwood."