

upon it, in filling up the ruts and holes made in carting the coal and supplies to the Station, so as to keep the road in good repair.

---

PEA POINT, L'ETANG HARBOUR

Lat.

Long.

When I visited this Station last year the building was not fully completed, nor the lighting apparatus in its place in the lantern. It has since been finished, and the lighting apparatus erected, and the light put in operation.

I wish that I could, after making my visit of inspection to this Station, report to the Department that the contract work is to my satisfaction, but it is not so. The workmanship throughout is of the roughest kind, and ought not, in my opinion, to have been passed by the local inspector, though I have not the specification before me to refer to. I can scarcely believe that it has been finished according to specification and contract. With reference to having a first-class light at this Station, I referred to it in my last Report to the Department as follows:—

“The importance of this light cannot be over-estimated. It is situated at the eastern entrance to L'Etang Harbour. During my stay at this place I had an opportunity of examining more fully this safe and spacious port. Without exception it is one of the very finest harbours in the Bay of Fundy, with a wide and easy entrance, deep water, and completely protected from every wind and storm. The two lights, one at the western, and the other at the eastern entrance to this extensive and sheltered harbour, are two lights of the greatest value to the marine service of the Bay of Fundy. Oil and some other supplies were landed at this Station, and these were with some difficulty got to the lighthouse.”

I regret to inform you that this green light is not considered sufficiently clear and discernable for that Station. I quite understand the object the Department had in view in selecting a green light for this place, viz: to prevent mistakes where the other lights are numerous and so near together. I have had but little experience of the characteristics of green, and unable to state whether the defective and poor light was from this or other causes, but I was unable to discern it, when within but a short distance of it, in the “Newfield.” Whether this was to be attributed to the glass or the keeper not having the full power of the light on I cannot say. On arriving at the Station he informed me that the lamps were burning as high as was safe.

I am not prepared to state that I am very favourably impressed with this description of burner for lighthouse purposes, from the short experience I have had of its working—that is only at the breakwater at Negrotown Point, and the Pea Point Stations and Pokemouche.

My own impression at this moment is, that it would be improved by a button to bring the oxygen of the air more in contact with the flame to produce greater combustion, and give greater intensity and whiteness to the light. I thought of trying this on one of the lamps for my own satisfaction.

The ordinary Argand button lamp now used by the Department gives a fine light, and so also does the mammoth flat-wick burner. The latter are safe, and well adapted for inexperienced light keepers. Captain Purdy addressed to me the following note with reference to Pea Point Light:—