

autumn of 1875. It was thought by the inspector at the time there would be an insufficient supply of water. Provision was made for the construction of a light on the Isle of Hope, and the agent advised the Department that it would be desirable and expedient that the fog-whistle should be transferred there, but it was decided that it should not be removed. In the month of August, last year, his attention was drawn to the fact that there was a deficiency of water; but he concluded, as there was no appropriation, that it would be better, before doing any work, to wait until Parliament met and voted a sum for the purpose. He did not think that he had been fairly treated in this matter. He would read the following letter:—

“HALIFAX, 9th May, 1876.

“Your note of 5th inst. offering to supply Cape D’Or Fog-alarm with 100 tons of coal during the month of June, was submitted to the Minister to-day, and he directs me to say that the Department will give you the sum of two hundred dollars (\$200) for landing 100 tons of Spring Hill coal at the Whistle-house, Cape D’Or, during the month of June next, or earlier if you desire. The coal will be provided at the wharf, Dorchester. Please inform me if you accept this offer, as otherwise we will probably send the coal by our own vessel.”

“I am, &c.,

“H. W. JOHNSTON,

“WILLIAM SMITH,

“Master Schooner *Ada*,

“Advocate Harbour.”

This was the contract, and the coal was to be delivered at the wharf at Dorchester. The coal was to be furnished in the month of June, or earlier if the captain chose. The captain, on the 13th of May, 1876, wrote the following letter:—

“CAPE D’OR, May 13th, 1876.

“DEAR SIR,—I received your letter to-day, and contents duly noted. I think your offer is too low, but I will take two hundred and fifty dollars (\$250), as that is as low as I could do it for; and if you choose to send me the order for the coal, I will accept it with pleasure, and be very much obliged to you.

“It is very bad freight to deliver and very expensive.

“It is of no use of our saying any more about the place, as it is well known to you all. When you get this, if you send the order, please send it at once, as I want the best of weather to land the coal.

“I remain, etc.,

“CAPT. WILLIAM SMITH,

“Schr. *Ada*.

“To H. W. JOHNSTON, Esq.”

Mr. SMITH.

Then followed this memorandum by himself (Mr. Smith, Westmoreland):

“Perhaps this offer had better be accepted. See that it is clear that coal is to be landed at whistle.”

Then Mr. Johnston wrote the following letter:—

“HALIFAX, 20th May, 1876.

“SIR,—Your offer to land one hundred tons of coals at the Whistle-house, Cape D’Or, for the sum of two hundred and fifty dollars, is accepted, and the work can be done at once. The coal is Spring Hill, and I suppose you can best take it from Dorchester.

“Let me know when you will be ready to load and I will send an order for its delivery to you.

“It must be clearly understood that the coal is to be landed at the Whistle-house.

“Yours, etc.,

“H. M. JOHNSTON.

“Capt. WILLIAM SMITH,

“Schr. *Ada*,

“Cape D’Or.”

This closed the correspondence. It was supposed that the coal would be delivered on the 20th of May, but unfortunately this was not done. He thought that the attack made on him by the hon. member for Cumberland was ungentlemanly and not warranted by the facts. In the matter of the fog-alarm, he was not to blame. He did not object at any time to fair criticism from friend or foe, but he did object to the unfair manner in which he had been attacked in this regard.

Resolution read the second time and agreed to.

On Resolution 78, Pacific Railway, \$1,524,000,

Mr. TUPPER said he wished to call the attention of the Minister of Public Works to a point regarding which he thought the hon. gentleman had misapprehended the views expressed by his right hon. friend and himself. It related to the exploratory survey of Pine Pass, and the country about Peace River. As this season was to be consumed in the further examination of the Fraser River District, with a view to ascertain whether the line could be taken down the Burrard Inlet, no time should be lost in making the explanations to which he alluded. The Assistant Chief Engineer was a man of great ability, and he could be