

public documents brought down to the House by the hon. Minister, evidence of the most gross neglect of public duty that any hon. gentleman administering a public Department could be charged with. Parliament had voted money for the purpose of establishing a fog-whistle at a very important point, viz., Cape D'Or, having come to the conclusion that such protection to shipping was necessary. The point in question was much exposed to fog during a considerable portion of the year, and, as much shipping passed off the point, the fog-whistle was extremely necessary. When Parliament provided money to maintain a fog-whistle at a certain point, and the Department afterwards failed to keep it in operation, the expenditure became a snare and a delusion. He would show the House that the most gross neglect had taken place with respect to keeping the fog-whistle in operation, for the correspondence submitted showed that, at one time, there was no water and at another time no coal. He had no hesitation in saying that, if a valuable vessel was wrecked under such circumstances, a petition of right would compel the Government to pay the amount of loss; and, if lives were sacrificed, they would have to suffer an extreme penalty on account of their neglect. If, from accident, a fog-alarm became useless, then due notice should be given; but, as he would show by quotations from the returns, no precaution was adopted by the Department, and during several months the Department was aware of the condition of affairs at that point, but took no action. It appeared that, on the 16th August, 1875, the person in charge of the fog-whistle at Cape D'Or wrote to the agent of the Department in Halifax, Mr. H. M. Johnson, in the following terms:—

"I am clear out of water and had to stop yesterday at 10.30 a.m., in thick fog, after running fifty-two and a half hours, and we have nothing else but thick fog this month. I have been running 171 hours this month already, and if it had not been for the rain we had last week I should have had to stop before. The fog cleared about three hours after stopping, and the weather looks a little clearer now, and the wind to the eastward."

The next paper of the series was a

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letter from Mr. Johnson, agent at Hali fax, to the Engineer, dated 12th October, 1875, in which he stated:—

"As it is just possible some change may be made in the location of the fog whistle, no steps will be taken at present to have another tank made, but meanwhile, you will make every possible exertion to secure and keep on hand a sufficient supply of water."

The Department had been informed that there was no water at the point, and that the only means of obtaining a supply was by constructing an additional tank at a cost of less than \$1,000. After an investigation was made he was told on the 12th October, 1875, that it was possible some change might be made in the location of a fog alarm, and, therefore, the Department was not prepared to construct the tank required. The next document was dated 18th October. It was a letter from Mr. Short, the Engineer, concerning an advertisement which appeared in the St. John newspaper, and which was a complaint from private individuals with regard to the fog alarm not being in operation. Mr. Short wrote:

"I have tried every possible means in my power to keep her going. Myself and my assistant have bucketed rain that fell from the dwelling; but without rain I can get no water, for there are no springs here, and I have to depend solely upon rain. If there was another tank built, as you mentioned in your last note, I could catch sufficient water to last the whole season, for there was more water run waste last season than would fill four or five tanks like the one that I have; and I sent you due notice when I had to stop: but I have been blowing all along since I have got water, and I have plenty of it now."

On the 31st May, 1876, the Engineer wrote:

"I had to stop on the 9th of this month on account of a rivet blowing out of the boiler while the whistle was going, and I had to screw a bolt and put in, and it was thick fog at the time, and I hear there were vessels in the bay at the time; but I soon got her running again. I would thank you to send me some coal as I am getting short."

On the 19th June, 1876, he again wrote:—

"I have been obliged to stop blowing the whistle, in consequence of my supply of both coal and wood being entirely exhausted. I stopped blowing on Sunday morning at seven o'clock. It was then very foggy, and it is now clear."

The Engineer at that time called the attention of the Department to the difficult position in which he was placed on account of the want of fuel. On the