

4. All monies thus collected to be paid out for the support of light houses in the Bay of Fundy.

*The Nova Scotia light houses* opposite the New Brunswick coast, are :

*Briar Island Light*, and *Digby Gut light*; the former is a plain white light, standing on an island of that name, situate south-westerly of Long Island, and on the westerly entrance to St. Mary's Bay; the latter is a white light, placed on Point Prim, on the west side of Digby Gut, lying to the north eastward of Briar Island, and nearly opposite the harbor of Saint John.

*Light Houses on the Northumberland Straits, and on the St. Lawrence coasts of New Brunswick.*

The only light from *Pictou Light*, on the coast of Nova Scotia, to the river St. Lawrence, (except *Point Prim Light*, on the easterly entrance to Hillsborough Bay, on Prince Edward Island,) is *Cape Escumeneac Light*, which stands on the cape of that name. This light is found of vast importance in navigating this part of the Gulf. It is a fixed light, shewn from a white wooden building, at seventy feet above the sea, and can be seen for fourteen miles. The rates imposed in respect of these lights in the Gulf of St. Lawrence are: on vessels under 35 tons, 6s.; 35 to 50 tons, 12s. 6d.; 50 to 75 tons, 15s.; and all over 75 tons, 17s. 6d. Coasting and fishing vessels from ports beyond the Gulf, to pay in addition one penny per ton per annum, unless they make other voyages beyond the Gulf within the year, and in no case more than four times in the year.

The want of light house accommodation on this coast of New Brunswick is much complained of by those interested in its navigation. Among other places, a light is most urgently required on the south-easterly entrance of the Bay Chaleur; and another, with a bell tower, should be erected at Cape Tormentine. In consequence of the shoals extending off this Cape, much delay and damage is caused to shipping passing up and down the Straits; and, as the mails are, and must continue to be, conveyed to and from Prince Edward Island in this direction, during the winter season, a bell tower on this Cape, and another on Cape Traverse, would save both mail carriers and passengers much of that suffering and delay so frequently caused by instantaneous and violent snow storms during the passage. The reader may imagine a mail boat, endeavoring to work her way across the Straits through broken ice, carried by the tide, setting, as it always does, across her intended course, often dragged over fields of ice in motion, and again launched on water mixed with snow or ice; and he will easily believe her situation to be by no means enviable, especially during those violent snow storms, accompanied with wind, which so frequently arise. Although the distance is but nine miles, yet, as no alarm can be given or sound produced to denote her position on either side, the danger is too apparent to need further argument. Hitherto, indeed, in consequence of the weather wisdom of the mail carriers, much of the inconvenience that might thus arise is avoided; but surely every step should be taken, on the part of the lower Provinces, to render this branch of the public service as safe and expeditious as possible. Whether this improvement be adopted or not, there is no sailor frequenting the Straits, who does not feel how much a light house on Cape Tormentine would benefit the navigation, and this would probably have prevented many of the recent disasters.

Saint John

"

"

"

"

"

Eastport

Saint John

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

Shediac

"

"

"

"

"

"

"

"

"

Bay Verte

Cape Tormentine

Halifax

"

"

"

"

"

"

"

"

"

Fredericton

"

"

"

"