

position and enter the few harbors existing on the South Shore, than on any coast with which I am acquainted.

In my opinion light-houses should be placed in the following places, together with heavy guns and powerful fog bells or whistles, those at present existing not being of sufficient calibre, and being therefore for all practical purposes of little avail.

1st. A Light-house on the Bird Rocks, a most important station; one on Cape Ray, and a light-ship on Sandy Beach in the Bay of Gaspé,—especially conducive to making Gaspé Harbor, the only one in the County.

*Richards.*—In compliance with the wish of the Chairman of the Committee on Fisheries and Navigation that I should state my views as to the means required to render the navigation of the Gulf and River St. Lawrence comparatively safe and easy, I beg to state as follows:—

1. With regard to the number of lights in the Gulf.

One is much needed at the Bird Rocks and also in the vicinity of Cape Ray. With these additions the lights as far as number would be complete, that is leaving out of consideration the passage through the Straits of Belleisle, open a much shorter time during the year.

2. The efficiency of the lights now in operation.

Those at St. Paul's Islands, and at Heath Point Anticosti, all of which I saw in May last, under favorable circumstances, are deficient in intensity. Such important positions should have lights of the very best order.

*On this point I should suggest the substitution of the electric light for the oil lamps now in use, as being the brightest artificial light yet known, and which has been in use for some time past at Dungeness, on the south-east coast of England.* The apparatus in full working order was exhibited by the Brethern of the Trinity House, London, in the Paris Exhibition of 1867.

3. Steam fog trumpets,

Are required at St. Paul's Islands (the Bird Rocks,) Pointe des Monts and Father Point. At Bird Rocks and Father Point a single blast, but at St. Paul's and Pointe des Monts alternate deep and shrill sounds, in quick succession would be of great value in enabling a vessel to discover her position. A fog signal at south-west point Anticosti would also be valuable.

4. Adjustment of ships' compasses.

On the subject of the local deviation of the above, it is to be feared to much ignorance prevails, and the difficulty consequent on the introduction of so much iron in shipbuilding is increasing. The magnetic phenomena in these parts so variable, and differing so much in their effects in different ships, require more than usual care and observation on the part of those charged with the duties of navigation, as the errors induced are so serious.

A ready means, however, is at hand. With the aid of a good compass fitted with a reflecting circle, and the tables of sun's true bearing by Staff-Commander Burdwoods, Royal Navy, (sold by J. D. Porter, 31, Poulting,) the deviation or error in the compass caused by the iron of the ship, could be found on all the principal points at sea, when the sun was visible, in the course of half an hour. No ship, therefore, ought to go to sea without these articles.

In conclusion, I would observe that to reduce the risks of navigation in the Gulf, nothing is so important as the adjustment of ships' compasses, and, considering the large interests at stake, some Government supervision is necessary.

*Sutherland.*—As the navigation of the Gulf and River Saint Lawrence is very dangerous, I consider that light-houses and light-ships, with Cannon and powerful whistles for thick weather should be placed in the positions mentioned below:

1. A Light-house on Cape Ray, Newfoundland, marking one side of the entrance to the Gulf.

2. A light house on the Bird Rocks, Magdalen Islands. This is a very dangerous position and lies in the direct path of all ships.

3. A light-house at Cape Chatte, on south side the River, as necessary as the one already existing on Pointe des Monts.

4. Light-ships on Manicouagan Shoals and Red Island Reef. Unless these be placed two of the most dangerous spots on the River remain undistinguishable in thick weather.