

the interests of her trade and navigation, to build and maintain expensive lighthouses and fog-whistles on the territories of her neighbours, free of charge, to the ships of all nations. The large island of Newfoundland, with its dangerous coast of rocks and shoals, lies immediately at the entrance of the Gulf of St. Lawrence, and vessels trading to ports in the river and Gulf must pass either to the north-west or south-east of that island, and many a good ship has come to an untimely end on its iron-bound coast, owing to fogs, snow storms, unknown currents, variation of compass, or some miscalculation or error of judgment. But as Newfoundland was not particularly interested in the efforts of Canada to secure the carrying trade of the west, or to render the route to Europe more safe and speedy than it formerly was, Canada could not reasonably ask Newfoundland to build and maintain lighthouses on its shores for the benefit of shipping trading to her ports. The only course for Canada to adopt, therefore, was to ask permission from Newfoundland to establish lighthouse stations on her shores, which would be free to the shipping of Newfoundland as well as to the vessels of all other countries which had occasion to use them. This permission was readily granted, and Canada has erected, since Confederation, a lighthouse, with a steam fog-horn attached, at Cape Ray, for the benefit of vessels entering the Gulf between Cape Breton and Newfoundland; one at Cape Bauld, with a steam fog-horn, for the benefit of vessels entering the Straits of Belle Isle; a lighthouse at Point Rich, and one at Cape Norman, also for the benefit of vessels entering by that route. It was considered very important by steam-boat owners to have this route properly lighted, as it shortens the distance from Quebec to Liverpool upwards of 200 miles, as compared with the southern route between Cape Breton and Newfoundland. It is not usually available, however, till about the 1st July, owing to the danger of meeting heavy icebergs, and even after that date the icebergs in some seasons are found in it of considerable size. Another instance occurred many years ago in New Brunswick, where the Government of that Province, previous to Confederation, wished to establish a light station on a small island or rock, belonging to the United States, called Machias Island, situated near the coast of the State of Maine, and in the track of vessels trading to St. John and other ports in the Bay of Fundy. Possession of the island was obtained, in 1832, from the United States Government for this purpose, and two powerful lights were established there, and more recently a steam fog-whistle was added to the light station. These aids to navigation, built on foreign soil, have been of the greatest possible service to United States shipping, as well as to Canadian traffic, heavy fogs frequently prevailing during the summer months on that coast.

A case occurred a few years ago in which the Canadian Government was desirous of having a new light established on Passage Island, in Lake Superior, to facilitate vessels trading to Port Arthur in connection with our rapidly increasing trade to Winnipeg and the North-West. The island belonged to the United States, and application was made by Canada to the authorities at Washington

for  
corr  
sum  
purp  
now  
alon  
Wh  
Was  
Can  
Lak  
ship  
mer  
wes  
the  
the  
ope  
I  
in a  
hav  
will  
ben  
me  
coa  
for  
the  
ligh  
pan  
A  
pri  
sta  
rec  
cus  
nee  
wh  
las  
fiv  
15  
ow  
sa  
in  
in  
fr  
ba  
gr  
be  
lo  
on  
on  
la  
ti