

Next is the Traverse, where a leading light is greatly required at the second buoy above the light vessel, as the course from the light ship to the second buoy is S.W. half W. and from that to the Pillars S. W. half S.

The change of course one point in so short a distance, and such narrow water, with so strong a tide running, it would be most desirable to have a leading light.

The buoys here require some improvement in their construction, because during most of the strong flood and ebb, they are seldom seen above water. They ought to be made cone-shaped above as well as below, and not with a flat surface as they now are. Were they so constructed, a portion of the buoy would appear above water at all times. How often does the pilot and mariner look for them, and sees nothing but a white stream or wake indicating their whereabouts, and should there be any sea on, he cannot even see that.

At the Pillars, it is well proven how many vessels have been stranded by this light; the steamship *Canadian* and several vessels since on the Avignon rock, in my opinion, greatly owing to the light being a revolving one. The pilot cannot calculate his distance with any accuracy. During the revolution, at its brightest period, you fancy yourself close to it, glaring in your eyes, and during its dullest period, you imagine yourself miles away. I think this light should not be a revolving one, especially in a narrow channel. It is quite different from a sea coast, where you require to distinguish one light from another; but in this case the pilot knows he has passed the Traverse, and his next light is the Pillars.

From thence to Crane Island light, Bellechasse and St. Lawrence Point (now building) to Quebec, the river, with the alterations and the new lights mentioned here, (if a petition were drawn up to that effect) would, I am sure, meet the approval of every shipmaster frequenting the River and Gulf of St. Lawrence.

As regards fog signals, they could be placed after a secondary consideration, but I would mention that a gun or fog whistle on St. Paul's Island would be very desirable, instead of a bell now in use, which cannot be heard at any distance.

Now, as there is no place in the world where insurance is so high on vessels as on those trading to the River St. Lawrence, if the improvements here enumerated could lessen the casualties, it would be advantageous to both merchants and ship-owners, as their property could be covered at a cheaper rate. I do not know of any coast so poorly lighted as the Gulf, where there is such a trade. This is in answer to question 37, which I consider the most necessary in the Schedule.

*McGonagle*.—Steam trumpets are wanted on the Bird Rocks, Manicouagan shoals, Red Isle, and a second light in Traverse.

*Doyle*.—A light and gun or whistle on Bird Rocks, also a light at Cape Chatte, a trumpet or whistle on Red Island Reef, a trumpet at Manicouagan shoal, and a light at the western end of Traverse.

*Clark*.—Steam trumpets are wanted on the Bird Rocks, Manicouagan shoals, S. E. end of Red Isle, and a second light in the Traverse.

*Morgan*.—Steam trumpets are wanted on the Bird Rocks, and a light-ship at Manicouagan shoals, Red Isle, and a second light in the middle of the Traverse.

*Leslie*.—Light on Bird Rocks, Cape Chatte; light or trumpet on Manicouagan shoal, and another light on upper end of Traverse.

*Jamieson*.—A light and trumpet at Bird Rocks, a light at Cape Chatte, a trumpet on S. E. Red Island Reef, a trumpet on Manicouagan shoal, and a light on upper end of Traverse.

*C. Cole*.—At Cape Chatte, a distinguishing signal on Red Island Reef in fog, and a light on Manicouagan shoal.

*Cook*.—A light and steam whistle at Bird Rocks; a light at Cape Chatte; a trumpet on Red Island Reef, a trumpet at Manicouagan shoal, and a light at upper end of Traverse.

*Harris*.—A light and steam whistle on Bird Rocks; a light at Cape Chatte; a trumpet on Red Island Reef; and a light Manicouagan shoal.

*F. LeGressly*.—I consider that the navigation of the Gulf of Saint Lawrence is extremely dangerous, especially at the seasons when vessels engaged as mine is in freighting fish, (loading as we do on the coast) have to frequent it, i. e. in spring and autumn. Fog and snow storms are frequent, and the few light-houses and the absence of guns of sufficient size, and fog bells, &c., render it more difficult to make land, ascertain our