

The house and premises at present occupied by the Trinity House, are leased from Mr. Charles Mackenzie, for a term of six years, to expire on the 1st May, 1873. Yearly rent, \$800.

The Light Houses and Provision Depots, between Pointe des Monts and Belle Isle, are supplied by the Provincial Steamer "Napoleon III," and the service of those above Pointe des Monts is performed by the Provincial Steamer "Advance," which is also employed in the service of the beacons and in laying down the buoys in the spring, lifting them in the fall, and replacing those which are occasionally driven from their stations by ships running foul of them and other accidents.

The "Advance" is also used in the exploration of the north channel of the river, with the apprentices of Pilots, twice in the season, as directed by the 22nd section of the Act 12 Vict., ch. 114.

The steamer "Napoleon" makes two voyages in the season on the Light-House service; Belle Isle being the most distant point, nine hundred miles from Quebec. Those voyages average about twenty days each, and it very often occurs that, during her absence, the "Advance" is called upon to replace buoys accidentally carried away from their stations, or to perform other services connected with the beacons, &c.

Another objection to the "Napoleon" being employed in laying the buoys is, that several of them lie close to rocks, upon which there would be danger of her grounding; others lie in shoal water, and could not be laid by this vessel, except at flood tide, hence, delays prejudicial to the shipping would occur.

The Board are therefore of opinion that the whole service could not be efficiently performed by one vessel.

The number of lights under the control of the Trinity House is twenty-two. Three of them are small lights above Quebec.

Number of Buoys in the St. Lawrence	41
" " in Gaspé Bay.....	3
	44
Number of Beacons.....	38

All the buoys, except one in the Bay of Gaspé, are of wood.

The first cost of each buoy, with its moorings, is \$158.

And the average cost of maintenance of all the buoys for the last three years has been \$1,740.

Estimates for iron buoys have been obtained, and it does not appear that their first cost would exceed that of wooden ones; but it is doubtful if they would not be more expensive in the end, as, in the event of their being run foul of and stove, they would undoubtedly fill and sink, and become obstructions to the navigation.

As regards economy in the performance of the several duties imposed upon the Trinity House, the only saving the Board could suggest, would be a steamer of less power than the Napoleon, with equal carrying capacity for the Light House service; but as guardians of the navigation, the Board cannot overlook the important services which have, from time to time, been rendered to the trade by the Napoleon and Victoria, the whole of this extra service has now to be performed by the former, the only steamer in the Dominion with a power equal to such service; besides it is questionable whether the Napoleon would sell for a sum equal to the cost of another boat of less power capable of doing the Trinity House service, but insufficient in cases of emergency.

On the subject of Pilotage it may be remarked, that frequent complaints have been made by Shipmasters, to the effect, that the Pilot Schooners are not regularly kept on their stations, whereby ships are detained for want of Pilots, and sometimes induced to run on at great risk without them; that they also experience detention in landing their Pilots when outward bound.

It would be worthy of consideration if the number of Pilots should not be limited, say to two hundred, allowing every Pilot to take an apprentice; such apprentices when out of their time, and while waiting for a vacancy to be branched, to be bound to navigate the River, or be allowed, under certain restrictions, to engage on board of sea-going vessels, for the purpose of improving their capacity as seamen.