

frequenting this port as to the requirements necessary for rendering the navigation of the Gulf and River St. Lawrence easy and safe, I have taken every opportunity to obtain the opinions desired,—As all masters of vessels seemed to agree in the opinion of those already furnished, I thought it unnecessary to trouble the committee with any written answers in addition to those already sent to you,—but give you their views in the following paragraph :—

The masters of vessels whom I have consulted agree in opinion :

That a steam trumpet and a good light should be placed on the Bird Rocks.

Also a steam trumpet and light on Manicouagan shoal.

A steam trumpet on the south-east end of Red Island reef.

And that a second light, affording a leading light, should be placed in the Traverse.

Which several ameliorations in their judgment would make the navigation of the Gulf and River St. Lawrence easy and safe.

The masters of vessels generally bear testimony to the sobriety, intelligence and usefulness of the pilots as a body [with as few exceptions as are usually found among so large a number of men.

In Mr. John Richard's (navigating Lieutenant R. N., H. M. S. "Constance") communication, the committee will not fail to remark the suggestion to substitute the electric light for the oil lamps now in use, it being the brightest artificial light yet known.

The late Professor Faraday, in his report on this light, "Royal Institution," 29th April writes :

"I beg to state that in my opinion Professor Holmes has practically established the fitness and sufficiency of the Magneto-Electric light for light-house purposes, so far as its nature and management are concerned.

"The light produced is powerful beyond any other that I have yet seen so applied, and in principle may be accumulated to any degree ; its regularity in the lantern is great, its management easy, and its care there may be confided to attentive keepers of the ordinary degree of intellect and knowledge."

In a personal interview with Lieutenant Richards, he seemed to think the introduction of the Electric light of such great importance for vessels navigating the Gulf and River St. Lawrence that in furtherance of the views of the committee I have procured full information on the subject, and particularly as to the cost of Magneto-electric light compared with the oil lamp lights now in use: And transmit to you to be laid before the Committee a series of papers printed by order of the (Imperial) House of Commons, a perusal of which will give an accurate idea and furnish full particulars of the Magneto-electric light now well established on the coast of England.

The parliamentary papers consist of—

- Called for by Lord Louvain 4th August, 62. 1st.—Copy of Mr. Faraday's Reports on the Electric light to the Royal Commissioners and of those made by order of the Trinity Board.
- Called for by Mr. Milner Gibson, 24th April, 1868. 2nd.—Copy of Reports to the Trinity House, by Professor Faraday, upon the Electric light now in use at Dungeness, subsequent to his report of 5th July, 1862, printed in Parliamentary paper, No. 489, of session 1862; of correspondence between the Board of Trade and the Trinity House concerning the said light; and of correspondence between the Board of Trade and the Trinity House concerning proposed alterations in the Portland light-houses, and the adoption of the Electric light at that station.
- Called for by Mr. Graves, 30th May, 1866. 3rd.—Copy of correspondence between the Board of Trade, the Light-house Boards, and other bodies or persons, concerning the Electric light, subsequent to the date of the last Parliamentary Return.
- Called for by Mr. Stephenson Cave, 21st April, 1868. 4th.—Copy of further correspondence between the corporation of the Trinity House and the Board of Trade relative to the Electric light (in continuation of Parliamentary paper, No. 313, of session 1866.

The probable cost of the apparatus and the erection as well as the expenses attending the continual regulation and use of the Magneto-electric light will of course be governed by the rates of wages and the cost of fuel in this country. But notwithstanding that the change in the system of lights involves a fresh outlay, the committee will not fail to remark that it is intended to extend the use of the Magneto-electric light in the United Kingdom