

assistance of the light house at Cape Rosier a vessel bound to Quebec can make the river with ease.

But for the large fleet bound to Gaspé Basin another point requires marking, and I would here call the attention of the Committee to the fact that Gaspé Basin is the only harbor in the district from the North Shore to the coast of New Brunswick, that it is the head quarters of one of the men of war employed in the protection of the fisheries, and is the only place to which vessels in this part of the Gulf can run for safety in heavy weather. For these reasons its entry should be made as practicable as possible. The Bay is entered with comparative ease, but about 12 miles up a large sand beach stretches from the south side almost across it and opposite this on the north side is another sand point called Peninsula. Between these points all vessels must pass to obtain a harbor, and it is on the extremity of this sandy beach that a light-ship is imperatively necessary, as many accidents occur from this point not being marked. Inside this beach the Bay forks into two branches, the one to the south-west forming Gaspé Basin. If in addition to the proposed light-ship there was a lantern on Mr. Joseph Eden's wharf at the entrance to the Basin, (which would be but a trifling expense) vessels could enter the harbor without difficulty in any case. However, a light-ship moored on the northern extremity of Sandy Beach is most urgently needed.

In the Bay Chaleur a small light-ship at Paspebiac would be inexpensive and would prove a great boon to vessels making that roadstead; and all mariners agree in declaring that for the navigation of the River St. Lawrence a light-house is required at Cape Chatte, and Light-ships on those most dangerous spots, the Manicouagan Shoals and Red Island Reef.

Of course fog bells, whistles or heavy guns are required for thick weather, and the opinion seems general that the cannon used at present are not of sufficient calibre.

*Henderson.*—Are not dangerous and do not require any of the protections specified.

*Gibb.*—with your permission, I shall begin at the entrance of the Gulf, stating where improvements are necessary, and giving my opinions and reasons therefor.

First—It has been greatly felt by shipmasters frequenting the Gulf (either coming in or going out) the want of a light on the "Bird Rocks," which would be very desirable.

In coming up, the lights on Cape Rosier and south-west point of Anticosti are each of great use to the navigator.

From Cape Rosier to Point des Monts light, a distance of over 120 miles along a curved coast, the navigator has no means of knowing his whereabouts, except in the vicinity of Mont Louis river, where there are four gaps in the land, and these can only be seen in daylight or on a very clear night. In so great a distance, I think it would be desirable to have two lights, one half way, and one certainly at Cape Chatte as a guide to the river on one side; Point des Monts will then form the other.

We now come to that dangerous shoal of Manicouagan, where the want of a light vessel has been very much felt by shipmasters; the more especially that ships try to keep that shore for a north wind, and even on a very clear night the shipmaster has no means of knowing his distance from the land, and very often keeps his ship away, gets out of the wind, and finds himself on the South Shore with current and wind against him, and consequently loses his chance of getting up or down. A light on Manicouagan is extremely necessary both for the safety of vessels and to facilitate getting up and down the river.

No doubt the safe conduct is the most important, but next to that is despatch, and the times that we live in, with so many fast ships and steamers, it is very desirable that there should be more lights, that the mariner should feel confidence in leaving one light and steering for another.

At Bic there is a valuable light of the first class, with the gun as a fog signal.

We now approach Green Island, on which is very good light, but here we have a very dangerous reef—I refer to that of Red Island, where numbers of ships are lost and stranded every year, attended in many cases with loss of life.

I would recommend that very poor red light to be condemned and a flash light of the first class to be established, also a light vessel on the east of the shoal. This alteration is greatly and positively needed. We next come to those lights recently established, such as the Brandy Pots, Pilgrims and Kamouraska, which pilots and shipmasters find to be of great advantage.