

and other North American Colonies. The number of homeward-bound vessels wrecked in the neighbourhood of Cape Pine, has exceeded that of the outward-bound in the proportion of 10 to 1.

The frequent occurrence of these wrecks has been generally, and I think justly, attributed to an indraught of the current into St. Mary's Bay. The inconstancy of this current, and its varying strength and direction, only render it the more dangerous. It is certain that it frequently runs strongly round Capes Pine and Freels to the north-west, especially when southerly winds prevail, and to its effects may be added the heave of the long Atlantic swell, which so generally prevails in the same direction. But, whatever may be the cause, it is certain that vessels bound to the eastward are constantly coming in upon that part of the coast; for, within a single fortnight, while we were at Trepassey, two mail steamers and two merchant ships came close in, and were only saved from running ashore by the clearing away of the fog, and, in one case, by the hailing of the fishermen from the boats fishing just outside the breakers.

A second, and far from unimportant, use of the light on Cape Pine, will be the great assistance which it will afford to the numerous vessels (frequently amounting to more than 100 sail at a time) that take shelter in Trepassey Harbour, especially in the spring of the year, when they seek refuge from the ice, which is driven down upon the coast by north-east winds, but which, being turned off by Cape Race, leaves the entrance of the Bay and Harbour of Trepassey clear.

Lastly, this light will be of great use to the numerous vessels trading between St. John's, Newfoundland, and the various parts of the other North American Colonies and the United States.

Such will be, I conceive, the principal uses and advantages of a light on Cape Pine, which however do not apply in any great degree to vessels outward-bound from Great Britain or Ireland to the North American Colonies, since they, excepting when driven in by the ice in the spring, seldom come near Cape Pine, passing in general far to the southward.

11. A light on Cape Race would answer few or none of the uses which I have attributed to that on Cape Pine, but, on the other hand, to vessels outward-bound from Great Britain and Ireland, and especially to the Royal Mail Steamers, it would be far more valuable.

Thus it appears that a light on each of these headlands would possess distinct and important advantages; and it will probably, therefore, in the end be found necessary to light them both. This consideration induced me to survey the coast from Freshwater Point to Cape Race, and to include it in the accompanying chart,* on which I have pointed out the best site for a Lighthouse on the last-named headland also.

If ever it be determined to place a light on Cape Race, it will be absolutely necessary to distinguish it most obviously from the lights on Capes Spear and Pine. Two fixed lights, vertical, on the same tower, would, I think, do this effectually.

The Lighthouse, as well as the light, should be well distinguished, both in shape and colour, from the Lighthouse on Cape Pine, lest they should be mistaken the one for the other when indistinctly seen in foggy weather.

Finding the existing charts so erroneous as to endanger the safety of any vessel, above the size of a sloop of war, that might chance to visit Trepassey Harbour, I availed myself of the opportunity to make a complete survey of it, to prevent accidents to Her Majesty's ships.

I have, &c.

(signed)

Henry W. Bayfield, Captain,

Surveying the Gulf of St. Lawrence.

Captain W. A. B. Hamilton, &c. &c. &c.
Admiralty Office, London.

CAPE

* See Note in preceding page.