

the "*Middle Ground*," having only from 4 to 6 ft. water on it, and formed of coarse gravel, sand, and mud. Captain Halbutt, who has traded to this port for many years, told me, that when the Lake is high, he is in the habit of taking his schooner across this shoal, through a channel close to the two lights, his vessel, when laden, drawing 9 feet.

2. To the north of the lighthouse built on the N. E. point, running out from the main land, there is a low, marshy spit, destitute of timber, but easily recognised by a *large dead Elm tree*, bearing due N. of the lighthouse: from this point, extending west and south-west, there is another formidable shoal, upon which the *Passport* got ashore on 29th October, 1856.

I have called this, Elm Tree Point and Shoal: the channel between the beacon light, middle ground, and elm tree shoal, is about $\frac{1}{2}$ a mile wide.

3. W. N. W. of the second range light, there is another small shoal called, "*Four Acre Shoal*," nearly half a mile from the shore, but with plenty of water all round it. The existence of this shoal renders it hazardous at night to stretch too far into the bay beyond the second range light.

4. Two miles E. S. E. of the main lighthouse, there is a dangerous rocky shoal in the Lake, with only from 3 to 5 feet water upon it. It is to the eastward of the course steered from the lighthouse for the Scotch Bonnet; and one mile S. E. of this, again, there is another but smaller shoal.

These shoals would materially obstruct the entrance into Weller's Bay.

SCOTCH BONNET LIGHTHOUSE.

The Board of Works have just completed an excellent lighthouse on Egg Island, or the Scotch Bonnet, which is one mile S. S. W. of Nicholas Island. It was lighted for the first time in September, 1856. A bright fixed light, bearing S. E. of Presqu' Isle Light. Can be seen 13 miles.

REMARKS.

This nearly land locked haven of refuge, when once entered, is perfectly secure from every wind or sea; there is plenty of water with good holding ground; its dimensions are ample for the whole navy of the Lake; it is well lighted; it is easily entered with any wind, except from the N. W.; and when it blows from this quarter, shelter is easily obtained in many other places; yet, from the want of a few beacons or buoys, vessels often keep the open Lake, or run for much less secure places, rather than face the dangers of the shoals.

COURSES AND DISTANCES.

- From Lighthouse to Presqu' Isle Point, S. W. by W. 5 miles.
- " Presqu' Isle Point to Cobourg, W. $\frac{1}{4}$ S. 24 miles.
- " " Lighthouse to Scotch Bonnet, S. E. 10 miles.
- " Lighthouse to Genesee River, S. $\frac{1}{2}$ E. 60 miles.
- " Scotch Bonnet to Long Point, E. by S. 25 miles.

WELLER'S BAY.

"The Underwriters, Forwarders, Shipmasters, and others interested in the navigation of Lake Ontario are about to petition the Government for the construction of a