In working up the Lake from the eastward at night, give the shore a good two-mile berth when abreast of the Scarboro' heights, otherwise the light on Gibraltar Point will be hidden by the trees on the Island. If bound into Toronto Harbour, keep nearly a mile to the W. of the lighthouse, then steer N. for the harbour lights. In the spring and fall, fogs are prevalent, which hang near the surface, and do not ascend more than thirty or forty feet from the water; the harbour lights, then, will not be seen, in which case, when well to the westward of the lighthouse on the Point, steer for the North Star, immediately under which will be found the red light on the wharf.

When the fogs are so dense as to obscure all the lights or other land marks, the only safe guide is the lead line, and the shore should not be approached where there is less than six or seven fathoms water.

SHOAL.

A sandy shoal stretches into the Lake for a quarter of a mile in a S. W. direction off Gibraltar Point, and is thence continued along the W. side of the Island extending N. to the Bar Buoys which mark the channel into the bay, at an average distance of a quarter of a mile from the Island.

Vessels running for shelter from an easterly gale should anchor on the W. side of the Island about one mile from the shore, where there is good holding ground in six or seven fathoms water, mud and clay bottom: if too near the Island the anchor will not hold in the sand, and a sudden shift of wind will put them ashore on the bar.

DANGER.

There is a large boulder stone within five feet of the surface, nearly midway between the Queen's and Garrison Wharves, and a little to the south thereof.

REMARKS.

Much having of late been said regarding the advantages which Navigation, Commerce, and the City generally would derive from an eastern entrance to the Bay, I cannot allow the present opportunity to pass without raising my voice loudly against a measure, which if carried into effect, must be followed by the most disastrous consequences to the best natural harbour on Lake Ontario.

The authors of the able reports on "The Improvement and Preservation of the Toronto Harbour,"—to whom prizes were awarded in May, 1854, by the Harbour Commissioners—are unanimous in condemning, not only as useless, but actually prejudicial, a canal through the bend or south-eastern portion of the Peninsula. If the integrity of the Island is maintained, there is not the slightest fear of the present channel ever closing, even if left entirely alone; it may become narrower, but it would never become so completely blocked up, as to convert the present bay into a small lake or pond: natural causes are at work to prevent it. During the eight months of the year that the Bay is clear of ice, the amount of water taken from its surface by evaporation alone is enormous: experiments prove incontestibly that three-fourths of an inch a day is a fair average to allow for loss from this source alone. Let us assume, however, that only half an inch takes place. What will be the result? From the 1st of April to the 30th of November we have 244 days; this divided by 2, gives 122 inches, or 10 feet 2 inches, the quantity of water taken from the surface of the bay during the above-named period. Again, taking the soundings of the Bay from the water's edge to its deepest part, we find that ten feet would be a