

erection of a beacon light off the Clay Banks, Lake Erie, at the foot of Detroit River. Several disasters have occurred there.

*Middleton.*—No, with the exception of a rock on which there is from 7 to 8 feet of water, off Colchester Point, Lake Erie, on which a permanent Light house or lightship, ought to be placed. A fog bell or whistle would be of great benefit on Point au Pelée and Long Point, Lake Erie, and Long Point, Lake Ontario.

*Elliott.*—Coasts and channels within the limits of this port, not dangerous.

*Dumaresy.*—The coast and river channel are dangerous from Cape Gaspé up River St. Lawrence. During an easterly storm and fog it is very dangerous for vessels near the south shore, for it often occurs that there is a very heavy sea with a strong tide running towards shore. Fogs are frequent. There is only one light house (that of Cape Rosier). In my opinion there should be another, either at Cloridorm or at Madaline. The Bay of Gaspé would be a very safe Harbor of Refuge during a storm if there was a light house erected on the North Shore in a direct line with the point of Sandy Beach, (or a lightship on the point of Sandy Beach); the former could be erected the more cheaply of the two, and would be equally as good. This would indicate the safe passage at the end of Sandy Beach. This light, with that now erected on Peninsu'a Beach, would make it quite safe for vessels of any size to run into the harbor in any kind of weather; but as it is at present it is not safe for vessels to attempt to run inside of the Beach in thick weather. A light house on the Bird Rock would also be a great help to the mariner; one on Cape Despair has long been called for both by mariners and fishermen. This light is certainly much needed to enable the fisherman, when coming from Miscou Bank in thick weather to find his harbor.

*Store.*—The only light house in the County is at Cape Rosier; there is a lantern hung up at Peninsula, but it is of little use. A lightship is absolutely required on Sandy Beach Point.

*Vigneau.*—Our coasts are dangerous, being generally flat, and the only means of distinguishing the locality being the color of the sand at the bottom, which is visible in broad day, on banks and shoals and some rocky and very dangerous reefs, such as Dead Man Rock, White Horse, Gros Cap Rock, the reach between Bryon and Bird Islands, Oyster Bay Rocks off Coffin and Grosse Islands, Pearl Rock or Reef, about E N E from Entry Island. There is no light house, cannon, alarm bell or whistle or other artificial warning, although fogs are very frequent in the spring, and the currents are very violent.

*Chrasson.*—We have no light houses, fog bells or signal guns, though the navigation is dangerous. Light houses are required on the following Islands: Bird, Brian's, Corps Mort and Isle d'Entree. These points are high and the light houses would consequently cost less as they need not be lofty.

*Bailey.*—It is absolutely necessary that there should be a light on the point of Cap aux Dies, and another on the shoals of the North Traverse at foot of Orlean's Island.

*C. C. Fox.*—Not only is the navigation of the Gulf and River St. Lawrence most difficult, but the dangers of the coast are increased by the fogs and snow storms that so frequently occur.

On entering the Gulf a vessel has on the one side St. Paul's Light, but Cape Ray on the other has nothing to tell its position, and a light house there is very desirable. Then, directly in the path of the shipping, lies that most dangerous group the Magdalen Islands. Bryan Island to the extreme east is precipitous, without even a harbor for a boat, and close to it rise the Bird Rocks on which only this summer, the "Fox," a vessel sailing from this port struck and foundered. The other Islands are in most parts low, and surrounded by shoals and quick sands, and yet no means whatever exist to indicate their presence. All mariners are unanimous in demanding a light on the Bird Rocks, as being at once the most dangerous spot, and one almost always made both by ships entering and leaving the Gulf. Not a year elapses without several wrecks occurring on those Islands, and unhappily they are frequently accompanied by loss of life, for not only are these Islands in the direct path of foreign going ships, but they are the favorite resort of the immense fleet of fishing schooners that frequent the Gulf, and I have myself counted 130 sail anchored at one time in Pleasant Bay alone. Once past the Magdalen Islands there only remain Anticosti and Prince Edward Island. Both are lighted, and with the