

inducement to make the island. On the other hand, it was argued that if a powerful light was placed at each end of the island, they would be visible at a distance of twenty miles or more, quite far enough to warn vessels of their danger, and to enable them to define their exact position in a dark and stormy night, when otherwise they might not be able accurately to do so.

In 1870, after I had heard many conflicting opinions on the subject, I made a visit to the island, and was not long in being convinced that powerful lights there would prove of great service to navigation, and that the high towers necessary for the lights would be serviceable in the day time as land-marks, the island being low and not easily seen at a distance. The Minister of Marine adopted the same view of this much disputed question, and but little time elapsed before Parliament had voted the necessary funds, and two large, substantial wooden lighthouse towers were erected, one at the east end, from which was exhibited a powerful dioptric light of the second order, and another on the west end, showing a powerful white revolving catoptric light, with three faces, following one after another, and then a total cessation of light, both lights being visible from all points of approach, a distance of about twenty miles. The dioptric apparatus was manufactured by Sautier, of Paris, and the revolving catoptric apparatus by Chanteloup, of Montreal. Both these lights have been of great value to navigation, and the towers, glistening in the sun during the day, can be seen a long distance off, when the island itself cannot be seen, and are as useful as day beacons, as the lights are at night.

Steam fog-whistles were also established at each lighthouse station, but, with the roar of the surf, it was found they could not be heard at a sufficient distance to warn vessels of their danger, owing to the bars running out so far from the island, and they were discontinued some years ago. An automatic whistling buoy will be placed immediately by the Marine Department, near the end of the eastern bar, to warn vessels off that dangerous place. The cost to the Government of Canada, of these two stations, including the fog-whistles, was \$70,000.

What is still wanted to make the life-saving station more efficient, is connection by telegraph cable between the island and the mainland, and telephone connection between each end of the island. When this is done, information relating to wrecks will be immediately telegraphed, and a steamer despatched to their assistance.

But little is known of the early history of this island, which lies right in the track of vessels passing between Europe and America, but as far back as 1593, we find that when the French were colonizing Acadia, this island was made a penal colony, and forty French convicts were landed there in that year by the Marquis de la Roche. It has never been very clearly established how the wild ponies or horses got there, but it is supposed by some that their progenitors got ashore from the wreck of some Spanish vessel many years ago, while others are of opinion that they came originally from Normandy, in France, with the French settlers. It has been considered advisable to allow them to remain on the