

light), from the centre of Red Island, and the substitution of a Light Ship at the east end of Red Island Reef, with a Steam Fog Whistle for thick weather.

The report of J. W. Dunscomb, Esq., upon the wreck of the "Ellen" in 1866, (when the whole of the crew perished), will shew that at present the Reef extends fully two and one-half miles south-east of the Light House, and that in foggy weather a ship is ashore before the Island or Light can be seen. During the present season no less than five ships have struck upon this most dangerous Island, viz. :—"Research," "Chieftain," "Advance," "Monsoon," and "Frederick Petersen." The annual expense should be very little more than at present, as the men and apparatus now on the Island could be removed to the Light Ship, and the only outlay would be the cost of the Light Ship herself and the Fog Whistle.

The next in importance is a Light Ship on the Manicouagan Shoals. These shoals are on the North Shore, extending out a very long distance, and are exceedingly dangerous, from the fact, that the soundings in their neighborhood are not to be relied upon as a safe guide.

It is well known that most ships (especially in the spring of the year) keep on the North Shore, to avoid the strong downward current; and the fact that there is not a single light on the whole of this shore above Pointe des Monts, will, we trust, sufficiently prove the necessity that exists for the above named Light Ship. In the fall of 1864 we had to deplore the loss of the "Highland Mary" (with all hands), the "Oden," the "Louise," and the "Messenger," all on the North Shore, and a little above the Manicouagan Shoals.

Owing to the prevalence of fog in the spring of the year, and the fact named above, that so many ships prefer the North Shore to the South, the Council are of opinion that guns placed at Pointe des Monts and Egg Island, and fired at short intervals, (as is done at Bic, Green Island, &c.) would add materially to the safety of the navigation of this part of the Gulf. Within the past three months the following wrecks have taken place in this vicinity, *all in a dense fog*: "Glenalva," at Cariboo Islands; "Enchanter," at Trinity Bay, and "Bethiah Jewett" at Moisie. The Council think it probable that all these wrecks might have been prevented if guns had been regularly fired from the above mentioned points.

At Pointe des Monts a Light House already exists, so that the expense would be merely the cost of the powder consumed.

The Council, as representing the Trade of Quebec, earnestly beg your early and favorable consideration of these important matters, and trust you will be pleased to give instructions to the Trinity House to carry them out without delay.

We have the honor to be, Sir,

Your most obedient humble servants,
(Signed,)

HENRY FRY,
President.
T. H. GRANT,
Secretary.

HON. P. MITCHELL,
Minister of Navigation, &c., Ottawa.

MEMORANDUM for the Honorable Mr. MITCHELL, Minister of Navigation and Fisheries.

The powers and duties of the Trinity House of Quebec are defined by the 12th Vic., chap. 114, intituled, "An Act to consolidate the Laws relative to the powers and duties of the Trinity House of Quebec, and for other purposes," which Act was passed in 1849, and has since been amended, as follows:—

Sections 86 and 90, and so much of the 87th, 88th and 89th sections of said Act as applies to the tonnage dues imposed by the said 86th section, are repealed by the 14th and 15th Vic., chap. 52.

Sections 96 and 97 are repealed by the 3rd sec. of the 14th and 15th Vic., ch. 52.

Sections 53, 54 and 55 are modified by the 13th and 14th Vic., ch. 96, and by the 14th and 15th Vic., ch. 101, so as to apply to vessels over 125 tons only.

So much of the 12th Vic., ch. 114, as provides for the possession by the Trinity