

with the shore is cut off, and the space between and in all directions around are one vast collection of foaming breakers. All the buildings should be of stone.

"The Government steamer visits here once during the year, and lands the rations, supplies of oil, fuel, etc., needed. A large gun is also placed on the rock, which is fired at intervals during foggy weather, to warn vessels of their approach to the rock.

"A few years ago one of Her Majesty's vessels, the "Britomart," ran almost directly on the top of the lighthouse during a fog; providentially a deep gulley intervened between the rock and the ledges through which she passed in safety, though hardly wide enough to admit her. There have been numerous other casualties on these surrounding ledges, many unfortunately causing the loss of all on board. This place should be visited more frequently, not only on account of the wrecks liable at all times to occur in the vicinity, but also on account of accident or sickness happening to the keeper or his family in their isolated home. There should be a steamer kept on purpose to visit this and many other of these Bay of Fundy lights at least once a month. A small, handy wooden steamer would be a great boon to the people living in these lonely places, enabling them to live more comfortably and have more frequent communication with the main land, and also possibly render great assistance to shipwrecked vessels and their crews. The Dominion of Canada has, during the past few years, added greatly to the number of lights and fog-alarms on its vast extent of sea coast, so that it will compare favorably with that of any other nation, and by placing a steamer line through Bay of Fundy, whose sole duty should be to attend to those remote places—would add materially to the efficiency of their marine and lighthouse department, besides the probable saving of much valuable life and property.

"The dangerous Murr Ledge also lie to the south-west of the rock, blocking up the channel between it and Machias Seal Island, and a small light or beacon could easily be erected upon the Yellow Ledge, which is the highest and also the most southern; and a life-boat could be kept on this ledge safely, which would afford valuable aid to shipwrecked persons, and possibly save their lives.

"Early in this month a large new ship, the "Regent" (I understand), 1,400 tons, bound from St. John to Liverpool, found herself hemmed in among these ledges, and, but for favorable winds after a few days' imprisonment, would have probably gone to pieces. I heard her value put at \$100,000. Surely the Marine Department should to these fog death pits!"

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#### DREW'S HEAD, BEAVER HARBOUR (FIXED RED.)

Lat. 45° 3' 45" N.; Long. 66° 44' 0" W.

I visited this Station on the 26th August, 1878. I found everything connected with the lighting apparatus in good order, as well as the buildings and surroundings. The eastern side of the lighthouse tower leaks, and the siding will require to come off and be relaid, with less surface exposed to the weather; three inches is as much as the siding on the lighthouse tower can be laid with safety to be tight. The usual width of siding here is six inches.

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#### BLISS ISLAND (FIXED RED.)

Lat. 45° 1' 15" N.; Long. 66° 51' 0" W.

The supplies were landed at this Station from the "Newfield," on the 20th August. Everything about this Station is kept clean and orderly. A small expenditure on the building used as a kitchen would be well applied, and a well should be dug, if possible, as the keeper is obliged at present to bring water from a long distance.