

Since the Manicouagan and Red Island light-ships have been placed on those dangerous shoals, with their powerful double lights at night, and penetrating steam whistles in thick weather, these dreaded localities, which had formerly doomed many a noble crew to a watery grave, and engulfed many a fine ship, have become almost entirely shorn of their records of disaster.

To these means of protection for the mariner, has been added the International Code of Signals, in connection with the system of telegraphing, for which we are indebted to the energy and perseverance of the Honorable Dr. Fortin, who received from the Minister of Public Works, the Honorable Mr. Langevin, his powerful support, and now the system, in many directions, is in perfect working order, and is an invaluable boon to the great shipping interest of Canada. That you may better understand the working of the signalling by flags, I have prepared a couple of staffs in this hall. To the right, we will suppose, the staff represents the main-mast of a ship; to the left, the flag-staff of one of our light-houses, which is also a telegraphic station, with the wires in the house, and the keeper, or one of his family or assistants, an operator.

We will now suppose that a ship has left some British port, bound for Quebec, say loaded with 500 tons of steam coal, which is sure to find a ready sale upon arriving. The owner of the ship sees her off, and writes to his Agent at Quebec, that his good ship, say the "Peerless," of Liverpool, 887 tons; official number, 61,964; distinguishing signal, J. V. T. G., left with a fair wind and prospects on such a day. By the first mail steamer, the Quebec Agent gets this letter, and particulars of her cargo, with instructions to sell it, and secure a return cargo with all possible despatch. Time is very valuable in navigation, and the owner would like his ship to make one or two more voyages to and from Quebec before the treacherous latter days of November overtakes her here. Weeks roll