

2nd.—The E. extreme of the Grassy Sand Hills—*see chart*—latitude 43.1. 59m. 05s. north. Longitude, 3d. 49m. 20s. 5 E. of Halifax Dockyard tablet. 11d. 27m. 33s. 5 E. of Obs. Bastion, Quebec.

3rd.—The W. extreme of Grassy Sand Hills—*see chart*—latitude 43d. 56m. 52s. north. Longitude, 3d. 26m. 21s. 8 E. of Halifax Dockyard tablet. 11d. 4m. 34s. 8 E. of Obs. Bastion, Quebec.

If we assume Halifax dockyard tablet to be in 63d. 35m. 19s. 5 west, according to Admiral Owen's determination from Cambridge Observatory, the above named points will be in 60d. 3m. 16s. 7 west, 59d. 45m. 59s. west, and 60d. 8m. 57s. west, respectively. The east extreme of the Sand Hills alone remains unchanged for comparison with the observations of Admiral's Ogle's officers; and it is satisfactory to find, that there was not only no reason to find fault with their determination, but that their latitude, and also the meridian distance from Halifax, is the same as ours, within two or three seconds of space. About two miles of the west end of the Island have been washed away since they observed in 1828; and this reduction of the Island, and consequent addition to the Western Bar, is reported to have been in operation at least since 1811, and seems almost certain to continue. A comparison some years hence with the present survey, can alone show precisely the amount of waste in any given time, the correctness or otherwise of the reported shifting of the Bars, and of the opinion that the Island is insensibly becoming narrower, &c. All agree that there has been no material change in the East end of the Island within the memory of any one acquainted with it, a circumstance of importance with reference to the selection of a site for a light house, the utility of which I now proceed to consider.

The Western Bar can be safely approached by the lead from any direction, with common precaution, and the West end of the Island, wasting continually by the action of the seas furnishes only an insecure site; I have therefore no hesitation in thinking a light there unnecessary for the general purposes of navigation, whilst at the same time I admit the correctness of the opinion, that a light at the West Flag Staff or Principal Establishment, would be highly useful to the Colonial vessels and fishermen that frequent the Island in annually increasing numbers. The length of the N. E. Bar has been greatly exaggerated, but it is still a most formidable danger, extending fourteen miles from the Island, to the depth of ten fathoms, and thirteen miles to six fathoms,—all within the fast named depth being a line of heavy breakers in bad weather. Not far from the end of this bar, the depth amounts to one hundred and seventy fathoms, so that a vessel going moderately fast, might be on the Bar in a few minutes after trying in vain for soundings. This Bar, moreover, is very steep all along the north side, and is, on these accounts, exceedingly dangerous. The reduction of this Bar from its reported length of twenty-eight miles to its real length of fourteen miles will greatly lessen one of the objections to a light on the East end of the Island, which can be plainly seen from the end of the Bar. It is true that almost all the vessels wrecked upon the Island have come on shore in fogs, when a light could not have been seen; but, on the other hand, I was informed of one or two instances in which vessels have run ashore in clear weather, under circumstances which render it almost certain that a light might have saved them.

Scattari Island.

This Island, in length about six miles, and varying in breadth from one mile to three-fourths of a mile, lies contiguous to the east side of the Island of Cape Breton, and previously to the erection of a Light House thereupon,

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