

MACHIAS SEAL ISLAND.

Lat. 44° 30' 7" N; Long. 67° 6' 13" W.

The supplies were landed at this Station on the 12th August. Mr. Wm. M. Smith took with him Mr. S. Clark, and some other hands, to erect the new dioptric lighting apparatus, of the third order, which was landed safely and has since been erected in good shape, and ready for directions from the Department to have it put in operation.

The following notice in reference to the new lighthouse has already been forwarded to the Department, viz:—

“A dioptric light of the third order has been erected by the Government of Canada on the south-east side of the Machias Seal Island, the two lights bear N. W. and S.E. from each other, Lat. 44° 30' 7" N; Long. 67° 6' 13" W.”

The height of the lighthouse from high-water mark is 66 feet, and from the base of the building to the vane 53 feet. The distance between the two buildings, from centre to centre, is 64 yards.

The Yellow Ledges bear E.S.E. from the new light 10 $\frac{3}{4}$ miles.

The north shoal bears N. $\frac{1}{4}$ E., distance 1 $\frac{1}{2}$ miles of magnetic bearings. These two lights when brought in range, lead 4 $\frac{3}{4}$ miles south of the Mura Ledge, whereas the former lights ranged with them.

With reference to the N.W. Lighthouse, I forwarded the following Report to the Department on the 4th September, viz:—“As Mr. S. Clark and men were on the Island, I directed him to assist Mr. Webster in laying a rail track from the shore to the new coal shed, on the south side of the engine house, and to remove the projecting ends of a dangerous rock lying alongside of the track near low water, which endangers the safety of boats when approaching and lying near the track, the surf forcing them against these rocks with such violence as to break them. It also endangers the lives of the seamen while discharging the coal and supplies. There is most always a heavy roll and surf breaking in over the landing, which frequently carries the boat and men over the track and against and over this dangerous jetting point of rock. One of the boats had her side partly broken in, and a hole stove in her bottom while there this trip, and consequently there was some delay in discharging before it was repaired. There are several other small matters which require to be done, and which Mr. Webster cannot do alone, and which can be done much cheaper while these men are there. I therefore considered it better to allow them to remain to assist Mr. Webster, after Mr. Smith was done with them, until your instructions are received with reference to repairs needed on the North Lighthouse, and then the parties doing that work could finish up whatever remained to be done after Mr. Webster has the new track completed. No work will be done on the North West Lighthouse by those men now there unless you so direct. Mr. George Armstrong's contract work was not quite completed on the new lighthouse building, and I did not know but the Department might make arrangements with him to make these repairs.

Mr. Webster keeps the Station in good order, and is faithful in the discharge of his duties both to the lighthouse and fog-whistle services. He is a very competent engineer.

GANNET ROCK LIGHT.

Lat. 44° 0' 33" Long. 68° 47' 0"

This Station was visited on the 19th of August. $\frac{3}{4}$ Some days were lost by the steamer at Seal Cove, waiting for clear weather to approach this dangerous Station. The supplies were landed safely, and the lumber ordered for the repairs, which the Department has had in view for some years past. The following Report I forwarded to the Department on my return.