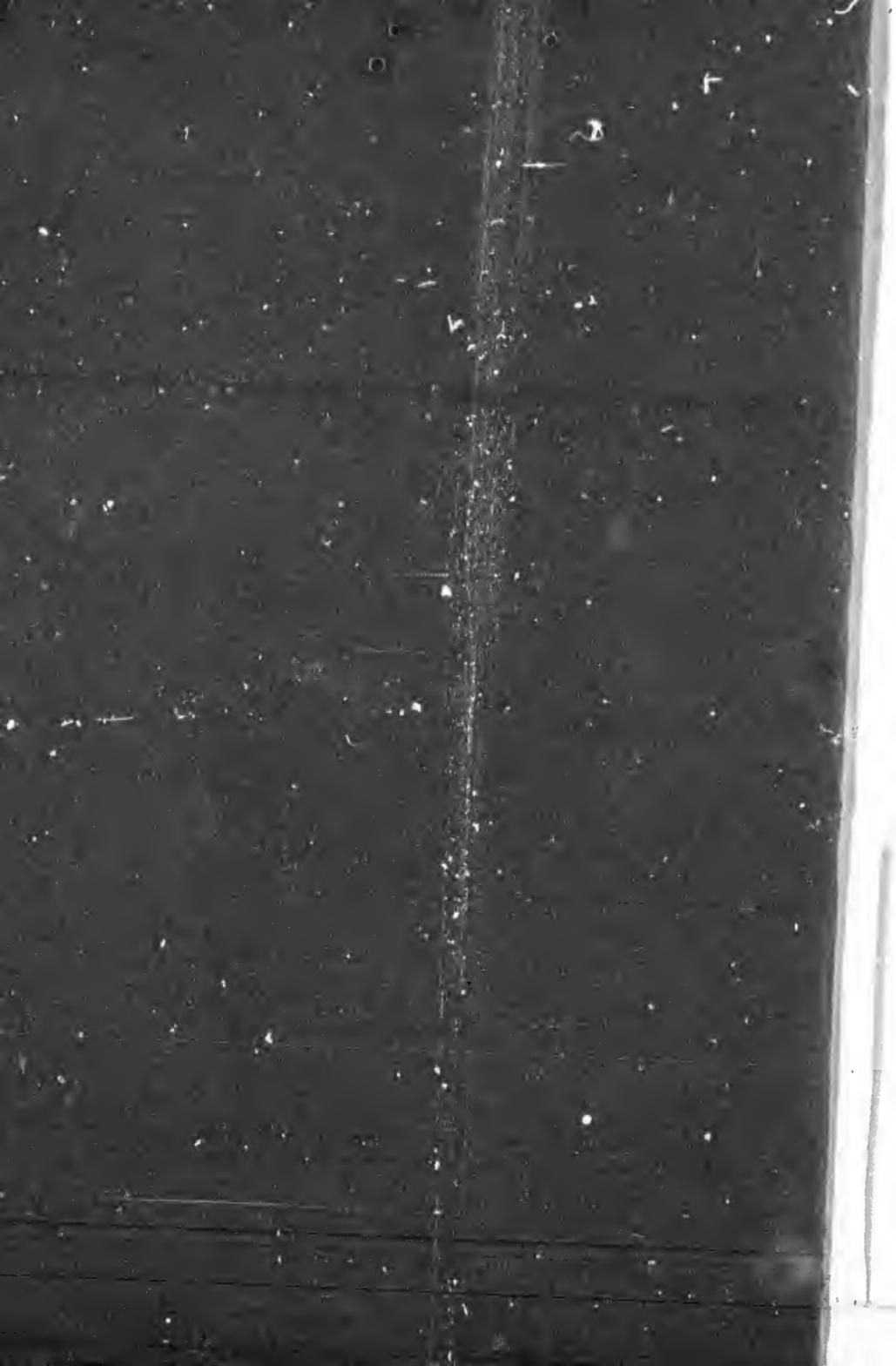


THE QUESTION
OF A
HARBOUR OF REFUGE
ON THE
COAST OF LAKE HURON,
DISCUSSED AT SOME LENGTH BY THE
INVERHURON HARBOUR COMMITTEE,
COUNTY OF BRUCE.

1869.



Toronto:
PRINTED BY HUNTER, ROSE & CO., 86 KING STREET WEST.
1869.



SKETCH OF THE BAY AT INVERHURON LAKE HURON,

from Survey made September 1st 1858.

SCALE, 12 CHAINS EQUALS 1 INCH.

Soundings in feet.

Hunter, Rose & Co. Toronto.

*Fleming & Schreiber
Civil Engrs.*



*The single dotted line in the sheet indicates
the 12 feet Waterline.*

INVERHURON

1858.

CH.

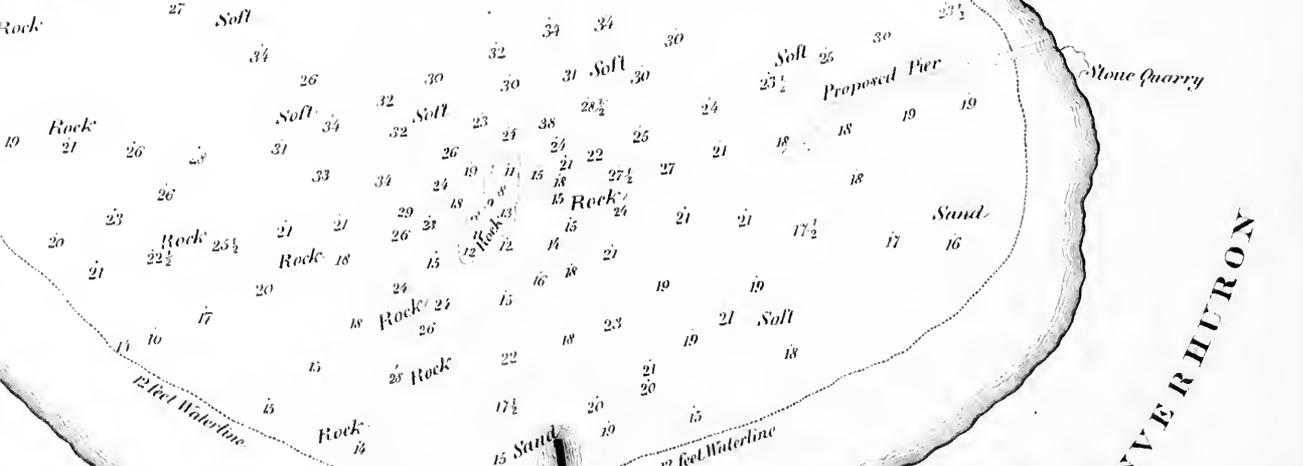
*James & Schreiber
Civil Engineers.*



INVERHURON



Rock 23
Soft 27
Rock 27



GOVERNMENT TOWN PLOT OF INVERHURON

Post Office

Town Line between Inverhuron & Prater.



STRAIT OF MACKINAC

GREAT MANITOWAG

L

A

K

E

U
A
N

THUNDER BAY

H

O

BAY





THE QUESTION

OF A

HARBOUR OF REFUGE

ON THE

CANADA COAST OF LAKE HURON,

DISCUSSED AT SOME LENGTH BY THE

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THE HISTORY OF THE

REIGN OF KING CHARLES THE FIRST

BY JOHN BURNET

P R E F A C E .

*Enquiry of Ministers, Legislative Council of Canada,
February 3rd, 1865.*

“Hon. D. L. McPHERSON, enquired:—

What amount of expenditure is intended to be made by the Government during the ensuing season, in the improvement and construction of Harbours on Lake Huron, on the Coast of the County of Bruce?

Hon. Mr. Campbell, Postmaster-General, said that the necessity of establishing Harbours on the Coast of Bruce had long since impressed itself on the Government, and the only question now was, as to the best situation for them. An Order in Council had been passed, to send a surveyor to the locality, with a view to the selecting of a site for the establishment of a Harbour for commercial purposes, and as a Harbour of Refuge. No report had yet been received, but when it came, he had no doubt that the necessary steps would be taken to carry out the work as soon as possible. As to the amount of expenditure, it was impossible to foresee it at present, but he might say that at all events it would be reasonable. The necessity for these Harbours was recognized by the Government, and they would do all in their power to meet the want.”

HARBOUR OF REFUGE

ON

LAKE HURON.

The necessity existing for a Harbour of Refuge on the Canada shore of Lake Huron, and the importance of such a work, have been so thoroughly discussed, and so fully conceded, that but little remains to be said in reference to those branches of the subject. A few observations, however, in reference to some of the leading points, which, in the interests of our Lake commerce, and of the public at large, should be specially kept in view in selecting a site for the proposed Harbour of Refuge, may not be out of place here.

In the summer of 1865, Walter Lawson, Esq., Civil Engineer, was appointed by the Board of Public Works of Canada, to make an examination of the coast of the County of Bruce, with a view, it is generally understood, to the selection of a suitable site for a Harbour of Refuge on the coast of that county; and it is admitted, on all hands, that that gentleman performed the duty so assigned him with much ability, disinterestedness, impartiality and justice. In the Appendix to his Report on the Harbours of the coast of Bruce, dated October 20th, 1865, addressed to the Hon. Commissioner of Public Works, Mr. Lawson limits the number of harbours on Lake Huron and the Georgian Bay, capable of being made Harbours of Refuge, to seven. "Four of these," he states, "are on the north and Georgian Bay side of the Peninsula, and are out of the course of traffic. The remaining three are on Lake Huron. Only two of these need be mentioned, Inverhuron, 41 miles, and Lyell Island, 89 miles, north of Goderich. The first requires to be surveyed and built, the second to be surveyed and lighted."—*See General Report, Commissioner of Public Works, Canada, 1866, page 92.*

Mr. Lawson does not favour us with the name of the third harbour of the three mentioned, but in all probability he refers to the

natural harbour of Tobermory, or Bury, which he describes in his report, at the same page, 92, as follows:—

“Bury, better known as Tobermory, on the north-western point of the Peninsula, is a good Harbour of Refuge. The entrance is wide and deep, and plenty of water inside, up to the edge, so that vessels can make fast to the shore, and load and unload by a gang-way.”

We see then that Mr. Lawson, in the capacity of an officer of the Department of Public Works, specially detailed for that purpose, disposes in this manner of the question of the location of the Harbour of Refuge, on the common sense grounds of eligibility, and that he virtually limits the choice of locality to Inverhuron Bay, on the coast centre of the settled portion of the County of Bruce, and Lyell Island, in the Township of Eastnor, in the Indian Peninsula, some distance beyond the most remote settlement in the County.

Apart however from the unavoidable necessity imposed in this selection, on the grounds of eligibility as above stated, the question of selection in relation to the trade and commerce of the lakes, and general public interests, may be considered in the following two-fold aspect, viz.:—

1. With reference to the general commerce of the lakes, American and Canadian.
2. With special reference to Canadian lake commerce and interests of a more local character.

First, with reference to the general commerce of the lakes, American and Canadian, it is well known that on Lake Huron, in common with the other Upper Lakes, American shipping and American commerce predominate. In disastrous gales in the fall of the year, the season when the heaviest losses generally occur, the great majority of vessels wrecked on the Canada coast of Lake Huron are American. During the thirteen years prior to the fall of 1863, the number of sailing vessels lost on that coast has been estimated at not less than twenty-five or thirty, besides six steamers, the great majority, nearly all in fact, being American. The exact proportion, however, cannot with any degree of accuracy be ascertained.

In a heavy westerly gale in the fall of 1863, twelve large vessels, chiefly with cargoes, came ashore between Sarnia and Cape Hurd, within a period of twenty-four hours, and all, with two or three exceptions, went to pieces. Of this number, ten were American and two were Canadian. The total estimated amount of losses on American vessels and cargoes being about \$200,000, and on Canadian vessels about \$25,000!!

In connection with these shipwrecks, it is important to know

and to remember, that ten of these vessels came ashore between the Fishing Islands and Kincardine, and only two between Kincardine and Sarnia. They all came ashore during one gale, blowing from nearly due west. This fact has an important bearing on the question of "lake drifts," "draws," or "lake currents," a question to which very little attention or study has been hitherto devoted. It does occasionally happen that vessels caught in a "snapping nor-wester," are disabled and blown off the American shore soon after clearing the straits of Mackinaw, in which case they generally drift in the direction of the Fishing Islands, and sometimes as far south as Chantrey Island. It is well known, however, that the great bulk of disasters occurring to American shipping on Lake Huron, happens to vessels caught in severe westerly or south-westerly gales off Saginaw Bay and Point Aux Barques, on the coast of Michigan. In such gales vessels disabled in those localities off the American coast generally drift in the direction of the Fishing Islands, as many more vessels are stranded in the vicinity of those Islands than on any other portion of the Canada shore. It may happen, too, that with a desire to keep afloat and off a lee shore as long as possible, in the hope of benefiting by change of wind, or by a lull or cessation of the gale, and therefore with a view to ultimate safety, vessels capable of steering purposely take a north-easterly course. Whether this be the case or not, it is well-known that in westerly winds of more moderate violence the drift from the coast of Michigan frequently "sets" in the direction of Kincardine and Inverhuron Bay, in the County of Bruce, that section of the Canada coast being opposite and almost due east of Saginaw Bay, which, running as it does in a south-westerly and north-easterly direction, shapes the course of the current setting out of that Bay during the prevalence of such gales across the lake in the latter direction.

Every mariner, or other person who may have given any attention to the subject, must know that in entering a bay or inlet from the open lake, the shape of such bay or inlet, if running in a different direction from the course of the wind outside, invariably draws the wind out of its course, and gives it a course or direction corresponding with the "lay of the land," or the conformation of such bay or inlet. This diversion from the regular course of the wind for the time being constitutes what is generally termed a "Draw," and its operation in creating a current extending outwards and westward in the lake, may be seen to perfection on Lake Huron when westerly gales, as is not unfrequently the case, commence in the east and extend in the opposite direction. The same principle which operates in a certain manner on a small scale, most generally operates in a similar manner on a larger scale, therefore there is every reason to conclude that the sudden

and abrupt trending or falling away of the land on the Canada coast of Lake Huron, in the County of Bruce, north of Point Clarke, and especially north of Point Douglas, in the Township of Bruce, in an east north-easterly direction, creates and establishes in heavy westerly gales of duration a current or "draw," which usually commencing close to the shore gradually extends westward into the lake, until meeting and uniting with, and accelerated by, the current setting out of Saginaw Bay, a continuous, unbroken current is established, extending completely across the lake towards the Canada coast. A reference to the map will clearly shew that the course of this current must be more or less affected by the direction of the wind and the force of the gale, not merely in giving force to the current setting out of Saginaw Bay, but in shaping its course across the lake; south-westerly gales extending over the whole length of that bay, contributing the maximum force; and westerly gales blowing somewhat transversely, contributing necessarily a somewhat diminished force; while north-westerly and westerly gales may result in stirring up a dangerous sea at the mouth of Saginaw Bay and off Point Aux Barques, but cannot form any current setting out of the mouth of Saginaw Bay.

It is remarkable in this connection, that the great bulk of the drift wood, saw mill slabs, and lath edging from the mills in the Saginaw district, come ashore on the Canada coast of Lake Huron, between Stoney Island, in the Township of Kincardine, and Point Douglas, in the Township of Bruce, in the County of Bruce. It is also well known that on that section of coast, large quantities of flour and fruit in barrels, comprising the deck loads thrown overboard from vessels encountering heavy weather off Saginaw Bay and Point Aux Barques, come ashore almost every fall, and generally on a more circumscribed extent of coast, being chiefly confined to that tract of the shore between McRae's Point, a mile south, and Point Douglas, two miles north, of Inverhuron; not unfrequently, indeed, the whole comes ashore within a much shorter distance. During the second week of this present month (November, 1869), a large quantity of flour came ashore at Inverhuron and immediate vicinity, which could only have been thrown overboard from vessels in distress off Saginaw Bay and Point Aux Barques, in the heavy gales during the latter days of October, and first days of November. If so, then that flour must have drifted across the lake in little over a week.

The following extraordinary occurrence clearly demonstrates the force, continuity, and in certain winds, at least, the direction of the lake current:—Early in the fall of 1868, a collision took place about eight miles below Point Aux Barques, Michigan, and about six miles from the American shore, between the schooner

"Dunderbergh," of Detroit, and the propellor "Empire," of Buffalo. On board the sailing vessel were a number of ladies on a trip of pleasure, among them the wife of one of the owners, E. Wilcox, Esq., a merchant of Detroit. When the collision occurred, or immediately afterwards, this lady must have fallen overboard unnoticed by any one, as she was not missed until all got on board the propellor, when it was found that she was the only one lost. Some weeks later the body of a lady, elegantly dressed, and having on her person several valuable articles of jewellery, was washed ashore on the beach at Inverhuron. A description of the body, the clothing and jewellery, published in the Toronto "*Globe*," came under the notice of Mr. Wilcox, at Detroit, who at once set out for Inverhuron, where he had the remains of Mrs. Wilcox disinterred, and conveyed to Detroit for reinterment, deeply grateful to those residents of Inverhuron who had taken charge of the body of his wife, and secured for the remains decent burial.

Inverhuron must be fully 120 miles in a straight line from the spot near Point Aux Barques, where the collision took place, and as it is not very likely that the body of the deceased lady floated in a straight direction, the probability is that it may have traversed 150 miles or more.

These facts incontestibly prove, that in westerly gales of continuance, the current sets, as already stated, directly from Saginaw Bay in the direction of Inverhuron, and that objects that float low in the water, and upon which the wind has no hold, generally drift with the current in the direction of Inverhuron, while vessels, in order to keep afloat as long as possible, by having the greatest sea-room available, are laid on a north-east course, and, if manageable, are kept in that direction, so that if they ultimately go ashore, this will most likely take place at or near the Fishing Islands. These facts also shew most clearly that if a Harbour of Refuge were constructed at Inverhuron such vessels could and would make directly and at once for that refuge, lying, as it would, directly in the course of the lake current in westerly winds, and within the reach of manageable vessels in south-westerly gales.

The philosophy, or practical theory of the lake currents must be quite obvious to any candid and reasonable person who will devote the necessary time and labour to the investigation of the subject, and whose opportunities for practical observation are of a favourable character. A glance at the map of Lake Huron, shewing the conformation of the land between Cape Hurd and Point Clarke, on the Canada shore, taken in connection with the large Bay of Saginaw, on the opposite coast, must convince any one having the slightest knowledge of lake currents, that the course of the "drifts" must, to a very great extent, depend on the direction of the wind, the force and duration of the gale. And there can be

no doubt that an intimate familiarity with the subject of Lake Huron currents, together with a practical knowledge, founded on actual experience and careful observation of the "drift" on that lake, between Saginaw Bay and the Canada shore, tends, most completely, to demolish the absurd pretensions advanced on behalf of Goderich, by the press and people of that locality, when they assert that Goderich harbour lies directly in the course of the lake "drifts" or currents, and when they actually assign this as reason why the Harbour of Refuge should be constructed at that place. It is true that Goderich does lie, in one sense, in the course of a lake current, but only of a current in heavy northerly or north-westerly gales, sweeping down the coast in a southerly direction, on which occasions it is well known that no vessel can enter Goderich harbour.

It is equally well known that any vessel caught or disabled in a violent northerly or north-easterly gale, and that may be sufficiently manageable to float and maintain an offing as far as Goderich, invariably succeeds in making the River St. Clair, where, of course, she gains complete shelter and safety. This accounts for the extreme rarity of vessels being stranded or wrecked at or near Goderich.

The theories, therefore, framed and published to the world by the good people of Goderich, with such a flourish of trumpets, are utterly groundless.

It is not very probable, however, that in selecting a site for the harbour of refuge, the Government of the Dominion of Canada would be actuated solely by a desire to accommodate American shipping and American commerce, by providing a place of refuge exclusively for the protection of American vessels blown off their own coast in violent gales, in a disabled condition, however desirable it might be to prevent, if possible, the very heavy losses annually occurring to American shipowners on the Canada coast of Lake Huron. Neither need the question be here discussed, as to how far it might be conducive to the interests of American underwriters, and American shipowners and merchants engaged in the commerce of Lake Huron, were they to enter into arrangements with the Government of Canada, irrespective altogether of the contemplated harbour of refuge now under consideration, for the lighting up of the natural harbour of Tobermory, or Lyell Island, or both, as special places of refuge for American shipping in distress, on the northern portion of Lake Huron. This idea is thrown out for the benefit of American interests, and in the belief that it is practicable and worthy of American consideration, and with the Americans therefore we leave it.

A due regard, on the part of the Government of Canada, for Canadian interests, commercial and agricultural, requires that the

selection of a site for the Harbour of Refuge on Lake Huron be made :—

2. *With reference chiefly to Canadian Lake commerce and Canadian interests, whether of a general or more local character.*—Viewed in this light, and entirely apart from the intrinsic and inevitable value of its position, on the grounds of eligibility, Inverhuron Bay presents the best and most suitable location for the construction of a Harbour of Refuge, being situated at a point, not only central as regards the coast of the settled portion of the County of Bruce, but also central as regards the extent of coast between Sarnia and Lyell Island, a tract of coast of about 150 miles in length, totally destitute of anything in the shape of shelter or refuge, to which access can be had in heavy weather. A glance at the map settles the question of centrality, it is therefore unnecessary to discuss this part of the subject at any greater length.

The question of eligibility must undoubtedly, and of necessity, exert an important influence on the selection of a site for the Harbour of Refuge, and while for the present the matter of eligibility may reasonably be left where Mr. Lawson has left it by his Report already referred to, it may not be amiss to consider and point out some of the advantages specially possessed by Inverhuron Bay, and upon which, no doubt, Mr. Lawson founded his decision in favour of Inverhuron Bay.

To entitle any locality to any degree of consideration in the matter of the selection of a site for the harbour of refuge, such locality should unquestionably possess certain indispensable natural advantages.

1. It should be conveniently situated with reference to existing lake commerce, and especially with reference to Canadian lake commerce.

2. It should be easy of access in any weather, and should also be easy of egress, with special regard to offing, in all reasonable weather, and with any wind.

3. It should have an entrance to the anchorage or shelter of ample width, and secure from all risk of being choked up in any manner by shifting sands, or otherwise.

4. It should possess sufficient depth of water, both in the entrance or channel, and in the anchorage or shelter inside.

5. It should possess a sufficient extent of holding ground of the first quality for anchorage purposes, and

6. On grounds of economy it should be favourably situated as regards proximity to the materials necessary for the construction of such artificial works as may be found necessary in connection with existing natural advantages, and the conformation of the locality so selected for the purposes of refuge.





Let us now test the claims and pretensions of the several localities competing for the Harbour of Refuge by the foregoing pre-requisites, the possession of which only can form the basis either of claim or choice, in any selection that may be made of a site for the Harbour of Refuge.

The task of drawing distinctions is not a pleasant one at any time, nor would we, unless compelled by a sense of duty, choose the performance of such a disagreeable work. But this duty has been forced upon us in the present instance, from the reckless and unwarranted manner in which the claims of localities, utterly destitute of the pre-requisites just named, have been prominently and persistently pressed upon the notice of the Government and the country. While holding that no locality should be disparagingly spoken of, merely because of the absence of certain natural advantages, we at the same time claim, that localities to which nature has been more bountiful, shall neither be slighted, ignored, nor unfairly treated, especially in a matter of so great public moment, and in which such important public interests are involved. In a question of such vast public importance as that of our lake trade and commerce, each locality contending for its selection as the site of the contemplated Harbour of Refuge, should stand or fall upon its own merits, or demerits.

1. To begin with, let us examine the claims of Southampton, or rather Chantrey Island, that being the locality, properly speaking, so prominently put forward as the only eligible spot for the location of the Harbour of Refuge by those entrusted with the promotion of Southampton interests. With regard to the claims and merits of Chantrey Island, for purposes of refuge, these might be dealt with in a summary manner by adopting the deliverance of Mr. Lawson as stated in his Report, and at page 90 of the General Report of the Commissioner of Public Works for 1866. After fairly conceding and enumerating all the advantages of Chantrey Island as a commercial harbour, Mr. Lawson concludes in the following brief but comprehensive language:—"It" (Chantrey Island) "would, *if the anchorage were good*, be a first class harbour of refuge." This deliverance is quite to the point, and reflects much credit on Mr. Lawson's impartiality and sense of justice. As there is every reason to believe that the claims (?) of Chantrey Island have been very perseveringly pressed upon the Government, it becomes necessary to refer, somewhat more minutely, to the disadvantages and general unsuitability of that locality for the purposes of a Harbour of Refuge than has been done by Mr. Lawson in his Report or Appendix already mentioned.

The anchorage, such as it is, behind or inside of Chantrey Island, is most difficult of access, in fact, in the case of strangers unacquainted with the locality, access in heavy weather may be said

to be impossible, in consequence of a long and dangerous shoal or reef extending from the island in a southerly direction, and blocking up what otherwise should be the proper entrance or channel, so that the chances would be, that a vessel, even if she succeeded in getting inside the reef in safety, in stress of weather, might run or drift ashore, before she could get up to the anchorage behind the island. As to egress, this, except with the wind off the land, is almost, if not, impossible, in the case of sailing vessels. This is well and generally known, and several notable instances have occurred during the last few years by which some have acquired this knowledge at very heavy cost, in the shape of serious damage sustained by vessels and cargoes, in attempting to put out to the open lake. The serious and insuperable objection to Chantrey Island, however, is that mentioned by Mr. Lawson, namely, the defective character of the anchorage. There is, virtually, no holding ground behind Chantrey Island. When hard pressed, in reference to this matter, the advocates of that locality do not contend that the anchorage is good, but they assert that there is a spot of good holding ground, some say of two acres, others say of one acre or thereabouts, in extent; but if so, then it would seem that those best acquainted with the locality experience much difficulty in finding it when most needed. And, at any rate, such a mere spot is so infinitesimally small as to be utterly valueless for the purposes of such an anchorage as is necessary in the case of a Harbour of Refuge. The true value of the anchorage so called, at Chantrey Island, can best be estimated by the following narrative of facts:—

In the year 1856, the steamer "Mazeppa," at that time plying between Southampton and Detroit, while at anchor inside of Chantrey Island, during a gale dragged her anchor, stranded under the lee of the island, and went to pieces.

Some years later, the steamer "Kaloolah," while running on the Goderich and Southampton route, and under the command of Capt. A. M. McGregor, a thorough sailor, well acquainted with the entire Lake Huron coast, was caught in a gale, in a similar manner, while at anchor in the same place. Steam was kept up and the paddlewheels kept moving to relieve the strain upon the anchors; but notwithstanding this, she commenced to drag her anchors during the night, and would, no doubt, have gone ashore and to pieces had not the captain, with much intrepidity, made a small line fast round his body and swam ashore to the breakwater on the north end of the island, then hauled ashore a large hawser which he made fast to a post, thus further relieving the strain on the anchors; so that by the combined power of anchors, steam, and land hawser, he succeeded in saving the vessel.

In the Fall of 1868, the steamer "Silver Spray," then running regularly on the same route, and commanded by Captain Duncan

Rowan, also a thorough sailor, and well acquainted with every portion of the coast of Bruce, was, in like manner, caught in a similar gale while at anchor also behind Chantrey Island. The storm had not long raged before she, too, commenced to drag her anchors, although she had steam up and engine working to relieve the strain upon them, and the captain found that the only way to save his vessel from the fate of the "Mazeppa" was to scuttle and sink her in shoal water, which he did, and so saved her from a lee shore and destruction.

Let it be remembered, that those three steamers were each and all at anchor on the much vaunted anchorage behind Chantrey Island, and that with all the intimate and minute knowledge of the coast, possessed by their respective commanders, they each failed to hit the alledged holding ground, which, if it exist at all, can only be viewed in the light of a decoy and a snare, to the unwary and unsuspecting mariner, who may be driven to seek refuge there.

In proof of the difficulty of entering the Chantrey Island shelter in heavy weather, it may here be mentioned, that the regular Goderich steamers, the "Kaloolah" and "Niagara," among the number, having on board passengers and goods for Southampton, and being unable to land, or come to, at, or inside of Chantrey Island, have been obliged to put about, and back to Inverhuron, where they have landed such goods and passengers, and found refuge which Chantrey Island did not afford. Another most serious objection to Chantrey Island, if any other were needed, is the fact that, as a general thing, the navigation opens much later there than at any other port on the Canada coast, occasionally many weeks later, so that goods destined for Southampton, have been landed at Inverhuron several weeks before the ice broke up at Chantrey Island. These things are well known to the people residing on the Lake Shore, and to none better than the people of Southampton.

2. Next to be considered in regard to its natural disadvantages, and general unsuitability for purposes of refuge, is Kincardine. As to the general unsuitability of Kincardine for the purposes of a Harbour of Refuge, we refer again to the testimony of Mr. Lawson, contained in the Appendix to his Report, and at page 90 of the General Report already named, where, after giving a somewhat minute description of Kincardine Commercial Harbour, he concludes in these words:—"Commercially, this port" (Kincardine), "is of importance, being the outlet of a fine tract of country. *It is unsuited for a harbour of refuge.*"

The advocates of the interests of Kincardine village and harbour, do not go so far as to assert that Kincardine is either a suitable locality, or that it possesses any of the nat . . . advan-

tages necessary for a Harbour of Refuge. They prefer advancing the claims of Kincardine to Government aid, on the grounds of its value and importance as a commercial harbour, and they would rather see the money which would be required to construct a Harbour of Refuge, divided and frittered away in making improvements, which could only be of an unimportant and imperfect character, from the limited amount for each place, which such a division would afford, at the several points at which landing piers have been constructed along the coast of Bruce, provided always, of course, that Kincardine came in for the lion's share.

It is, indeed, greatly to be feared that, from a spirit of local jealousy, quite unworthy of such an enterprising community, the people of Kincardine would rather have this exposed coast continue as it is, entirely destitute of any Harbour of Refuge, than that such harbour should be constructed at any place near their own village, notwithstanding the unquestionable benefit which such contiguity would most certainly confer upon the trade and commerce of Kincardine.

As Mr. Lawson does not furnish the grounds upon which he arrives at the decision above mentioned, as to the unsuitability of Kincardine for purposes of refuge, we may here allude to some of them, viz.:—

1. The entire absence of natural shelter, arising from the conformation of the coast, forming, as it does at that place, a straight unbroken line.

2. The narrow entrance to the mouth of the river and sand-bank basin, which some propose to dredge; the width between the piers, being, according to Mr. Lawson, only 70 feet, rendering access in heavy weather absolutely impossible.

3. The shallowness of the water, the depth inside the piers being, according to the same gentleman, only 7 or 8 feet.

4. The impossibility of securing ample and permanent depth of water, or of keeping the harbour clear, even if dredged out, from the nature of the beach at, and on either side of, the piers for some distance, the same being composed entirely of shifting sands, which are affected, more or less, by every gale of wind. It is well known that vessels of mere ordinary tonnage can only partially load at Kincardine, and are compelled either to haul out to anchor or resort elsewhere, generally to Inverhuron, to complete their cargoes. As a commercial harbour, Kincardine is, nevertheless, an important point, and it is now clearly seen, with unavailing regret, that the Western terminus of the Durham Road, together with the village of Kincardine, should have been located at Inverhuron Bay. The very grave error committed in the location of the terminus of the Durham Road, distinctly shows the necessity of conferring upon officers charged with the surveys of Lake Shore

territories, large discretionary powers, so that natural maritime advantages, whenever they occur, may be utilized in harmony with the general plan of the survey.

The next locality on the list of places competing for the location of the harbour of refuge, demanding our attention, is Goderich. As a commercial harbour, and the terminus of an important line of railway, Goderich occupies an important position, and on that account the people interested in its prosperity and progress, must regret that its natural advantages are so few and so limited. As a fairweather harbour, on a very limited scale, its few advantages are conceded; but in reference to its claims to the Harbour of Refuge, its disadvantages and deficiencies in that respect must be faithfully pointed out. These consist:—

1. As at Kincardine, of an entire absence of natural shelter, arising from the conformation of the coast, there being no bay or indentation whatever in that part of the coast of Lake Huron.

2. The narrowness of the entrance to the mouth of the river or small natural basin inside, the width between the piers being only about 100 or 110 feet, thus rendering it, as a general thing, impossible of access in very severe weather. It is not denied, but freely admitted, that Captains McGregor, Rowan, and others, possessing an intimate knowledge of the coast, and of the local currents prevailing for the time being, have, at very great risk and hazard, with much skill and masterly seamanship, succeeded in making Goderich harbour, in comparatively severe weather, and under circumstances which, while highly creditable to them, would effectually deter strangers from making any such attempt.

3. The shallowness of the water at the mouth of the harbour and between the piers inside, arising from the formation of "bars," and the general filling up of the channel from time to time, caused by the accumulation of the river deposit, and the shifting sands on either side the harbour, moving hither and thither, during the prevalence of northerly and westerly gales.

4. While admitting to the fullest extent the value and importance of the small basin, inside the piers at Goderich, during the season of navigation, it is, nevertheless, well and generally known that vessels cannot lay up in that basin in safety during the winter months, in consequence of the certain and serious risk incurred from the accumulated masses of ice, brought down by the river during the freshets, arising from the spring thaws on the breaking up of winter, and the danger of being either crushed to pieces at their moorings, or of being carried out bodily into the Lake, as happened some years ago, when several vessels were carried out by the united force of the ice and current, one of which came ashore at the time, on Point Clark. So true is this that, as a

general usage, Goderich shipowners, whenever possible, prefer laying up their vessels at other places.

As to the Lake "drifts," or storm currents, alleged as setting so strongly and so surely in the direction of Goderich, as to warrant, in the estimation of the people of Goderich, the claims urged on behalf of that locality, and the assumption of eligibility on the part of the Press of that town, for purposes of refuge, the allegations made in relation thereto, and the inferences deduced therefrom, are alike denied, and have been already refuted and explained in a former part of this paper.

Having thus, on grounds which we hold to be incontrovertible, disposed of the claims advanced on behalf of Chantrey Island, Kincardine and Goderich, as candidates respectively for selection as the Harbour of Refuge, there remains only to examine the grounds on which those entrusted with the duty of publishing the merits and advantages of Inverhuron base their action, in advocating the claims of that locality as the most eligible available spot on the Canada coast of Lake Huron, for the location of the contemplated Harbour of Refuge. These grounds are as follow:—

1. With regard to geographical position. In this respect, Inverhuron Bay is the most central locality on the Canada shore of Lake Huron, being situated about equi-distant between Sarnia and Cape Hurd, as regards general lake commerce, and in the very centre of the lake coast of the main settled portion of the county of Bruce, in reference to local traffic, and the requirements of an important and extensive section of new agricultural country, shut out at present, except by water, from the great centres and marts of commerce.

2. The position of Inverhuron Bay in relation to the lake "drifts," and storm currents of Lake Huron, in westerly and south-westerly gales. This has already been sufficiently and clearly set forth at page 9 of this statement.

3. With regard to the amount of shelter already existing at Inverhuron, arising from the natural conformation of the land and water, and the well-defined character of the Bay, whereby ample protection is now afforded from northerly and north-westerly gales, thus materially diminishing the extent, and consequently the cost, of those artificial works necessary to render the refuge at this place perfectly safe in all weathers. No such natural shelter, so easy of access, exists south of Lyell Island.

4. On the ground of accessibility. From the report of examination and survey, with map or chart, of the Bay of Inverhuron, with soundings by Sandford Fleming, Esq., Civil Engineer, and present Engineer-in-Chief of the Intercolonial Railway, it will be seen that, with the improvements proposed by that gentleman,

there would exist a channel of entrance 800 or 900 feet wide, and having not less than 21 feet in depth, in any part thereof; thus affording safe and easy access to any vessel capable of being navigated, and in any weather. Egress also would be easy in all ordinary weather, the wide mouth of the Bay, and the gradual trending of the land on the south side of the Bay, enabling sailing vessels to make a clear offing, with a head wind, in one or two short tacks.

5. The depth of water in the entrance channel, and on the anchorage, being from 18 to 21 feet, and its permanent character, arising from the entire absence of shifting sands, according to the report of Charles Lee, Esq., contained in the Appendix hereto, and the knowledge and experience of all persons practically acquainted with the locality.

6. The quality of the anchorage on the north side of the Bay, and inside the breakwater proposed by Mr. Fleming, cannot be excelled. Many vessels have ridden out severe gales from the north and north-west, at anchor there, and there is no instance on record of any vessel ever having dragged her anchor on that holding ground.

In 1856, four schooners, at that time engaged in freighting stone from the Inverhuron quarry, for the construction of the lighthouse on Chantrey Island, rode out a severe gale from the north-west of several days duration, at anchor in front of the quarry by the sheer strength of anchors and cables, and the superior quality of the holding ground. These vessels were the "Forester," Captain John Spence, of Southampton; the "Georgia," Captain McGregor; the "Wave," Captain Marwick; and the "Indian Maid," owned by Mr. Brown, of Thorold, contractor. Both Captain Spence and Captain Marwick were salt water sailors; both had sailed over a large portion of the globe; and both declared at the time that they never cast anchor in better holding ground.

Some years later, the steamer "Valley City," on one of her regular trips from Goderich to Southampton, put into Inverhuron Bay during a very severe north-westerly gale, and came to anchor opposite the quarry. She rode safely at anchor for some time, until the wind chopped round to the west, when the Captain, fearing, from the increasing violence of the gale, that the vessel would either part her cables, or founder at anchor, slipped her cables and put to sea, about midnight, only, however, to come ashore a short distance below Inverhuron, after beating about for some hours, in great danger, on the open lake. Many other instances might be given to prove the superior character of the holding ground on the proposed anchorage; these, however, may suffice.

7. In addition to the advantages above enumerated, possessed by Inverhuron over all other competing places, and which must

exert an important bearing upon the question of the selection of a site for the Harbour of Refuge, Inverhuron possesses pre-eminently and exclusively one other advantage above and beyond what any of the other contending localities pretend or claim to possess; an advantage deeply affecting the harbour question in a most important feature, namely, the amount of expenditure involved in the construction of the works necessary for the completion of the refuge for harbour purposes. This special and exclusive advantage pertaining to Inverhuron, consists in the unlimited abundance of quarry stone existing on the north side of Inverhuron Bay, and in close proximity to the breakwater proposed by Mr. Fleming.

In the construction of important works of the character under consideration, when no special difficulties exist, the question of cost depends chiefly on the facility and cheapness, or difficulty and consequent dearness, with, and at which, the necessary heavy materials can be procured. The article of timber can, no doubt, be obtained at any locality along the coast at reasonable prices, and in any required quantities. The article of stone, however, the more important of the two, because of the heavy expense incurred in its transportation whenever this is found necessary, does not exist along the entire coast, nor contiguous to any of the other localities claiming selection as the Harbour of Refuge. There is no stone, at or near, the present commercial harbours of Goderich, Kincardine, or Chantrey Island. Inverhuron is the only locality where stone can be had in unlimited abundance, and in close proximity to the proposed harbour improvements. Illustrative of the scarcity of stone along the Canada coast of Lake Huron, it is only necessary to state that the stone used in the construction of the Light House on Chantrey Island, 20 miles north, and the Light House on Point Clarke, 20 miles south, of Inverhuron, was quarried at Inverhuron Bay, and transported to both places by sailing vessels, at very considerable expense and inconvenience. A large quantity of the stone used in the cribwork of the piers at Kincardine, was also taken from the quarries at Inverhuron, and conveyed thither in schooners and scows, at no little risk, inconvenience and expense.

The corniferous limestone is the only formation on the settled portion of the Canada coast of Lake Huron. It crops out in the bed of the Maitland River, behind Goderich. It does not again appear until it crops out at Inverhuron. This outcrop extends for some miles northward, and as far as Baie-du-Dart, although at a depressed elevation. No other outcrop appears south of the Indian Peninsula. On the north side of Inverhuron Bay the outcrop commences at the water edge, at the very base of the proposed breakwater (see Mr. Fleming's sketch of the bay), where the

bold rocky shore affords deep water up to the very edge of the quarry, so that vessels can make fast to the shore, and load stone by a gangway. And it is because of the abundance of stone at this point, and the saving of expenditure in the construction of harbour works, which would consequently be effected, that Mr. Fleming, in his report, estimated the improvements necessary to afford complete and ample shelter for many years to come, in Inverhuron Bay, at the comparatively low figure of £17,000; and that Mr. Lee, whose report will be found in the Appendix to this statement, was prepared at that time to undertake the construction of said improvements, with additional works to those proposed by Mr. Fleming, for the sum of £18,000; a sum altogether inadequate to pay for the transportation alone of the quantity of stone necessary to construct the extensive works which would be required at some of the other competing places, to afford a much more limited amount of shelter, and that, too, of an entirely inferior character,

Indeed, it may safely be asserted that, from the amount of artificial works necessary to form a Harbour of Refuge at Chantry Island, estimated by competent judges to cost from £150,000 to £200,000, that the total amount required to complete the works necessary at Inverhuron, would barely suffice towards laying down the stone alone, which would be required at Chantry Island.

Should the Government Engineers, however, decide on a scheme different from that of Mr. Fleming, for securing the necessary Refuge at Inverhuron, having reference to the construction of Works on the south side of the bay, or in connection with the rocky shoal in the centre of the bay, then there is abundance of quarry stone close to the shore, and within a few rods of the present landing pier, on the south side thereof. The quantity of stone on either side of the bay is unlimited.

Such then are the advantages possessed by Inverhuron Bay, and the grounds upon which the Committee base the claims of that locality, and respectfully urge their consideration upon the Government of the Dominion of Canada. The Committee have to the best of their ability, endeavoured to set forth the whole question in its true light, desiring only to treat the subject on the sure basis of incontrovertible truth. They ask simply that justice be done in the premises. If Inverhuron is the most suitable locality for a Harbour of Refuge, they respectfully submit that it should be selected for that purpose. If it is not, then a better locality should be chosen, if such can be found. The Committee beg respectfully to refer to the reports of Mr. Fleming, and his map of Inverhuron Bay, the map of Lake Huron, and Mr. Lee's Report published herewith. Also to the allegations set forth in the Petition addressed to His Excellency, the late Governor-

General in Council, a copy of which is contained in the Appendix hereto. Other facts and inferences contained in the foregoing can be corroborated on impartial enquiry and investigation by any one who may devote the time necessary for that purpose.

On a review of the whole matter, and the agitation which has been excited in connection with the Harbour question, it does seem incomprehensible that men can be found who, from mere local jealousies and purely sectional feelings, are ever ready to ignore natural advantages existing elsewhere than in their own immediate localities, and who are prepared to join, not only in endeavouring to prevent the Government from utilizing such natural advantages, but in asking the Government to sanction a needless and extravagant expenditure of public money in the construction of important harbour improvements at certain unsuitable points, when harbour accommodation and refuge of a much superior character in every respect can be secured at another locality for one-fifth the amount of expenditure.

The narrow entrances to the commercial harbours of Kincardine and Goderich, and the difficulty of entrance, together with the absence of holding ground at Chantrey Island, render all those localities unsuitable for Harbours of Refuge, and constitute insuperable obstacles in the way of their ever being used for that purpose. No amount of money can supply those deficiencies, why then urge the Government to throw away money in effecting useless improvements in such places?

A Harbour of Refuge on the coast of the County of Bruce is essentially necessary for the safety and protection of the extensive and increasing commerce of Lake Huron, and the interests and prosperity of an important agricultural district of new country (See paper on Progress of Bruce, Appendix, page 31). And it is contended on grounds, and for reasons which the Committee hold to be indisputable, that Inverhuron is the only available eligible spot for the location of the contemplated Harbour of Refuge.

The Government of Canada have already recognized and admitted the necessity existing for this important improvement by their past action in the premises, and from the known principles of economy in public expenditure which characterize the Government of the Dominion, together with the care and caution exercised by the Department of Public Works, and the Legislature of the country in the selection of the most suitable localities for the construction of public improvements, the Committee cannot but hope that due consideration will be given to the claims of Inverhuron, which, for the time being, have been entrusted to them, and which, on the broad grounds of public justice, and in the general interests of the public at large, they have endeavoured,

feebly it may be, yet firmly, truthfully and conscientiously, to set forth in the preceding pages.

All of which is, nevertheless, respectfully submitted.

Issued by the Inverhuron Harbour Committee.

ALEX. McBEAN,
Chairman.

PETER McRAE,
Secretary.

Bruce, November, 1869.

APPENDIX.

REPORT OF SANDFORD FLEMING, ESQUIRE,

CIVIL ENGINEER, &c., &c., &c.,

DATED SEPTEMBER 30, 1858,

DESCRIPTIVE OF INVERHURON BAY

FOR HARBOUR PURPOSES.

TORONTO, September 30, 1865.

To F. W. WATKINS & Co., Hamilton.

GENTLEMEN,—Agreeably to your instructions, I proceeded early this month to survey the Bay of Inverhuron, and am now prepared to report on its capabilities for harbour purposes.

Inverhuron is situated where the boundary line between the townships of Bruce and Kincardine intersects the shore of Lake Huron. It is situated about 45 miles north of Goderich, 25 miles south from Saugeen, and about 75 miles from Cape Hurd. The bay is well defined, with ample depth of water, a portion of which has, as far as I could ascertain, good holding ground.

A point of land belonging to the corniferous limestone formation, easily quarried into capital building stone, runs out on its northern limit, and gives considerable shelter from north-westerly gales. The bay is exposed to westerly and south-westerly storms; but, as I shall hereafter show, works can be constructed to obviate this evil, so far as giving security to vessels is concerned.

Having some years since explored a large extent of the shore of Lake Huron, and being well aware of the almost entire absence of shelter in adverse winds, I was glad to find that this place, with even a considerable expenditure, could be made serviceable.

The sketch accompanying this will show the outline of the shore, the depth of water, and the nature of the bottom; it will be observed that the water is generally too deep to enable us to convert any considerable area of the bay into a smooth water basin by the projection of piers from both sides. A line drawn from point to point would traverse water the average depth of which would not be less than 30 feet, while at some points it would reach as high as 40 feet. Near the middle of the bay a small shoal is found, with an average depth of ten feet over it; but it being surrounded on all sides by comparatively deep water, I fear it will not prove of any great service, more especially as there does not appear to be anchorage in the south part of the bay.

I am of opinion that a pier placed in the position shown on the sketch would best serve the purpose desired. This pier is intended to run from the west side of the quarry in a S. S. Easterly direction 1,000 feet; thence, bending south-easterly 250 feet, giving a total length of 1,250 feet in water, averaging about 20 feet deep. I think this is the extreme length the pier should be constructed, as a farther extension would contract the "sea room" between its outer extremity and the shoal already referred to; but completed as herein described, with a good light on the Pier head, the smooth water on the lee side would be easily accessible. The area of available water covered by the pier, so constructed, would be from 10 to 12 acres in south and south-westerly storms, and nearly double that area in north-westerly winds.

The cost of this pier, permanently constructed and properly completed, making allowances for the facility with which almost any quantity of stone can be obtained, would not fall short of £17,000; and it may be observed that, while the estimate is for the extreme length of the pier contemplated, a smaller sum expended on a shorter pier, although affording less shelter, would prove immediately serviceable, and answer every purpose until the increased commerce of the lakes warranted the larger outlay.

The point of the bay I have selected for the pier appears to be that which possesses the best holding ground, and with this advantage I feel confident that vessels of any draught, navigating the Lake, could remain snugly behind the pier in any wind or weather; and in view of the importance of a safe refuge, easy of access for vessels during adverse winds, I am strongly of opinion that it would justify even a large expenditure as a Provincial undertaking.

I have the honour to be, Gentlemen,
Your obedient Servant,

SANDFORD FLEMING.

REPORT OF CHARLES LEE, ESQUIRE, &c., &c., &c.

Dated December 13th, 1858,

DESCRIPTIVE OF INVERHURON BAY

FOR HARBOUR PURPOSES.

Toronto, Dec. 13, 1858.

To Messrs. GUNN, WATKINS AND SPENCER :

GENTLEMEN,—In accordance with your instructions, I have visited and examined the site of the proposed Pier at Inverhuron, Sable Bay, Lake Huron, and now beg to hand you the following report :

The Town Plot of Inverhuron is situated on Inverhuron Bay, on the North-east shore of Lake Huron, at the junction of the Townships of Kincardine and Bruce, in the County of Bruce.

A pier 600 feet in length is already built near the townline, which answers the purpose of business in the summer, but is altogether inaccessible during the prevalence of south-westerly and westerly gales.

The bay is one of the most beautiful on the lake, and is marked out by nature as the site of a Harbour of Refuge, not only from its own positive advantages, but from its central location for vessels going up or down the lake, being readily accessible in west, north-west, south, and south-west winds, from which quarters the heavy gales invariably blow which disturb this shore of the lake.

The anchorage ground of the proposed harbour is a good clay bottom, there being an entire absence of shifting sand or drift, which is clearly demonstrated by the fact that on the shoals in the bay and at the present pier no accumulation whatever has been formed.

I have examined the small lithographic map, by Mr. Fleming, with the proposed pier marked thereon, and I think that is the proper site for the pier, 1,250 feet in length, which, if built out in the direction there shown, would give an anchorage, in south and

south-westerly storms, of about twelve acres in area, and in westerly gales of from 25 to 34 acres, without any dredging or excavation of any kind whatever being required.

I made a very careful examination of the whole coast, from Goderich to Southampton, and found no site at all equal to this; all the rest would require two piers to be built, and a quantity of dredging to be executed, and even then would fail to supply the anchorage and facilities this would afford, as a vessel could readily make this harbour under a press of canvass in a storm, have abundant room to round up in lee of the pier, and find herself in a capacious anchorage of from 12 to 35 acres in area (according to the direction of the wind) of still water, and of sufficient depth for the largest craft, to within 150 feet of the shore.

I took soundings along the proposed site of the pier, and found at a distance of

100	feet from the shore,	a depth of	9 feet of water.
200	"	"	14 "
300	"	"	15 "
400	"	"	17 $\frac{1}{2}$ "
500	"	"	19 "
600	"	"	19 "
700	"	"	18 $\frac{1}{2}$ "
800	"	"	18 "
900	"	"	18 "
1000	"	"	18 "
1100	"	"	18 $\frac{1}{2}$ "
1200	"	"	19 $\frac{1}{2}$ "

And from the soundings taken at intervals of 100 feet, I found that these depths obtain with uniform regularity at the same distance from the shore, from the proposed to the present pier.

The pier would be protected in the spring from any great pressure of ice by a long shoal extending into the lake on the west side, which would prevent any accumulation of ice.

Its central position between Sarnia and Georgian Bay, again marks it out most prominently as the Harbour of Refuge for merchant vessels, while for a depot for revenue cutters it would be admirably adapted, not only from its readiness of access in all weathers, its ample accommodation for any number of vessels, but further from the fact of its being clear moving water, by which such vessels would be less liable to rot from lying any length of time in harbour than if it were a more confined bay.

As to the necessity of such a harbour, I may mention the fact that within the last nine years there have been sixteen schooners and four steamers lost on this shore, in several instances with their crews, which might in all probability have been prevented had a

Harbour of Refuge existed; and as the trade of Lake Huron, now altogether in its infancy, is beginning to be enlarged and developed by the tide of emigration setting in that direction, and from the great attention now being given to the resources of the great North-West, may reasonably be expected to increase in a ratio altogether unprecedented, a Harbour of Refuge similar to the one proposed by Mr. Fleming becomes a still more urgent and imperative necessity.

With regard to the cost of construction, I may add that from the fact of only one line of cribbing, and no dredging being required, the whole might be done at a cost of £18,000 currency.

I have the honour to be,
Gentlemen,
Your obedient servant,

(Signed)

CHARLES LEE.

PETITION FOR
HARBOUR OF REFUGE,
COUNTY OF BRUCE.

TO HIS EXCELLENCY VISCOUNT MONCK, GOVERNOR-GENERAL :

The petition of the undersigned inhabitants of the Townships of Bruce, Brant, Kincardine, and Greenock, in the County of Bruce, and Province of Ontario,

HUMBLY SHEWETH :

That in consequence of the great and rapid increase in the export and import trade of the County of Bruce, the time has arrived when extended harbour accommodation on the east coast of Lake Huron becomes necessary, and your Petitioners have learned with

much satisfaction that it is the intention of the Government of the Dominion to supply this want by the construction of a Harbour of Refuge for the safety of vessels navigating Lake Huron.

That when the first survey of the coast of the County of Bruce was ordered and carried out by the Department of Public Works, under the Government of the late Province of Canada, in the year 1855, the Bay of Inverhuron, either through inadvertence or misinformation, was not included in the instructions of the surveying officer, Mr. Robinson.

That through the timely interposition of the Member for the United Counties of Huron and Bruce, at that time, the Hon. Mr. Cayley, the survey of that Bay was ordered under instructions from the Board of Works, dated about the first of February, A.D. 1855.

That the result of the examination made at that time was such as to lead to the immediate construction of a landing pier at Inverhuron, and to prove incontestibly that the natural advantages possessed by Inverhuron Bay, for the construction of a Harbour of Refuge at a moderate expenditure of money, and on a scale sufficiently extensive for the requirements of commerce for many years, are superior to those of any other point in the settled portion of the County of Bruce, or South of the natural harbour of Lyell Island, which lies too far north to be of service to the coasting trade of the County of Bruce at the present time.

That in the year 1858, a further survey and examination of the Bay of Inverhuron was made by Sandford Fleming, Esquire, present Engineer-in-Chief of the Intercolonial Railway, a copy of whose report and survey are hereunto annexed.

That late in the fall of the same year, a still further examination of the Bay of Inverhuron was made by Charles Lec, Esquire, of the City of Hamilton, contractor, with a view chiefly to estimate the cost at which the improvements recommended by Mr. Fleming, could be constructed. A copy of Mr. Lec's report is also hereunto annexed.

That in the year 1865, another examination of the harbours of Lake Huron, situated in the County of Bruce, was made under the instructions of the Department of Public Works, by Walter Lawson, Esq., Civil Engineer, who discharged his duties in that respect with much ability, fairness and impartiality.

That in his Report and Appendix, published in the "General Report of the Honourable the Commissioner of Public Works, for the year 1866," page 89, Mr. Lawson says:—"The only places that could be said to possess natural advantages worth mentioning, are Southampton and Inverhuron." At page 90, he says:—"Inverhuron, a Government Town Plot, situated on a well-protected small Bay in the Township of Bruce, and eight miles north

of Kincardine, might be converted into a good Harbour of Refuge. There is a good pier here. From its natural advantages there is little doubt that if this harbour was improved, it would in a few years become the principal port of export for this section of country."

And at page 92 he further adds:—"There are around this coast seven harbours capable of being made Harbours of Refuge; four of these are on the north and Georgian Bay side of the Peninsula, and are out of the course of traffic. The remaining three are on Lake Huron, only two of these need be mentioned: Inverhuron, forty-one miles, and Lyell Island, eighty-nine miles north of Goderich. The first requires to be surveyed and built, the second only to be surveyed and lighted."

That during the present year, 1868, and quite recently, a further survey and examination has been made by Mr. Munro, Civil Engineer, also under the direction of the Department of Public Works, of the coast of the County of Bruce, with a view, as your Petitioners are informed, to the location of a Harbour of Refuge.

That on this occasion, greatly to the surprise and disappointment of your Petitioners, less than one day, a space of time your Petitioners most respectfully submit, altogether too limited to do justice to the merits of the locality, was spent by the surveying party at Inverhuron, while some six or eight weeks was devoted to the examination and survey of another locality.

That Inverhuron, from its central position, being, as respects the general lake trade, nearly equi-distant from Sarnia to Cape Hurd; and in regard to local traffic, situated in the centre of the County of Bruce, on the lake shore, possessing natural advantages superior to any other locality south of Lyell Island, as the copies of reports hereinto annexed amply prove, is better adapted to meet the requirements of commerce than any other point in the settled portion of the County of Bruce.

That while the construction of a Harbour Refuge at Inverhuron would most materially benefit the whole coasting and general lake trade, the interests of the settlers in the central portion of the County of Bruce, hitherto overlooked by successive administrations of Canada, would be greatly promoted, as the improvements necessary for the purposes of refuge would also meet the requirements of a Commercial Harbour, so necessary at this point, for the greatly increased export trade, the quantity of wheat shipped this season being nearly double that of any former year, and estimated by competent judges to reach 75,000 bus. by the Spring of 1869, from the crop of 1868; the difference arising, firstly, from increased production in the adjacent section of country; and, in the second place, from a preference distinctly expressed on the part of wheat buyers to purchase at Inverhuron, vessels being

more readily chartered to load there than at any other point in the County of Bruce.

That convinced, as your Petitioners are, that the desire of the Government is to do justice in a matter of so much importance to the county at large, in every point of view, and that it could not be the intention of the Government that only a partial and necessarily imperfect survey of Inverhuron Bay should have been made, your Petitioners feel assured that the matter requires only to be brought under the notice of your Excellency in Council, to be remedied.

That from incontrovertible evidence which can be verified by an impartial estimate, a Harbour of Refuge, to meet all the requirements of this coast and county for many years hence, can be constructed at Inverhuron for less than one-fifth the amount of money necessary to give an equal extent of anchorage and security at any other point where artificial works require to be constructed.

That on the grounds of accessibility, general convenience, economy and justice, the claims of Inverhuron are entitled to the attention and favourable consideration of your Excellency in Council.

Your Petitioners, therefore, most humbly, respectfully and earnestly pray your Excellency, that before any decision shall be arrived at by your Excellency in Council, in reference to the final location of the Harbour of Refuge in the County of Bruce, these grounds may be fully and impartially investigated.

And your Petitioners, as in duty bound, will ever pray.

BRUCE, November, 1868.

STATEMENT SHEWING PROGRESS OF THE COUNTY OF BRUCE, ONTARIO.

In 1849, no settlement had taken place in Bruce, with the exception of a few pioneers who had settled in the eastern portion of the county adjoining the County of Grey.

In 1852 the total population of Bruce was 2,837 souls. The quantity of land cleared at that time, 2,272 acres. Wheat crop of 1851, 10,000 bushels.

The Government Sale of the greater portion of the County of Bruce took place on Sept. 27th, 1854.

Agreeably to the returns of the census taken Jan. 13th, 1861, the population of Bruce was 27,494 souls. The quantity of land

cleared at that time, 89,500 acres. Wheat crop of 1860, 660,000 bushels.

The value of farming lands, according to the same returns was at that time.....	\$5,980,525
Real estate in villages.....	500,000
Value of live stock.....	624,485
Value of farming implements.....	130,125
Value of mills, manufactures, &c., not included in above	580,000
Value of crops and products of the farm, 1860.....	1,030,690
Total amount of sales of Crown and School lands in Bruce, in round numbers.....	1,200,000
Interest on same, being payable in ten years, say.....	300,000
Estimated contribution to General Revenue on duty-paying goods and excise per annum, at least.....	50,000
Amount of taxes, for all purposes, imposed by County Council, townships and villages, in 1865.....	65,000
Amount of county rate alone, in 1869, including interest and sinking fund on gravel road debt \$300,000, and county buildings \$40,000. This is exclusive of township and village taxation for school rates and general purposes.....	71,000
A by-law has just been passed (Nov. 1869), by the rate-payers of Bruce granting a railway bonus, payable in 20 years, of.....	250,000

The rate of progress during the present decade may not be so great as during that ending January 1861, but a very large addition to the population, immense material improvement, and greatly increased prosperity have taken place in the County of Bruce since 1861.

This statement must satisfy any reasonable man that a county which had contributed so much to the general welfare, wealth, and prosperity of Canada, under circumstances of great difficulty, discouragement and privation, on the part of a people who, in the case of the great majority at least, brought little else with them into the "bush" than brave hearts, willing hands, indomitable energy, and honest industry, is deserving of some consideration at the hands of the Government of the Dominion, in the construction of those public improvements so necessary to the development of the agriculture, trade and commerce of the North-west Peninsula.