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REC'D MAR 2 1889

Office of U. S. Light-House Engineer,

FIRST AND SECOND DISTRICTS,

P.-O. Building, Room 142—P.-O. Box 168.

Boston, Mass., 11th. March, 1889.

To the Chairman,

Light-House Board,

Washington, D.C.

Sir,

Referring to the Board's letter of 2nd. March '89 requiring report as to whether or not I desire to modify my report of 14th. February '89 regarding the establishment of a steam Fog-Signal in place of the bell now at Little River, Maine, Light-Station, in view of the facts stated in the report of 18th. February '89 by the Inspector of the First Light-House District, a copy of which accompanied the Board's letter, I have the honor to say that it is my understanding that the pilots who resort to Little River Harbor as a pilot station are English (Dominion) pilots, mostly from St. John's N.B., engaged in piloting vessels, mostly Dominion, principally to St. John's and other ports in New Brunswick and Nova Scotia, and that the vessels that seek Little River Harbor for refuge are mostly foreign (Dominion) vessels engaged chiefly in transporting wood from those provinces.

The foregoing statement is based upon casual information received by me from the officers of the "Myrtle" during the past three

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years, reaffirmed upon recent explicit inquiry of them, and confirmed so far as my own casual observations have extended at the several inspections which I have made of the Station.

Eight or ten would exceed the greatest number of vessels seen at anchor in the harbor by myself or the officers of the "Myrtle" whenever she has touched or anchored there in weather when vessels would seek a port, and they were nearly all Dominion wood carrying vessels and usually materially less than eight or ten in number.

The water and shores at the entrance are bold, and the offing and entrance unobstructed by ledges, and once when I was on board the "Myrtle" she entered the harbor in fog without difficulty, (loaded with materials for the new dwelling) her master having been there with her once previously.

Whatever may be their nationality, and whether or not that should affect the question, considering the number and the class or tonnage of vessels frequenting the harbor, the fog-bell now operated by machinery is in my judgment all the aid of that kind that they require.

Cutler itself is a very small country village, containing a sardine factory (so called) about three country stores, a church, and a summer hotel of recent erection, the whole township of Cutler in which the village is situated, numbering in 1880, according to the

gateer , only 829 people. The interior, back of the township, is very sparsely populated, or indeed almost, if not quite, a wilderness barely populated at all.

There is in fact nothing that I can see to call the steamships of the International Line to that harbor, except whatever they may find to do in connection with, and in furtherance of, the enterprise of the Cutler Land Company, and dependent almost wholly upon the success of that Company in attracting summer visitors to the lands which it controls on the shores of the harbor. As Cutler is eighteen miles from the terminus of the tri-weekly steamboat line at Machias, it is of vital importance to the Company's enterprise that the steamers of the International Line be induced to touch at Cutler during the three months that summer guests resort to the coast of Maine, but, as stated in my former report, it seems to me that, in addition to the bell, the temporary provision of a whistling buoy off the entrance to the harbor is all the aid and recognition which should be expected of the United States in this matter.

Little River harbor is only fourteen miles from the extremity of the sea coast of the United States, where, at West Quoddy Head we have an efficient steam Fog-Signal; only nine miles from another very efficient Fog-Signal of the United States, a Daboll trumpet at Libby Island; and only nine miles from the Canadian steam Fog-Signal off shore on Machias Island. If another be established at Little

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River there will be four powerful Fog-Signals within a radius of eleven miles.

I regret that the facts, as they appear to me, do not enable me to make any other recommendation than that contained in my report of 14th. February 1889.

Respectfully yours,

W. L. Stanton

Major of Engineers,

Engr. 1st. and 2nd. L. H. D.