

West Indies as master of a vessel, and never met with the slightest accident in the Bay of Fundy. At that time we had longer spells of and thicker fog than now, and there were only five or six lights in the Bay; yet by keeping a man on the look out and lead going, I found no trouble in coming up the Bay. I have time and again entered the Bay of Fundy in a dense fog, and have never seen land till I made the port of St. John. Several times I have come up the harbor on a cold winter night in a heavy gale, when it was impossible to get a pilot, and that, too, without any great difficulty, although there were no buoys in the harbor. With our numerous lighthouses, fog horns, and buoys now in use, it is an easy matter to make our port. I would far rather take my chances in the Bay of Fundy, making for St. John in fog, snow or storm, than to enter the ports of Boston or Portland under the same conditions. The Bay of Fundy is a safe bay, for one can always have plenty of drift and can readily tell where he is by the soundings. I consider St. John to be easier of access than any port on the Atlantic coast.

CAPT. B. B. BUSTIN.

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APPENDIX NO. 8.

(Letter from Capt. Joseph Prichard.)

St. John, N. B., December 13th, 1886.

The St. John Board of Trade,

GENTLEMEN,—I have frequently come to the Bay of Fundy for twenty-eight years, and sometimes about five days before arriving in port, could not get a meridian altitude, and consequently, had to trust entirely to the lead and distance. I have always found soundings on Sable Island bank transparent sand, and the deep water soundings between the banks and the coast of Nova Scotia always mud bottom.

La Have bank the lead strikes hard on a very fine sand at from forty to fifty fathoms, and on the east of Cape Sable the bottom is rocky, and, when on the bank, coarse sand; and as we approached the west side of Cape Sable bank the soundings are black gravel and shells, then the Bay is open to the north, but it is best to keep on to the westward until the water deepens to seventy, eighty, or ninety fathoms, and after that to get on the edge of the bank and sail parallel to the edge in about fifty fathoms till abreast of the Lurcher, when the water will shoal to about thirty-five fathoms, and by keeping on the same course the water will get deeper, and not to get into less than fifty fathoms till you get abreast of Briar Island. The shoal water at the Lurcher will indicate the distance up the Bay, and, consequently, the distance to run till abreast of Briar Island, and in about eighty to ninety fathoms, when we can shape our course N. E. by north for Partridge Island. By keeping a good lookout we often see the land from the masthead, over the fog, when you cannot see much more than the length of the ship from the deck, and in very cold weather, in the winter, the vapors seldom rise higher than the ship's lower masthead. In the sailing directions the method of taking the passage is up west of Grand Manan, but I always preferred the east of Grand Manan, as it is much the shorter, and I have never had