

and with these marks pass east of the red buoy off Negro Point and proceeds on until past the Beacon light-house, steer up the middle of the harbor, and anchor off the wharfs of the city or in the anchorage recommended for men-of-war.

Should the ebb have commenced it would be improper to attempt to gain the harbor until the next half flood; under such circumstances the vessel should remain outside and not attempt to anchor in the channel, where the ebb tide—especially during the freshets in the spring of the year—is so exceedingly rapid as to prevent any anchors holding.

Large vessels should not attempt to leave the harbor later than $1\frac{1}{2}$ hours after high water, as it is the latest time that there would be sufficient water on the bar.

Pilots are always on the lookout, and are sometimes fallen in with in the vicinity of Machias Seal Island; during a fog by firing a gun occasionally they will generally find the ship.

It is very desirable that vessels should take a pilot before entering St. John Bay, for instance at Point Lepreau, if not farther down, for during thick weather the rapid tides—particularly during the freshets—render the navigation of the bay unsafe to a stranger. Steam tugs are always available off the harbor's mouth, and occasionally off Point Lepreau.

Cape Spencer, a bold headland, from 400 to 600 feet high, with steep rocky cliffs, is thickly wooded, and lies about 3 miles from Mispeck Point, with a bay between, which only affords shelter with northerly winds.

In the bay, however, there are several creeks, the largest of which, Ball Creek, about 150 yards broad, enables small vessels to ascend during the flood and lie aground in safety along the inner side of a small pier. On nearing the entrance of the creek bring the end of the pier about midway between the two shores, in order to avoid a rocky spur which runs off nearly 200 yards from the eastern point.

Black Rock.—Of small size and 10 feet high, lies about $\frac{1}{2}$ mile from Conley Head, a point in the middle of the bay just described; the rock is steep to all round, without off-lying dangers.

The Coast.—From Cape Spencer to Cape Euragé, on the north side of Chignecto Channel, the land is bold and thickly wooded, varying in height from 400 to 900 feet, and divided into hills by numerous valleys through which small streams find their way to the Bay of Fundy.

The mouths of these streams are very similar in appearance, being composed of a bar of shingle and gravel across the entrance, leaving a narrow passage at one side through which small vessels may enter at high water, and lay on the mud at low water, generally safe from all winds. Here vessels load with timber sawn by mills near the entrance, from logs brought down the streams.

The shore between Cape Spencer and Black River is steep to, excepting in the immediate vicinity of a point about $3\frac{1}{4}$ miles to the west-