

Sheldon Point N. 49° W. 1½ mile; Medginish south-east point N. 76° W. 2 miles; Cape Negro, red mark, S. 81° W. 4¼ miles; and Cape Split S. 78° W. The height of the bell above the buoy is 19 feet.

A *beacon light* is shown within Partridge Island, from a tower erected upon a spit or bar which runs out from Sand Point S.S.E. about half a mile, and which dries at two-thirds ebb. This light is of great utility to the coasters, and all other vessels having pilots on board, as it enables them to enter the harbour at all hours of the night.

North-east from the beacon light, just off the town, is a ridge of rocks which is covered at 2 hours' flood; from this ridge and eastward of the town are extensive flats of sand and mud, which dry at low water, and extend along the road to Cranberry Point, stretching off about 2 cables' lengths.

The bottom, for several miles southward of Partridge Island, is muddy, and the depths gradual, from 7 to 20 fathoms, affording excellent anchorage; the passage westward of this island has in it 10 feet; that to the eastward has 16 feet; and abreast of the city are from 7 to 12 fathoms.

A breakwater has been erected on the eastern side of the entrance to the harbour, below the town, for the purpose of reducing the inset of the sea, especially during a southerly gale.

The CITY OF ST. JOHN stands on the River St. John near its mouth, and carries on a considerable trade, and many ships are built here. Within the harbour is a valuable fishery, where large quantities of salmon, herrings, and chad are cured for exportation. In the most severe winter it is free from the incumbrance of ice. The country on the banks of the river abounds in excellent timber, coal, limestone, and other minerals. Partridge Island is about 2 miles to the southward of the city, answering the double purpose of protecting the harbour, and, by its lighthouse, guiding and directing the mariner to its entrance.

The entrance into the river, 2 miles above the town of St. John, is over the Falls, a narrow channel of 80 yards in breadth, and about 400 long. This channel is straight, and a ridge of rocks so extends across it as to retain the fresh water of the river. The common tides flowing here about 20 feet, at low water the level of the river is about 12 feet higher than that of the sea; and, at high water, the level of the sea is from 5 to 8 feet higher than that of the river; so that, in every tide, there are two falls, one outward and one inward. The only time of passing this place is when the water of the river is level with the water of the sea, which is twice in a tide; and this opportunity of passing continues not above 10 minutes: at all other times it is impassable, or extremely dangerous. After passing the Falls, you enter into a gullet, which is about a quarter of a mile wide, and two miles long, winding in several courses, and having about 16 fathoms in the channel. Having passed this gullet, you enter a fine large basin 1½ mile wide, and 8 miles long, which enters the main river. The river branches some hundreds of miles up, in a serpentine manner, and runs through a country which abounds with timber, coal, limestone, and many other minerals; and the surrounding lands are now becoming highly cultivated. There is water enough to navigate vessels of 50 tons as high as Fredericton, and in all the branches of the lakes adjacent except in dry seasons. At times of great freshes, which generally happen between the beginning of April and the middle of May, from the melting of the snow, the Falls are absolutely impassable to vessels bound up the river, as the tide does not rise to their level.

The following directions for St. John's Harbour and Meogenes Bay were written a few years since by Mr. Backhouse. It should be mentioned that from Captain Owen's survey it would appear that the passage on the east side of Partridge Island is the best, there being in the other only 7 to 12 feet, and some shoal spots of less water at low tide.

"When you make Meogenes Island, or Partridge Isle, so as to be distinguished from the lighthouse on the latter, then make a signal for a pilot, and the intelligence from Partridge Island will be immediately communicated to the city of St. John, whence a pilot will join you. Should the wind be contrary, or any other obstruction meet you, to prevent your obtaining the harbour that tide, you may sail in between the S.W. end of Meogenes Island and the main, or between the N.E. end and the main; and come to anchor in 4 or 5 fathoms at low water, mud and sandy bottom. The mark for the best anchoring ground here is, to bring the three hills in the country to