

to her owners by the Nova Scotia House of Assembly, on condition that the steamer should make regular trips during seven months of each year, the owners to run a good sailing vessel on her route during the other five months. The "St. John" being deemed insufficient to buffet the billows during the winter months, James Whitney in 1831 commenced running the "Henrietta." She was succeeded two years afterwards by the "Maid of the Mist." In the summer of 1834, the ill-fated "Royal Tar" became her successor. She was the earliest vessel employed on the round trip between Annapolis, Digby, St. John and Boston. The story of her destruction in Penobscot Bay, October 25th, 1836, while on the voyage from St. John to Boston is well known. Thirty-seven lives and much valuable property were lost. Captain Thomas Reed of St. John was her commander.* The "Maid of Erin," another Whitney steamer, succeeded the burned ship. Then followed in succession the "Fairy Queen," and the "Pilot," owned by Thomas Walker. The latter was wrecked on Condon's Point, near Digby. The steamers owned by Messrs. Hatheway & Small, with others in recent years, have kept the route well supplied with steam power, carrying an ever increasing volume of passengers and commodities.

In addition to the steamers, two or more sailing vessels have been continuously employed in the bay service between St. John and Digby in which immense quantities of merchandise of every description have been transported,, including nearly all the foreign commodities needed by the people of Digby and Annapolis counties. Large cargoes of lumber and ship timber have from time to time reached St. John from Digby.

*See New Brunswick Magazine for August, 1848.