

after us, deeply laden with wheat. He saw the way we had to manouver, as the current was very strong. Just as he entered the pier, his vessel gave a yaw, and came bang up against the west pier by the lighthouse, and stove her larboard bows in above water although she had solid bulwarks forward. It is well enough to mention these things as it will put people on their guard.

If you get up as far as Long Point, and meet with a head wind, and wish to anchor under the Point, off the Big Bluff; round the Point, keeping your lead going, and work up and anchor any where you please, owing to the way you have the wind. But if the weather looks bad, there is often a heavy sea and a groundswell, and likely you will have to leave your anchor. But instead of anchoring under the Point, which will be owing to your own judgment and the looks of the weather, if you could fetch Port Dover, which is a good harbor to run for, the directions are in the description of Dover Harbor; and if you can't fetch Dover, the Grand River is under your lee, and by looking at the sketch, you cannot go wrong—whereas lying at anchor under the Point in heavy weather, is not very pleasant while you have a good harbor under your lee.

The next is the Ctt, about 30 miles west of the Point. If you have got up as far, and meet with a head wind, you can run in and come to anchor by the lightship, either by night or day. The course in is, get the lightship to bear NNW, then stand in, keeping the light a little on your larboard bow. The east shore is the boldest, and by keeping your