

John after dark, on Sunday, the first of December, 1850. So quietly was the whole expedition undertaken and completed that the newspapers of the time have not the slightest reference to what must be considered a very extraordinary cruise. The facts I have obtained have been secured in part from Pilot Daley, the only survivor of the crew, and in part from others who have heard more or less about the affair. These have been corroborated by information which Mr. S. W. Kain, of the St. John customs, has obtained from the Commissioner of Customs at Turk's Islands, and I have verified the dates by a search of the shipping lists of the time.

While the "Rechab" was coming up the Bay, homeward bound, a vessel was going down the Bay which in its appearance and antiquity savored more of the days when pirates roved the seas than anything the party had seen in the West Indies. This was the barque "William and Ann," bound across the sea with a cargo of lumber. This vessel had been built on the Thames in 1759, had carried General Wolfe to Quebec, and was for half a century a bomb ship in the British navy, after which it was for forty years a Greenland whaler. After nearly upwards of ninety-one years of service it was still sound and seaworthy.

The "Rechab," some years later, was sold by the pilots and became a coaster between St. John and St. Andrews. On the night of the Saxby gale, October 4th, 1869, she was driven from one side of Bliss Harbor to the other and was knocked to pieces. Of the party that went to said Sand Cay in her, only Charles Daley remains. Several of the others met tragic deaths in the pursuit of their hazardous calling. Pilot John Haviland took a ship out of the Bay, left it at Little River, in his boat, and was never heard of afterwards. Pilot Donaghey was also drowned at Little River, being knocked overboard from the pilot boat "Richard