

monly brought to anchor, in such positions as may allow their taking advantage of the best part of the tide for passing the shallows: nevertheless, the sand is ploughed up, by the action of a ship's passage over them, in such manner as would lead one, at first sight, to conclude she were touching the ground, when perhaps her keel is many feet above it. During daylight, the pilot-schooner makes few signals, but, after night-fall, on every heave of the lead, she communicates, by means of *maroons*, (which are flambeaux of an immense size, alternately exhibited and concealed in a large tub,) the exact soundings in which she is proceeding. No greater care can possibly be taken, than in the Company's pilot-service, to conduct ships in safety: exclusive of character, there is much at stake; for no pilot who loses one of the Company's ships, is retained on the list: he is, *ipso facto*, dismissed. This regulation, which, no doubt, may, in a few cases, press hard on very meritorious individuals, must be considered one of the most important props of the institution, among persons who may have habitually indulged in the use of spirituous liquors to a dangerous excess. I knew some of the pilots who were perfectly sensible of their failings, and could not be induced, either by temptation, or entreaty, to taste of any beverage stronger than water or