

of merchants, underwriters and mariners I would inform them that the pilotage is now better attended to, and is in better hands than it has been for many years.

Capt. Wightman and Capt. Kimmy are both good seamen and persevering men; they have both sailed vessels from this port for many years, and were considered good pilots before their appointment, but since that time they have taken great trouble to obtain every information possible concerning the state of the Bar. We have the assurance that vessels arriving off the Bar will not now be obliged to lay off and on for days, showing a signal for a Pilot, and even then being obliged to send in for one, as has been frequently the case within two years. (Signed) W. R.

Dear Sir: The Bar of St. Johns River is at this time at the North-east part of the entrance, and affords from 12 to 15 feet at high water, as the state of the tide may be, whether spring or neap tides. Vessels bound into the St. Johns River wishing a pilot should keep the Light-House bearing from SSW to WSW, and run into 4, 5, or 6 fathom water, as the weather may be; in running in for the Light-House in the night, bring it to bear as above, and anchor in 6 or 7 fathoms, if moderate and smooth. Masters of vessels may always know that their signal for a Pilot is seen by the Pilots on shore, by its being answered by a signal from the Light-House. The Pilots pledge themselves to give prompt attention to all vessels coming to this Bar and River.

St. Johns Bar, July, 1835. Timothy Wightman, Branch Pilot.

Preliminary Efforts for Bar Improvement

Dr. A. S. Baldwin, of Jacksonville, was the first to advance a theory and the first to become active for bar improvement. His theory was that by closing Fort George Inlet, less sand would collect at St. Johns bar, and the currents of the river would develop and force a channel there. A public meeting of citizens was called to take action upon his views, with the result that in 1852 he was sent to Washington to ask an appropriation of Congress to carry out this idea. In this he was successful, and Congress appropriated \$10,000, a considerable sum for that time. Soon afterward, Lieut. H. G. Wright was sent here by the Government to investigate and make a survey; this was in 1853. Lieut. Wright made a report that the difficulties at the bar could be largely overcome by the construction of a single pier or jetty on the north side of the main channel, across the bar. The appropriation never became available and the recommendation of Lieut. Wright was never acted upon, as it is said that parties having powerful influence at Washington, who were at that time interested