

few would have remained to tell the mournful tale. The end of those left upon the rock was truly melancholy; for it is probable they might have remained half an hour after the line was gone, the tide rising rapidly, and their inevitable fate approaching nearer every instant. Captain Baker died peculiarly regretted by both officers and the crew: his uniform kindness and attention to every individual on board, during the whole of his command, made a deep impression; and it will be long before the recollection of him and of his untimely fate will be effaced from the memory of the survivors."

The brig *Spence*, of Sunderland, 305 tons, M. Wilson, master, from Richebucto, bound to Liverpool, with lumber, was totally lost near St. Shot's, on the 16th of July, 1822, at four in the evening: but the crew were saved, and arrived at St. John's. The narrator says, "Scylla and Charybdis could not have been more terrifying to the mariners of old, than will the name of *St. Shot's* shortly be to our modern navigators. It is certain that, on the small extent of coast which divides the two bays of St. Mary and Trepassy, more vessels are lost than on all North-America beside; yet no steps appear to have been taken by Government, or any institution connected with any of our shipping interest, to ascertain the cause, or to guard against it in future. The cost of any one of the men of war which have been wrecked within these few years would have maintained a small military post for the purpose of firing fog-guns, or a bell might be so constructed as to toll at intervals.

"With due respect to the Governor of this island, we think one of the men of war under his command could not be better employed than in ascertaining the strength and set of the current at spring and neap tides from St. Peter's to Cape Race; it might be the means of saving many valuable lives, and a considerable amount of property. The conduct of the people who live in the neighbourhood, in plundering wrecks, and even the baggage of the crews, also requires a strict investigation, and some example made for the purpose of deterring them in future."—*Newspaper*, Sept. 1st, 1822.

These events imperiously demand an enquiry into the causes; but it does not appear that any measures have been taken for an investigation. The four vessels, it may be seen, were all from the *westward*, and all, it may be presumed, were set to the *northward*, as well as to the *westward*, of the situations which they were supposed to occupy, and the route which each intended to pursue. They can, at present, be accounted for only by the supposition of currents winding round the coast, opposing each other, and operating as above explained.

It has been already shown that the waters of the St. Lawrence run off partly to the S.W. from Breton Island; so that here, likewise, allowance for a westerly set is to be made: for, as Mr. Darby has said, "On the South side of *SABLE ISLAND*, the *Current*, in shoal water, with prevailing South and S.W. winds, sets rapidly eastward until it reaches the end of the N.E. Bar. It then unites and blends with the *St. Lawrence's Stream*, which passes the Bar in a S.S.W. direction, and runs strongest in April, May, and June. I have sufficient reason for believing that the Gulf Stream, on the parallel of 42° 30', running E.N.E., occasions the St. Lawrence's Stream, then running S.S.W., to glide to westward. The strength of this stream has never been noticed, and three-fourths of the vessels lost on Sable Island have been supposed to have been to the *eastward* of the island, when, in fact, they were in the longitude of it."

WINDS.—The winds hereabout are very variable; and there can be little doubt that their irregularities produce as various changes in the currents. To the southward of Newfoundland shifts of wind are very common, and it frequently happens that, after blowing a gale upon one point of the compass, the wind suddenly shifts to the opposite point, and blows equally strong. It has been known that, while one vessel has been lying-to, in a heavy gale of wind, another, not more than 30 leagues distant, has, at the very same time, been in another gale, equally heavy, and lying-to, with the wind in quite an opposite direction.

In the year 1782, at the time the *Ville de Paris*, *Centaur*, *Ramillies*, and several other ships of war, either foundered, or were rendered unserviceable, on or near the Banks, together with a whole fleet of West-Indiamen, (excepting five or six,) they were all lying-to, with a hurricane from West; the wind shifted in an instant to East, and blew equally heavy, and every ship lying-to, under a square course, foundered.

The winds within the Gulf of St. Lawrence are not so liable to sudden shifts as on the outside,