

CAPE SABLE OF NOVA-SCOTIA, TO CAPE COD

PLYMOUTH, BOSTON, &c.

From Cape Sable to Cape Cod, the course and distance are W. by S. 17° $12'$ about 70 leagues; in steering this course, you will pass about 12 leagues to the southward of *Cape's Ledge*, of which the following is a description, communicated by the Master of His Majesty's sloop *Beaver*.

CASHE'S LEDGE.—"I took my departure from Thatcher's Island to the eastward of Cape Anne. The island bore north from me, distant 3 miles. From this bearing I steered E. $\frac{1}{2}$ N., with a fair wind, 65 miles, and fell in with the bank where *Cashe's Ledge* is, about 2 leagues to the northward of the shoal, in 60 fathoms of water; the soundings were a hard black clay. This bank extends from north to south 7 leagues, and from east to west 2 leagues. In the middle of the bank is the shoal mentioned; its length and breadth are about half a mile. It is rocky, and its soundings very irregular, having from 10 to 4 fathoms of water in the length of a boat. You will have 17 fathoms of water within a cable's length of it, deepening, as you stand from it, to 90 fathoms. As you approach the bank, you sound in from 60 to 35 fathoms, brown sand, with black stones and broken shells; then, in 30 fathoms, it grows rocky. The current on the ledge is exceedingly rapid and unaccountable. If the wind blows strongly, any vessel would founder, although she should not strike on it. The situation of the ledge, by four days' good observation, is latitude $43^{\circ} 1'$, longitude $69^{\circ} 6'$. On the shoalest part are only 12 feet at low water."

It has since been said, by Mr. Backhouse, master of His Majesty's ship *Argonaut*, that *Cashe's Bank* extends north and south 7 leagues; the shoalest part being near the centre, extending a quarter of a mile each way. The ledge, he observes, bears from Cape Anne, E. $\frac{1}{2}$ N. 24 leagues, the shoalest part being in the latitude above-mentioned, "You will have," he adds, "on this part from 10 to 4 fathoms, very irregular soundings, all rocky bottom." The current shifts all round the compass every hour, and runs at the rate of two miles an hour."

GEORGE'S BANK.—The shoal-grounds upon this bank have heretofore been the objects of much discussion, without any satisfactory result. Having been imperfectly known, they have been described erroneously, both in charts and books. The following description is, therefore, particularly valuable. It is the copy of a Report, relative to the survey of these shoals, made in the United States' schooner *Science*, and the sloop *Oriskany*, by direction of the Board of Navy Commissioners, and under the orders of Captain Isaac Hull, in 1821.

There are properly four shoals on *George's Bank*; the whole of them included between latitude $41^{\circ} 34' N.$ and $41^{\circ} 53' 30'' N.$, and longitude $67^{\circ} 18' W.$ and $67^{\circ} 50' W.$ Between them there are from 15 to 35 fathoms of water.

The largest, and on which is the greatest danger, is the most southerly and westerly. It is somewhat triangular, with a long and narrow spit, making out from the S.E. angle. The S.E. point is in latitude $41^{\circ} 34'$, and longitude $67^{\circ} 40'$. The west point is in latitude $41^{\circ} 42'$, and longitude $67^{\circ} 50'$. The eastern side of this shoal, although somewhat irregular, runs nearly S.S.E. and N.N.W.,* having on it from 3 feet to 9 fathoms at common low water. It is composed of a great number of sand-spits, very narrow, so that the width of a narrow vessel will make several fathoms difference in the depth of water. The general range of the spits is from S.E. to N.W. As there are no rocks, they are consequently liable to change, in some measure, their position and ranges. On the eastern edge, even in calm weather, unless it be high or low water, the waves run with great rapidity, and form considerable breakers, when setting to the westward. This is accounted for, by a knowledge of the fact, that directly on the edge of this shoal there is from 12 to 16 fathoms of water, so that the edge forms a species of dam, stopping the force of the flood-tide, and over which the ebb falls.

* This is the *Malabar Shoal* of the Charts.

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