

which is a high hill) and steer in N.E. by E. $\frac{1}{2}$ E. keeping the little rock before mentioned in sight.

From the *Dead Isles* to *Port aux Basque*, the course is west 4 miles : Between them lie several small islands close under the shore, and sunken rocks, some of which are half a mile from the shore. *Port aux Basque*, which is a small commodious harbour, lies $2\frac{1}{2}$ leagues to the eastward of *Cape Roy*. To steer in for it, bring the *Sugar Loaf* over *Cape Roy* to bear N.W. $\frac{1}{2}$ W. or the west end of the *Table Mountains*, to bear N.W. Steer in for the land, with either of them as above, and you will fall directly in with the harbour, the S.W. point of which is of a moderate height, and white, called *Pointe Blanche*, but the N.E. point is low and flat, close to which is a black rock above water : in order to avoid the outer shoal (on which is 3 fathoms,) and which lies east 3 quarters of a mile from *Pointe Blanche*, keep the said point on board, and bring the flag staff which is on the hill, that is over the west side of the head of the harbour, on with the S.W. point of *Road Island*, and keep in that direction will carry you in the middle of the channel, between the east and west rocks, the former of which always shew themselves, and which you leave on your starboard hand. You must continue this course up to *Road Island*, and keep the west point on board, in order to avoid the *Frying-Pan Rock*, which stretches out from a cove on the west shore, opposite the island ; and as soon as you are above the island, haul to the N.E. and anchor between it and *Harbour Island*, where it is most convenient in 9 or 10 fathoms good ground, and sheltered from all winds ; this is what is called the *Road*, or *Outer Harbour*, and is the only anchoring place for men of war ; but fishing ships always lie up in the *Inner Harbour*. To sail into it, you must steer in between the said shore and the S.W. end of *Harbour Island*, and anchor behind the said island, in 3 or 4 fathoms. In some parts of this harbour ships can lie their broadside so near the shore as to reach it with a plank. This harbour hath been frequented by fishermen for many years, and is well situated for that purpose, and has excellent conveniences.

One mile to the eastward of *Port aux Basque* is *Little bay*, a narrow creek lying in N.E. near half a league, wherein is room and depth of water sufficient for small vessels.

Two miles to the westward of *Port aux Basque* is *Grand bay*, in and before which are several islands and sunken rocks, the outermost of which are not above a quarter of a mile from the shore, on which the sea generally breaks. In this bay is anchorage for small vessels, but not water sufficient for large ships. From *Port aux Basque* to *Cape Roy*, the course is west 1 league to *Point Enragee*, then N.W. $1\frac{1}{2}$ league to the cape ; off *Point Enragee* (which is a low point,) and to the eastward of it are some sunken rocks 1 mile from the shore, on which the sea breaks.

Cape Roy is the S.W. extremity of *Newfoundland*, situated in the latitude $47^{\circ} 37'$ N. The land of the cape is very remarkable near the shore, it is low, and 3 miles inland is a very high *Table Mountain*, which rises almost perpendicular from the low land, and appears to be quite flat at top, except a small hillock on the S.W. point of it. This land may be seen in clear weather 16 or 18 leagues. Close to the foot of the *Table Mountain*, between it and the point of the cape, is a high round hill, resembling a sugar loaf, (called the *Sugar Loaf of Cape Roy*,) whose summit is something lower than the top of the *Table Mountain* ; and to the northward of this hill, under the *Table Mountain*, are two other hills resembling sugar loaves, which are not so high as the former ; one or other of those *Sugar Loaf* hills are from all points of view seen detached from the *Table Mountain*. On the east side of the cape between it and *Point Enragee*, is a sandy bay, wherein shipping may anchor with N.W. northerly, and N.E. winds, but they must take care not to be surprized there with the S.W. winds