

There are, generally, in the spring, within 125 or 130 leagues of the land, and between the Outer and Grand Banks, numerous ice-bergs, or ice-islands, that float down with the current from the north-westward, and which, during the foggy weather, are very dangerous: even in the months of June, July, and August, there are frequently a number of them; some of which may be seen aground, in 40 or 50 fathoms of water. In thick weather, the place of these may commonly be distinguished by the *ice-blink*, a brightness of the sky above them: the breaking of the sea against them may, also, be heard at a considerable distance.

On approaching the banks, there will generally be found a number of sea-fowls, as *malinawks*, *roaches*, and *divers*. The last-mentioned are seldom found at more than 30 leagues from the banks; but *malinawks*, and several other kinds, are frequently seen during the whole passage; although not so numerous elsewhere as in the vicinity of the banks.

In approaching towards Cape Race, (the S.E. point of Newfoundland,) be careful to avoid the *Virgin Rocks*, a dangerous reef, lying 18 leagues S.E. $\frac{1}{2}$ E. [*E. by S.*] from that cape. They are said to extend in a true N.E. by E. direction, 4 miles; in gales of wind a heavy sea breaks over them; and a strong current, which sets about them, often increases the danger.*

SHIPS BOUND TO ST. JOHN'S are, therefore, recommended to keep on the parallel of 46° , or a degree and a half to the southward of the parallel of that port, as and until they approach the outer edge of the Great Bank; and, when they obtain soundings, to steer directly to the north-westward for Cape Spear, which is in $47^{\circ} 31'$.

The HARBOUR OF ST. JOHN, which is the principal harbour of Newfoundland, is an excellent one, although the entrance be narrow, being only 160 fathoms in breadth, with high, bold, and precipitous, land on each side.† The entrance lies N.W. by W., and within will be found to narrow; as, in the inner part, there is a rock on each side, but above water. Here the breadth of the channel is only 95 fathoms, and the depth 8. When past these rocks, you may run on boldly, without any fear of danger, only avoiding a rock on the South side, called *Prosser's Rock*, on which there are only 9 feet of water, and lying at about 30 fathoms from the shore, off a reef lying within the King's wharf.

Within the harbour you may anchor in any depth, from 4 to 10 fathoms, land-locked from all winds; as the harbour within the Narrows lies W.S.W. It is, however, to be noticed that, there is no possibility of sailing in, unless with the wind from S.W. by S. to East. The wind from S.W. to N.E. by N., blows out of the Narrows. Here ships must then anchor, and warp in, for which purpose there are rings in the rocks on both sides.

THE FOLLOWING DIRECTIONS FOR ST. JOHN'S have been given by Mr. OWEN.

"The Entrance of St. John's Harbour is readily known by the block-house on Signal-hill on the North Head, and Amherst Fort on the South Head. There is a sunken rock, called the *Vestal*, 50 fathoms without South Head, with only 25 feet of water on it. This rock is about 10 fathoms long and 7 broad; the marks for it are, Fort William (which stands within the harbour on the north side) open of South Head, bearing N. 39° deg. W.; and the outer *Wash-ball Rock* open with Cuckold's Head, bearing N. 47° deg. E. The Wash-ball Rocks join the North Head; they are all above water and steep-to, therefore not dangerous. The course in the Narrows is N.W. by W., distance 370 fathoms, to *Chain Rock* on the North, and the *Pancake* on the South, side. Both these rocks are

* The existence of the Virgin Rocks having been questioned, it may not be improper to communicate the following extract of a letter, addressed by Arthur Kemp, master of the brig *Indiana*, of Dartmouth, to the publisher of the *Newfoundland Gazette*:—"On the 23d of October, 1823, at noon, I left Cape Broyle, after a strong gale from S.E. with the wind at W.N.W., steering S.E. by S. The following morning, at 8 a.m., having run 84 miles, I was alarmed with the cry of "*breakers a-head*," and almost immediately saw them to such an alarming extent, as obliged me to alter the course from S.E. by S. to E. by N., it not being possible to clear them on the other tack. After giving the breakers a good berth, and leaving them to the southward, distant 4 miles, I hove the main-topsail to the mast, and lay by from 10 o'clock till noon, and observed in lat. $46^{\circ} 35'$, long. $50^{\circ} 51'$; the extent of breakers appeared to be about 2 miles, and were more tremendously alarming than I have ever experienced during twenty-three years that I have (chiefly in this trade) commanded a vessel."

† An appearance of the entrance is given by Mr. Owen, on his particular Chart of the Harbour.