

the eastward of the harbour, as far as Jedore, almost all the headlands present cliffs of reddish sand, clay, and boulders to the wasting action of the waves; whilst to the westward, as far as Mars head, granite rocks nearly white predominate. Hence the remark, that, "in standing in for the land, you may know on which side of Halifax harbour you are, by a remarkable difference that exists in the colour of the shores, which, if red, denotes that you are to the eastward, and if white, to the westward of the entrance."

The bank off Sambro island, terminating in a point, and at the depth of 30 fathoms, 5 miles south of the Sambro ledges, offers considerable assistance to vessels approaching Halifax from the westward in the thick fogs which so frequently prevail. From the eastward the approach is rendered comparatively easy, by the absence of outlying dangers after passing Shut-in island, and by the soundings deepening out with tolerable regularity to 30 fathoms, at distances varying from 4 to 6 miles from the shore, until within 2 miles of Chebucto and White heads, where the depth exceeds 30 fathoms, until within one-third of a mile from the shore. Attention to these soundings, combined with the guns fired from Sambro lighthouse island, may enable steamers at times to enter the harbour notwithstanding the fog, but it is seldom prudent for a large sailing vessel to attempt it under such circumstances.

From the Westward at Night.—In approaching Halifax harbour from the westward at night, shape a course to pass not less than 3 miles to the southward of the Sambro island light, steering E.N.E., and in not less than 30 fathoms water, until the light bears North; when, if not more than 6 miles from it, the vessel will have arrived at the southern prolongation of the Sambro bank. Having crossed the bank into deep water, haul up N.N.E., until the light on Maugher beach opens out east of Chebucto head, bearing N. by E., when steer for it, or so as to pass within a mile or less from Chebucto head, which is quite bold. Having done so, keep the light bearing between North and N. by E. as the vessel runs towards it, and all the dangers will be avoided excepting the Neverfail shoal, on which there is not less than $4\frac{1}{2}$ fathoms.

Having arrived abreast the Thrumcap, or brought Devil island light in line with its south extremity bearing E.S.E., alter course to N. by W., or as may be necessary, to avoid the Lighthouse bank; and as soon as the light on Maugher beach bears East, steer N. by E. for Ives point (or N.N.E., if necessary, to avoid the Middle ground, on which, however, there are not less than $4\frac{1}{2}$ fathoms), until the light bears S. by E.; then a N. by W. course, keeping the light astern, will lead between the Pleasant shoal and Reed rock white buoys on the one side, and Ives knoll red buoy on the other into the harbour. Having passed Ives knoll, the vessel may proceed in on either side of George island, or may anchor in the stream of Macnab