

quently into the Gulf-stream; when the longitude became also considerably affected, and I took the first opportunity of making a N.N.W. course, to get out of it as soon as possible.

"To prove the advantages of a northern track, late in the fall of the year, I may notice that I have, in one or two instances, read, in the American newspapers, the accounts of very long passages experienced by ships which met heavy gales in the latitudes of 35° and 38° , when several vessels were disabled, and others suffered loss of sails; yet, on the same day, in latitude 54° , I had moderate weather from the N.N.E. with top-gallant studding sails set; which strongly encourages me to believe that the blowing weather, incident to approaching winter, comes from the southerly, and inclines northerly as the season advances, and not the reverse; an hypothesis generally formed by English ship-masters, but, in my opinion, certainly erroneous.

"I am farther of opinion that the influence of the Gulf-stream, in the parallels from latitude 35° to 42° , whether from the warmth of the water or other natural causes, has a strong tendency to attract the wind from a western direction; as I have invariably found the wind more alterative in the northern latitudes before mentioned than the southern ones; and it unquestionably must be allowed, by all mariners of any observation, that gales experienced in the Gulf-stream, or its vicinity, blow with much greater violence than they do in that part of the northern Atlantic not under its influence: besides, the squalls from the southward or S.W. are much more sudden and heavy, and near the Banks they are attended with dangerous lightning. The thermometer (an instrument easily understood) is of the greatest importance for ascertaining your approach to it; and, if bound to the West, I would, for my own part, endeavour to avoid its effects as cautiously as I would a lee-shore: for it may be depended on, that no ship, however well she may sail, will effect westing in the Gulf-stream with a wind from that quarter; and it is to be remembered that its velocity is accelerated according to the strength of those winds; and its extent in breadth, at a few degrees to the westward of the Azores, is many more degrees than is commonly supposed.

"These observations, I hope, may be useful to my brother mariners engaged in these voyages; and permit me to say, that they are grounded on the experience of at least forty times crossing the Atlantic, in his Majesty's and the merchant service, and in the command of vessels in both; latterly in one of nearly four hundred tons burthen, the *Waterloo*, owned in St. John's, New Brunswick; and, as the Custom Books at Liverpool can testify, landed four full cargoes in thirteen following months; which, including the time required to discharge the same, then load outwards to St. John's, there discharge and load home again, leaves but very little time for the ship to cross the Atlantic eight times in fourteen months, which, in fact, was done.

"Still further, in corroboration of my approved northern track, allow me to observe that, in the fall of 1823, by keeping in a high latitude, the brig *Ward*, myself master, also owned in New Brunswick, performed a voyage out and home in seventy-two days. The same vessel likewise, on the 3d of October, 1824, left the English Channel, and arrived again in the Downs on the 3d of January following.

"I must add that, a strong well-found and well-manned vessel alone can perform these voyages; for they must be maintained with unremitting attention and perseverance.

"The necessity and propriety of the above remarks was particularly exemplified by the *Ward*, which, on her passing through the Downs, in 1824, left ships there which were bound to the westward, weather-bound, and found them there on her return, having been driven back by adverse winds; while she, getting out of the Channel, performed with ease a prosperous voyage to St. John's, New Brunswick, and back, exactly in three months, assisted by chronometer, thermometer, &c."

GULF of St. LAWRENCE, &c.—Those bound to the Gulf of St. Lawrence, after passing to the southward of the Virgin Rocks, on the Grand Bank and the Island of St. Peter, should keep a middle course between Newfoundland and Breton Island; not forgetting what has been heretofore said on the Winds and Currents. Recollecting, also, that the harbours on the coast, westward of Fortune Bay, are impeded with dangers; there are many rocks about the entrances, and most of the harbours are imperfectly known. The rocks are not to be seen in thick weather, and fogs very much prevail on the coast.

The little island of St. Paul, which lies to the north-eastward of Cape North, is bold-to, steep, and high; and, with a good look-out, in the day time, cannot be considered