

outside, or to the eastward, of Breton Island. The weather to the southward of the *Magdalen Islands*, between them and Prince Edward Island, is generally much clearer than on the North.

**PASSAGES FROM ENGLAND, &c.**—On referring to our Chart of the Atlantic Ocean, it may readily be found that, from the *Land's End of England to St. John's*, Newfoundland, the true bearing is  $W. 4^{\circ} S$ ; and, from the same point to *Cape Sable*, or the S.W. end of Nova-Scotia, it is about  $W. 9^{\circ} S$ . But the circumstances of Navigation, in general, render a direct course more tedious and difficult than a circuitous route; and the best passages have been made by pursuing a high northerly course.

It seems probable, from all that we have said on the Winds and Currents, that, on prosecuting a north-westerly course, from the Bank of Channel Soundings, the Winds and Currents, respectively, may counteract and balance each other: that, on a farther prosecution of the same course, the winds will be found less westerly, and therefore more favorable, than in the more southerly parallels; and that, in advancing towards the mouth of Davis's Strait, the advantages both of wind and current may be combined.

Caution must be taken not to advance too near the Eastern coast of Newfoundland, if bound to New Brunswick or the Southern ports; nor to the Eastern coast of Breton Island, as here the vessel may be swept round by the strong westerly currents, which have been described, and which, now understood, instead of producing mischief, may prove highly advantageous in facilitating the ship's course.

The propriety of these arguments has been confirmed by experience, in more than forty passages made to and from New Brunswick, &c. by Lieutenant Chas. Hare, of the Royal Navy, of which the last was in the fall of 1824. Annexed is a copy of that gentleman's communication.

"Ships from Scotland, in the spring of the year, and bound to New Brunswick, have always arrived sooner than those from the English Channel, which is attributed to their being more to the northward on leaving the land.

"Ships from Liverpool generally arrive before those which sail from the English Channel, the cause being the same.

"In the *Spring* of the year, I would never go to the southward of latitude  $46^{\circ}$  or  $47^{\circ}$  until I reached longitude  $37^{\circ}$  or thereabout; then edge to the southward as far as latitude  $43^{\circ}$  in order to avoid the ice-bergs, keeping a very strict look-out; this parallel ( $43^{\circ}$ ) I should endeavour to preserve, or nearly so, but nothing to the southward, until up to Cape Sable, Nova Scotia; for it carries you to a safe and proper distance from Sable Island, a place that cannot be too much dreaded. In this track you will be without the northern edge of the Gulf-Stream, and assisted by a south-westerly current from the banks until past that island.

"In the *FALL* of the year, my track is far more to the northward than in the Spring. On leaving the land as late as the middle of October, or thereabout, I generally steer to the north-westward until I get as far north as  $55^{\circ}$ , and until I enter the longitude  $30^{\circ}$ , then edge to the southward, to enter the Banks in latitude  $46^{\circ}$ , shaping again a course to pass about sixty miles to the southward of Sable Island, as above. If bound to Halifax, and very sure of my latitude, I might be tempted to pass to the northward of Sable Island; but, at all events, it would be at great risk; and I should not, under any circumstances, recommend a stranger to attempt it; as the weather is mostly foggy, and the set of the currents unaccountable. The soundings on Banquereau are incorrectly laid down in every chart that I have yet seen; being, in fact, within one hour's sail of the N.E. Bar of Sable Island; from which cause I once very narrowly escaped shipwreck. Numerous Gannets are always hovering about this island, and are a very excellent indication of your near approach to it, particularly on the South side.

"By crossing the Banks thus far North, you will find the advantage as you approach the longitudes of Newfoundland and Nova Scotia: the strong N.W. and North gales having then commenced, you will frequently be compelled to lie-to for two or three days; and should then ensure sufficient drift, before you are blown into the strong influence of the Gulf-stream; which would be the case at a few degrees to the southward, and inevitably in a S.S.E. direction, at an inconceivable rate. Last November (1824) the case occurred: the vessel being hove-to, under main-topsail and storm-trysail, to the westward of the Banks, in latitude  $45^{\circ}$ , and was, in four days, swept into latitude  $39\frac{1}{2}^{\circ}$ , consequently