

16 miles long; westward again we have the Great George's bank, with shoals reaching the surface; a little further westward we reach the shoals of Nantucket; the whole forming an immense deposit, following the curvation of the coast.

We will now turn from geological formation to the course of those great currents which divide and control ocean forces.

By glancing at Maury's physical chart it will be seen that the Gulf Stream, after discharging its heated water through the channel formed by the coast of Florida on the one side and Cuba and the Bahamas on the other, follows the trend of the American coast northward until approaching the shoals of Nantucket where it swerves to the N. E., passing south of Sable Island to the tail of the great bank of Newfoundland, and then stretching over to Europe in a due east direction.

In opposition to this we have the cold ice-laden current of the north, one portion of which after leaving the Arctic ocean, passes southward along the eastern coast of Greenland where, being joined by another branch coming from Baffin's Bay and Davis Strait, it passes along the coasts of Labrador and Newfoundland to the great banks, where it is met by the northern edge of the Gulf Stream.

At this point a division of the polar current takes place. One portion, from its greater density, sinks below the warm current of the Gulf Stream, and continues its course southward as a submarine current.

The other portion of the polar current, where it impinges on the Gulf Stream at the Great bank, becomes deflected to the westward partially by contact with the Great bank, and in its course its northern edge sweeps around Cape Race into St. Mary's and the other bays north until losing its momentum it falls back and joins the main body of the current. This portion, sweeping around and into those bays, is commonly called the indraught by mariners, and to it being accelerated by certain storms may be attributed the loss of the Cedar Grove at Canso and the Cromwell boats and the Hanoverian at Cape Race.

The southern edge interlaces the Gulf Stream and carries western bound vessels at such a rate as frequently leads mariners to