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A Directory for the Navigation of the South Pacific Ocean
Alexander George Findlay
Sailing Directions
THE SOUTH PACIFIC OCEAN
showing the SURFACE CURRENTS and Ice drifts.
A DIRECTORY
FOR THE NAVIGATION OF THE
SOUTH PACIFIC OCEAN;
WITH DESCRIPTIONS OF ITS
COASTS, ISLANDS, ETC.,
FROM THE
STRAIT OF MAGALHAENS TO PANAMA,
AND THOSE OF
NEW ZEALAND, AUSTRALIA, ETC.
ITS WINDS, CURRENTS, AND PASSAGES.

FOURTH EDITION.

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ENTERED AT STATIONERS’ HALL.
PREFACE TO THE FIRST EDITION.

The title of the present work is declamatory of its character. But a few words may be said as to its claims to confidence.

The mariner requires information of a specific nature respecting the countries he is interested in. For the Pacific, this information is only to be sought for in an immense mass of materials—the observations of a long series of authors on a vast variety of topics. The labour of seeking it among such a number of volumes as must be possessed to gain a complete insight into its navigation, must also annihilate their utility in a practical sense; and this evil is increased by the variety of languages in which many of them are composed. It is not very probable, moreover, even if it were desirable, that many of the most valuable works could be procured, as their rarity and cost have precluded them from general circulation. Thus the number of volumes exclusively applied to the description and narratives in the Pacific Ocean is above one hundred, many of them of considerable bulk, and containing particulars in every department of literature. And those which less directly refer to our present subject, but still contain indispensable information, would amount to more than double that number. It is unlikely that a ship-master could either possess or properly avail himself of such a library.

It was to remedy this evil, to supply this want, that the work was undertaken; to draw up, for the use of the mariner, a hydrographical memoir, in a comprehensive and accessible form, from the mine of materials contained in the volumes which have been written on the Pacific; and in doing this, it is believed that no source of authentic information has been overlooked, but the whole range of works have been carefully referred to—a work of very considerable labour.
Although it directly refers to the navigation of the Pacific Ocean, it will be found that it offers sufficient interest to the general reader, in the varied features of the countries it describes, as it has been deemed advisable to attach to each division some brief descriptions in connexion with the hydrographical detail, and thus increase its utility.

By the references which are made throughout to the authorities from which the various information is derived—a plan which, in general, has been scrupulously adhered to—our work may be received in the light of an arranged index to the literature of the Pacific Ocean. Where extracts have been made, referring specially to navigation, they are given in the words of their authors, as any ambiguity which might arise from modifying them would, perhaps, impair their utility. The same may be said of those directions which have been adapted from any other language.

In many cases our difficulty has been one of selection—numerous and apparently conflicting statements being frequently met with; these, it is hoped, are fairly alluded to. But in the majority of instances in the remoter portions of the ocean, the particulars are scanty, and often made up from many sources. In the extent of description, we have been guided by the comparative importance of places; not, forgetting, however, that many, now unnoticed and almost unknown, may soon spring into consequence in this era of progress in the great ocean.

The plan of the work needs little explanation: it has been separated into two parts—the first, of its continental shores; the second, of its islands: the second also contains the observations on its physical phenomena, and general sailing directions.

A. G. FINDLAY.

The first edition of this work, to which the foregoing preface was attached, differed in its arrangement to the present volume. The former work described the whole of the Pacific for the first time—the first volume related to the coasts of the North and South Pacific; the second the islands and archipelagoes scattered over the ocean between them.
PREFACE.

This book refers only to the South Pacific, its coasts and islands, the North Pacific being described in a similar work on the same arrangement. This has been thought to be more convenient to the larger proportion of voyages which are made from East to West, or vice versa, rather than from one ocean to the other.

The matter is chiefly derived from the former editions, but carefully subjected to the additional knowledge which the lapse of time has brought within reach. In many cases this has been very considerable, and in no portion of the world has investigation been more vigorously or carefully pursued in the last few years, eminent for their progress in most branches of inquiry, than has been shown in the hydrography of the Pacific. It is believed that no source of information has been overlooked, and that our work represents accurately our present knowledge of the Great South Sea.

In the first edition each work quoted, or authority, was carefully referred to by foot notes. That work having done good service, it was considered unnecessary to repeat them in the present, but to the numerous sources we have been indebted for the improvement of this book we tender our acknowledgement.

London, January 1st, 1877.
CONTENTS.

SECTION I.

INTRODUCTION .............................................................. ix
TABLE OF POSITIONS, TIDES, MAGNETIC VARIATIONS, ETC. .......... xxix

SECTION II.

CHAPTER I.—THE STRAIT OF MAGALHAENS .......................... 1—47
  1. From the Eastern Entrance to Cape Froward ................. 1
  2. Magdalen Sound, and the Cockburn and Barbara Channels... 28
  3. The Strait of Magalhaens, from Cape Froward to the Pacific Ocean ................................. 31

CHAPTER II.—THE OUTER COAST OF TIERRA DEL FUEGO, from Catherine Point to Cape Pillar, including Staten Island, Cape Horn, &c. ................................. 48—77

CHAPTER III.—THE WESTERN COAST OF PATAGONIA, from the Strait of Magalhaens to the Island of Chiloe ................................. 78—107
  Interior Channels and Sounds ........................................ 89—102

CHAPTER IV.—THE ISLAND OF CHILOE ................................ 107—125

CHAPTER V.—THE COAST OF CHILE, from San Carlos to Hueso Parado ................................................................. 126—176

CHAPTER VI.—THE COASTS OF BOLIVIA AND PERU, from Paposo to the River Tumbe ................................. 177—244

CHAPTER VII.—THE COAST OF COLOMBIA, between Guayaquil and Panama ................................. 245—278

SECTION III.

THE ISLANDS OF THE SOUTH PACIFIC OCEAN.

CHAPTER VIII.—SOUTH SHETLAND—THE ANTARCTIC LANDS .... 281—319
  South Shetland Group, &c ........................................... 281
  Antarctic Lands or Continent ....................................... 290
  Detached Islands South of Latitude 40° South .................. 299
  Auckland Islands ...................................................... 304
  Chatham Islands ...................................................... 312
### CONTENTS

<table>
<thead>
<tr>
<th>CHAPTER IX.</th>
<th>New Zealand</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. The North Island</td>
<td>320–475</td>
<td></td>
</tr>
<tr>
<td>2. Cook Strait</td>
<td>320</td>
<td></td>
</tr>
<tr>
<td>3. The Middle and Stewart’s Islands</td>
<td>401</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CHAPTER X.</th>
<th>Islands between Latitudes 20° and 40° South</th>
<th>476–549</th>
</tr>
</thead>
<tbody>
<tr>
<td>Juan Fernandez Islands</td>
<td>476</td>
<td></td>
</tr>
<tr>
<td>St. Ambrose and St. Felix</td>
<td>480</td>
<td></td>
</tr>
<tr>
<td>Easter Island or Rapa Nui</td>
<td>482</td>
<td></td>
</tr>
<tr>
<td>Tubuai or Austral Islands</td>
<td>490</td>
<td></td>
</tr>
<tr>
<td>Tonga or Friendly Islands</td>
<td>499</td>
<td></td>
</tr>
<tr>
<td>Kermadec Islands</td>
<td>514</td>
<td></td>
</tr>
<tr>
<td>Norfolk Island</td>
<td>517</td>
<td></td>
</tr>
<tr>
<td>New Caledonia, and the Loyalty Islands</td>
<td>520</td>
<td></td>
</tr>
</tbody>
</table>

| CHAPTER XI. | The Low Archipelago, or Paumotu Group | 550–583 |

| CHAPTER XII. | The Society Islands | 584–603 |

<table>
<thead>
<tr>
<th>CHAPTER XIII.</th>
<th>Islands between Latitudes 10° and 20° South</th>
<th>605–628</th>
</tr>
</thead>
<tbody>
<tr>
<td>Samoa or Navigator’s Islands</td>
<td>610</td>
<td></td>
</tr>
</tbody>
</table>

| CHAPTER XIV. | The Fiji Islands | 629–680 |

<table>
<thead>
<tr>
<th>CHAPTER XV.</th>
<th>The New Hebrides, Etc.</th>
<th>681–714</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Hebrides</td>
<td>681</td>
<td></td>
</tr>
<tr>
<td>Santa Cruz Islands</td>
<td>701</td>
<td></td>
</tr>
</tbody>
</table>

| CHAPTER XVI. | The Galapagos Islands | 715–724 |

<table>
<thead>
<tr>
<th>CHAPTER XVII.</th>
<th>The Marquesas Islands, Etc.</th>
<th>725–758</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marquesas Islands</td>
<td>725</td>
<td></td>
</tr>
<tr>
<td>Detached Islands between the Equator and 10° South</td>
<td>742</td>
<td></td>
</tr>
<tr>
<td>Phoenix Group</td>
<td>747</td>
<td></td>
</tr>
<tr>
<td>Ellice’s Group</td>
<td>750</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CHAPTER XVIII.</th>
<th>The Solomon Islands, New Britain, New Ireland, Etc.</th>
<th>758–841</th>
</tr>
</thead>
<tbody>
<tr>
<td>Solomon Islands</td>
<td>758</td>
<td></td>
</tr>
<tr>
<td>New Britain</td>
<td>784</td>
<td></td>
</tr>
<tr>
<td>New Ireland, &amp;c.</td>
<td>789</td>
<td></td>
</tr>
<tr>
<td>Admiralty Islands</td>
<td>795</td>
<td></td>
</tr>
</tbody>
</table>
CONTENTS.

CHAPTER XIX.—The Eastern Part of New Guinea, Louisiade Archipelago, and Torres Straits ..................... 804—843
The Eastern Part of New Guinea .................................. 804
Louisiade Archipelago ........................................... 826
Torres Straits .................................................. 835

CHAPTER XX.—The Coral Sea, Australia, Etc. ............... 844—953

SECTION IV.
THE PHENOMENA OF, AND DIRECTIONS FOR, THE SOUTH PACIFIC OCEAN.

CHAPTER XXI.—The Winds of the South Pacific Ocean .... 954
CHAPTER XXII.—The Currents ..................................... 991
CHAPTER XXIII.—Tides, Magnetism, Ice .......................... 1020
CHAPTER XXIV.—Passages ......................................... 1036
ALPHABETICAL INDEX .............................................. 1086

ILLUSTRATIONS.

1. Currents of the South Pacific Ocean ......................... To face Title.
2. Views in Port Famine and Admiralty Sound .................. " page 23
3. View of Mount Sarmiento .................................... " 27
4. View of Wollaston Island, Cape Horn ........................ " 63
5. Views of Cape Horn, Cape Spencer, False Cape Horn, Cockburn Channel, &c ................................. " 67
6. Winds of the Pacific Ocean .................................. " 954
7. Magnetic Variation and Dip .................................. " 1026
8. Passages in the South Pacific Ocean .......................... " 1037
THE

SOUTH PACIFIC OCEAN.

SECTION I.

INTRODUCTION.

The existence of the great ocean to the westward of America soon became known to the European discoverers and conquerors of the New World. The Spaniards under Columbus, in 1502, had pushed their explorations along the northern coast of South America to the isthmus, and there established their power. Eleven years later, Basco Nuñez de Balboa, the Spanish governor of Darien, guided by native information, headed an expedition, among whom was Francisco Pizarro, and marched across the isthmus. He arrested their progress at the foot of a hill, from the summit of which he was told that this new sea was visible, and ascending alone, he fell on his knees and thanked heaven for having bestowed on him the honour of being the first European that beheld the sea beyond America. This was on September 25th, 1513. He subsequently took possession of it in the name of the King of Castile and Leon.

It was called the Mar del Zur, the South Sea, because it was relatively so to the portion of coast from which it was first seen.

It was called Pacific by Fernando de Magalhaens, the first circumnavigator. This could only refer to the tropical portion, as Magalhaens sailed with great storms (con gran tormenta) till December, 1521, when they found themselves in lat. 32° 20' S.

Thus the terms South Sea or Pacific Ocean are neither of them justly appropriate, seeing that it is neither more South nor more pacific than any other. But the names are recognized.
INTRODUCTION.

Maltè-Brun, who has been followed by many others, has proposed the name Great Ocean, or rather that of Oceanica: but as all authors who have especially written on the subject have used one or other of the former names, they ought to be adopted. Therefore that now best known, the Pacific Ocean, is the one to be used.

We would wish in the ensuing prefatory remarks to briefly enumerate the principal authorities upon which the present state of Pacific hydrography is based. And in so doing we ought really to commence at an era which would include many noble names—the leaders of that band of navigators who have added another world within the range of comparatively modern times to the knowledge of civilized men.

But as the plan of our work does not admit of mere historical detail, we must here pass over the earlier discoverers; they will be found alluded to in the subsequent pages. The reader who is interested in the progress of discovery will find the subject exhausted in the admirable work, “A Chronological History of Voyages in the South Sea,” by Admiral James Burney.

We therefore commence at the period when modern science, that is, as at present understood, was first brought to bear on Pacific hydrography. This was in the famous voyage of Capt. James Cook. We shall, for convenience, enumerate the principal points in the different expeditions in a chronological order, commencing with his.

Captain James Cook is justly placed at the head of English navigators, a pre-eminence which proudly overlooks all others. Perhaps there never was a narrative which attracted so much attention, or has dwelt so much in the memory of a nation, as the accounts of his voyages and his remarkable death. It is in the Pacific Ocean that his discoveries have elevated his fame, and prior to his expeditions it might be said that one-half of the oceans of the world were unknown to Europe. Cook, as is well known, was the son of an agricultural labourer, born at Marton, in Cleveland, Yorkshire, October 27, 1728. His first nautical exploits were as an apprentice on board a Newcastle collier. In 1755 he entered the navy, on board the Eagle, the command of which was soon taken by Sir Hugh Palliser, and this officer first recognized Cook’s merits, a fact which ought not to be forgotten. Cook afterwards perpetuated his gratitude by naming the South extremity of New Zealand after him, the well-known S.E. cape of Cook’s Strait; and also some islands in the Low Archipelago. His first public service was the survey of the River St. Lawrence, and piloting the boats to the attack of Montmorency and the heights of Abraham, at Quebec. His surveys in these parts were published by the house from which the present work issues. Gaining the esteem of his superiors, as a master in the navy, he was selected, on the recommendation of his friends, Lord Colville and Sir Hugh Palliser, by Sir Edward Hawke, to take the command of a scientific expedition to the
INTRODUCTION.

South Seas; this was in 1767. The Royal Society observed that it would be greatly to the advancement of astronomical and geographical science to send persons into some part of the South Sea, to observe the transit of the planet Venus over the sun's disc, which would happen in the year 1769, and that the islands called the Marquesas de Mendoza, or those of Rotterdam, or Amsterdam, were the fittest places for that purpose. This resolution having been laid before the young king, George III., he directed that the Endeavour (a collier of 370 tons) should be fitted out, and the command given to Cook, then made a lieutenant.

This was while the expedition, also sent out by George III., under Wallis and Carteret, was still at sea; but during the preparation Wallis returned, and then his discovery of King George's Island (Tahiti) was chosen as the best locality for the observations. Lieut. Cook was accompanied by Mr. Green, as astronomer; and Mr. (afterwards Sir Joseph) Banks, a gentleman of fortune, and Dr. Solander, as naturalists, with proper assistants. The Endeavour left Plymouth August 26, 1768, and passed Cape Horn January 26th following, reaching Tahiti April 12, 1769. The transit was satisfactorily observed at the observatory on the well-known Point Venus, an account of which is given in the Philosophical Transactions, vol. lvi, part ii, p. 397, et seq. Quitting Tahiti, they reached Poverty Bay, New Zealand, on Friday, October 7, 1769. New Zealand at this time was little known, and most of the crew thought they had come on the terra australis incognita, then the great problem of geography. Having sailed all round the islands, and determined their insular character, the separation between them, which he first sailed through, was called Cook's Strait; and as an evidence of his accurate observation, a dangerous rock in it is clearly described by him, but has been several times announced of late as a new discovery. Quitting Cape Farewell, New Zealand, March the 31st, 1770, they reached the coast of New Holland, at Point Hicks, and Cape How, April 19. Coasting along to the northward, he gave most of the names to the capes and bays now so familiar to the colony of New South Wales, and anchored in Botany Bay, so named from the great quantity of plants collected by Mr. Banks and Dr. Solander. Passing out from this, May 6, he saw and named Port Jackson, and then passed Broken Bay, Port Stephens, Moreton Bay, Harvey Bay, and indeed all the eastern coast of Australia, passing through Torres Strait, and thence to New Guinea, Batavia, the Cape of Good Hope, St. Helena, and arrived at Deal, June 10, 1771.

The account of this interesting voyage was prepared for the press by Dr. Hawkesworth, who, by adding remarks of his own, called down some severe but unmerited remarks on the narrative. But it forms one of the most interesting memoirs in hydrography; and in this voyage, as is said by his friend and fellow officer, King—"he discovered the Society Islands; determined the insularity of New Zealand; discovered the straits which separate..."
the two islands, and are called after his name; and made a complete survey of both. He afterwards explored the eastern coast of New Holland, hitherto unknown; an extent of 27° of latitude, or upwards of 2,000 miles."

It certainly is marvellous that Cook should, almost within the memory of persons recently living, have discovered and named those countries now so familiar to Englishmen as are formed in their populous colonies of New Zealand and Australia. Respecting the accuracy of Cook's observations, they are unimpeachable. The minute accuracy of detail is not to be found in his charts which is required in modern times, but they certainly claim for him the title of the father of modern hydrography, a character more fully sustained by the result of his second voyage, which followed immediately on the completion of the first, and obtained for him great personal honour and the rank of commander.

The second voyage of Commander James Cook was undertaken for a different end. King George III., his former great patron, determined on sending him to the southern hemisphere, to determine the existence or non-existence of the supposed southern continent. This was determined on soon after his return in the *Endeavour*. He was appointed to the command of the *Resolution* November 28, 1771; and Tobias Furneaux (who had been second lieutenant with Captain Wallis) was appointed to the *Adventure*. These two ships had been colliers, and were chosen by Cook. They were equipped and victualled in a very superior manner to the ordinary mode, and the beneficial effects of the anti-scorbutics and other stores were soon manifest in the absence of scurvy throughout the voyage; it had always been a dreadful scourge in previous voyages. As a scientific corps, Mr. John Reinhold Forster, with his son, were appointed naturalists; the Board of Longitude agreed with Mr. W. Wales and Mr. W. Bayley as astronomers, and Mr. Hodges as artist. Each of these departments was most amply illustrated by the respective parties in separate publications. Some personal pique respecting accommodation, it is said, prevented Sir Joseph Banks from again accompanying Cook. But there is little doubt that his society must have been very irksome to Cook, placed as he was in circumstances which must have greatly interfered with the discipline of the ship.

The second expedition quitted Deptford April 9, 1772, and left the Cape of Good Hope November 22, in search of the primary object of his voyage, the southern continent, reaching lat. 67° 15' S., long. 40° E., January 17, 1773; but, as is well known, without meeting with any land between the meridian of the Cape of Good Hope and that of New Zealand. He entered Dusky Bay March 26. Capt. Furneaux had parted company February 7, and joined the *Resolution* in Queen Charlotte Sound, New Zealand. The ships then proceeded to Tahiti, and thence to the Tonga or Friendly Islands, called by Tasman Amsterdam and Middleburg, and again returned to Queen Charlotte Sound, in which passage they parted finally with the *Adventure*,
which reached Queen Charlotte Sound after Cook had left. Here Furneaux had the sad misfortune to lose a boat's crew, ten in number, who were murdered and eaten by the natives of Queen Charlotte Sound. He then stood to the S.S.E. to lat. 56° S., and arrived off Cape Horn in little more than a month from Cape Palliser, New Zealand, and thence on to the Cape of Good Hope and England. Cook again proceeded on his search for antarctic lands to the South, seeing the first ice in lat. 62° 10' S., long. 172° W., December 8, 1773; and reaching his highest, lat. 71° 10' S., long. 106° 54' W., Jan. 30, 1774. He now made his way to the northward, reaching Easter Island March 11, 1774, of which he gives a detailed account. Thence he went to the Marquesas, and afterwards to Tahiti, and other of the Society Islands, passing some of the islands of the Parmento group. In the passage thence he discovered Palmerston and Savage Islands, and touched at Namuka (Namocka), in the Tonga Islands. The New Hebrides were his next point, visiting Mallicolo, Tanna, Erromanga, and other islands. His next discovery was New Caledonia, one of the largest and finest islands of the Pacific. He gives a considerable amount of detail respecting this island, and left it October 6, 1774, discovering Norfolk Island October 10, and again reached his former anchorage in Queen Charlotte Sound. He then, November 10, proceeded across the Pacific Ocean in a high latitude, supposing that his passage was the first ever made, not knowing that his consort, the Adventure, had preceded him. His passage was thirty-seven days to Cape Horn, and finally reached England July 29, 1775.

Beside the very important additions he made to our knowledge of the geography of the Pacific, which have never been equalled by any single voyage, this had one very marked effect on all future nautical undertakings. All the histories of early discovery by long voyages have shown at what a dreadful rate the advantages of increased knowledge were purchased, in the wholesale destruction of the crews by that frightful disease, scurvy. The fate of Behring is an example of this. But it was reserved for Cook to demonstrate that protracted voyages might be made, even extending to three or four years, in all climates, without diminishing the probability of life in any degree. His system, the basis and commencement of that now in use in all well-conducted ships, was submitted to the Royal Society, who presented him with their gold Copley medal on that occasion. This alone will place Cook among the greatest benefactors to the maritime world.

The third voyage of Capt. Cook was the result of the great success which attended his former expeditions, and very quickly followed. His new ships were the Resolution and the Discovery, commanded by Capt. Clerke, his former lieutenant on board the Resolution. Among Cook's officers were Lieutenants Gore and King, and his master was William Bligh, all distinguished afterwards. With Captain Clerke was Lieutenant (afterwards Admiral) James Burney, the historian of the Pacific. The expedition quitted Long Reach
May 29, 1776; its object was the exploration of the North Pacific, and to examine the connexion or separation of the American and Asiatic continents. They passed round the Cape of Good Hope, and anchored in Adventure Bay, Van Diemen's Land; thence they sailed to their old port, Queen Charlotte Sound, in New Zealand; thence proceeded towards the Tonga group, discovering Mangeea and Atiu on the passage, and making a more minute examination of the Friendly Islands. Thence they proceeded towards Tahiti, discovering Tubuai. They landed Omai, a chief brought to England by Cook in his former voyage, at Tahiti, and then, proceeding to the northward, made the grand discovery of the Sandwich Islands. He saw and examined all of them, and has recited many most interesting details of them. From the Sandwich Islands he proceeded to the N.W. coast of America, anchoring in Nootka Sound. Thence he proceeded to the N.W., examining the coasts, and entered Prince William's Sound and Cook's River (or Inlet), reaching Unalashka. Thence he proceeded to the northward, through Behring's Strait to the icy barrier, establishing the real character of the countries and the erroneous condition of the maps. After again touching at Unalashtka, he made away for Karakakoa Bay, in Hawaii. Here the well-known tragedy occurred. Cook, the Lono or god of the Hawaiians, was killed, and science lost one of her greatest contributors. This sad event occurred February 14, 1779. Lieut. King then took the second command under Capt. Clerke. The ships proceeded to Awatska Bay, and again fruitlessly attempted the north-west passage. Before the return to Kamschatka, Capt. Clerke died, and Captains Gore and King became the commanders. They proceeded along the Japanese coast to Macao, and thence by the Cape of Good Hope, and reached Stromness, in the Orkneys, August 22, and the Nore October 4, 1780, the two ships having been absent four years, two months, and twenty-two days, and never having lost sight of each other but twice during their voyage. Thus concluded the most celebrated voyages of modern times, and from which dates a new era in hydrography. The account of Cook's last voyage was published under the superintendence of Dr. Douglas, Bishop of Salisbury, and is one of the most interesting works in the language.

The immediate predecessors of Cook in discovery had no mean harvest in the Pacific. The voyages referred to, as directed by King George III. in the early part of his reign, were recorded, or perhaps the narrative arranged, by Dr. Hawkesworth. The first of these was under Commodore Byron, who sailed from the Downs January 21, 1764, with the ships Dolphin and Tamar, and, passing through the Strait of Magalhaens into the Pacific, discovered the Islands Disappointment, George, Prince of Wales, Danger, Duke of York, and Byron, reaching England again May 9, 1766.

In the following August the Dolphin was again sent out under the command of Captain Wallis, with the Swallow, under Captain Carteret. They
separated at the western entrance of the Strait of Magalhaens. Wallis discovered Whit Sunday, Queen Charlotte, Egmont, Duke of Gloucester, Duke of Cumberland, Maiatia, Tahiti, Eimeo, Howe, Scilly, Boscawen, Keppel, and Wallis Islands, and returned to England in May, 1768. Carteret pursued a different course, discovering Osnaburg, Gloucester, Queen Charlotte, Carteret, and Gower Islands, and the strait separating New Britain and New Ireland, and reached England in March, 1769.

The French at this time despatched Mons. Bougainville, in November, 1766, in the frigate La Boudeuse, with the store-ship L'Etoile. He entered the Pacific by the Strait of Magalhaens, in January, 1768, and discovered several islands in the northern part of the Low Archipelago, Lancingers, Harp, Thrums Cap, and Bow Islands. He also discovered Tahiti, and thought he was the first; then the Navigator Islands, and passed between the New Hebrides and the Louisiade, arriving in France in March, 1769.

While Cook was employed in the Pacific, the Spaniards were not behind in advancing discoveries.

The expedition in 1775, in the ships Santiago and Sonora, under Bruno de Heoela and Ayala, made several discoveries on the coast of Oregon, &c. With these ships were the pilot Antonio Maurelle and Lieutenant J. F. de la Bodega y Quadra, names still retained in some places on the coast.

The discoveries of Cook had given a great impetus to the energies, commercial and exploratory, of every one at the time; and one circumstance, trivial in itself, led to great results.

During the third voyage of Cook, the sailors had procured a number of sea-otter skins on the N.W. coast of America, which sold at enormous profits at China. This fact led to important results. The voyages of Portlock, Dixon, Meares, Tipping, Kendrick, Lowrie, Guise, and others, and also indirectly of that of La Pérouse and Krusenstern, arose out of it.

The voyage of La Pérouse is one of the interesting points in maritime history. It was undertaken in order to extend the French commerce, at the time when Cook's voyages had given so great an impetus to trade in the Pacific; and one of the first objects of the voyage of L'Astrolabe, under La Pérouse, and La Boussole, under Capt. De Langle, was to examine the N.W. coast of America, where the furs were procured. This was followed from Mount St. Elias (June 23, 1786) to Monterey, from whence they proceeded to Canton; after that to Kamschatka, sailing into the Sea of Saghalin. Their next destination was Navigator and Friendly Islands; and, lastly, Sidney, in New South Wales. After the ships quitted this port nothing more was heard of them, notwithstanding all the search and inquiry that was made; until the year 1826, some articles were found at Tucopia, which were traced to Vanikoro, where Capts. Dillon and D'Urville found undoubted evidence of the wreck of two ships, and the departure of the crews in a vessel built from the wrecks, but never more heard of.
INTRODUCTION.

One voyage about this period, better known for its fate than the scientific results it obtained, is that of the *Bounty*, under Captain William Bligh, who went to procure bread-fruit to convey to the West India Islands. The facts of the mutiny and escape of the mutineers to Pitcairn Island are now familiar to all. Lieutenant *Edwards*, in the Pandora frigate, was sent on an unsuccessful search for the mutineers in 1791. Bligh made a second but unpublished voyage to accomplish his object.

The unfortunate voyage of *L'Entrecasteaux* and *Huon-Kermadec*, in the French frigates *La Recherche* and *L'Espérance*, was for the purpose of ascertaining the fate of *La Pérouse*. They left Brest September 1791, and returned in 1794. The principal additions they made to our knowledge were about Van Diemen's Land, S.W. Australia, New Caledonia, Louisiade, &c. But this knowledge was purchased with the death of the two commanders, and 99 out of 219 people, forming the original crews. An account of this voyage was given to the world by Admiral Rossel, and another by M. Labillardière.

*La Pérouse* had examined a considerable portion of the N.W. coast of America, but much remained to be done, which was left for Vancouver.

Capt. *George Vancouver* was an officer in Cook's second voyage towards the South pole, and also under Capt. Clerke, in his third and last voyage. He was appointed to the command of the *Discovery* sloop of war, December, 1790; his consort was the *Chatham*, an armed tender, under Lieutenant Broughton. The object of his voyage was a double one. The Spaniards had made some supposed aggressions at Nootka Sound, which the English were to resent, and the old theory of a large and navigable river to the Atlantic had been revived. Vancouver was to settle both these points. If this commander had not the varied talents and enterprise of his master Cook, his surveys at least give evidence of indefatigability. His surveys extend from the Bay of St. Francisco, lat. 30° N., to Cape Douglas, the S.W. point of Cook's Inlet. The vast extent of a portion of the most intricate coast in the world appears to be delineated most faithfully. His object being to trace the continental continuity, the whole of the singular "canals" which penetrate the coast were minutely examined. He also determined the insularity of Vancouver Island, and the character of the dense and still unpeopled archipelagoes to the northward. As far as exact knowledge went, Vancouver may be said almost to be the discoverer of much of the coast. Besides this, his officer, Mr. Broughton, discovered the Chatham Islands, King George's Sound, South Australia, the Snares to the South of New Zealand; and a more full examination of the Sandwich Islands are a portion of the acquisition made in this expedition, which occupied from 1792 to 1794. Vancouver's longitudes vary very considerably from those of Cook, though the details of his survey have been highly applauded. Sir Edward Belcher had for one object to reconcile these differences. Vancouver's longitudes are,
INTRODUCTION.

therefore, corrected in accordance with this and other more exact determinations.

The voyage to the N.W. coast of America by Commanders Galiano and Valdez, in the Spanish ships Sutil and Mexicana, and which were unexpectedly fallen in with by Vancouver, when proceeding to the northward at the back of Vancouver Island, was the last voyage made by the Spaniards for discovery in the North Pacific Ocean. A meagre account of it was published by the government at Madrid in 1802. There is, however, a valuable historical introduction prefixed to it. The book itself is superseded by the elaborate and lucid work of Vancouver. The colonization of New South Wales, in 1788, by Governor Philip, led to some discoveries in the voyages of the ships which conveyed the convicts. The ships Scarborough and Charlotte, under Captains Marshall and Gilbert, have given two names to respective archipelagoes in the North Pacific, and there is also the voyage of Lieut. Ball, in H.M.S. Supply.

Capt. Don Alessandro Malaspina, an accomplished Italian in the service of Spain, was unfortunate, not in his voyage, but in offending Godoy, the well-known Prince of the Peace, who, on his return in 1794, threw him into prison at Coruña, where he was liberated by Napoleon in 1802. His voyage was in the Descubierta; his consort was the Atrévida, commanded by Captain Bustamente. They examined the N.W. coast of America, between Prince William's Sound and Cape Fairweather, and also the S.W. coast of Mexico and Central America. His journals or charts have never been published. A sketch of his voyage is given in the introduction to the voyage of Galiano and Valdez, but his name is never once mentioned in it. The highest laudation is there given to the officers engaged in it. What we know of it is from the charts subsequently drawn up by Don Felipe Bauza, who was in the expedition. To this we owe our present knowledge of the Mexican coast alluded to.

The voyage of Capt. Étienne Marchand to Vancouver Island, &c, in 1791, would not be worth mentioning, were it not that the account of it is preceded by a really valuable historical and critical introduction by the talented geographer, Fleurieu.

Some years now intervened, and the Pacific was comparatively untraversed by scientific voyagers. But circumstances arose which led to the following voyage.

Adam John Von Krusenstern is the hydrographer of the Pacific. This is a proud position, and is worthily occupied. Beside this, he was the first Russian who circumnavigated the globe in a Russian ship. This is another interesting feature, but his services to his country are not second to either of them. He was the descendant of a noble family, and in his youth, by command of his government, he served for six years (from 1793 to 1799) in the English fleet. During this period, regretting that his country, with her vast South Pacific.
power and resources, did not participate in the advantages of the growing commerce which was being established in all parts of the world, he conceived the noble project of forming direct commercial relations between Russia, India, and China. To advance his patriotic scheme, he went to the East Indies, where he passed a year, studying its commerce, and then reached China, in order to gain some knowledge of its dangerous seas. He remained here two years (1798-99), and acquired numerous facts respecting the fur trade between China and the N.W. coast of America. On his homeward voyage he formed a plan to raise a mercantile navy to carry out his views of commerce between Russia and China. Like Columbus, he found himself neglected and misunderstood on his return, but, on the accession of Alexander, his propositions were appreciated.

The expedition consisted of the Nadiéjeda (the Hope) and the Neva. Capt. Krusenstern commanded the first in the expedition, and the second was commanded by Capt. Lisiansky. The object of the voyage was of a varied character. It was to be one of discovery and science; also to establish some plan by which the Russian-American Company could more conveniently communicate with their languishing colonies on the N.W. coast of America than by long and tedious journeys overland to Okhotsk. It was also destined to convey the ambassador appointed by the Russian Emperor to the court of Japan. And, finally, it was to be a voyage round the world, the first undertaken by the Russians. All these objects were triumphantly carried out by the excellent commander with but the loss of a single man, who was previously diseased!

The Nadiéjeda and Neva left Cronstadt August 7, 1803, and returned in 1806. Captain Krusenstern’s immediate sphere was Japan and its vicinity. He gave us the first true notions of its western side, and also has surveyed the eastern side of the great Peninsula or Island of Sakhalin. His chart of the Japanese empire is a masterpiece. We cannot enumerate here all the points enquired into by this voyage; they will be found alluded to in various places in the work.

His consort, under Captain Urey Lisiansky, a volunteer, but the senior officer to his commander, separated from the Nadiéjeda in the Pacific, and proceeded to his destination, Kodiack and the N.W. coast of America. We owe many details of the Sitka Islands, and nearly all we know of the Kodiack Archipelago, to Lisiansky.

It was during his voyages around Japan, the Sea of Okhotsk, and the Kurile Islands, Krusenstern tells us, that he conceived the idea of his great work, the Atlas of the Pacific Ocean, knowing how many perils, how many anxious moments it would have spared him and his companions, had such a work been within their reach. Busily employed in the services of his profession, it was not until 1815 that he was allowed the leisure to pursue his
favourite object, and this was in consequence of impaired vision. It is
difficult to speak in sufficiently high terms of this noble work, the “Atlas de
l'Ocean Pacifique,” and the accompanying “Recueil de Memoires Hydrogra-
phiques, pour servir d'Analyse et d'Explication a l'Atlas.” The first part of
this was published at St. Petersburg, in Russian and French, at the impe-
rial expense, in 1824, and related to the South Pacific. That for the North
Pacific appeared in 1827. In 1834 a supplemental volume, and a corrected
edition of the Atlas appeared; and several papers subsequently appeared in
the bulletin of the Imperial Academy of St. Petersburg.

In these memoirs Vice-Admiral Krusenstern had embodied everything
that had previously been observed in the Pacific, and in the most masterly
manner he has reconciled the discordant materials at his command, and
placed its hydrography upon an entirely new basis. Up to the date of these
publications, it may be said that the work had exhausted the subject.
Being in the French and Russian languages, their utility was somewhat
contracted for the nautical world; and moreover the chief bulk of the re-
marks consist of discussions on the scientific basis on which the charts were
constructed; and the whole of the American coast was reserved for a future
work which was never produced. All the determinations, except where they
have been superseded by later and better observations, have been followed
in the present work.

The Russians have, besides the great Krusenstern, performed no small
share of the discovery and exploration of the Pacific. Capt. Frédéric Lütke
may justly claim a high position among hydrographers. His work, the
Voyage of the Sénia sine, though but little known, is an excellent one. Capt.
Lütke surveyed the inclement coasts of Asia, from the North of Behring’s
Strait to the extremity of Kamchatka, and also made many observations
in Behring’s Sea. He has drawn up his useful memoir from many Russian
sources besides his own labours. In the Caroline Archipelago, too, his ex-
plorations are very conspicuous.

The voyage of Billings (an Englishman who was with Cook), a very ex-
pensive one, was most unproductive. It was begun in 1785, by order of the
Empress Catherine, “a secret astronomical and geographical expedition to
navigate the Frozen Ocean between Asia and America.” The vessels were
built at Okhotsk, but were not ready till 1789, when one of them was imme-
diately wrecked. The other only reached Mount St. Elias, stopping at
Ounalashka, Kodiack, and Prince William’s Sound. It then returned to
Kamchatka, and its commander abandoned it. A melancholy picture is
drawn of their sufferings by Martin Sauer, who, unfortunately for himself,
was secretary. In the following year the expedition was resumed in the
Sea of Behring, under Captains Hall and Sarytscheff, but was not very
successful.
Otto Von Kotzebue, the son of the celebrated author, was a cadet on board the Nadjejda, under Krusenstern, in 1803—1806. He was selected by that great hydrographer to command a vessel sent out by the munificence of Count Romanzoff, and named the Ruick, to endeavour to penetrate to the North of Behring's Strait, and make other explorations. It left Cronstadt July 30, 1815, and was unsuccessful in the primary object, and reached no farther than Kotzebue Sound, to the North of the West cape of America. Some discoveries in the Radack Channel, the Low Archipelago, and the Carolines, and other important services, were the results of this voyage, which lasted till August 3, 1818, when the Ruick anchored in the Neva.

His second voyage was in the Russian ship the Predpriatie (the Enterprise), and was intended to protect the Russian American Company from the smuggling then carried on by foreign traders. The ship left Cronstadt July 28, 1823, and made many important additions to our knowledge of the Low Archipelago, surveyed the Navigator Islands, the Radaick Islands, Sitka, and the Ladrone Islands, returning to Cronstadt July 10, 1826.

Among those at the head of these illustrious navigators who have enriched science by their exertions, Jules Sébastian-César Dumont D'Urvillemust be placed. His first expedition, in the Astrolabe, left Toulon April 22, 1826. He examined parts of the coasts of New Zealand, the Tonga Islands, the Fiji Islands, the Santa Cruz Islands, the Loyalty Islands, and then the great chain of reefs extending off New Caledonia. He then passed on to New Britain and New Ireland, and the North coast of New Guinea. On his return to Hobart Town he received intelligence that Capt. Dillon had discovered the remains of La Pérouse's expedition, to the scene of the loss of which, Vanikoro, he then repaired, as related in another part of this work. Quitting this, he passed on to Guam and part of the Carolines, arriving at the Mauritius September 29, 1828, and at Toulon March 25, 1829. More extended examinations have since been made of many of his explorations, but at the time the expedition greatly increased our then imperfect knowledge. His second voyage, though out of its chronological order, we will notice here.

The second expedition under M. D'Urville, consisting of the Astrolabe and Zélée, the latter under the command of Capt. C. H. Jacquinot, quitted Toulon September 7, 1837, and reached the South Shetland group, where he made many additions to our knowledge; thence entering the Pacific, he visited Manga Reva, Marquesas, Society Islands, Tonga Islands, the Fiji Islands, Vanikoro, the Salomon Islands, the Ladrone Islands, and then entered the Asiatic Archipelago, and thence to Hobart Town. Quitting this, he made for the antarctic regions, and discovered portions of the supposed continent. He then again examined some portions of New Zealand,
INTRODUCTION.

the Louisiade, thence out of the Pacific, and reached Toulon November 6, 1840.

The frightful death of the celebrated Dumont D'Urville, who, with his wife and son, were by one accident hurried into eternity, May 8, 1842, will be long remembered in France. They were travelling on one of the Paris and Versailles railways, when, in consequence of the engine failing, the whole train was overturned and burnt, together with a large number (upwards of forty) of the passengers.

To the voyage of M. Freycinet, with the ships L'Uaine and La Physisienne, in 1819, we owe the greater part of our knowledge of the Mariana or Ladrone Islands, and also of the Samoan group much information was acquired. This voyage was exceedingly productive in additions to natural history and science generally, and the Atlas Historique, accompanying the voyage, is really a fine work.

The voyage of Captain Duperrey, the officer under Freycinet, sailed in La Coquille in 1822—1825, and made many additions to the hydrography of the central and western Pacific. His route was around Cape Horn, to Callao, Payta, the Low Archipelago, and Tahiti, which he reached May, 1823; thence to Port Fraslin in New Ireland, New Guinea, the Moluccas, round to the West of Australia to Van Diemen's Land and Sydney; thence to the northward, through the Mulgrave Islands, &c., and examining the Caroline Archipelago, reached France via the Cape of Good Hope. The whole of the accounts of this voyage have not appeared, but Capt. Duperrey has done good service to science by his current and variation charts.

The voyage of the Blossom, under Captain Frederick William Beechey, is one of the most important, in a scientific view, that we have in the Pacific. It was undertaken to afford assistance to the expeditions which had been despatched from England, under Capt. (afterwards Sir John) Parry, for the discovery of a N.W. passage through the Arctic regions, and under Captain (afterwards Sir John) Franklin, who intended descending the Mackenzie River and reaching Behring's Strait. The Blossom left Spithead May 19, visited Valparaiso and Pitcairn Island, minutely examined several islands in the Low Archipelago, and proceeded to Tahiti, and thence to the Sandwich Islands. The special object of the expedition was then proceeded with, and a minute survey made of the American coast, of Behring's Sea and Strait, between King's Island and Point Barrow. As is well known, the other expeditions were not met with. The Blossom returned to and surveyed San Francisco in California, reaching there November 6, 1826. The next point was revisiting the Sandwich Islands, and thence to Macao. The Loo-Choo Islands were next visited and surveyed, as were the Arzobispo or Bonin Islands. Petropaulovski was next visited, and then the attempt again made to pass through Behring's Strait. The return thence was made by way of San Francisco, Valparaiso, and reached Woolwich October 12, 1828.
INTRODUCTION.

H.M.S. Sulphur left England December, 1835, under the command of Captain F. W. Beechey, accompanied by the Starling, Lieutenant Kellett. Capt. Beechey invalided at Valparaiso, and was at last succeeded by Capt. (afterwards Sir Edward) Belcher (who had sailed in the Blossom) at Panamá, February, 1837. The operations of the Sulphur consisted in determining the longitudes of points in dispute between Vancouver and Cook on the N.W. coast of America; examining and surveying several of the ports, and a portion of the coast of Central America and California; and returned to Panamá from her first cruise in October, 1837. After this she proceeded across the Pacific, visiting San Blas, Mazatlan, the Revilla Gigedo Islands, and the Marquesas; thence to Bow Island in the Low Archipelago, then Tahiti, the Fiji group, New Hebrides, &c.; and then to an active part in the Chinese warfare, till nearly the close of the year 1841, when she sailed for England.

The surveying voyages of H.M.S. Adventure and Beagle are certainly the most important in the present hydrography of the Pacific. The whole of the Pacific coast of South America was most accurately delineated by their means. These two ships were commissioned in 1825, Commander P. P. King to the Adventure, and Commander Pringle Stokes to the Beagle. They left Plymouth May 22, 1826, commencing operations South of the Plata in the ensuing November. In August, 1828, the sad death of Commander Stokes occurred; he was temporarily succeeded by Lieutenant Skyring, but ultimately Capt. Robert FitzRoy commanded the Beagle. The result of this portion of the expedition was the noble survey of the South extremity of America, with the Strait of Magalhaens, from the La Plata to Chiloe; and the excellent instructions, quoted in our work, have added more to the security of navigation than anything which preceded them. The first expedition quitted Rio for England in August, 1830.

The second expedition, under Captain FitzRoy in the Beagle, was commissioned July 4, 1831. The result of this was the completion of the survey of Tierra del Fuego, and the continuation from the Gulf of Peñas northward, along the coasts of Chile and Peru, to Guayaquil. The Galapagos Islands were likewise included in this admirable survey. Leaving this coast, a chain of meridian distances was carried around the globe, the first of the kind, reaching Woolwich November 17, 1836. The directions drawn up in the survey, and given in the first part of this work from the appendix to Capt. FitzRoy's book, will say more in eulogy than we can. The labours of the accomplished naturalist, Charles Darwin Esq., ought not to pass unnoticed here, though not connected with our subject.

The special object of the voyage of the French frigate La Venus, under Capt. Abel du Petit Thouars, in 1837—1839, was for the protection and encouragement of the whale fishery, and his voyage was framed with the view of collecting all information on this head, for the purpose of increasing and
establishing the French whaling interest in the Pacific. The *Venus* left Brest December 31, 1836, and returned to that port June 24, 1839. She arrived at Valparaiso April 26, after staying at Rio fifteen days; thence to Callao, from whence she made way for Oahu, in the Sandwich group, where her commander interfered in the disputes between the religious parties, meeting here H.M.S. *Sulphur*, under Capt. Belcher. From Honolulu she proceeded westward, and reached Awatska Bay; thence she sailed for Monterey, arriving there October 18, 1837, with above thirty of her crew severely attacked with scurvy. Quitting Monterey she proceeded to Guadalupe Island, which was examined, and the important position of Los Alijos Rocks ascertained. Touching at Cape St. Lucas she reached Mazatlan, San Blas, and Acapulco, giving us some details of each of those places, and then to Valparaiso a second time, March 18, 1838. St. Ambrose and St. Felix Islands, called by the Spaniards the Unfortunate Islands, were next visited, and then Callao, surveying the Hormigas Rocks, and touching at the Galapagos. The Marquesas Islands were then surveyed. The northern part of the Low Archipelago was next traversed, and the *Venus* anchored at Papeite, at Tahiti, where, as at the Sandwich Islands, a convention was drawn up, assuring protection to French ships. Passing thence toward New Zealand, they examined several islands in their track, among which were the Kermadec, reaching the Bay of Islands October 12. Sydney was the next port, which was quitted December 18, 1838, and *La Venus* entered Brest June 24, 1839. Under the excellent observations of M. U. de Tessan many great additions to the hydrography of the Pacific were made; among which may be particularized the chart of the Marquesas, and of the several ports she visited. These will be found alluded to in their respective places, and his positions deserve much confidence. The scientific portion of the voyage received due attention, and many branches of natural history were thereby much enriched. The principal object of the voyage is fulfilled in the Report to the Minister of Marine, "On the Whale Fishery in the Pacific Ocean," comprising a full account of the armament, ships, ports, instructions, crews, discipline, nature of the fishery, &c., &c., and related in the third volume of the Narrative of the Voyage.

We should not omit one author, *Von Siebold*, who visited Japan in 1823—1830, and whose noble work on Japan ought to remove the stigma sometimes attached to the Dutch of their exclusiveness, in withholding information on the subjects which they only have the power to gain. His work on "Nippon" is most certainly worthy of a nation.

The *United States' Exploring Expedition* deserves especial notice for one particular—"It was the first, and is still the only one, fitted out by national munificence for scientific objects, that has ever left the shores of the United States." Its organization appears to have been arranged under great—all but insuperable—difficulties; its result is given to the world in five goodly
volumes of narrative, a series of scientific memoirs, and an hydrographical atlas—works worthy of a great nation.

The act of Congress which authorized the undertaking is dated May 18, 1836, but it was not until March, 1838, that it devolved upon Lieutenant Charles Wilkes to re-arrange it and arrest it from complete failure. The ships composing the new squadron were the *Vincennes* sloop, 780 tons; the *Peacock* sloop, 650 tons; the *Porpoise*, a gun brig, 230 tons; and two tenders, formerly New York pilot-boats—the *Seagull*, 110 tons, and the *Flying Fish*, 96 tons. Of the respective labours of these five vessels it will be too diffuse to speak, and therefore the general results of the Expedition will be enumerated.

Their first field, the coast of South America, had been amply examined and surveyed by the English Admiralty, so that little or nothing was left for the Americans to add to hydrography here. The central portions of the American West coast were not approached; but the next examination was that of various points on the coast of Upper California, and many particulars were gathered respecting that country which was soon, and then so unexpectedly to be the centre of such intense interest. Capt. Beechey, however, having previously excellently surveyed its principal port, this portion is of less importance. The Columbian River was the next point which was visited by the Expedition, and a survey made of its entrance. Captain Belcher had also surveyed it, but its changing character renders a chart of little value for any length of time. Puget Sound was next surveyed, and Lieut. Wilkes bears ample testimony to the accuracy of our countryman, Vancouver's delineation of that singular and interesting inlet.

It is chiefly in the islands and archipelagoes of the Pacific that the great results of the American Exploring Expedition become more apparent. The centre of their operations was the Hawaiian group. Of this they have given us a large and detailed chart, and many most interesting particulars are given in almost all branches of science, respecting the physical and social character of the various islands composing it, especially of Hawaii and its geological features.

The Low Archipelago, or Paumotu group, was also partially surveyed in its north-western groups, and the south-western range correctly placed on the charts. In these islands many discrepancies were reconciled, and a true estimate formed of their area and form. Portions of the Society Islands, Tahiti, Eimeo, Huaheine, &c., also received their share of attention.

The Fiji group, however, is the great harvest of the Expedition. D'Urville had been here and partially surveyed it in 1827; but the Expedition made a complete survey of it in all its parts, and for the first time gave the world a correct notion of the extent and productions of this noble archipelago. The details of the customs and ferocity of its inhabitants are given with most intense interest in vol. iii. of the Narrative. One thing, however, ought
INTRODUCTION.

to be noticed. Lieutenant Wilkes treats the archipelago as if it had been entirely a new discovery of the American Exploring Expedition.

The Tonga or Friendly Islands were also visited, as was the Samoan or Navigator's group to the northward. To the northward still, the collection of islands now named the Union group was also correctly ascertained as to its numbers, character, and position.

The Phoenix group, northward, was also surveyed. The islands comprising Ellice's group were also severally examined and accurately delineated. The Gilbert Archipelago, or, as it is here termed, the Tarawan or Kingsmill group, received a large share of attention. In the still imperfectly known Marshall Archipelago, the Radack and Ralick Channels of Kotzebue, several of the groups forming portions of it were examined and surveyed.

This embraces almost all the general results of the Expedition in the central portions of the Pacific. To this may be added the examination of the several portions of New Zealand, and the visits to Sydney. The longitudes obtained are generally dependent on the accuracy of the twenty-nine chronometers (all but two of which went well), and thus deserve all confidence.

One great point in the Expedition was the result of their antarctic cruises, in the supposed claim to priority in the discovery of the antarctic continent. We have elsewhere remarked on this subject, and to that the reader is referred.

In this brief enumeration of the services of the great navigators whose names have been quoted, we have necessarily omitted many very important particulars, but further allusion will be made to their special labours in the ensuing pages.

We have also, with the view of not unduly extending these prefatory remarks, not included many authors and observers who have contributed, in a lesser degree, to the hydrography of the Pacific; these, too, as far as their observations have been incorporated with our descriptions, have been enumerated in the body of the work. We have, therefore, now only to mention the names of Sir James Clark Ross, whose voyage to the South Polar regions, in company with Captain Crozier, in the well-known ships Erebus and Terror, added the Victoria land to our geography, and has placed the magnetic phenomena of the southern hemisphere in a clear light to the world.

The surveying voyage of the Herald, Captain H. Kellett, R.N., C.B., brought some important additions to Pacific Hydrography. He left England June 26, 1845, and after examining different parts in Chili and Peru, he commenced the survey of the Colombian coast, between Guayaquil and Panama, till then only known from the accounts of Dampier and other older authors. This survey was completed with the aid of Commander James Wood. During the progress of the work, the Herald made three voyages South Pacific.
to the Arctic regions, through Behring's Strait, in aid of the expeditions then in search of the lost Franklin expedition.

The surveys of New Zealand and the surrounding region, by Captain Stokes and Byron-Drury, in H.M.Ss. Pandora and Acheron, between 1848 and 1858, deserve especial mention; but the particulars need not be specified. The same with the voyages of H.M.S. Havannah, under Captains Erskine and Harvey, who have added to our knowledge of many points. The long-continued services of H.M.S. Herald, under Captain Denham, in the Coral Sea, which, although no systematic or extensive survey was made, will be found duly acknowledged.

The French officers engaged in the protection of the military and other colonies in the Pacific, who have also done good service in the scientific and surveying examinations of New Caledonia and other islands, will be found duly noticed.

Information incorporated for the first time in the present edition of this work relates to every portion of the book, and is obtained from a variety of sources; but we may more especially mention the work of Captain R. C. Mayne, R.N., who was for three years (1866—1869) employed in H.M.S. Nassau, re-examining the Strait of Magalhaens and channels leading from its western end to the Gulf of Peñas, now becoming an important highway. On the East and South Australian coasts, Lieutenants Bedwell, Gowlland, Howard, Goalen, and Stanley, have done good work. Another important feature is the discovery of a shorter route between Australia and China, by means of a navigable passage through the Louisiade Archipelago, opened out by Capt. Moresby, R.N., who also gives for the first time a correct description and chart of South-eastern New Guinea, the result of his surveys in 1873-4. To our knowledge of the islands much has been added by H.M. ships on the Australian station, and forwarded through the late lamented Commodore Goodenough, who so sadly met his death at the Santa Cruz Islands in August, 1875. H.M.S. Challenger, the U.S.S. Narragansett, the Chilian navy, and several New Zealand and Australian harbour-masters, have also afforded new knowledge.

Upon the basis of these scientific observers the geographical foundation of our knowledge in the Pacific rests. We need not recapitulate the subject, but in the ensuing tables the authorities upon which the geodetical positions and other particulars of the respective places rest are mentioned, and this will be sufficient.

GEOGRAPHICAL POSITIONS.

Although very much has been effected within a few years in the accurate determination of the relative geographical positions of the features of most countries, very much still remains to be done, more especially in the Pacific Ocean. The following tables, therefore, cannot be supposed to exhibit in all
INTRODUCTION.

points, that connected accuracy which is to be found in the details of the coasts near to Europe, which from this cause are much more frequented and important.

The immense extent, too, of this great ocean is another source of difficulty in the exact determination of the longitudes of the various points distributed over its surface. The first connected series of meridional distances around the earth was that carried by Captain FitzRoy, in H.M.S. Beagle, in 1831—1835, with from fourteen to twenty-two chronometers. This was conducted with the most refined precautions, yet the entire series was 33' of time, or 8' arc, in excess. A portion of this error, about 4' 10" in arc, has lately been shown to have arisen from the assumption of the meridian of Rio Janeiro in excess of the true longitude. This was demonstrated from the establishment of the meridian of Valparaiso through the national Observatory at Santiago.

There have been numerous chronometric observations by which the positions of a few points have been fixed with a considerable degree of accuracy: that is, to such a degree of refinement, that it is not probable that any but a ship or an expedition especially appointed for the purpose can be expected to improve upon.

The very great importance of this mode of observation—that of connecting a less-known with a well-ascertained point—has been so clearly shown of late years, and more especially by the late respected Lieutenant Harry Raper, to whom this branch of geography is so much indebted, that it is needless to dilate on it here. Some of the leading positions will be enumerated presently, by which it will be seen how much has been done, and from this what remains to be done, in this branch of science.

Astronomical observations for the determination of longitude require to be so accurately conducted, and in such extensive series, that all observations at sea, or on board ship, can only be regarded as rude approximations to the truth, and can only be depended on to direct attention to any great error in the reckoning or rate of the chronometer. It must be supposed that a very large number of the isolated spots in this ocean have been determined by such means, and therefore capable of every improvement. There are very few points, perhaps only two, where astronomical observations have been set up, either temporarily or permanently, which may be considered to have affected the result in an unimpeachable manner. The observations of Capt. Cook on the transit of Venus at Tahiti, the object of his first voyage, is open to doubt to the extent of several minutes of longitude. The same may be said of a great proportion of those navigators who have laboured in the same field; and it is only by a discussion of these contending results, and reconciling their discrepancies, that anything like uniformity can be attained.

In all these cases, where the improvement of hydrography is concerned, the particulars of the meridian from which any new point is determined,
should be accurately specified, in connection with the new observations; as it is manifest, that any change which arises from a more definite determination of the fundamental meridian, must equally affect that dependent on it. In the words of the great authority on this subject, Lieutenant Raper, "If navigators and hydrographers would agree to consider, for the time being only, certain important stations, as already established in longitude, whether really so or not, with the view of referring all the subordinate positions to them, the indistinctness which now hangs over absolute and relative positions would be forthwith cleared up. The question would be narrowed into the determination of chronometric differences alone, until a favourable opportunity occurred for the definite determination of a fundamental position." There is no part of the globe to which these remarks are more especially applicable than in the Pacific, nor more important than in the present state of its hydrography. They are therefore now pressed upon the attention of the navigator.

For the purpose of thus rendering subordinate stations serviceable in the connexion of the various points with the prime meridian, Lieutenant Raper has selected twenty points, in various parts of the globe, which will serve as secondary meridians for the districts in their vicinity. Five of these, Valparaiso, San Francisco, Sandwich Islands, Tahiti, and Paramatta, refer to the Pacific; and as these have been discussed—and their accuracy is almost unimpeachable—as well as for the sake of uniformity, their longitudes assumed in the extensive tables in question will be followed here, with the exception of the first.

But it is by no means necessary, in the Pacific Ocean, to confine this subject to the above limits. These secondary meridians may, for the convenience of the navigator, be considerably extended: and indeed almost any well-defined position may be taken as such: but preference must be given to those which have been better determined than others; and the following enumeration of the principal points in the South Pacific may be serviceable:

<table>
<thead>
<tr>
<th>Name</th>
<th>In time</th>
<th>In arc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strait of Magalhaens: Port Famine Observatory</td>
<td>4 43 28</td>
<td>70 56 41 W. (Mayne.)</td>
</tr>
<tr>
<td>Valparaiso: Fort San Antonio</td>
<td>4 46 28</td>
<td>71 37 13 W. (Moceta.)</td>
</tr>
<tr>
<td>Callao: Arsenal flagstaff</td>
<td>5 8 34</td>
<td>77 8 30 W. (Fitzroy).</td>
</tr>
<tr>
<td>Panama: N.E. Bastion</td>
<td>6 19 4</td>
<td>79 31 12 W. (Belcher.)</td>
</tr>
<tr>
<td>New Guinea: Port Dorei</td>
<td>8 55 59 47 133 59 52 E. (D'Urville.)</td>
<td></td>
</tr>
<tr>
<td>Fiji Islands: Ovalau Island, Levuka School-house</td>
<td>11 55 19</td>
<td>178 49 46 E. (Denham.)</td>
</tr>
<tr>
<td>Tahiti: Point Venus, S.E. extreme</td>
<td>9 7 56 7</td>
<td>149 29 1 W. (Reechey.)</td>
</tr>
<tr>
<td>Sydney: Fort Macquarie</td>
<td>10 4 56</td>
<td>151 14 0 E. (Raper.)</td>
</tr>
</tbody>
</table>

The discussion of minor details, which might be extended to almost each item in the ensuing tables, would be both uninteresting and unnecessary. The authorities upon which the position assumed rests are quoted, and from them the confidence in the degree of accuracy they merit may be inferred; but there are numerous minor variations from the original observations, which are explained in the text, or may be found in the works quoted.
TABLE
OF
POSITIONS, TIDES, MAGNETIC VARIATIONS, ETC.,
IN THE
SOUTH PACIFIC OCEAN.

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>I.—The Strait of Magalhaens.</td>
<td></td>
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<tr>
<td>Dungeness Point, beacon</td>
<td>52 23 50</td>
<td>68 25 40</td>
<td></td>
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<tr>
<td>Point Catherine, N.E. extr.</td>
<td>52 32 0</td>
<td>68 45 20</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Head, N.E. cliff</td>
<td>52 7 10</td>
<td>69 32 20</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dinero Mount, summit</td>
<td>52 19 40</td>
<td>69 34 15</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Point Possession, middle of cliff</td>
<td>52 17 0</td>
<td>69 36 30</td>
<td></td>
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<tr>
<td>Mount Aymond, summit, 1000 ft.</td>
<td>52 7 10</td>
<td>69 20 10</td>
<td></td>
<td></td>
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<tr>
<td>Possession Bay, Tandy Point</td>
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<td>69 20 10</td>
<td></td>
<td></td>
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<tr>
<td>Point Delgada, extreme</td>
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<td>70 32 10</td>
<td></td>
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<td></td>
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<tr>
<td>Point Catherine, N.E. extremity</td>
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<td>69 24 0</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Cape Orange, N. extremity</td>
<td>52 28 40</td>
<td>70 12 10</td>
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<td>Cape Gregory, extremity</td>
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<tr>
<td>Cape San Vicente, W. extreme</td>
<td>52 46 20</td>
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<td>Peckett Harbour, S. summit</td>
<td>52 47 10</td>
<td>70 45 15</td>
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<tr>
<td>Elizabeth Island, N.E. bluff</td>
<td>52 49 10</td>
<td>70 36 15</td>
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<tr>
<td>Point Gente Grande, N.W. extr.</td>
<td>53 0 5</td>
<td>70 24 30</td>
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<tr>
<td>Point St. Mary, extremity</td>
<td>53 21 15</td>
<td>70 56 0</td>
<td></td>
<td></td>
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<tr>
<td>PORT FAMINE : Observatory</td>
<td>53 38 15</td>
<td>70 56 4</td>
<td>* * The longitudes of the coast between C. Virgins, and Guayaquil, have been adjusted by that of the Observatory of Santiago, as determined by Captain Gilliss, U.S.N., and Don C. Mesta.</td>
<td>22 25</td>
<td>0 5 7</td>
</tr>
<tr>
<td>* *</td>
<td>53 37 50</td>
<td>70 53 45</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C. Valenty, summit at extreme</td>
<td>53 33 30</td>
<td>70 31 30</td>
<td></td>
<td></td>
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<tr>
<td>Admiralty Sound, Pt. Cook, riv.</td>
<td>54 17 10</td>
<td>69 60 43</td>
<td></td>
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<tr>
<td>&quot; Latitude Pt. ex.</td>
<td>54 16 45</td>
<td>69 53 33</td>
<td></td>
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<tr>
<td>Point Mount, summit</td>
<td>53 45 0</td>
<td>70 36 30</td>
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<td>Pt. S. Antonio, Humming bd. Co.</td>
<td>53 54 8</td>
<td>70 53 8</td>
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<td>Cape Isidro</td>
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<td>69 56 50</td>
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<tr>
<td>Mt. Tarn, peak at N. end, 2002 ft.</td>
<td>53 45 6</td>
<td>70 59 10</td>
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<td></td>
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<tr>
<td>Mount Vernal, summit</td>
<td>54 6 58</td>
<td>70 60 24</td>
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<tr>
<td>Nassau Island, S.E. Point</td>
<td>53 50 23</td>
<td>71 3 0</td>
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<tr>
<td>CAFEROWLAND, sum. of bluff</td>
<td>53 53 43</td>
<td>71 17 15</td>
<td></td>
<td></td>
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<tr>
<td>Mavalden Sound &amp; Cockburn and Barbara Channels.</td>
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<tr>
<td>Mt. Boqueron, highest pinnacle</td>
<td>54 10 40</td>
<td>70 58 44</td>
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<tr>
<td>Mt. Sarmiento, N.E. plk., 6800 ft.</td>
<td>54 27 16</td>
<td>70 50 15</td>
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<tr>
<td>Labyrinth Isles, Jane Id., sum.</td>
<td>54 21 10</td>
<td>70 50 20</td>
<td></td>
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<tr>
<td>Cape Turn, extremity</td>
<td>54 24 8</td>
<td>71 6 30</td>
<td></td>
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<tr>
<td>King Island, summit</td>
<td>54 22 38</td>
<td>71 16 0</td>
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<td>Fearsome Islands, station</td>
<td>54 22 13</td>
<td>71 23 39</td>
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<tr>
<td>Dyadesley Sound, N.E. end of</td>
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<tr>
<td>S.E. Baynes Island</td>
<td>54 18 15</td>
<td>71 38 32</td>
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<tr>
<td>Cayetano Peak</td>
<td>53 53 4</td>
<td>72 8 40</td>
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<tr>
<td>Smyth Harbour, Mt. Maxwell</td>
<td>53 47 10</td>
<td>72 14 0</td>
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<tr>
<td>Elvin Point, extremity</td>
<td>53 49 12</td>
<td>71 62 55</td>
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### TABLE OF POSITIONS,

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<thead>
<tr>
<th>Lat. North</th>
<th>Long. West</th>
<th>Authorities</th>
<th>Var. East, 1877</th>
<th>Tides</th>
</tr>
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<tbody>
<tr>
<td>Cape Edgeworth, extremity</td>
<td>53° 47' 3&quot;</td>
<td>72° 8' 0&quot;</td>
<td>The surveys of H.M.S. Adventure and Beagle, Capt. P. P. King, R.N., F.R.S., &amp;c.; Capt. T. Stokes, R.N.; and Capt. R. FitzRoy, R.N.</td>
<td>31</td>
</tr>
<tr>
<td>Cape Froward, sum. of the bluff</td>
<td>53° 53' 43&quot;</td>
<td>71° 18' 0&quot;</td>
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<tr>
<td>Cape Holland, S.E. extreme</td>
<td>53° 48' 33&quot;</td>
<td>71° 38' 25&quot;</td>
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<tr>
<td>Port Galian, Wigwam Point</td>
<td>53° 41' 46&quot;</td>
<td>71° 59' 41&quot;</td>
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<tr>
<td>Dos Hermanns Island, summit</td>
<td>53° 57' 46&quot;</td>
<td>72° 24' 15&quot;</td>
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<tr>
<td>Cordes Bay, W. outer point</td>
<td>53° 42' 55&quot;</td>
<td>71° 65' 50&quot;</td>
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<tr>
<td>Cape Ingil-field, islet off it</td>
<td>53° 50' 20&quot;</td>
<td>71° 64' 23&quot;</td>
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<tr>
<td>Mount Pond</td>
<td>53° 51' 46&quot;</td>
<td>71° 65' 50&quot;</td>
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<tr>
<td>Elfin Point, extremity</td>
<td>53° 49' 12&quot;</td>
<td>71° 62' 56&quot;</td>
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<tr>
<td>Charles Island, Willis Mark</td>
<td>53° 43' 57&quot;</td>
<td>72° 4' 45&quot;</td>
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<tr>
<td>Ruport Island, summit</td>
<td>53° 42' 0&quot;</td>
<td>72° 10' 42&quot;</td>
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<tr>
<td>Cape Crozetside, extreme</td>
<td>53° 33' 0&quot;</td>
<td>72° 25' 30&quot;</td>
<td>22° 51'</td>
<td>1° 40' 5° 35</td>
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<tr>
<td>El Morion or S. David's H.d., su.</td>
<td>53° 33' 0&quot;</td>
<td>72° 31' 15&quot;</td>
<td>22° 05'</td>
<td>0° 6° 36</td>
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<tr>
<td>Cape Quod, extremity</td>
<td>53° 32' 10&quot;</td>
<td>72° 22' 25&quot;</td>
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<td>Snowy Sound, ext. of islet at end</td>
<td>53° 31' 0&quot;</td>
<td>72° 32' 0&quot;</td>
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<tr>
<td>Cape Notch, extremity</td>
<td>53° 25' 0&quot;</td>
<td>72° 47' 55&quot;</td>
<td>22° 55'</td>
<td>1° 8° 37</td>
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<tr>
<td>Xlaya Parda Cove, Shelter F. su.</td>
<td>53° 18' 46&quot;</td>
<td>72° 60' 30&quot;</td>
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<tr>
<td>Half Port Bay, point</td>
<td>53° 11' 40&quot;</td>
<td>73° 17' 45&quot;</td>
<td>22° 55'</td>
<td>2° 0° 40</td>
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<tr>
<td>St. Anne Island, central sum.</td>
<td>53° 6' 30&quot;</td>
<td>74° 16' 50&quot;</td>
<td>22° 55'</td>
<td>2° 0° 40</td>
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<tr>
<td>Cape Upright, extreme W. trend</td>
<td>53° 4' 3&quot;</td>
<td>73° 36' 9&quot;</td>
<td>22° 40'</td>
<td>2° 30' 6° 44</td>
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<tr>
<td>Cape Tamor, S. extreme</td>
<td>53° 55' 20&quot;</td>
<td>73° 47' 10&quot;</td>
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<tr>
<td>Point Felix, extremity</td>
<td>52° 56' 0&quot;</td>
<td>74° 11' 45&quot;</td>
<td>22° 55'</td>
<td>0° 6° 45</td>
</tr>
<tr>
<td>Valentine Harbour, Observ. Mt.</td>
<td>52° 55' 0&quot;</td>
<td>74° 17' 45&quot;</td>
<td>22° 55'</td>
<td>0° 6° 45</td>
</tr>
<tr>
<td>Cape Cortado, extremity</td>
<td>52° 49' 37&quot;</td>
<td>74° 25' 40&quot;</td>
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<tr>
<td>Cape Parker, western sum. over</td>
<td>52° 42' 0&quot;</td>
<td>74° 13' 30&quot;</td>
<td>22° 55'</td>
<td>0° 6° 45</td>
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<tr>
<td>Westminster Hall, E. summit</td>
<td>52° 37' 18&quot;</td>
<td>74° 23' 10&quot;</td>
<td></td>
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<tr>
<td>Observation Mount, summit</td>
<td>52° 28' 58&quot;</td>
<td>74° 25' 2&quot;</td>
<td>22° 46'</td>
<td>1° 0° 43</td>
</tr>
<tr>
<td>Harbour of Mercy, Bottle I., su.</td>
<td>52° 44' 68&quot;</td>
<td>74° 38' 14&quot;</td>
<td>22° 46'</td>
<td>1° 2° 46</td>
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<tr>
<td>CAPR. PILLAR, north-rn cliff</td>
<td>52° 42' 56&quot;</td>
<td>74° 42' 20&quot;</td>
<td>23° 51'</td>
<td>0° 6° 46</td>
</tr>
<tr>
<td>Cape Victory, extremity</td>
<td>52° 16' 10&quot;</td>
<td>74° 63' 39&quot;</td>
<td></td>
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</tr>
<tr>
<td>EVANGELISTS, or Isles of Direc-</td>
<td>52° 24' 18&quot;</td>
<td>75° 9' 10&quot;</td>
<td>22° 25'</td>
<td>0° 1° 44</td>
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</tbody>
</table>

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### II. — THE OUTER COAST OF TIERRA DEL FUEGO.

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<thead>
<tr>
<th>Authority</th>
<th>Lat. North</th>
<th>Long. West</th>
<th>Var. East, 1877</th>
<th>Tides</th>
</tr>
</thead>
<tbody>
<tr>
<td>S. Sebastian B., Pt. Arenas, S. ex.</td>
<td>53° 9' 10&quot;</td>
<td>68° 11' 20&quot;</td>
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<tr>
<td>Cape San Francisco, N. height</td>
<td>53° 19' 0&quot;</td>
<td>68° 8' 9&quot;</td>
<td>21° 25'</td>
<td>7° 0° 13</td>
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<tr>
<td>Cape Sunday, N.E. cliff</td>
<td>53° 39' 50&quot;</td>
<td>67° 85' 30&quot;</td>
<td>21° 56'</td>
<td>6° 42' 12</td>
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<tr>
<td>Cape Penas, N.E. cliff</td>
<td>53° 51' 30&quot;</td>
<td>67° 32' 30&quot;</td>
<td>21° 56'</td>
<td>6° 42' 12</td>
</tr>
<tr>
<td>Cape San Pablo, N.E. cliff</td>
<td>54° 16' 20&quot;</td>
<td>66° 39' 15&quot;</td>
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<tr>
<td>Table of Orozoco, S.E. su. 1000 ft.</td>
<td>54° 40' 40&quot;</td>
<td>65° 68' 55&quot;</td>
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<td>Pollicaro Point, extreme</td>
<td>54° 38' 40&quot;</td>
<td>66° 38' 40&quot;</td>
<td>4° 30'</td>
<td>10° 53</td>
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<tr>
<td>Cape San Vicente, extreme</td>
<td>54° 38' 40&quot;</td>
<td>66° 13' 15&quot;</td>
<td>21° 10'</td>
<td>4° 30' 10° 54</td>
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<tr>
<td>Cape San Diego, E. extreme</td>
<td>54° 41' 40&quot;</td>
<td>66° 7' 0&quot;</td>
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<tr>
<td>Staten Island, Cape St. Bar-</td>
<td>54° 53' 45&quot;</td>
<td>64° 45' 30&quot;</td>
<td>21° 16'</td>
<td>4° 45' 9° 54</td>
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<tr>
<td>tholowen, S.W. cliff</td>
<td>54° 43' 30&quot;</td>
<td>64° 33' 0&quot;</td>
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<td></td>
</tr>
<tr>
<td>Cape St. Anthony, E. ex. cliff</td>
<td>54° 39' 0&quot;</td>
<td>64° 5' 20&quot;</td>
<td>20° 46'</td>
<td>6° 30' 9° 55</td>
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<tr>
<td>Cape New Year Islands, E. Pt.</td>
<td>54° 42' 20&quot;</td>
<td>63° 43' 45&quot;</td>
<td>20° 46'</td>
<td>6° 30' 9° 55</td>
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<tr>
<td>Mount Richardson, sum.</td>
<td>54° 45' 50&quot;</td>
<td>63° 60' 5&quot;</td>
<td>4° 3'</td>
<td>7° 57</td>
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<tr>
<td>Good Success Bay, N. head</td>
<td>54° 47' 0&quot;</td>
<td>65° 10' 30&quot;</td>
<td></td>
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<tr>
<td>Cape Good Success, S. extreme</td>
<td>54° 54' 40&quot;</td>
<td>65° 20' 30&quot;</td>
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<tr>
<td>Campana or Bell Mount, sum.</td>
<td>54° 53' 15&quot;</td>
<td>65° 32' 30&quot;</td>
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<tr>
<td>Aguirro Bay, Kinning Point</td>
<td>54° 57' 5&quot;</td>
<td>65° 46' 0&quot;</td>
<td>21° 45'</td>
<td>4° 20' 8° 60</td>
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<tr>
<td>Beagle Channel, Cape Mitchell</td>
<td>54° 57' 30&quot;</td>
<td>68° 13' 0&quot;</td>
<td>21° 45'</td>
<td>4° 20' 8° 60</td>
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<tr>
<td>Beagle Channel, Cape Divide</td>
<td>54° 59' 10&quot; N 69° 6' 10&quot; W</td>
<td>The surveys of H.M.S. Adventure and Beagle, Capt. P. King, R.N., F.R.S., &amp;c.; Capt. T. Stokes, R.N., and Capt. R. Fitz-Roy, K.N., 1826—1830; H.M.S. Beagle, Capt. R. E.</td>
<td>22 0</td>
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<td>Kehlao Cape</td>
<td>55° 10' 0&quot; N 69° 61' 0&quot; W</td>
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<td>Ushawia Mission Station</td>
<td>54° 53' 0&quot; N 68° 12' 0&quot; W</td>
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<td>New Island, Point Waller, extr.</td>
<td>55° 10' 10&quot; N 66° 27' 0&quot; W</td>
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<td>Lenox Road, Luff Island, sum.</td>
<td>55° 18' 40&quot; N 66° 43' 45&quot; W</td>
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<td>Goree Road, Quancoo Point, ex.</td>
<td>55° 19' 0&quot; N 67° 9' 0&quot; W</td>
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<td>Terhalten Island, summit</td>
<td>55° 26' 15&quot; N 67° 0' 30&quot; W</td>
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<td>Eruat Isles, N.E. head</td>
<td>55° 33' 0&quot; N 66° 44' 0&quot; W</td>
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<td>Barnevelt Islands, N.E. extr.</td>
<td>55° 48' 25&quot; N 66° 43' 40&quot; W</td>
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<td>Decot Islets, Cape, Ex.</td>
<td>55° 54' 40&quot; N 67° 1' 28&quot; W</td>
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<td>Wollaston Island, C. Scomfield</td>
<td>55° 45' 15&quot; N 67° 7' 0&quot; W</td>
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<td>Herschel Is. Mt. Herschel, sum.</td>
<td>55° 49' 45&quot; N 67° 18' 15&quot; W</td>
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<td>CAPE HORN, summit</td>
<td>55° 58' 40&quot; N 67° 16' 10&quot; W</td>
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<td>Hermite Island, St. Martin Cove</td>
<td>56° 51' 20&quot; N 67° 33' 0&quot; W</td>
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<td>Observation Station</td>
<td>55° 51' 55&quot; N 67° 32' 50&quot; W</td>
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<td>Kater's Peak, 1742 feet</td>
<td>55° 51' 60&quot; N 67° 29' 45&quot; W</td>
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<td>Maxwell Island, summit</td>
<td>55° 55' 0&quot; N 67° 36' 40&quot; W</td>
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<td>Cape Spencer, S.E. summit</td>
<td>55° 55' 40&quot; N 67° 36' 40&quot; W</td>
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<td>Packaddle Island, sum.</td>
<td>55° 55' 30&quot; N 68° 2' 30&quot; W</td>
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<td>Orange Bay, Burnt Island, sum.</td>
<td>55° 31' 0&quot; N 68° 1' 20&quot; W</td>
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<td>Point Lort, E. pitch</td>
<td>55° 40' 30&quot; N 67° 6' 0&quot; W</td>
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<td>False Cape Horn, S. extreme</td>
<td>55° 43' 15&quot; N 68° 4' 40&quot; W</td>
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<td>Diego Ramirez Is., high sum.</td>
<td>55° 28' 50&quot; N 68° 31' 30&quot; W</td>
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<td>Idelfonso Isola, highest summit</td>
<td>55° 52' 30&quot; N 69° 17' 30&quot; W</td>
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<td>New Yr. S., C. Weddel, S.W. pt.</td>
<td>55° 33' 0&quot; N 68° 44' 0&quot; W</td>
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<td>Henderson Id., M. Beaunoy, sum.</td>
<td>55° 36' 15&quot; N 68° 57' 0&quot; W</td>
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<td>Briabane Head, extr. sum.</td>
<td>55° 39' 0&quot; N 68° 56' 0&quot; W</td>
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<td>Hope Island, central extr. sum.</td>
<td>55° 32' 30&quot; N 69° 38' 30&quot; W</td>
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<td>York Minster, summit, 800 feet</td>
<td>55° 24' 30&quot; N 70° 1' 30&quot; W</td>
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<td>Capstan Rocks, sum. of largest</td>
<td>55° 24' 10&quot; N 70° 18' 30&quot; W</td>
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<td>Cape Alkholoip, S. extreme</td>
<td>55° 11' 0&quot; N 70° 48' 0&quot; W</td>
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<td>Phillips' Rocks, largest, summit</td>
<td>55° 14' 10&quot; N 70° 56' 0&quot; W</td>
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<td>Treble Island, S. summit</td>
<td>55° 7' 50&quot; N 71° 1' 20&quot; W</td>
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<td>Cape Castlerough, summit</td>
<td>54° 66' 0&quot; N 71° 27' 0&quot; W</td>
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<td>Cape Desolation, S. summit</td>
<td>54° 46' 40&quot; N 71° 36' 10&quot; W</td>
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<td>Fury Harbour, W. point</td>
<td>54° 28' 35&quot; N 72° 14' 0&quot; W</td>
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<tr>
<td>Tamas Rock</td>
<td>54° 34' 0&quot; N 72° 11' 10&quot; W</td>
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<tr>
<td>West Furies, largest rock</td>
<td>54° 34' 45&quot; N 72° 20' 50&quot; W</td>
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<td>East Furies, largest rock</td>
<td>54° 38' 0&quot; N 72° 11' 0&quot; W</td>
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<td>Mount Skyring, summit 3000 ft.</td>
<td>54° 24' 48&quot; N 72° 10' 20&quot; W</td>
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<td>Byne Island, summit</td>
<td>54° 19' 0&quot; N 72° 11' 44&quot; W</td>
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<td>London L., Horace Peaks, S. su.</td>
<td>54° 43' 0&quot; N 71° 56' 25&quot; W</td>
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<td>Tower Rocks, E. rock</td>
<td>54° 36' 40&quot; N 73° 1' 50&quot; W</td>
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<td>Cape Noir Island, extreme</td>
<td>54° 30' 0&quot; N 72° 4' 30&quot; W</td>
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<td>Kampe Peaks, S. summit</td>
<td>54° 23' 30&quot; N 72° 29' 10&quot; W</td>
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<tr>
<td>Ipswich Isles, S. summit</td>
<td>54° 10' 30&quot; N 73° 19' 40&quot; W</td>
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<td>Gloucester Cape, summit</td>
<td>54° 5' 18&quot; N 73° 28' 15&quot; W</td>
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<tr>
<td>Finch Is., summit of W</td>
<td>54° 5' 18&quot; N 73° 28' 15&quot; W</td>
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<td>Cape Tate, summit</td>
<td>53° 37' 15&quot; N 73° 50' 30&quot; W</td>
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<tr>
<td>Landfall I. C. Schetky, S. pitch</td>
<td>53° 21' 40&quot; N 74° 11' 45&quot; W</td>
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<tr>
<td>Cape Inman, cliff summit</td>
<td>53° 18' 30&quot; N 74° 18' 15&quot; W</td>
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<tr>
<td>Cape Sunday, summit</td>
<td>53° 10' 30&quot; N 74° 21' 0&quot; W</td>
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<tr>
<td>Cape Dislocation, peaks sum. near</td>
<td>52° 55' 30&quot; N 74° 36' 30&quot; W</td>
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<td>Dislocation Harbour, Oba. Stat.</td>
<td>52° 54' 16&quot; N 74° 36' 10&quot; W</td>
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<td>Judge Rocks, westernmost</td>
<td>52° 51' 0&quot; N 74° 47' 30&quot; W</td>
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<td>Apostle Rocks, W. large rocks</td>
<td>52° 46' 15&quot; N 74° 46' 5&quot; W</td>
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<td>CAPE PILLAN, northern cliff</td>
<td>52° 42' 50&quot; N 74° 42' 20&quot; W</td>
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<td><strong>H.W.</strong></td>
<td><strong>Range.</strong></td>
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<td><em>Termination of H.M.S. <em>Beagle’s</em> Surveys in 1830.</em></td>
<td>*</td>
<td>FT.</td>
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**TABLE OF POSITIONS,**

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<td>H.W.</td>
<td>Range.</td>
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<tr>
<td>III.—The Western Coast of Patagonia, from The Strait of Magalhaens to Chiloe.</td>
<td></td>
<td></td>
<td>*</td>
<td>H. M.</td>
<td>50</td>
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The Evangelists, or Islands of Direction, Sugar-loaf:

- Cape Victory, extremity: 52 24 18, 75 7 10
- Cape Isabel, W. extremity: 51 51 60, 75 13 20
- Cape George, bluff summit: 51 37 40, 75 21 16
- Cape Santa Lucia, summit: 51 30 0, 75 29 30
- White Horse Islet, N. summit: 51 7 50, 75 15 0
- Cape Santiago, summit: 50 42 0, 75 27 45
- April Peak, summit: 50 10 50, 75 20 0
- Cape Three Peaks, or Tres Puntas, 2,000 feet: 50 2 0, 75 22 0
- Port Henry, Observatory: 49 50 60, 75 30 40
- Mount Corso, S.W. summit: 49 48 30, 75 34 0
- Cathedral Mount, summit: 49 46 30, 74 59 0
- Cape Maquena, W. cliff: 49 7 30, 75 33 40
- Parallel Peak, summit: 48 45 40, 75 28 0
- Rock of Dundee, summit: 48 6 15, 75 40 30
- Cape Dyer, extremity: 48 6 0, 75 53 0
- Port Sta. Barbara, N. ex. Ob., pt. 48 2 20, 75 28 20
- Bynoe Islands, n. centre: 47 58 0, 75 21 30
- Guianeco Is., Speedwell B., hill at N.E. pt.: 47 39 30, 75 10 0
- "Wager Id., E. pt. extreme": 47 41 0, 75 68 0
- Ayantus Islands, sum. of largest: 47 38 0, 75 45 0
- Channel’s Mouth, C. Machado: 47 47 40, 74 29 0
- Xavier Island, Ignaeco Beach: 47 10 0, 75 27 30
- Kelly Harbour, S. point extr.: 46 59 30, 74 9 30
- Forelius Peninsula, isthmus, narrowest point: 47 50 0, 74 40 30
- Ciruiano Island, N.E. point: 46 51 10, 74 21 0
- Purcell Island, summit: 46 55 20, 74 39 10
- St. Paul’s Dome, sum. 2,284 ft.: 46 36 16, 75 12 40
- Port Otway, Observation spot: 46 49 31, 75 18 20
- Cape Tres Montes, extremity* 46 58 57, 75 25 20

*Termination of H.M.S. *Beagle’s* Surveys in 1830.*

Channels leading North from Magellan Strait.

- Shell Bay, Observation place: 52 44 10, 73 52 58
- Otter Bay: 52 22 31, 73 40 3
- Isthmus Bay: 53 9 34, 73 36 33
- Victoria Pass, Eistic Island: 52 18 10, 73 11 43
- Mayne Harbour, Obs. place: 51 18 29, 74 4 0
- Puerto Bueno: 50 28 26, 74 11 50
- Port Grapper: 49 25 19, 74 17 39
- Eden Harbour: 49 7 30, 74 25 10
- Halt Bay & Gray Harb., Ob. I.: 48 54 20, 74 20 55

- Cape Raper, rock close to Cape Gallegos: 46 49 10, 75 37 55
- Christmas Cove, Ob. St.at S.E. ex.: 46 35 0, 75 36 0
- The Cone, summit, 1,360 feet: 46 34 10, 75 29 0
- Reserve Point, N. summit: 46 18 10, 75 11 43
- Hollyer Rocks, middle: 46 4 0, 75 12 0
- Cape Taytao, W. extremity: 45 55 20, 75 6 0
- Anna Pink B., Patch Cove, O.S.: 45 52 15, 74 53 50
- Port Refuge, Puentes I. sum.: 45 51 36, 74 49 25
- Ynche-mo Island, S.E. summit: 45 48 5, 74 69 0

Cape Raper, rock close to Cape Gallegos: 46 49 10, 75 37 55

- Christmas Cove, Ob. St.at.S.E.ex.: 46 35 0, 75 36 0
- The Cone, summit, 1,360 feet: 46 34 10, 75 29 0
- Reserve Point, N. summit: 46 18 10, 75 11 43
- Hollyer Rocks, middle: 46 4 0, 75 12 0
- Cape Taytao, W. extremity: 45 55 20, 75 6 0
- Anna Pink B., Patch Cove, O.S.: 45 52 15, 74 53 50
- Port Refuge, Puentes I. sum.: 45 51 36, 74 49 25
- Ynche-mo Island, S.E. summit: 45 48 5, 74 69 0

- Christmas Cove, Ob. St.at.S.E.ex.: 46 35 0, 75 36 0
- The Cone, summit, 1,360 feet: 46 34 10, 75 29 0
- Reserve Point, N. summit: 46 18 10, 75 11 43
- Hollyer Rocks, middle: 46 4 0, 75 12 0
- Cape Taytao, W. extremity: 45 55 20, 75 6 0
- Anna Pink B., Patch Cove, O.S.: 45 52 15, 74 53 50
- Port Refuge, Puentes I. sum.: 45 51 36, 74 49 25
- Ynche-mo Island, S.E. summit: 45 48 5, 74 69 0
TIDES, MAGNETIC VARIATIONS, &c.

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<td>H. W.</td>
<td>Range</td>
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</table>

Menchuan Island, summit - 5° 36' 0" 74° 54' 0"
The survey by Capt. R. FitzRoy, R. N., 1831-1834. 103

Mount Isquiliac, sum. 3,000 ft. 45° 20' 0" 74° 19' 40"

Vallelar Road, S. E. extremity, Three Finger Island - 45° 18' 30" 74° 32' 15"

Soorva, or Huamblin Is., S. ext. - 44° 55' 50" 75° 8' 45"

Ypun, or Narborough Island, John Point, extremity - 44° 40' 40" 74° 44' 30"

Mount Mayne, summit, 2,080 ft. - 44° 9' 0" 74° 7' 45"

Guaytess Islands, central sum. - 43° 52' 45" 73° 57' 0"

Port Low, rocky inlet in harbour - 43° 48' 30" 73° 59' 5"

Queytão Inlet, summit - 43° 43' 0" 73° 31' 30"

Huaco Ior No Man's Land, S. ext. - 43° 41' 50" 74° 42' 0"

" summit over Weather Point - 43° 35' 30" 74° 44' 40"

IV.—ISLAND OF CHILE.

Canoitad Rock, summit - 43° 30' 0" 73° 46' 30"

San Pedro Mtn., sum. 3,200 ft. - 43° 21' 0" 73° 45' 0"

San Pedro Passage, O. S. in cove - 43° 19' 35" 73° 41' 20"

Yanteles Mtn., S. sum. 8726 ft. - 43° 30' 0" 74° 46' 30"

Coronado Volcano, sum. 7510 ft. - 43° 11' 30" 74° 40' 0"

Huapi Quilan Inlets, S. summit - 43° 29' 30" 74° 11' 0"

Cape Quilan, S. W. extreme - 43° 17' 10" 74° 32' 0"

Cape Matalqui, W. extreme - 43° 10' 40" 74° 10' 0"

Matalqui Height, or Paps, sum. - 43° 10' 30" 74° 7' 10"

Huachueneyo Head - 43° 46' 0" 73° 59' 0"

Corona Head, lighthouse - 43° 40' 45" 73° 51' 45"

Sav Carlos Town, landing place at Mole - 41° 52' 0" 73° 48' 40"

Point Tres Cruces, extr. pitch - 41° 49' 30" 73° 37' 40"

Huapilinao Head, summit - 41° 57' 36" 73° 38' 20"

Lobos Head, summit - 42° 4' 0" 73° 33' 0"

Oseoro Port, Obs. Station - 42° 4' 0" 73° 35' 0"

Quinterpen Point, summit - 42° 9' 25" 73° 30' 0"

Chuques Islanda, N. summit - 42° 15' 0" 73° 14' 0"

Quicavi Bluff - 42° 15' 0" 73° 30' 0"

Dalcahue, chapel - 42° 23' 0" 73° 36' 0"

Castro Town, easternmost part - 42° 37' 45" 73° 45' 20"

Yal Point, summit - 42° 39' 0" 73° 39' 0"

Lemuy Id., Apabon peaked hill - 42° 40' 0" 73° 31' 30"

Talcan Harbor, Obs. Station - 42° 47' 0" 73° 54' 0"

Minchinmador Volcano, South summit, 8,000 ft. - 42° 48' 0" 72° 30' 30"

Mount Vilcun, - 42° 48' 50" 72° 48' 30"

Point Centinela, extreme - 42° 59' 25" 73° 18' 30"

Huialad inlet - 43° 3' 0" 73° 30' 0"

Layet Island, S. E. extreme - 43° 15' 5" 73° 32' 0"

Ahtoa Island, S. point - 43° 48' 0" 73° 32' 0"

Calbuco Fort, E. end of island - 41° 45' 5" 73° 6' 53"

Pulqui Id., Centinela, or S. pt. - 41° 51' 0" 73° 2' 0"

V.—THE COAST OF CHILE, FROM SAN CARLOS TO HUESO PARADO.

Carelmapu Cove, Obs. Station - 41° 45' 0" 73° 41' 0"

Maulin, Amortajada, N. extr. - 41° 37' 15" 73° 40' 30"

Point Godoy, S. W. extreme - 41° 34' 15" 73° 46' 20"

Ocorono Mountain, summit - 41° 11' 30" 73° 44' 05"

Point Coronel, S. extremity - 41° 7' 40" 73° 37' 45"

Cape Quedal, summit - 41° 3' 0" 73° 55' 50"

Manzano Cove, rivulet, mouth - 40° 33' 20" 73° 41' 50"

Milagro Cove, depth of - 40° 16' 0" 73° 41' 0"

South Pacific.
<table>
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<tr>
<th><strong>TABLE OF POSITIONS,</strong></th>
<th><strong>Lat. South.</strong></th>
<th><strong>Long. West.</strong></th>
<th><strong>Authorities.</strong></th>
<th><strong>Var. East, 1877.</strong></th>
<th><strong>Tides.</strong></th>
<th><strong>H. W. Range.</strong></th>
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<tbody>
<tr>
<td><strong>River Bueno, entrance (bar)</strong></td>
<td>40°11'0&quot;</td>
<td>73°40'0&quot;</td>
<td>The survey by Capt. R. FitzRoy, R.N., 1831-1834.</td>
<td>18°15'</td>
<td>10°35'</td>
<td>5°</td>
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<tr>
<td><strong>Point Galeras, W. extremity</strong></td>
<td>40°2'0&quot;</td>
<td>73°42'40&quot;</td>
<td>131°</td>
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<tr>
<td><strong>Falsa Point, sum. over (highest)</strong></td>
<td>40°0'50&quot;</td>
<td>73°36'50&quot;</td>
<td>133°</td>
<td></td>
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<tr>
<td><strong>VALDIVIA, O. S. nr. Fort Corral</strong></td>
<td>39°52'53&quot;</td>
<td>73°25'0&quot;</td>
<td>137°</td>
<td></td>
<td></td>
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<tr>
<td><strong>Gonzales Head, northern pitch</strong></td>
<td>39°51'15&quot;</td>
<td>73°26'0&quot;</td>
<td>131°</td>
<td></td>
<td></td>
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<tr>
<td><strong>Valdivia Town, landing place opp. church (Hospital Mole)</strong></td>
<td>39°49'2&quot;</td>
<td>73°14'30&quot;</td>
<td>135°</td>
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<tr>
<td><strong>Chancan Cove, islet off</strong></td>
<td>39°26'40&quot;</td>
<td>73°14'30&quot;</td>
<td>133°</td>
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<tr>
<td><strong>River Tolton, mouth</strong></td>
<td>39°7'45&quot;</td>
<td>73°15'0&quot;</td>
<td>137°</td>
<td></td>
<td></td>
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<tr>
<td><strong>Cauten (or Imperial) Riv., mouth</strong></td>
<td>38°47'40&quot;</td>
<td>73°22'0&quot;</td>
<td>139°</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cauten Head Cliff, summit</strong></td>
<td>38°40'40&quot;</td>
<td>73°26'20&quot;</td>
<td>134°</td>
<td></td>
<td></td>
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<tr>
<td><strong>Mocha Island, S. summit</strong></td>
<td>38°24'10&quot;</td>
<td>73°52'50&quot;</td>
<td>135°</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Cape Tirona, summit of islet off near N. point</strong></td>
<td>38°23'0&quot;</td>
<td>73°30'30&quot;</td>
<td>135°</td>
<td></td>
<td></td>
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<tr>
<td><strong>Mocha Island, Ob. St., E. side, Molguilla Point, S.W. extremity</strong></td>
<td>38°19'35&quot;</td>
<td>73°36'20&quot;</td>
<td>17°55'</td>
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<tr>
<td><strong>Point Tucapel, extreme</strong></td>
<td>37°48'0&quot;</td>
<td>73°32'0&quot;</td>
<td>135°</td>
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<td></td>
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<tr>
<td><strong>River Leibu, entrance</strong></td>
<td>37°35'45&quot;</td>
<td>73°38'0&quot;</td>
<td>139°</td>
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<tr>
<td><strong>Tucapel Head, summit</strong></td>
<td>37°35'20&quot;</td>
<td>73°39'10&quot;</td>
<td>135°</td>
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<tr>
<td><strong>Carrero Head, western summit</strong></td>
<td>37°21'20&quot;</td>
<td>73°40'20&quot;</td>
<td>135°</td>
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<td><strong>Aroaco Fort, middle</strong></td>
<td>37°15'0&quot;</td>
<td>73°19'0&quot;</td>
<td>135°</td>
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<tr>
<td><strong>Tubal River, S. head, entrance</strong></td>
<td>37°14'25&quot;</td>
<td>73°23'30&quot;</td>
<td>138°</td>
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<tr>
<td><strong>Cape Rumena, N.W. cliff, sum. Larasqueta River, mouth</strong></td>
<td>37°12'45&quot;</td>
<td>73°38'0&quot;</td>
<td>137°</td>
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<td><strong>Point Lavapi, extremity</strong></td>
<td>37°10'30&quot;</td>
<td>73°10'0&quot;</td>
<td>137°</td>
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<tr>
<td><strong>Colcura village, W. pitch of hill</strong></td>
<td>37°2'20&quot;</td>
<td>73°10'0&quot;</td>
<td>137°</td>
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<tr>
<td><strong>Santa Maria Id., landing place</strong></td>
<td>37°2'48&quot;</td>
<td>73°30'0&quot;</td>
<td>139°</td>
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<tr>
<td><strong>Point Coronel, W. extremity</strong></td>
<td>36°57'0&quot;</td>
<td>73°11'0&quot;</td>
<td>139°</td>
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<td><strong>CONCEPCION CITY, mid. nr. to riv.</strong></td>
<td>36°49'30&quot;</td>
<td>73°1'20&quot;</td>
<td>139°</td>
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<tr>
<td><strong>River Bio Bio, S. entrance point</strong></td>
<td>36°48'45&quot;</td>
<td>73°9'0&quot;</td>
<td>140°</td>
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<tr>
<td><strong>Talcahano, Fort Galvez</strong></td>
<td>36°42'0&quot;</td>
<td>73°6'0&quot;</td>
<td>142°</td>
<td></td>
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<tr>
<td><strong>Point Tumbes, N.W. cliff</strong></td>
<td>36°37'15&quot;</td>
<td>73°6'20&quot;</td>
<td>141°</td>
<td></td>
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<tr>
<td><strong>Mount Neuke, summit</strong></td>
<td>36°34'55&quot;</td>
<td>72°54'0&quot;</td>
<td>144°</td>
<td></td>
<td></td>
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<tr>
<td><strong>Columo Head, N. extreme</strong></td>
<td>36°31'30&quot;</td>
<td>72°57'15&quot;</td>
<td>144°</td>
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<tr>
<td><strong>Bio Bio Papa, S.W. summit</strong></td>
<td>36°6'20&quot;</td>
<td>73°10'40&quot;</td>
<td>144°</td>
<td></td>
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<tr>
<td><strong>Carranza Point, S.W. extreme</strong></td>
<td>35°37'20&quot;</td>
<td>72°38'20&quot;</td>
<td>141°</td>
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<tr>
<td><strong>Cape Humos, summit</strong></td>
<td>35°22'50&quot;</td>
<td>72°29'0&quot;</td>
<td>139°</td>
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<tr>
<td><strong>Maule Church, rock</strong></td>
<td>35°19'40&quot;</td>
<td>72°25'20&quot;</td>
<td>156°55'</td>
<td></td>
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<tr>
<td><strong>Maule River, S. head entrance</strong></td>
<td>35°19'15&quot;</td>
<td>72°24'0&quot;</td>
<td>144°</td>
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<tr>
<td><strong>Topocalma Point, sum. on ex.</strong></td>
<td>34°0'50&quot;</td>
<td>72°1'0&quot;</td>
<td>149°</td>
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<tr>
<td><strong>Navidad Bay, Riv. Rapel mouth</strong></td>
<td>33°54'0&quot;</td>
<td>71°48'20&quot;</td>
<td>146°</td>
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<tr>
<td><strong>Rapel Shapel (wrongly called Topocalma)</strong></td>
<td>33°51'0&quot;</td>
<td>71°52'30&quot;</td>
<td>147°</td>
<td></td>
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<tr>
<td><strong>Maypu River, S. entrance head</strong></td>
<td>33°39'20&quot;</td>
<td>71°39'15&quot;</td>
<td>147°</td>
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<tr>
<td><strong>White Rock Point, White Rock</strong></td>
<td>33°29'0&quot;</td>
<td>71°42'50&quot;</td>
<td>147°</td>
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<tr>
<td><strong>Curaculli Point, rock off</strong></td>
<td>33°6'0&quot;</td>
<td>71°44'0&quot;</td>
<td>148°</td>
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<tr>
<td><strong>VALPARAISO, Fort San Antonio</strong></td>
<td>33°1'53&quot;</td>
<td>71°37'13&quot;</td>
<td>16°19'9&quot;</td>
<td>9°22'2&quot;</td>
<td>5°</td>
<td>148°</td>
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<tr>
<td><strong>SANTIAGO, Astronomical Obs.</strong></td>
<td>32°57'10&quot;</td>
<td>71°6'20&quot;</td>
<td>150°</td>
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<tr>
<td><strong>Quillota, Bell, summit</strong></td>
<td>32°52'20&quot;</td>
<td>70°33'0&quot;</td>
<td>153°</td>
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<tr>
<td><strong>Quintero Rocks, body</strong></td>
<td>32°46'0&quot;</td>
<td>70°31'30&quot;</td>
<td>153°</td>
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<tr>
<td><strong>Quintero Point, summit</strong></td>
<td>32°41'50&quot;</td>
<td>70°31'30&quot;</td>
<td>153°</td>
<td></td>
<td></td>
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<tr>
<td><strong>Horncon Rock, largest</strong></td>
<td>32°35'30&quot;</td>
<td>69°36'30&quot;</td>
<td>153°</td>
<td></td>
<td></td>
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<tr>
<td><strong>Aconcagua, Mountain, summit</strong></td>
<td>32°30'9&quot;</td>
<td>71°26'45&quot;</td>
<td>157°</td>
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<tr>
<td><strong>Papudo Bay, O. S. landing place</strong></td>
<td>32°30'9&quot;</td>
<td>71°26'45&quot;</td>
<td>153°</td>
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<tr>
<td><strong>Pichidanco, S.E. pt. of island</strong></td>
<td>32°7'55&quot;</td>
<td>71°32'0&quot;</td>
<td>168°</td>
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<tr>
<td><strong>Conchall Bay, islet in middle</strong></td>
<td>31°53'10&quot;</td>
<td>71°32'0&quot;</td>
<td>164°</td>
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<tr>
<td><strong>Point Tablas, S.W. extremity</strong></td>
<td>31°51'45&quot;</td>
<td>71°33'30&quot;</td>
<td>165°</td>
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<tr>
<td><strong>River Chuapa, S. entrance point</strong></td>
<td>31°39'30&quot;</td>
<td>71°34'0&quot;</td>
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<tr>
<td><strong>Maitencillo Cove, N. head</strong></td>
<td>31°17'5&quot;</td>
<td>71°38'5&quot;</td>
<td>157°</td>
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<tr>
<td><strong>Talimay Mount, summit</strong></td>
<td>30°50'45&quot;</td>
<td>71°37'45&quot;</td>
<td>157°</td>
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<tr>
<td><strong>Limir River, S. head</strong></td>
<td>30°44'53&quot;</td>
<td>71°42'25&quot;</td>
<td>157°</td>
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<tr>
<td><strong>Lenga de Vaca, extremity</strong></td>
<td>30°13'40&quot;</td>
<td>71°37'30&quot;</td>
<td>157°</td>
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<td>H. W.</td>
<td>Range</td>
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</tr>
</tbody>
</table>

**VI.—COASTS OF BOLIVIA AND PERU.**

| Herradura de Coquimbo Port, S.W. corner | 29 58 40 | 71 21 45 | The survey by Capt. R. FitzRoy, R.N., 1831-1834 | 16 15 | 9 8 6 | 169 |
| Coquimbo Port, N. Ilet (rock) | 29 55 10 | 71 21 10 |
| Arroyan Cove, S. point | 29 42 20 | 71 19 45 |
| Juan Soldado, Mountain, sum. | 29 41 30 | 71 16 25 |
| Pajaro Islets, southern summit | 29 35 0 | 71 32 25 |
| Yerba Buena, village, chapel | 29 34 0 | 71 17 50 |
| Trigo Island, S.W. point | 29 31 35 | 71 20 20 |
| Tortonalillo, S. entrance point | 29 29 15 | 71 19 45 | 14 45 | 163 |
| Chungungo Ilet, summit | 29 24 15 | 71 21 15 |
| Toro Reef | 29 21 10 | 71 31 25 |
| Choros Isds., S.W. pt. of largest | 29 15 45 | 71 33 30 |
| Polilao Cove, S. point extreme | 29 10 0 | 71 30 10 |
| Chaneral Bay, S.W. point | 29 2 40 | 71 29 40 |
| Chaneral Island, S.W. summit | 29 1 15 | 71 30 10 |
| Sarco Cove, middle of beach | 28 50 0 | 71 28 10 |
| Cape Vascunan, islet off (rock) | 28 30 0 | 71 30 30 |
| Huasco, Captain of Port's house | 28 37 15 | 71 15 0 | 14 22 | 6 8 30 | 168 |
| Lobo Point, outer pitch | 28 17 50 | 71 13 10 |
| Herradura de Carral, landing pt. | 28 5 45 | 71 12 45 | 14 15 | 168 |
| Carral, middle point, S. side | 28 4 30 | 71 10 30 |
| Mataramoros Cove, out. pt. S. side | 27 54 10 | 71 8 35 |
| Pajonal Cove, S.E. corner | 27 43 30 | 71 3 0 |
| Salado Bay, Cachos Point, sum. | 27 39 20 | 71 2 25 |
| Copiapo, landing place | 27 20 0 | 70 57 45 |
| Morro of Copiapo, summit | 27 9 30 | 70 57 45 |
| Port Yangles, sandy beach in S.W. corner | 27 5 20 | 70 52 0 |
| Port Caldera, sum. of island | 27 2 30 | 70 52 10 |
| Cabesa de Vaca, point, extreme | 26 31 5 | 70 51 0 |
| Flamenco, S.E. corner of bay | 26 13 35 | 70 43 0 |
| Las Animas, sum. over pt. (out) | 26 13 35 | 70 43 0 |
| Pan de Azucar, islet, summit | 26 9 15 | 70 43 5 |
| Ballenita, islet, off Ballenita | 25 45 45 | 70 46 40 |
| Lavata, cove near S.W. point | 25 39 30 | 70 43 15 |
| Point San Pedro, summit | 25 31 0 | 70 40 30 |
| Point Taltal, northern extreme | 25 44 45 | 70 34 15 |
| Huaco Parado, S. point of cove | 25 34 30 | 70 31 15 |
| Point Grande, outer summit | 25 7 0 | 70 29 30 |
| Paposo, white head | 25 9 30 | 70 29 5 |
| Mount Trigo, summit | 24 40 0 | 70 33 15 |
| Reyes Head, extreme pitch | 24 34 30 | 70 33 45 |

**VII.—COASTS OF BOLIVIA AND PERU.**

<p>| Jara Head, summit | 23 53 0 | 70 31 45 |
| Antofagasta Port | 23 41 0 | 70 25 0 |
| Jarum Mountain, summit | 23 32 30 | 70 28 15 |
| Moreno Mountain, summit | 23 28 30 | 70 34 15 |
| Constitution Cove, shingle pt. on island | 23 26 42 | 70 36 30 | 12 55 | 10 0 4 | 184 |
| Emeralda Rock | 23 23 0 | 70 42 0 |
| Morro Jorge, summit | 23 15 10 | 70 35 45 |
| Mexico or Summit, Mount | 23 6 30 | 70 31 0 |
| Coraza, or la Mar, landing pt. | 22 34 0 | 70 17 5 |
| Algodon Bay, extremity of pt. | 22 0 0 | 70 13 5 |
| Chupana Bay | 21 23 9 | 70 6 50 |
| San Francisco Head, W. pitch | 21 55 50 | 70 10 45 | 12 20 | 188 |
| River Los, mouth of | 21 48 0 | 70 2 15 |
| Point Lobos or Blanco, out. pitch | 21 5 30 | 70 11 45 |
| Mount Carrasco, highest sum. | 20 30 30 | 70 10 45 |
| Pabellon de Pica, summit | 20 57 40 | 70 10 0 |
| Point Patache, extreme | 20 31 5 | 70 14 15 | 192 |</p>
<table>
<thead>
<tr>
<th>TABLE OF POSITIONS,</th>
</tr>
</thead>
<tbody>
<tr>
<td>--------------</td>
</tr>
<tr>
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<tr>
<td>Iquiqui, centre of island</td>
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<tr>
<td>Pisagua, Point Pichalo, extr.</td>
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<tr>
<td>Point Gorda, western low extr.</td>
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<tr>
<td>Point Lobos, summit</td>
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<tr>
<td>Areta, Mole</td>
</tr>
<tr>
<td>Scharna, Mountain, highest sum.</td>
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<tr>
<td>Point Coles, extremity</td>
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<tr>
<td>Mollendo</td>
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<tr>
<td>Ylo Town, rivulet mouth</td>
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<tr>
<td>Tambo Valley, Point Mexico</td>
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<tr>
<td>Islay, Custom-house</td>
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<td>Quilca, Cove, W. head</td>
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<tr>
<td>Pescadores Point, S.W. extr.</td>
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<tr>
<td>Atico, E. cove</td>
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<tr>
<td>Point Chala, extreme</td>
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<tr>
<td>Lomas, flagstaff on point</td>
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<tr>
<td>San Juan, Needle Hummock</td>
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<tr>
<td>Point Beware, S.W. extreme</td>
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<tr>
<td>Point Nasca, summit</td>
</tr>
<tr>
<td>Dona Maria Table, central sum.</td>
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<tr>
<td>Independence Bay, S. point of Santa Rosa Island</td>
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<tr>
<td>Mount Carreta, summit</td>
</tr>
<tr>
<td>San Gallan, I., northern sum.</td>
</tr>
<tr>
<td>Paraca Bay, W. Point, N. extr.</td>
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<tr>
<td>Pisco, Town, middle</td>
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<tr>
<td>Point Frayles, extreme</td>
</tr>
<tr>
<td>Asia Rock, summit</td>
</tr>
<tr>
<td>Chilca Point, S.W. pitch</td>
</tr>
<tr>
<td>Chilca Cove, Rock, summit</td>
</tr>
<tr>
<td>Chorillos Bay</td>
</tr>
<tr>
<td>Morro Solar, summit</td>
</tr>
<tr>
<td>CALLAO, Arsenal flagstaff</td>
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<tr>
<td>San Lorenzo Island, lighthouse</td>
</tr>
<tr>
<td>Hormigas Islets, larg. (southern)</td>
</tr>
<tr>
<td>Pescadores Isds., sum. of large-</td>
</tr>
<tr>
<td>Chancay Head, summit</td>
</tr>
<tr>
<td>Pelado Islet, summit</td>
</tr>
<tr>
<td>Salinas Hill, summit</td>
</tr>
<tr>
<td>Huacho Point, extreme pitch</td>
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<tr>
<td>Supé, W. end of village</td>
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<tr>
<td>Jaguay or Gramadl Hl., W.ex.</td>
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<tr>
<td>Guarmey, W. end of sandy beach</td>
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<tr>
<td>Colina Redonda, summit</td>
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<td>Mount Mongon, western sum.</td>
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<td>Casma Bay, inner S. point</td>
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<tr>
<td>Samanco Bay, Cross Point</td>
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<td>Ferrol Bay, Blanco Island sum.</td>
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<tr>
<td>Santa, centro of projecting pt.</td>
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<td>Chao Islet, centre</td>
</tr>
<tr>
<td>Guanape Islands, sum. of high.</td>
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<tr>
<td>Truxillo, church</td>
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<tr>
<td>Huanchaco Point, S.W. extr.</td>
</tr>
<tr>
<td>Macachi Islet, summit</td>
</tr>
<tr>
<td>San Nicholas Bay</td>
</tr>
<tr>
<td>Malabrigo Bay, rocks</td>
</tr>
<tr>
<td>Pacasmaryo Point, N.W. extr.</td>
</tr>
<tr>
<td>Lobos de Afuera Island, Fishing</td>
</tr>
<tr>
<td>Cove on E. side</td>
</tr>
<tr>
<td>Eten Head, summit over</td>
</tr>
<tr>
<td>Lambayeque, beach opposite</td>
</tr>
<tr>
<td>Lobos de Tierra, central sum.</td>
</tr>
<tr>
<td>-----------</td>
</tr>
<tr>
<td>Sochura Town, church</td>
</tr>
<tr>
<td>Payta, Silla (or Saddle), S. sum.</td>
</tr>
<tr>
<td>Payta, new end of town</td>
</tr>
<tr>
<td>Parinas Point, extreme</td>
</tr>
<tr>
<td>Cape Blanco, und. mid. high cliff</td>
</tr>
<tr>
<td>Point Malpelo, mouth of Tumbes River</td>
</tr>
</tbody>
</table>

**VII.—THE COAST OF COLOMBIA, BETWEEN GUAYAQUIL AND PANAMA.**

Pens' Island, Consulate on Point Espanola | 2 47 30 | 79 53 45 | (End of H.M.S. Bengal's surveys,) | 9 30 | 6 0 | 11 | 248 |
| Grayaquil, S. end of city | 2 13 0 | 79 49 30 | | | | | |
| Santa Clara Island, Lighthouse | 3 10 40 | 80 24 34 | | | | | |
| Piedras Point, extreme | 2 26 18 | 79 49 49 | | | | | |
| Point Santa Elena, W. extreme | 2 11 30 | 80 59 47 | | | | | |
| Pecado Islet, summit | 1 56 0 | 80 48 35 | | | | | |
| Salango Bay, watering place | 1 35 14 | 80 50 37 | | | | | |
| Pita Isle, East point | 1 16 55 | 81 3 0 | | | | | |
| Cape San Lorenzo, Marlingepeke Rock | 1 3 30 | 80 55 0 | | | | | |
| Monte Christo, summit | 1 3 40 | 80 49 0 | | | | | |
| Caracas Bay, Punta Playa | 0 35 25 | 80 24 29 | | | | | |
| Cape Pasoado, extreme | 0 21 30 | 80 29 42 | | | | | |
| Jampa Point, extreme | 0 9 40 | 80 20 35 | | | | | |

Pedernales Point, outer Rock | 0 4 15 | 80 6 45 | | | | | |
| Cape San Francisco, S.W. extr. | 0 4 0 0 | 80 7 0 | | | | | |
| Point Galera, North extreme | 0 0 0 0 | 80 4 45 | | | | | |
| Ataques, entr. of River Sus | 0 0 2 30 | 79 61 57 | | | | | |
| Emeralnda River, W. pt. of ent. | 0 0 59 2 0 | 79 41 13 | | | | | |
| River Santiago, Tola Village | 1 12 20 | 79 5 45 | | | | | |
| Point Mangales, S. pt. ent. creek | 1 36 0 | 79 2 35 | | | | | |
| Tumaco, S.W. pt. of El Morro I. | 1 49 36 | 78 44 34 | | | | | |
| Point Caracali, Gallo Island | 1 59 0 | 78 38 44 | | | | | |
| Guacacma Point, extreme | 2 37 10 | 78 23 29 | | | | | |
| Guayalga Island, watering bay | 2 68 10 | 78 10 20 | | | | | |
| Buenaventura Riv., Basan pt. | 3 49 27 | 77 10 50 | | | | | |
| Negritas Rocks, cent. of largest | 3 56 0 | 77 23 30 | | | | | |
| Chirimba Point, N. extreme | 4 17 6 | 77 28 49 | | | | | |
| Cape Corrientes, S.W. extreme | 5 28 46 | 77 32 33 | | | | | |
| Port Utria, centre of south. islet | 5 58 30 | 77 20 20 | | | | | |
| Solano Point, North extreme | 6 17 55 | 77 27 30 | | | | | |
| Copaca Bay, ent. of Cupica Riv. | 6 41 19 | 77 29 36 | | | | | |
| Cape Marzo, S.E. extreme | 6 49 45 | 77 40 0 | | | | | |
| Port Pinas, N.E. bight | 7 34 37 | 78 9 50 | | | | | |
| Garchine Point, N.E. extreme | 8 6 0 | 78 21 15 | | | | | |

**BAY OF PANAMA.**

Darien Harbour, Graham Point | 8 28 50 | 78 4 40 | | | | | |
| Galera Island, centre | 8 11 20 | 78 45 45 | | | | | |
| San Jose Bank, Trollope Rock | 8 6 40 | 78 37 40 | | | | | |
| Isla del Rey, ent. of Cocos point | 8 12 30 | 78 55 45 | | | | | |
| Gonzales Isd., Hawanna head | 8 25 0 | 78 5 50 | | | | | |
| San Jose Island, Iguana Point | 8 18 25 | 78 6 30 | | | | | |
| Pelado Island, centre | 8 37 35 | 78 41 40 | | | | | |
| Chepillo Island, the tree | 8 56 32 | 79 7 0 | | | | | |
| | | | | | | | |
|------------|------------|--------------|----------------|---------------------|
| Flamenco Island, North point | **8° 54' 30"** | **79° 30' 20"** | | **15 to 22** |
| Point Chamé, extreme | **8° 39' 0"** | **79° 40' 50"** | | **275** |
| Cape Mala, extreme | **7° 27' 40"** | **79° 58' 30"** | | **278** |

**VIII. SOUTH SHETLAND AND ANTARCTIC LANDS.**

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<tbody>
<tr>
<td><strong>Lauria Island, Cape Dundas</strong></td>
<td><strong>60° 54' 0&quot;</strong></td>
<td><strong>44° 57' 0&quot;</strong></td>
<td>D'Urville.</td>
<td></td>
</tr>
<tr>
<td><strong>Saddle Island, W. peak, 1843 ft.</strong></td>
<td><strong>60° 43' 0&quot;</strong></td>
<td><strong>46° 10' 0&quot;</strong></td>
<td>Weddell.</td>
<td><strong>285</strong></td>
</tr>
<tr>
<td><strong>Coronation Island, E. summit</strong></td>
<td><strong>60° 46' 0&quot;</strong></td>
<td><strong>46° 53' 0&quot;</strong></td>
<td>D'Urville.</td>
<td></td>
</tr>
<tr>
<td><strong>Inaccessible Island, middle</strong></td>
<td><strong>60° 42' 0&quot;</strong></td>
<td><strong>47° 13' 0&quot;</strong></td>
<td>D'Urville.</td>
<td></td>
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<tr>
<td><strong>Cornwallis Island.</strong></td>
<td><strong>61° 4' 0&quot;</strong></td>
<td><strong>64° 28' 0&quot;</strong></td>
<td>D'Urville.</td>
<td></td>
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<tr>
<td><strong>Elephant Island, E. summit</strong></td>
<td><strong>61° 4' 0&quot;</strong></td>
<td><strong>64° 40' 0&quot;</strong></td>
<td>D'Urville.</td>
<td></td>
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<tr>
<td><strong>Bridgeman Island</strong></td>
<td><strong>62° 4' 0&quot;</strong></td>
<td><strong>65° 40' 0&quot;</strong></td>
<td>Weddell.</td>
<td><strong>285</strong></td>
</tr>
<tr>
<td><strong>King George Id., C. Melville</strong></td>
<td><strong>62° 2' 0&quot;</strong></td>
<td><strong>57° 30' 0&quot;</strong></td>
<td>D'Urville.</td>
<td></td>
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<tr>
<td><strong>Livingston Island, Cape Sherriff</strong></td>
<td><strong>62° 28' 0&quot;</strong></td>
<td><strong>60° 28' 0&quot;</strong></td>
<td>D'Urville.</td>
<td></td>
</tr>
<tr>
<td><strong>Deception L., Pt. Foster, Mt. Fous</strong></td>
<td><strong>62° 66' 30&quot;</strong></td>
<td><strong>60° 35' 0&quot;</strong></td>
<td>Foster.</td>
<td><strong>287</strong></td>
</tr>
<tr>
<td><strong>Smith Island, Mount Foster</strong></td>
<td><strong>63° 2' 0&quot;</strong></td>
<td><strong>62° 47' 0&quot;</strong></td>
<td><strong>244</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Horseshoe Island, C. Possession.</strong></td>
<td><strong>63° 45' 0&quot;</strong></td>
<td><strong>61° 50' 0&quot;</strong></td>
<td>D'Urville.</td>
<td><strong>251</strong></td>
</tr>
<tr>
<td><strong>Biscoe's Range, Pitt Island</strong></td>
<td><strong>65° 20' 0&quot;</strong></td>
<td><strong>65° 40' 0&quot;</strong></td>
<td>Biscoe.</td>
<td><strong>283</strong></td>
</tr>
<tr>
<td><strong>Adelaide Island, centre</strong></td>
<td><strong>67° 15' 0&quot;</strong></td>
<td><strong>68° 15' 0&quot;</strong></td>
<td>D'Urville.</td>
<td><strong>255</strong></td>
</tr>
<tr>
<td><strong>L. Philippe Land, C. Roquemare.</strong></td>
<td><strong>63° 80' 20&quot;</strong></td>
<td><strong>68° 29' 16&quot;</strong></td>
<td>D'Urville.</td>
<td><strong>285</strong></td>
</tr>
<tr>
<td><strong>Astrolabe Island.</strong></td>
<td><strong>63° 18' 0&quot;</strong></td>
<td><strong>68° 18' 26&quot;</strong></td>
<td><strong>255</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Mount D'Urville.</strong></td>
<td><strong>63° 28' 45&quot;</strong></td>
<td><strong>67° 41' 0&quot;</strong></td>
<td>D'Urville.</td>
<td><strong>285</strong></td>
</tr>
<tr>
<td><strong>Joinville Island, Cape Purvis.</strong></td>
<td><strong>63° 39' 0&quot;</strong></td>
<td><strong>65° 48' 0&quot;</strong></td>
<td><strong>285</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Cape Seymour.</strong></td>
<td><strong>64° 13' 0&quot;</strong></td>
<td><strong>66° 32' 0&quot;</strong></td>
<td><strong>285</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Mount Haddington.</strong></td>
<td><strong>64° 12' 0&quot;</strong></td>
<td><strong>68° 2' 0&quot;</strong></td>
<td><strong>285</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Peter I. Island, 4,000 ft.</strong></td>
<td><strong>68° 97' 0&quot;</strong></td>
<td><strong>90° 46' 0&quot;</strong></td>
<td>Bellingshausen.</td>
<td><strong>290</strong></td>
</tr>
<tr>
<td><strong>Alexander J. Island, N. point.</strong></td>
<td><strong>68° 51' 0&quot;</strong></td>
<td><strong>73° 9' 46&quot;</strong></td>
<td><strong>290</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Balleny Islands.</strong></td>
<td><strong>66° 44' 0&quot;</strong></td>
<td><strong>163° 11' 0&quot;</strong></td>
<td><strong>293</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Victoria Land, Mount Sabino.</strong></td>
<td><strong>71° 42' 0&quot;</strong></td>
<td><strong>169° 55' 0&quot;</strong></td>
<td><strong>295</strong></td>
<td></td>
</tr>
<tr>
<td><strong>10,000 ft.</strong></td>
<td><strong>71° 18' 0&quot;</strong></td>
<td><strong>170° 45' 0&quot;</strong></td>
<td><strong>295</strong></td>
<td></td>
</tr>
<tr>
<td><strong>&quot; Cape Adair.</strong></td>
<td><strong>71° 56' 0&quot;</strong></td>
<td><strong>171° 7' 0&quot;</strong></td>
<td><strong>294</strong></td>
<td></td>
</tr>
<tr>
<td><strong>&quot; Possession Id.</strong></td>
<td><strong>71° 56' 0&quot;</strong></td>
<td><strong>171° 7' 0&quot;</strong></td>
<td><strong>294</strong></td>
<td></td>
</tr>
<tr>
<td><strong>&quot; Franklin Id.</strong></td>
<td><strong>78° 6' 0&quot;</strong></td>
<td><strong>168° 12' 0&quot;</strong></td>
<td><strong>295</strong></td>
<td></td>
</tr>
<tr>
<td><strong>&quot; Mount Erebus.</strong></td>
<td><strong>77° 33' 0&quot;</strong></td>
<td><strong>166° 58' 0&quot;</strong></td>
<td><strong>295</strong></td>
<td></td>
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</tbody>
</table>

**ANTARCTIC LANDS, Disappointment Bay.**

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td><strong>Adelie Land, C. Robert.</strong></td>
<td><strong>66° 21' 15&quot;</strong></td>
<td><strong>133° 15' 30&quot;</strong></td>
<td>D'Urville.</td>
<td><strong>297</strong></td>
</tr>
<tr>
<td><strong>&quot; Pt. Geology</strong></td>
<td><strong>66° 34' 35&quot;</strong></td>
<td><strong>136° 39' 30&quot;</strong></td>
<td><strong>297</strong></td>
<td></td>
</tr>
<tr>
<td><strong>&quot; C. Discovery</strong></td>
<td><strong>66° 34' 35&quot;</strong></td>
<td><strong>136° 29' 0&quot;</strong></td>
<td><strong>297</strong></td>
<td></td>
</tr>
<tr>
<td><strong>&quot; Cape Jules.</strong></td>
<td><strong>76° 37' 0&quot;</strong></td>
<td><strong>136° 5' 0&quot;</strong></td>
<td><strong>297</strong></td>
<td></td>
</tr>
<tr>
<td><strong>&quot; Clarie Coast.</strong></td>
<td><strong>64° 31' 0&quot;</strong></td>
<td><strong>128° 23' 30&quot;</strong></td>
<td><strong>298</strong></td>
<td></td>
</tr>
<tr>
<td><strong>&quot; Sabrina Land.</strong></td>
<td><strong>65° 20' 0&quot;</strong></td>
<td><strong>121° 8' 0&quot;</strong></td>
<td><strong>298</strong></td>
<td></td>
</tr>
<tr>
<td><strong>&quot; Knox's High Land.</strong></td>
<td><strong>66° 0' 0&quot;</strong></td>
<td><strong>106° 18' 42&quot;</strong></td>
<td>Wilkes.</td>
<td><strong>298</strong></td>
</tr>
<tr>
<td><strong>&quot; Nimrod Islands, (?).</strong></td>
<td><strong>66° 30' 0&quot;</strong></td>
<td><strong>168° 30' 0&quot;</strong></td>
<td>D'Urville.</td>
<td><strong>298</strong></td>
</tr>
<tr>
<td><strong>&quot; Dougherty Island, 1841.</strong></td>
<td><strong>65° 21' 0&quot;</strong></td>
<td><strong>119° 7' 0&quot;</strong></td>
<td>Elbech, 1828.</td>
<td><strong>300</strong></td>
</tr>
<tr>
<td><strong>&quot; Macquarie Island, S. point.</strong></td>
<td><strong>64° 44' 0&quot;</strong></td>
<td><strong>159° 49' 0&quot;</strong></td>
<td>Keates, 1859.</td>
<td><strong>300</strong></td>
</tr>
<tr>
<td><strong>&quot; Bishop and his Clerk</strong></td>
<td><strong>55° 15' 0&quot;</strong></td>
<td><strong>159° 0' 0&quot;</strong></td>
<td>Wilkes.</td>
<td><strong>302</strong></td>
</tr>
<tr>
<td><strong>&quot; Judge and his Clerk.</strong></td>
<td><strong>54° 23' 0&quot;</strong></td>
<td><strong>158° 48' 0&quot;</strong></td>
<td>Bellingshausen.</td>
<td><strong>302</strong></td>
</tr>
<tr>
<td><strong>Campbell L., Perseverance Har.</strong></td>
<td><strong>62° 33' 26&quot;</strong></td>
<td><strong>169° 8' 41&quot;</strong></td>
<td><strong>302</strong></td>
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**AUCKLAND ISLES: Enderby Id.**

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<tbody>
<tr>
<td><strong>Sarah Harbour.</strong></td>
<td><strong>60° 32' 30&quot;</strong></td>
<td><strong>166° 12' 24&quot;</strong></td>
<td>Wilkes.</td>
<td><strong>298</strong></td>
</tr>
<tr>
<td><strong>&quot; Bristow Rock.</strong></td>
<td><strong>60° 30' 0&quot;</strong></td>
<td><strong>166° 19' 0&quot;</strong></td>
<td>Bristow.</td>
<td><strong>300</strong></td>
</tr>
<tr>
<td><strong>&quot; South Cape.</strong></td>
<td><strong>59° 56' 38&quot;</strong></td>
<td><strong>166° 12' 4&quot;</strong></td>
<td>D'Urville.</td>
<td><strong>300</strong></td>
</tr>
<tr>
<td><strong>&quot; Antipodes Islands.</strong></td>
<td><strong>49° 40' 0&quot;</strong></td>
<td><strong>178° 40' 0&quot;</strong></td>
<td>Barley, &amp;c.</td>
<td><strong>310</strong></td>
</tr>
<tr>
<td><strong>&quot; Bounty Island.</strong></td>
<td><strong>47° 55' 0&quot;</strong></td>
<td><strong>178° 25' 0&quot;</strong></td>
<td>Biscoe; Martyn.</td>
<td><strong>311</strong></td>
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</table>
TIDES, MAGNETIC VARIATIONS, &c. xxxix

Chatham Islands.

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<tr>
<td>Ware Kauri, Point Allison</td>
<td>43°46' 30&quot;</td>
<td>177° 7' 0&quot;</td>
<td>Ch. du Fournier,</td>
<td>13° 49'</td>
<td>8 0</td>
</tr>
<tr>
<td>Wangaroa Bay</td>
<td>43°49' 0&quot;</td>
<td>176° 53' 0&quot;</td>
<td>Dieffenbach, &amp;c.</td>
<td></td>
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<tr>
<td>Waitangi Harbour, village</td>
<td>43°57' 40&quot;</td>
<td>176° 44' 0&quot;</td>
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<tr>
<td>Waia-Kaiwa Hills</td>
<td>44° 5' 40&quot;</td>
<td>176° 48' 30&quot;</td>
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<tr>
<td>Cape Eweque or Beaufort</td>
<td>44° 7' 0&quot;</td>
<td>176° 49' 0&quot;</td>
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<tr>
<td>Cape Young</td>
<td>43° 41' 0&quot;</td>
<td>176° 47' 10&quot;</td>
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<tr>
<td>Rangi-tutahi, or Two Sisters I.</td>
<td>43° 33' 0&quot;</td>
<td>177° 0' 0&quot;</td>
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<tr>
<td>Western Reef, W. point</td>
<td>43° 55' 0&quot;</td>
<td>177° 13' 0&quot;</td>
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<td>Sentry Point, or Solitaire Reef</td>
<td>44° 12' 0&quot;</td>
<td>176° 47' 0&quot;</td>
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<td>Pitt Id., or Rangi-haueta, S. pt.</td>
<td>44° 15' 0&quot;</td>
<td>176° 50' 0&quot;</td>
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<tr>
<td>Star Quay Reef</td>
<td>44° 12' 0&quot;</td>
<td>176° 8' 0&quot;</td>
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<tr>
<td>Bertier Rock</td>
<td>43° 54' 0&quot;</td>
<td>176° 12' 0&quot;</td>
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IX.—NEW ZEALAND.

North Island.

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<tbody>
<tr>
<td>Three Kings I., N.E.I., N.E.ex</td>
<td>34° 6' 20&quot;</td>
<td>172° 9' 45&quot;</td>
<td>The survey by</td>
<td>13° 49'</td>
<td>8 0</td>
</tr>
<tr>
<td>Maria Van Diemen, C. Islet</td>
<td>34° 28' 30&quot;</td>
<td>172° 28' 40&quot;</td>
<td>Captain J. Lort</td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Cape, Cape Islet</td>
<td>34° 25' 7&quot;</td>
<td>173° 4' 30&quot;</td>
<td>Stokes, in H.M.S. Acheron, &amp; Capt.</td>
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<tr>
<td>Pararenga-nga, Harb., Coal pt.</td>
<td>34° 31' 0&quot;</td>
<td>173° 1' 50&quot;</td>
<td>Byron Drury, in H.M.S. Pandora, 1848—1855.</td>
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<tr>
<td>Ohor River, Repi-repi point</td>
<td>34° 50' 0&quot;</td>
<td>173° 10' 10&quot;</td>
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<tr>
<td>Bangourounou, Tekotiaitia pt.</td>
<td>35° 0' 20&quot;</td>
<td>173° 33' 35&quot;</td>
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<tr>
<td>Mangaurau Harbour, White's pt.</td>
<td>35° 1' 44&quot;</td>
<td>173° 46' 44&quot;</td>
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<tr>
<td>Wangaroa Harbour, Peach Id.</td>
<td>35° 16' 30&quot;</td>
<td>174° 7' 2&quot;</td>
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<tr>
<td>Cavalli Id., Great Is., N. E. ext.</td>
<td>35° 59' 30&quot;</td>
<td>173° 58' 45&quot;</td>
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<tr>
<td>Bay of Islands, Motu Mea Islet</td>
<td>35° 17' 0&quot;</td>
<td>174° 7' 2&quot;</td>
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<tr>
<td>B. of Islands, C. Bret (Fiercey I.)</td>
<td>35° 10' 30&quot;</td>
<td>174° 20' 10&quot;</td>
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<td>Beam Head, extreme</td>
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<td>Moko Hinou Ids., N. W. Id.</td>
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<td>Castle Hill, summit, 1,610 ft.</td>
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<td>Oviour Island, highest peak</td>
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<td>175° 48' 20&quot;</td>
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<td>Mercury Islands, East Island, Waikawa, North Cliff</td>
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<td>175° 58' 20&quot;</td>
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<td>Mayor Id., highest peak, 410 ft.</td>
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<td>Astrolabe Reef, cen. dr.4 ft.L.W.</td>
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<td>The survey by Captain J. Lort Stokes, in H.M.S. Acheron, &amp; Capt. Byron Drury, in H.M.S. Pandora, 1848—1856.</td>
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<td><strong>White Island, summit, 663 feet</strong></td>
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<td><strong>Runaway Cape, extreme</strong></td>
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**COOK STRAIT.**

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### The Islands

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<td>Disney Shoal -</td>
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<td>19 4 0</td>
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<td>Vavau, Port Refuge, Neau village -</td>
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<td>Latto or Lette Island, 1,600 feet -</td>
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<td>Amargura or Fanonuiae, or Gardner's Island -</td>
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<td>Pylstaart Island (Sola Island) -</td>
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<td>Calinon Reef -</td>
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<td>Simonoff Island -</td>
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<td>Michaeloff -</td>
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<td>Minerva Reefs, S. Reef -</td>
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<td>178 49 39</td>
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**Kermadec Islands.**

| Raoul or Sunday Island, W. Bay - | 29 15 30 | 177 64 52 | Denham. | 514 |
| Macoulay Island, 750 feet - | 30 16 0 | 178 32 0 | Wilkes. | 514 |
| Curtis Island - | 30 36 0 | 178 37 0 | D'Urville. | 514 |
| L'Espérance (Brind's or French) Rock - | 31 26 0 | 179 5 0 | Charts. | 515 |
| Havre Rock - | 31 18 0 | 179 0 0 | " " | 515 |
| Somme Shoal - | 30 57 0 | 178 5 0 | French Charts. | 515 |
| Conway Reef - | 21 40 0 | 174 40 0 | | 515 |
| Matthew Island, 455 feet - | 22 20 12 | 171 20 30 | Denham. | 515 |
| Hunter Island - | 22 24 2 | 172 6 15 | " " | 515 |
| La Brilliante Shoal, 6½ feet - | 22 12 17 | 170 4 16 | Krabbe, &c. | 516 |
| Waipope Island - | 22 38 7 | 168 56 45 | Denham. | 517 |
| Durand Reef - | 22 2 25 | 168 39 34 | " " | 517 |
| Norfolk Id., Mt. Pitt, 1,050 ft. - | 22 58 0 | 167 46 0 | Chart. | 517 |
| " " Nepean Island - | 29 2 0 | 167 48 0 | " " | 520 |

**New Caledonia.**

<p>| Isle of Pines, Nga Peak, 880 ft. - | 22 39 20 | 167 29 0 | Denham, 1854. | 523 |
| &quot; &quot; S. Ilet, Ami - | 22 46 0 | 167 35 15 | &quot; &quot; | 524 |
| &quot; &quot; Umoco Bay, Port Victoria, Pine Is. - | 22 31 0 | 167 25 40 | &quot; &quot; | 525 |
| Queen Charlotte Cape, Goro - | 22 19 0 | 167 1 35 | French Officers. | 526 |
| Cape Ndua, extreme - | 22 24 0 | 166 66 40 | &quot; &quot; | 527 |
| Woodin Passage, Ia Peak - | 22 22 16 | 166 46 50 | &quot; &quot; | 528 |
| Mount D'Or, 2,643 ft. - | 22 16 30 | 166 36 48 | &quot; &quot; | 529 |
| Noumea (Port de France), S.W. bastion - | 22 17 15 | 166 27 43 | &quot; &quot; | 531 |
| Bulari Pass, Amedée Island - | 22 28 35 | 166 27 40 | &quot; &quot; | 530 |
| Port St. Vincent, Marceau Island - | 22 0 10 | 166 6 0 | &quot; &quot; | 535 |
| Cape Goulain - | 21 46 0 | 165 26 0 | D'Entrecasteaux. | 536 |
| Point Tommerre - | 20 24 0 | 164 3 30 | &quot; &quot; | 537 |
| D'Entrecasteaux Reef, Huon Id. - | 17 59 7 | 162 66 14 | French Officers. | 538 |
| Balade - | 20 18 18 | 164 27 0 | &quot; &quot; | 544 |
| Cape Colnett - | 20 31 30 | 164 46 0 | &quot; &quot; | 543 |
| Yengen, outer anchorage - | 20 37 17 | 164 52 40 | &quot; &quot; | 543 |
| Port Kanala, Observatory in Port Mackau - | 21 29 12 | 165 58 50 | &quot; &quot; | 543 |
| Cape Coronation - | 22 2 30 | 166 92 0 | &quot; &quot; | 541 |</p>
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<th>Discoverer</th>
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<td>—— Sandal Bay, Morne Bay</td>
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<td>33 32 0</td>
<td>167 40 0</td>
<td>Sir James Ross.</td>
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| XI.—LOW ARCHIPELAGO, OR PAUMOTU GROUP. |            |            |             |      |
| Dicie Island               |            |            |             |      |
| Elizabeth Island, or Henderson                               | 24 40 20   | 124 48 0   | Beechey.  | 554  |
| Pitcairn Island, Adamstown                             | 24 21 20   | 128 19 0   |             |      |
| Oeno Island, N. point                                   | 25 3 37    | 130 8 23   |             | 555  |
| Timoe, or Crescent Island                               | 24 1 20    | 130 41 0   |             | 558  |
| Manga Rea, or Gambier Island, Mount Duff, 1,248 ft.     | 23 20 29   | 134 36 8   |             | 558  |
| Matave, or Lord Hood’s Island                            | 23 7 68    | 134 65 21  |             | 559  |
| Maria, or Moerenhout                                    | 21 30 60   | 135 33 19  |             | 561  |
| Amhiphitre or Acteon Island                             | 21 6 90    | 136 12 0   |             | 561  |
| Tureia, or Cayorthy Island                              | 21 18 30   | 136 38 0   | Biddlecombe.| 561  |
| Nukuoro, or Osmunburgh Island                           | 20 44 63   | 138 19 28  | Beechey.  | 563  |
| Carteret, 1876.                                        | 21 50 32   | 138 44 28  |             | 563  |
|                                                                 | 20 23 0    | 143 37 0   | Wilkes.   | 564  |
|                                                                                     |            |            |             |      |
| Queros, 1606.                                          | 20 23 0    | 143 47 0   |             | 565  |
|                                                                  |            |            |             |      |
| Vava-vava, or Barrow Island                             | 20 46 7    | 139 3 9    | Beechey.  | 565  |
| Whit Sunday Island                                      | 19 17 40   | 138 42 28  |             | 554  |
| Clermont Tomnerre Island                                | 18 33 42   | 136 20 0   | Duperrey. | 566  |
| Pukuru, or Sarel Island                                 | 18 22 39   | 136 66 3   | Beechey.  | 567  |
| Pukuruang, or Egmont Island                             | 19 22 59   | 139 12 3   |             | 567  |
| Finaki, or Byam Martin Island                           | 19 40 22   | 140 22 28  |             | 567  |
| Ataki, Landeria, or Thrum Cap Isl.                      | 18 30 5    | 139 8 0    |             | 567  |
| Queen Charlotte’s Islands                               | 17 19 40   | 138 42 28  |             | 567  |
|                                                                                     |            |            |             |      |
| Bougainville, 1768.                                     | 18 42 26   | 138 43 12  |             | 568  |
|                                                                                     |            |            |             |      |
| Bounty, 1768.                                          | 17 20 0    | 138 23 0   | Duperrey. | 568  |
|                                                                                     |            |            |             |      |
| Ballinghausen 1829                                     | 17 43 0    | 140 37 0   | Bellingshausen. | 569 |
|                                                                                     |            |            |              |      |
| 18 5 46 140 59 11                                      |            |            |              | 569  |
|                                                                                     |            |            | Kuleczycki. | 569  |
|                                                                                     |            |            |              |      |
|                                      |            |            |              |      |
| Turnbull, 1803.                                         | 16 19 53   | 143 11 1   |             | 574  |
|                                                                                     |            |            |              |      |
|                                      |            |            |              |      |
| Turnbull, 1803.                                         | 16 19 53   | 143 11 1   |             | 574  |
|                                                                                     |            |            |              |      |
|                                      |            |            |              |      |
|                                      |            |            |              |      |
|                                      |            |            |              |      |
|                                      |            |            |              |      |
|                                      |            |            |              |      |
TABLE OF POSITIONS,

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<th>Lat. South</th>
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<th>Authorities</th>
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<tbody>
<tr>
<td>Tahanea, or Tchitchagoff Island, S.E. pt.</td>
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XII.—SOCIETY ISLANDS.

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<th>Discoverer</th>
<th>Lat. South</th>
<th>Long. West</th>
<th>Authorities</th>
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<td>Wallis, 1767.</td>
<td>17 53 0</td>
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<td>Beechey, &amp;c.</td>
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<td>Vestock Island (Anne or Stavers') Island</td>
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<td>Mopelia or Mopha Island</td>
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<td>Kotzebue.</td>
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<td>Scilly Islands</td>
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<td>Reine's, or Grand Duke Alexander's Island, North point</td>
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<td>H.M.S. Howz.</td>
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<td>173 53 4</td>
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<td>Dangar Islands</td>
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<td>Williams.</td>
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<tr>
<td>Gente Hermione, or Swaine's Is.</td>
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<td>169 9 0</td>
<td>Wilkes.</td>
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**SAMOA, OR NAVIGATOR'S ISLANDS.**

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<td>168 9 0</td>
<td>Sir E. Belcher.</td>
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<td>Ofa (or Fanfoud) Island, islet off W. point</td>
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<td>Fangar Harbour, anchorage</td>
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<td>Cock's Comb Point</td>
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<td>Ten-fathom Bank</td>
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<td>Hope, 1867.</td>
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<td>L'Enfant Perdu</td>
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<td>Bougainville.</td>
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<td>Du Bouzet.</td>
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<td>Survey by Captain.</td>
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<td>D'Urville, 1827.</td>
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<td>the U.S. Ex. Ex., 1840, and Capt.</td>
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<td><strong>Mumbolithe or Mumbolitze Reef</strong></td>
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<td><strong>Bakiti or Ambatik Id., summit</strong></td>
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<td><strong>Teva Reef, 2 ft., S. point</strong></td>
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<td>179° 45' 0&quot;</td>
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<tr>
<td><strong>Matuku or Matugu, Obsrv. Bay</strong></td>
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## THE ISLANDS.

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### XV. NEW HEBRIDES, &c.

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<tr>
<td>Star Peak, or Pic de l’Etoile, su.</td>
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<td>167 54 0</td>
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<td>St. Philip and St. Jago Bay, Cape Quirao</td>
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<td>167 32 14</td>
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<tr>
<td>Sitandi, or Sta. Crus I. C. Byron</td>
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<td>165 43 15</td>
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### SANTA CRUZ ISLANDS.

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### South Pacific.

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<td>Tinakula or Volcano Island</td>
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<td>10°23'30&quot;</td>
<td>165°47'30&quot;</td>
<td>Tilley, 1869.</td>
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<tr>
<td>Duff's Group, Tuamacao or Disappointment Island</td>
<td>Mendana</td>
<td>9°57'0&quot;</td>
<td>167°0'0&quot;</td>
<td>Wilson.</td>
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<tr>
<td>North Island</td>
<td>Bayonnaise Bank</td>
<td>12°8'30&quot;</td>
<td>180°16'30&quot;</td>
<td>Suckling, 1873</td>
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<td>Bayonnaise Bank</td>
<td>Tromelin, 1828.</td>
<td>12°32'0&quot;</td>
<td>177°13'0&quot;</td>
<td>Tromelin.</td>
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<td>Botumah, Botum or Granville Island, Atangata Island</td>
<td>Edwards, 1791.</td>
<td>12°30'0&quot;</td>
<td>178°0'0&quot;</td>
<td>Duperrey.</td>
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<td>Eddystone.</td>
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<td>Isabella Shoal</td>
<td>Pearson, 1832.</td>
<td>11°45'0&quot;</td>
<td>175°20'0&quot;</td>
<td>Hamond.</td>
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<td>Hunter.</td>
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<td>Louise Bank</td>
<td>Oneseo, or Hunter Island (?)</td>
<td>11°10'0&quot;</td>
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<td>Carter's Reef</td>
<td>1788.</td>
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<td>Anouda, Annula, or Cherry Id.</td>
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XVI.—GALAPAGOS ISLANDS.

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<td>Albemarle Island, Tigris Cove</td>
<td>Mendana</td>
<td>0°15'55&quot;</td>
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### THE ISLANDS.

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<tbody>
<tr>
<td><em>XVII.—MARQUESAS ISLANDS, &amp;c.</em></td>
<td>* *</td>
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<tr>
<td>Fétou Hiva, Venus Point</td>
<td>10 30 40</td>
<td>138 43 15</td>
<td>Survey by M. de Tebien under Capt. Dupont Thionot, 1838; Lieut. Jouan, 1855, 1856.</td>
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<tr>
<td>Motane or San Pedro, S.S.E. pt.</td>
<td>10 0 40</td>
<td>138 49 30</td>
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<tr>
<td>Tabata or Santa Christina, Port</td>
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<td>* *</td>
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<tr>
<td>Madre de Dios, watering place</td>
<td>9 26 0</td>
<td>139 0 0</td>
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<td>O-Hiva-oa, Cape Balnaerie</td>
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<tr>
<td>Feto Hongo or Hood's Isd., centre</td>
<td>9 25 0</td>
<td>138 57 45</td>
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<td>Uupo or Rosepoua Id., N. point</td>
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<td>140 5 0</td>
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<td>8 54 0</td>
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<td>Ua-huka, Danger Point</td>
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<tr>
<td>Naua Hiva, Cape Martin</td>
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<td>* *</td>
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<td>Comptroller B., P. Haka</td>
<td>8 54 3</td>
<td>140 6 40</td>
<td>Sir E. Belcher.</td>
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<tr>
<td>Tai-o-o-hae, or P. A. Maria</td>
<td>9 0 0</td>
<td>140 16 0</td>
<td>Krusenstern.</td>
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<tr>
<td>Tachichagoff, Port</td>
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<tr>
<td>West Point</td>
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<td>* *</td>
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<tr>
<td>* *</td>
<td>8 54 0</td>
<td>140 11 0</td>
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<tr>
<td>Summit, 3,840 ft.</td>
<td>8 44 0</td>
<td>140 38 30</td>
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<tr>
<td>Mota-iti or Hergest Ilet, 130 ft.</td>
<td>8 8 0</td>
<td>139 53 0</td>
<td>Turner.</td>
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<tr>
<td>Low Island</td>
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<td>Tassan.</td>
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<tr>
<td>Eriso or E-Loa Isd., 2,000 ft., S. pt.</td>
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<tr>
<td>Feto Houhou or Canal I., N.E. point</td>
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### DETACHED ISLANDS BETWEEN THE EQUATOR AND 10° S.

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<tr>
<td>Caroline or Thornton Island</td>
<td>Broughton, 1795.</td>
<td>9 54 0</td>
<td>150 6 0</td>
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<tr>
<td>Maldon Id. Anchorage, W. side</td>
<td>Byron, 1826.</td>
<td>4 5 0</td>
<td>154 36 0</td>
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<tr>
<td>Starbuck Island (Volunteer Id.)</td>
<td>Byron, 1826.</td>
<td>5 36 30</td>
<td>155 51 0</td>
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<tr>
<td>Tongarewa or Penrhyn Island</td>
<td>* *</td>
<td>* *</td>
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<tr>
<td><em>The Penrhyn, 1788.</em></td>
<td>8 55 15</td>
<td>158 7 0</td>
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<tr>
<td>* *</td>
<td>0 32 33</td>
<td>159 54 11</td>
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### TOKOLO or UNION GROUP:—

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<tr>
<td>Fakafo or Bowditch Id.</td>
<td>U.S. Ex. Ex., 1840</td>
<td>9 20 0</td>
<td>171 4 0</td>
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<tr>
<td>Nakumono, or Is. of Clarence I.</td>
<td>Edwards, 1791.</td>
<td>9 5 0</td>
<td>171 38 0</td>
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<tr>
<td>Onafu, or Duke of York Id.</td>
<td>Byron, 1866.</td>
<td>8 40 0</td>
<td>172 22 0</td>
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### PHOENIX GROUP:—

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<tr>
<td>Mary Island</td>
<td>2 44 35</td>
<td>171 42 0</td>
<td>Meade.</td>
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<tr>
<td>Enderbury Island</td>
<td>3 8 0</td>
<td>171 8 30</td>
<td>Wilkes.</td>
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<tr>
<td>Phoenix Island</td>
<td>3 41 0</td>
<td>170 40 0</td>
<td>Williams.</td>
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<tr>
<td>Birney's Island</td>
<td>3 34 15</td>
<td>171 33 0</td>
<td>Wilkes.</td>
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<tr>
<td>Gardiner Island, S.W. point</td>
<td>4 37 43</td>
<td>174 40 18</td>
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<tr>
<td>McKean Island</td>
<td>3 35 10</td>
<td>174 17 26</td>
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<tr>
<td>Hall Island, West point</td>
<td>4 29 48</td>
<td>172 20 53</td>
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<tr>
<td>Sydney Island</td>
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<td>Williams.</td>
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<tr>
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<tr>
<td>Howland Island, centre</td>
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### ELICOT'S GROUP:—

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<td>Independence or Sophia Island</td>
<td>American discovery</td>
<td>10 46 0</td>
<td>179 31 0</td>
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<tr>
<td>Mek Shoal</td>
<td>Sir J. Meek, 1832.</td>
<td>10 40 0</td>
<td>179 8 0</td>
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<tr>
<td>Nukulaelae or Mitchell Group</td>
<td>Boisier.</td>
<td>9 27 0</td>
<td>179 54 0</td>
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<tr>
<td>Fanafuti, or Elicot's I., E. pt.</td>
<td>Peyster, 1819.</td>
<td>8 31 20</td>
<td>179 21 3</td>
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<td>Peyster Group, N. extremity</td>
<td>* *</td>
<td>7 56 11</td>
<td>178 28 50</td>
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<tr>
<td>Vaitupu, Oalitupa, or Tracy's Island, South point</td>
<td>Reynolds.</td>
<td>7 30 0</td>
<td>178 46 0</td>
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<tr>
<td>Niuo, Lynx, or Speiden Id.</td>
<td>6 10 0</td>
<td>177 21 0</td>
<td>H. M. S. Basilisk 1872</td>
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<tr>
<td>Nui, Netherlands, or Eog Id.</td>
<td>6 8 0</td>
<td>177 22 0</td>
<td></td>
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<tr>
<td>Gran Cocal Shoal</td>
<td>Maurelle, 1871.</td>
<td>6 5 0</td>
<td>176 13 0</td>
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### TABLE OF POSITIONS,

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<tr>
<td><strong>ELLELS'S GROUP—continued</strong></td>
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<tr>
<td>Nanamaga or Hudson Island</td>
<td>The Elizabeth, 1809.</td>
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<td>Nanomea, St. Augustine, or Taswell's Island</td>
<td>Maurelle, 1781.</td>
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<td>176 6 0</td>
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<tr>
<td>Jesus Island (?)</td>
<td>Mendana, 1607.</td>
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<tr>
<td>Nameless Island (?)</td>
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<td>3 50 0</td>
<td>170 18 0</td>
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<tr>
<td>Paunopa or Ocean Island</td>
<td>The Ocean, 1804.</td>
<td>0 52 2</td>
<td>168 24 25</td>
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<td>Mattoctee or Kennedy's Island</td>
<td>The Nautilus, 1801.</td>
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<td>Pleasant or Shank's Island</td>
<td>Fearn, 1796.</td>
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### XVIII.—SOLOMON ISLANS, NEW GUINEA, &C.

#### 1. SOLOMON ISLANS.

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<td>Santa Anna Island</td>
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<td>San Christoval Is., Cape Phillip</td>
<td>Mendana, 1567.</td>
<td>10 31 23</td>
<td>161 26 35</td>
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<td>Makira or Leonis Bay</td>
<td>Mendana, 1567.</td>
<td>10 15 33</td>
<td>161 26 39</td>
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<tr>
<td>Cape Recherche</td>
<td>Mendana, 1567.</td>
<td>4 12 0</td>
<td>161 22 44</td>
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<td>Cape Keibek</td>
<td>Mendana, 1567.</td>
<td>10 18 0</td>
<td>161 59 0</td>
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<td>Contrarieties Island</td>
<td>Mendana, 1567.</td>
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<td>162 0 0</td>
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<td>Malaya Island, Cape Zelée</td>
<td>Mendana, 1567.</td>
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<td>161 39 24</td>
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<tr>
<td>Mount Kolowrat</td>
<td>Mendana, 1567.</td>
<td>9 6 30 0</td>
<td>161 24 0</td>
</tr>
<tr>
<td>Bauna or Ban</td>
<td>Mendana, 1567.</td>
<td>9 10 0</td>
<td>160 51 0</td>
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<tr>
<td>Bejean Reef</td>
<td>Mendana, 1567.</td>
<td>8 56 0</td>
<td>160 30 0</td>
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<td>Alite Point, S.W. part</td>
<td>Mendana, 1567.</td>
<td>8 44 0</td>
<td>160 40 0</td>
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<td>Cape Ritters</td>
<td>Mendana, 1567.</td>
<td>8 22 0</td>
<td>160 29 0</td>
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<td>Cape Astrolabe</td>
<td>Mendana, 1567.</td>
<td>9 49 15</td>
<td>160 55 54</td>
</tr>
<tr>
<td>Guadalcanar Is., Ilet of E. Cape</td>
<td>Mendana, 1567.</td>
<td>9 58 42</td>
<td>160 34 55</td>
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<td>Cape Henaulo</td>
<td>Mendana, 1567.</td>
<td>9 49 13</td>
<td>159 47 17</td>
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<td>Cape Hunter</td>
<td>Mendana, 1567.</td>
<td>9 41 47</td>
<td>159 39 34</td>
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<td>Wanderer Bay, Boyd Creek</td>
<td>Mendana, 1567.</td>
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<td>159 46 8</td>
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<tr>
<td>Cape Espérance</td>
<td>Mendana, 1567.</td>
<td>8 55 30</td>
<td>160 5 24</td>
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<td>Buena Vista Island</td>
<td>Mendana, 1567.</td>
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<td>Yasel Island, Cape Priso</td>
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<td>158 11 24</td>
</tr>
<tr>
<td>Astrolabe Harbour</td>
<td>Mendana, 1567.</td>
<td>7 35 5</td>
<td>158 20 0</td>
</tr>
<tr>
<td>Cape Comfort</td>
<td>Mendana, 1567.</td>
<td>7 45 5</td>
<td>159 34 0</td>
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<tr>
<td>Port Praslin</td>
<td>Mendana, 1567.</td>
<td>9 2 0</td>
<td>158 34 0</td>
</tr>
<tr>
<td>Lass Shoal</td>
<td>Lass, 1861.</td>
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<td>158 14 30</td>
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<td>Burauqui or Murray Island</td>
<td>Lass, 1861.</td>
<td>5 16 40</td>
<td>157 34 45</td>
</tr>
<tr>
<td>New Georgia, Cape Pitt</td>
<td>Lass, 1861.</td>
<td>5 4 50</td>
<td>157 30 0</td>
</tr>
<tr>
<td>Cape Nepean</td>
<td>Lass, 1861.</td>
<td>8 23 33</td>
<td>157 18 0</td>
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<td>Cape Decoaption</td>
<td>Lass, 1861.</td>
<td>8 18 0</td>
<td>156 30 40</td>
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<td>Rendova Bay</td>
<td>Lass, 1861.</td>
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<td>156 50 0</td>
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<tr>
<td>Simbo or Eddystone Rock</td>
<td>Lass, 1861.</td>
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<td>157 55 20</td>
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<tr>
<td>Keso or Shark Island, E. end</td>
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<td>6 42 20</td>
<td>156 33 34</td>
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<td>Choiseul Island, Cape Labé</td>
<td>Lass, 1861.</td>
<td>7 0 0</td>
<td>156 31 0</td>
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<tr>
<td>Cape Alexander</td>
<td>Lass, 1861.</td>
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<td>155 18 0</td>
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<td>Lass, 1861.</td>
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<td>155 40 0</td>
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<td>Lass, 1861.</td>
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<td>Lass, 1861.</td>
<td>5 16 0</td>
<td>154 39 0</td>
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<td>Bougainville Is., Cape Stephens</td>
<td>Lass, 1861.</td>
<td>5 16 0</td>
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<td>Cape L'Avrardi</td>
<td>Lass, 1861.</td>
<td>8 34 44</td>
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<td>Lass, 1861.</td>
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<td>Cape North</td>
<td>Lass, 1861.</td>
<td>6 17 0</td>
<td>159 14 0</td>
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<tr>
<td>Stewart Islands, Hogan's Island</td>
<td>Lass, 1861.</td>
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<td>Inattendu or Gower Island</td>
<td>Lass, 1861.</td>
<td>6 17 0</td>
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<td>Ronaldson Reef, Candelaria</td>
<td>Lass, 1861.</td>
<td>6 17 0</td>
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<tr>
<td>Banks (?)</td>
<td>Lass, 1861.</td>
<td>6 17 0</td>
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*Discoverers and authorities are listed for each position.*
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<tr>
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<th>Long. East</th>
<th>Authorities</th>
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<tbody>
<tr>
<td>Bradley Reef</td>
<td>6° 52'</td>
<td>161° 6'</td>
<td>Hunter, 1791.</td>
<td>780</td>
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<td>Duong Java Island, or Howe's? Group</td>
<td>6° 24'</td>
<td>159° 10'</td>
<td>Johnson, 1862.</td>
<td>781</td>
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<tr>
<td>Mortlock or Massacre Isles</td>
<td>4° 45'</td>
<td>157° 0'</td>
<td>Mortlock.</td>
<td>782</td>
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<td>Le Maire and Tasman's Isles</td>
<td>4° 29'</td>
<td>159° 25'</td>
<td>Wellingtons.</td>
<td>781</td>
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<td>Pridnestree Reef</td>
<td>6° 00'</td>
<td>159° 19'</td>
<td>(Horenbrough).</td>
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<td>Simpson's Islands</td>
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<td>160° 12'</td>
<td>Simpson.</td>
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<tr>
<td>Marqueen Island</td>
<td>4° 36'</td>
<td>156° 30'</td>
<td>Wilkinson.</td>
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<tr>
<td>Coone Islands</td>
<td>4° 53'</td>
<td>156° 20'</td>
<td>Hunter.</td>
<td>782</td>
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<td>Groene or Hardy Ids., S. Id.,</td>
<td>4° 38'</td>
<td>164° 10'</td>
<td>Fradin, 1861.</td>
<td>783</td>
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<td>S. Point</td>
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<td>Wilkinson.</td>
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<tr>
<td>Rennel Island, S.E. extremity.</td>
<td>11° 38'</td>
<td>160° 41'</td>
<td>Wilkinson.</td>
<td>783</td>
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<tr>
<td>Indispensable Reef, N.W. end</td>
<td>11° 44'</td>
<td>166° 68'</td>
<td>Schofield.</td>
<td>784</td>
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<tr>
<td>Schofield or Neptune Reef</td>
<td>12° 54'</td>
<td>161° 45'</td>
<td>Schofield.</td>
<td>784</td>
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<td>Will's Reef, East end</td>
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<td>158° 38'</td>
<td>Edwards.</td>
<td>784</td>
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<tr>
<td>Pocklington Bank</td>
<td>10° 53'</td>
<td>165° 30'</td>
<td>Pocklington.</td>
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<tr>
<td><strong>New Britain</strong></td>
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<tr>
<td>Cape Stephens</td>
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<td>151° 29'</td>
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<tr>
<td>Cape Pulliser</td>
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<td><strong>New Ireland</strong></td>
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<td>Cape St. George</td>
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<td>Cape Santa Maria</td>
<td>4° 2'</td>
<td>153° 2'</td>
<td>Hunter.</td>
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<td>Cape Byron</td>
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<td>150° 33'</td>
<td>Carteret.</td>
<td>792</td>
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<tr>
<td>Sandwich Island, peak</td>
<td>2° 65'</td>
<td>150° 44'</td>
<td>D'Entrecasteaux.</td>
<td>792</td>
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<td>Duke of York Id.; Pt. Hunter</td>
<td>4° 7 33'</td>
<td>152° 22'</td>
<td>Duperré.</td>
<td>793</td>
</tr>
<tr>
<td>Carteret's Harbour</td>
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<td>162° 50'</td>
<td>Belcher.</td>
<td>794</td>
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<tr>
<td>Gowes Harb., or Port Praslin</td>
<td>4° 49'</td>
<td>152° 44'</td>
<td>Duperré.</td>
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<td>St. John's Id., N.E. point</td>
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<td>163° 30'</td>
<td>Bougainville.</td>
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<td>Anthony Kaan Island</td>
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<td>156° 22'</td>
<td>Rennock.</td>
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<td>Fed or Abbrasigida Id., N. pt.</td>
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<td>Gooden Island</td>
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<td>Lya Shoal</td>
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<td>164° 50'</td>
<td>Rennock.</td>
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<td>Veschuer Fisher's Island, centre</td>
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<td>151° 64'</td>
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<td>New Hanover, Q. Charlotte's Fd.</td>
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<td>149° 50'</td>
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<td>Portland Islands, West point</td>
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<td>Admalty Ids., Sugar-loaf Id.</td>
<td>2° 25'</td>
<td>146° 51'</td>
<td>D'Entrecasteaux.</td>
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<td>&quot; Western Island</td>
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<td>146° 25'</td>
<td>1792; Chayne, 1862;</td>
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<td>&quot; Nares Har., Oba Id.</td>
<td>1° 55'</td>
<td>146° 40'</td>
<td>Sanders, 1874.</td>
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<td>&quot; Jonas Maria Island, Village W. point</td>
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<td>&quot; Le Vandaloa</td>
<td>2° 14'</td>
<td>148° 10'</td>
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<td>800</td>
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<tr>
<td>&quot; Le Elisabeth Id., N. end</td>
<td>2° 14'</td>
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<td>Serbarne Shoal, S.E. point</td>
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<td>Circular Reef</td>
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<td>Sydney Shoal</td>
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<td>Albert Reef</td>
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**TABLE OF POSITIONS,**

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<th>Discoverer</th>
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<th>Authorities</th>
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<td>Victoria Reef</td>
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<td>4 13 0</td>
<td>Charte.</td>
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<td>Charte.</td>
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<td>Les Monjos Island</td>
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<td>0 67 0</td>
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<td>Boudeuse Island</td>
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<td>Hermit Ida., Alacrity Har., Pêmé Island</td>
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<td>1 28 30</td>
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<tr>
<td>Durour Island</td>
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<td>1 46 0</td>
<td>&quot;</td>
<td>803</td>
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<tr>
<td>Tiger Island</td>
<td>142 20 0</td>
<td>1 46 0</td>
<td>Bristow.</td>
<td>803</td>
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**XIX.—NEW GUINEA, LOUISIADe ARCHIPELAGO, & TORRES STRAITS.**

| Fly River, Tree Island      | 143 37 0 | 8 41 0 | Macfarlane. 1875. | 805  |
| Aird Hill                   | 144 22 0 | 7 30 0 | 806  |
| Yule Island, centre         | 146 32 0 | 8 60 30| 807  |
| Redcar Head                 | 146 54 0 | 9 17 0 | 808  |
| Port Moreby, Basilisk Pass  | 147 32 0 | 8 53 0 | 810  |
| Mount Owen Stanley, 18,205 ft.| 150 14 30 | 10 43 40 | 812  |
| South Cape                  | 150 41 30 | 10 37 0 | 813  |
| Hayter Island, West end     | 150 26 0 | 10 24 0 | 815  |
| Discovery Bay               | 150 52 50 | 10 12 30 | 821  |
| East Cape Village           | 150 62 15 | 10 31 35 | 816  |
| Basilisk Island, Negro Head | 151 2 20 | 10 40 13 | 817  |
| Moreby Island, South point  | 150 12 0  | 10 4 50 | 821  |
| Cape Freer                  | 149 16 0 | 9 0 0 | 821  |
| Cape Nelson                 | 147 53 20 | 6 43 0 | 823  |
| Cretin Iales                | 151 14 0 | 10 11 0 | 827  |
| D'Entrecasteaux Islands     | 150 56 0 | 9 45 0 | 828  |
| Cape Ventenat               | 153 48 30 | 9 19 3 | 829  |
| Cape Mouriiley              | 153 53 0 | 9 9 0 | 829  |
| Goultrain Island            | 153 6 0 | 9 57 0 | 830  |
| Laughlan Islands, East point| 153 62 10 | 8 50 0 | 830  |
| Cannar Island               | 151 12 0 | 9 10 0 | 830  |
| Woodlark Island, East end   | 151 1 40  | 10 55 0 | 833  |
| Guadal, South side          | 150 52 50 | 10 12 30 | 833  |
| Marshall Bennett Islands, E. one | 150 56 0 | 9 7 60 | 833  |
| Evans Island                | 150 62 10 | 9 7 50 | 830  |
| China Strait, Teste Island  | 150 4 0 | 10 56 0 | 830  |
| Goschen Strait, E. cape     | 150 52 50 | 10 12 30 | 833  |
| Torres Strait, Bramble Cay  | 153 62 10 | 9 55 20 | 835  |
| Darnley Island, peak        | 150 14 20 | 11 35 20 | 835  |
| Raine Island, beacon        | 144 54 45 | 10 36 6 | 841  |
| Booby Island                | 150 25 30 | 10 26 22 | 847  |

**XX.—THE CORAL SEA, AUSTRALIA, &c.**

| Cato Island and Bank, centre | 155 53 19 | 23 15 2 | Denham. | 844  |
| Capel Bank, p. d.            | 159 20 0 | 26 18 0 | 847  |
| Wreck Reef, Bird Island      | 155 26 40 | 22 10 30 | 846  |
| Konn Reef, centre beacon     | 155 48 45 | 21 15 44 | 846  |
| Frederick Reef, South end    | 154 24 0 | 21 1 30 | 846  |
| Samuarez Reef, N. E. Cay     | 154 47 0 | 21 38 0 | 844  |
| Bellona, &c., Reefs, Herald Cay | 159 34 20 | 21 47 20 | 847  |
| Obsrervatory Cay             | 158 53 10 | 21 24 18 | 848  |
| West point, S. Bellona Reef  | 159 25 30 | 21 52 22 | 847  |
|------------|------------|-------------|--------------|------|
| Miller Reef (?) Basque | H. Miller, 1868. | 21 61 0 | 158 2 0 | 848 |
| Chesterfield Reefs, Loop Island | Lamb, 1798. | 19 58 30 | 158 30 0 | 848 |
| Bampton Reef | - | 19 1 19 | 158 27 3 | Charts. 849 |
| Brown Reef (?) | Brown, 1867. | 17 38 0 | 154 33 0 | Brown. 849 |
| Marion Reef | Paget, 1868. | 19 10 0 | 152 14 0 | Paget. 850 |
| Millilah Reefs, Durac Reef Beacon | Bristow, 1812. | 17 34 39 | 155 52 45 | Denham. 850 |
| litha Reef, S.W. extreme | Brodie, &c. | 17 38 0 | 151 26 0 | 850 |
| Observatory Cay, at N.E. end | - | 17 7 20 | 152 6 20 | 850 |
| Herald Cay, North Cay | Denham. | 18 66 0 | 149 12 0 | 851 |
| Herald's Surprise | - | 17 21 18 | 148 28 50 | 851 |
| Finders Reefs, South end | - | 17 63 30 | 148 27 50 | 851 |
| Malay Reef | Love, 1875. | 17 68 0 | 149 20 0 | Love. 851 |
| Holmes Reefs, West extreme | Holmes, 1854. | 16 30 0 | 147 47 41 | Denham. 851 |
| Coringa, or Willis Inlets, E. one | Coringa, 1845. | 16 53 0 | 149 65 0 | Dobson, 1849. 851 |
| Madeleine Cays, South one | Durac, 1856. | 16 35 47 | 150 19 46 | 851 |
| Willis Islets, South one | - | 16 18 45 | 150 1 0 | 851 |
| Oyster Reef, N.E. extreme | - | 13 61 10 | 146 36 0 | 852 |
| Diania Bank (?), p. d. | - | 16 41 0 | 150 30 0 | 852 |
| Eastern Fields, N.E. extreme | - | 10 2 0 | 146 45 0 | Finders. 852 |
| Grimes Shoal | - | 23 53 0 | 161 10 0 | Grimes. 854 |
| Hamond Island (?) | - | 22 30 0 | 182 61 0 | 854 |
| A Rock (doubtful) | - | 24 0 0 | 160 15 0 | Chart. 854 |
| Tamra Reef | - | 21 21 0 | 161 36 0 | 854 |
| Fairway Reef | - | 21 0 16 | 161 45 9 | Denham. 855 |
| Neera Shoal | - | 20 5 0 | 160 30 0 | Simpsoon. 855 |
| Middleton Reef, West end | - | 29 27 40 | 159 3 38 | Denham. 855 |
| Elisabeth Reef, centre | - | 29 55 30 | 169 3 50 | 855 |
| Lord Howe's Id., Mount Gower | Ball, 1788. | 31 36 30 | 169 5 12 | 856 |
| N.E. bay | - | 31 31 38 | 159 5 18 | 856 |
| sail Pyramid | - | 31 45 10 | 169 16 30 | 857 |

**Great Barrier Reefs.**

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<td>Isle entrance, South side</td>
<td>-</td>
<td>16 23 0</td>
<td>143 56 30</td>
<td>Blackwood. 858</td>
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<td>Hinda entrance, centre</td>
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<td>144 6 0</td>
<td>858</td>
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<td>Pandora entrance, S.E. side</td>
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<td>144 1 30</td>
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<td>Jana Island, beacon</td>
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<td>144 2 20</td>
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<td>Blackwood Channel, entrance</td>
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<td>11 41 0</td>
<td>143 55 0</td>
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<td>Great Detached Reef, outer extr.</td>
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<td>11 44 30</td>
<td>144 7 0</td>
<td>860</td>
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<td>Rock Bay, Black Rocks</td>
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<td>12 12 30</td>
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**Coast of Queensland.**

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<td>Ape Melville, north-eastern extr.</td>
<td>Blackwood, Stanley</td>
<td>14 10 0</td>
<td>144 33 30</td>
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<td>Beard Island, summit</td>
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<td>14 40 0</td>
<td>145 30 0</td>
<td>861</td>
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<td>Ape Grafthor, northern summit</td>
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<td>16 52 36</td>
<td>146 57 20</td>
<td>862</td>
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<tr>
<td>Talley's Isle, summit</td>
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<td>146 1 30</td>
<td>862</td>
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<td>Lockingham Bay, Goold Isle, peak</td>
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<td>18 9 30</td>
<td>146 12 0</td>
<td>862</td>
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<tr>
<td>Ape Cleveland, N.W. extreme</td>
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<td>19 10 15</td>
<td>147 1 0</td>
<td>863</td>
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<tr>
<td>Ape Bowling-green, lighthouse</td>
<td>-</td>
<td>19 19 20</td>
<td>147 27 20</td>
<td>863</td>
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<tr>
<td>Ape Upstart, Sandy Bay</td>
<td>Yule.</td>
<td>19 42 49</td>
<td>147 46 44</td>
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<td>20 0 50</td>
<td>148 17 51</td>
<td>J. W. Smith. 865</td>
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<td>Northumberland Isles, south-easternmost peak</td>
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<td>21 67 30</td>
<td>160 44 30</td>
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<td>Lackay or Pioneer R., lighthouse</td>
<td>Port Bowen, Round Islet</td>
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<td>149 12 30</td>
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<td>Starkey River, lightvessel</td>
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<td>160 50 0</td>
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<td>150 3 35</td>
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<tr>
<td>Ape Capricorn, lighthouse</td>
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<td>161 15 30</td>
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<td>Ape &amp;c.</td>
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<td>24 7 0</td>
<td>162 45 30</td>
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### TABLE OF POSITIONS

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<td>161° 23' 45&quot;</td>
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<td>24° 43' 20&quot;</td>
<td>163° 13' 45&quot;</td>
<td>&quot;</td>
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<td>24° 24' 0&quot;</td>
<td>163° 13' 0&quot;</td>
<td>Evans.</td>
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<tr>
<td>Wide Bay, outer edge of the bar</td>
<td>25° 49' 0&quot;</td>
<td>163° 13' 10&quot;</td>
<td>Yule.</td>
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**COAST OF NEW SOUTH WALES.**

- Cape Moreton, lighthouse | 27° 2' 17" | 163° 28' 37" | Wickham. |
- Shoal Bay, entrance | 29° 25' 0" | 163° 22' 0" | " |
- Port Macquarie, entrance | 31° 25' 0" | 162° 54' 16" | Flinders, &c. |
- Port Stephens, Stephens Point lighthouse | 32° 45' 0" | 162° 13' 20" | " |
- Newcastle Harbour, Nobby Head lighthouse | 32° 55' 20" | 161° 48' 50" | Yule. |
- Cape Three Points, second point | 33° 30' 0" | 161° 27' 20" | " |
- Broken Bay, Baranjoey Head | 33° 35' 0" | 161° 20' 30" | " |

**PORT JACKSON.**

- Outer South Head lighthouse | 33° 51' 28" | 161° 18' 14" | Raper. |
- Port Macquarie | 33° 51' 42" | 161° 14' 0" | Charls. |
- Cape Banks, extreme | 34° 0' 0" | 161° 15' 65" | " |
- Bellambi Bay, centre | 34° 22' 0" | 160° 57' 0" | " |
- Wollongong Head, summit | 24° 25' 15" | 150° 58' 10" | " |
- Jervis Bay, Bowen Island, N. point | 35° 6' 45" | 150° 47' 30" | " |
- Jervis Bay lighthouse | 35° 9' 30" | 150° 47' 0" | " |
- Ulladulla lighthouse | 36° 12' 0" | 150° 30' 0" | " |
- Bateman Bay, S.W. Tollgate Isle | 35° 45' 30" | 150° 16' 30" | " |
- Cape Dromedary, extreme | 36° 18' 15" | 150° 8' 45" | " |
- Twofold Bay, Lookout Pt. It.-ho. | 37° 4' 30" | 149° 55' 30" | " |
- Cape Howe, Gabo Island, lightho. | 37° 34' 20" | 149° 55' 45" | " |

**BASS STRAIT:**

- King Id., Cape Wickham Ltho. | 39° 35' 20" | 143° 57' 10" | Chart. |
- Kent Group, Deal Id., lighthouse. | 39° 29' 45" | 147° 21' 0" | " |
- Banks Str., Swan I. lighthouse | 40° 43' 30" | 148° 8' 30" | " |

**TASMANIA.**

- Eddystone Pt. (light proposed) | 40° 59' 0" | 148° 21' 50" | " |
- Port Dalrymple, Low Head l | 41° 3' 14" | 146° 48' 35" | " |
- Hobart Town, Fort Mulgrave | 42° 6' 32" | 147° 21' 20" | " |

**COAST OF VICTORIA.**

- Port Albert, lighthouse | 38° 46' 0" | 146° 40' 40" | Chart. |
- Cape Schanck, lighthouse | 38° 29' 42" | 144° 53' 10" | " |
- Port Phillip, Pt. Lonsdale lighth. | 38° 17' 40" | 144° 36' 58" | " |
- " Schnapper Light | 38° 12' 50" | 146° 2' 10" | " |
- " Geelong, Custom Ho. | 38° 8' 62" | 144° 21' 48" | " |
- " Melbourne Observatory | 37° 49' 53" | 144° 48' 12" | Govt. Astronomer. |
- Cape Otway Lighthouse | 38° 51' 46" | 143° 31' 10" | Chart. |
- Warrnambool, Upper light | 38° 26' 0" | 142° 32' 0" | " |
- Port Fairy Lighthouse | 38° 23' 47" | 142° 19' 12" | " |
- Portland Bay, Observatory Hill | 38° 21' 40" | 141° 38' 0" | " |

**COAST OF SOUTH AUSTRALIA.**

- Cape Northumberland, light | 38° 3' 0" | 140° 37' 35" | Douglas, 1858. |
- Cape Jaffa, light | 38° 0' 56" | 139° 36' 0" | " |
- Kangaroo Island, Cape Willoughby Lighthouse | 35° 51' 5" | 138° 9' 40" | Flinders. |
- St. Vincent Gulf C. Jervis lighth. | 35° 38' 0" | 138° 9' 0" | " |
- " Glenelg flagstaff | 34° 58' 33" | 138° 32' 42" | Chart. |
- " Fort Adelaide, lighthouse | 34° 48' 3" | 138° 29' 47" | " |
SECTION II.

CHAPTER I.

THE STRAIT OF MAGALHAENS.

1.—FROM THE EASTERN ENTRANCE TO CAPE FROWARD.

Fernando de Magalhaens (or Magalhães), a Portuguese by birth, and a commander of reputation, offered his services, from some fancied slight, to the King of Spain, Charles V., who received his proposition favourably: this was to sail round the South extreme of America, if possible, and thus find a new route to the Molucca Islands. The expedition, consisting of five ships, left Seville (or rather San Lucar) Sept. 20, 1519, reached the American coast, and at last determined on wintering in Port San Julian; here a very serious mutiny broke out, but was quelled. They quitted the port on Oct. 18, 1520, and three days after found themselves off a cape whence a deep opening was perceived. This was on St. Ursula’s day (Oct. 21), hence they called the cape De las Virgenes. The commander sent an expedition for five days to explore the opening, and then conjectured, from various evidences, that there was a passage through to the other sea. The expedition then entered the strait, and on Nov. 27, 1520 (37 days after the discovery of Cape Virgenes), they found themselves again in an open sea, and gave the name of Deseado (the Desired) to the cape, the West point of Tierra del Fuego.* The strait was soon after its discovery distinguished by a variety of names. It was called De la Vitoria, from that ship first discovering its eastern en-

* Although Magalhaens did not live to complete the voyage, of which the discovery of the South extreme of the American continent and of the strait which now bears his name were the first and principal features, yet, from other circumstances, he must be considered as the first circumnavigator. After having proceeded northward from the West entrance of the strait, he bore away to the westward, probably passing near Tahiti, and was killed by the natives in an affray at the Island of Zebu, one of the Philippines, April 27, 1521.—See Herrera, dec. 3; Hakluyt, vol. iii.; Burney, vol. i., ch. 2; Peter Martyr, dec. 5, cap. 7, &c.
trance; it was also called Streto Patagonica, from the large-footed Indians (Patagonians) first seen by Magalhaens; and it was also called the Archipelago de Cabo Deseado; but it has very properly assumed that of its discoverer. But even this has been variously spelt. The Spaniards call him Magallanes; others of his countrymen write it Fernando de Magalhænes; in Italian it has been Magaglianes; and in English, Magellan. The true form of the name, which is still a common one in Portugal, is, as re-adopted by Capt. King, and here used, Magalhaens.

It need scarcely be said, that the northern side of the strait is formed by the continent of America, the country of the Patagonians, who, however, do not show themselves in very great numbers on its shores. Interesting descriptions of them will be found in Capt. FitzRoy's Narrative. The opposite side of the strait is Tierradel Fuego, "the Land of Fire," as it was named by Magalhaens, from his seeing many fires on its shores during the first night he approached it.

In passing through the strait, a distance of 320 miles, an entire change in the features of the country, and probably in the weather, will be experienced in its various parts. From Cape Virgins to Cape Negro the land is low and covered with grass, but not a tree is visible. Throughout this portion, extending 130 miles, the depth of water rarely exceeds 30 or 40 fathoms. There are many banks and shoals, the tides are rapid, with a rise and fall ranging from 42 to 15 ft., and anchorage may be found almost anywhere except in the narrows.

At Cape Negro, mountainous and woody country commences, and continues, without even partial intermission, in all the western part of the strait, and also northward as far as Chiloé Island. In this part the shores are steep, the water deep, and but little tide exists; the only difficulty in the navigation being that of obtaining suitable anchorages, at convenient distances, for the large steam vessels which now pass through.

Inhabitants.—Of the natives of this inclement region a word may be said. Ample descriptions of their persons, manners, and customs may be found in the excellent account of the Adventure and Beagle's voyages; also in Captain Weddell's narrative, pp. 148—156, &c.; and the voyage to the Southern Seas, by Captain Sir James Ross, R.N., 1840-41, vol. ii., pp. 303—7; and later still in a work by Lieutenant Musters, R.N., who started from Punta Arenas in April, 1869, and traversed the country from South to North.

They are low in stature; their colour is of a dirty copper, or dark mahogany; their only clothing is a seal or deer-skin, worn with the hair outwards. Their dwellings, sometimes styled huts or wigwams, but more fitly, by old Sir John Narborough, as "arbours," consist of a few branches. They have few articles of traffic beyond their weapons and implements as curiosities; the seal and sea-otter skins they collect must be quite insignificant for commercial purposes. They are thievish and greedy, and have be-
come keen traders in many parts. The utmost caution is therefore requisite in dealing with, or encountering these dangerous people.

Admiral FitzRoy, on his first voyage, in 1830, brought two boys and a girl from the South coast to England, where they were most kindly treated and educated for three years, showing much aptness, and leading to great hopes that they might be the means of ameliorating the condition of their countrymen. But within a few weeks of their restoration to their native haunts, on his second voyage they had relapsed into their primitive barbarism. However, the impressions made were permanent, for in 1853 Capt. Parker Snow met with one of them, Jemmy Button, then a wild, naked, shaggy-looking savage, who still retained his knowledge of English, and had imparted it to his relatives, but who was unmistakably the dangerous creature that his untutored brethren were. The noble kindness and sympathy shown by Admiral FitzRoy to these outcasts, has been most unfortunately but of little avail; and the subsequent well-intended but misguided efforts of the Patagonian Mission have also failed in lessening the barbarism of these people. Indeed, they are now much more to be dreaded than at any earlier period, for they have attacked and overcome the crews of ships in passing through these channels. Thus, the Porcupine, of Liverpool, in January, 1853, grounded in the strait, and was attacked by a fleet of canoes; and, after a desperate conflict with the Patagonians, they were beaten off, leaving the crew terribly disabled, and the ship compelled to return to the Falkland Islands. Again, on June 6, 1862, the ship Anna and Eliza, from Boston, was attacked in the Straits of Magalhaens by 20 canoes, filled with armed savages, who boarded her; and in a fearful hand to hand combat which ensued, eight of the crew were killed, but ultimately they were beaten off with great slaughter, leaving the ship so short-handed that she was with difficulty brought to Valparaiso. In 1871, several cases of their attacking vessels were made known. In one instance four of the crew of the British brigantine Propontis were attacked while cutting wood at Port Gallant, and killed. The plea set up, on subsequent enquiry, was that one of the Fuegians had first been wounded. In another case an American vessel off Port Gallant was attacked by a party of natives coming off in canoes.

Captain Mayne, speaking of the natives, says:—"From the eastern end of the strait to Cape Froward, on both sides, the guanaco is plentiful, and as no canoes are to be found, it may be presumed that the Indians are more usually dependent on hunting than fishing for subsistence. Their fires are seen some distance inland, and the bows and arrows obtained from them seem to betoken a sport of this kind, for the arrow heads were both poisoned and unpoisoned, and it is improbable that they would waste the latter upon their enemies. Westward of Cape Froward no guanacos were ever seen, and all the Indians met with appeared to live in canoes. Deer, however,
must be comparatively plentiful, as deer-skin clothing is more common than seal skin.

From Cape Froward westward, and all up the western channels to the Gulf of Penas, the Indians appear to be of the same families, or at any rate of friendly relation on both sides of the strait. Indeed, the same faces were recognized at Port Gallant, Fortune Bay, and Messier Channel. Usually very few of them will be seen by a vessel passing through the strait, but it is extraordinary how rapidly a hundred or more will gather together if they see an opportunity for attacking boats, small vessels, or a wrecked party. How the rendezvous was known is a mystery, but fires are seen smoking all along the coast for miles, and out of every creek a canoe will be seen shooting towards the rallying point.

There is none of the graceful gliding of the North American, or of the New Zealand canoe, in these miserable boats. Instead of being propelled by paddles, they are rowed by oars rudely made of some pieces of board tied on to the end of a pole. The canoes, also, instead of being hollowed out from the trunk of a large tree into a pretty shape, or made of bark, like those of Canada, are simply planks tied together with fibres, without the slightest regard to form. On the bottom in the middle is a small fire, and on each side there will be found six or eight men, women, and children, according to the size of the boat. They are generally almost naked, the women appearing to care less about clothing than the men, though either will sell you any skin they have on for a little biscuit or tobacco.

The is one striking difference between these people and the Patagonians; the Patagonians will drink as much rum or other fire-water as they can get, and when near the settlement are always more or less drunk. The western natives, called Fuegians, could never be induced to drink spirits, wine, or beer; this difference was mentioned by FitzRoy in the voyage of the Adventure and Beagle, and on several occasions the western natives were tried with a view to proving or disproving this statement. They were offered spirits of different kinds, and wines of different kinds, but all after being tasted were put away with a wry face."

Our previous description of the Strait of Magalhaens was derived from the Sailing Directions, by Capt. Philip Parker King, R.N., 1832; and from the remarks by Capt. (afterwards Admiral) R. FitzRoy, R.N., the Admiralty surveyors of this coast. The strait was more fully surveyed in 1866-9 by Capt. R. C. Mayne, R.N., C.B., in H.M.S. Nassau, and the directions are corrected accordingly.

The general application of these nautical descriptions will be given in a subsequent part of the Work, in the Chapter on Passages. The Winds will also be described in the Chapter devoted to that subject.

CAPE VIRGINs, the northern entrance point of Magellan Strait, is 135
CAPE VIRGINS.

feet high and in approaching the strait from the eastward is the best point to make,* and usually the first land seen. In clear weather the cape is visible from 20 to 25 miles, and when made from the northward it will appear as an extreme of land between the bearings of S.S.E. and W.S.W. Dungeness Spit or its beacon will not be visible until much nearer. When Cape Virgins bears to the westward of W.S.W., Mount Dinerow will show as a small nipple, opening clear of it.

Cape Virgins and Cape Espiritu Santo have certain points of resemblance, for both are marked with white cliffs forming the seaward termination of a range of hills of moderate height, extending into the interior; and both capes have low shingle points connected with them, which reduce the width of the entrance to 14 miles from point to point.

A fixed light is to be shown on Cape Virgins, and from the height of the cape above the sea must be visible a long distance, when it is established.

Virgin Reef, which at half tide is scarcely observable, dries nearly a mile E. by N. from Cape Virgins, with 4 to 5 fathoms close outside it.

Should a vessel from the northward find the wind so strong as to prevent her entering the strait, an anchorage, quite sheltered, between South round by West to N.W. by W., will be found in 8 or 9 fathoms, at 1½ mile from the shore, with Cape Virgins bearing South, and Condor Cliff W.S.W.

Sarmiento Bank, taking 10 fathoms as its limit, extends from Cape Virgins 20 miles to the S.S.E.; the shoalest water on it, exclusive of the

* Cape Fairweather (Cape Buen Tiempo), 52 miles to the northward of Cape Virgins, and at the North entrance of the Gallegos River, bears a very great resemblance to Cape Virgins, and also to Cape St. Vincent, on the S.W. coast of Spain. They have frequently been mistaken for each other. This error was made both in the Adventure and in the Beagle, the vessels which surveyed the coasts. Cape Fairweather was also mistaken for Cape Virgins, and the River Gallego for the entrance of the strait, by the expedition under Garcia Jofre de Loyssa, appointed by the Spanish Government in 1529, and the loss of one of the ships was the consequence (Gomara, 1st. de las Indias, p. 58). In making the land this is important, as it might occasion serious consequences. There are, however, some marks by which they may be distinguished, even if the latitude should not be ascertained. In clear weather, some hills in the interior, to the S.W. of the Gallegos River, called the Friars, the Convente, and the North Hill, will be visible; in that direction from Cape Virgins is the low shore of Tierra del Fuego. In thick weather the soundings off the respective capes will be an infallible guide; for at the distance of 4 miles off Cape Fairweather no more than 4 fathoms will be found, whereas at that distance from Cape Virgins, if to the northward of it, the depth is considerable; the bottom, also, to the North of Cape Fairweather is of mud, whilst that to the North of Cape Virgins is of gravel or coarse sand; and the latter has the long low point of shingle, called Dungeness (so named by Wallis, from its resemblance to the singular promontory in the English Channel), for nearly 6 miles to the S.W.; and, lastly, if the weather be clear, the distant land of Tierra del Fuego will be visible to the S.S.W. There is good anchorage along the whole coast between Port Gallegos and Cape Virgins, at 2 to 5 miles from the shore, but the bottom is rather stony.
Nassau Rock, is 3 fathoms, lying 3 miles S.E. from Cape Virgins, or 4½ miles N.E. from the end of Dungeness Spit.

The best route to the strait is to pass over Sarmiento Bank southward of the Nassau Rock. At low water a large vessel should not cross within 10 miles of Cape Virgins, beyond which distance the soundings will be more regular than farther North.

Nassau Rock, on which H.M.S. Nassau struck in January, 1863, while sounding on Sarmiento Bank, lies E. by S., distant 3½ miles from Cape Virgins, and from it the extreme of Dungeness bears S.W. ½ W., distant 6½ miles. The rock is a small pinnacle, with 3 feet at low water springs, and 3 to 6 fathoms close-to. There is a little kelp on the rock, but not enough to mark it; and, except in a gale, the sea does not break until nearly low water.

Tides.—Before entering the strait the tides should be carefully considered, as on them will principally depend whether a good or bad passage to Sandy Point be made. An anchor might be dropped, if necessary, to wait for the tide on Sarmiento Bank; but as it is quite exposed, and the holding ground indifferent, it would, if possible, be much better to get under Dungeness Spit.

In passing through the strait from the eastward, it should always be borne in mind that the time of high and low water gets later as a vessel proceeds westward, until Royal Road is reached—a circumstance which considerably facilitates the navigation from East to West, and makes it easy for a vessel starting from Possession Bay, or even Dungeness, in time to catch the first of the flood in the First Narrows, to get to Royal Road or Sandy Point in a day, unless the wind is strong against her.

By taking advantage of this difference in the time of the tide, H.M.S. Zealous, in March, 1867, left Possession Bay at 7 a.m., and reached Sandy Point at 5 p.m., though during part of the day it was thick, with rain and a strong S.W. wind.

In the vicinity of Capes Virgins and Espiritu Santo it is high water between 8° 30' and 9° a.m., whilst the stream of flood is still running to the westward into the strait, and to the northward past Cape Virgins. The main stream continues running to the westward until near noon, though the water be falling everywhere. About noon the direction of the stream changes (there being no appreciable slack water in the channel), and until near 3 p.m. the water continues falling, while the stream of tide (ebb) is running to the eastward until after 6 o'clock.

When standing across Sarmiento Bank to the southward, the fine dark sand found outside a depth of 20 fathoms, changes to coarse slaty sand with small stones and shingle, the stones being chiefly slaty. The ridge of this bank, like almost all the banks in the strait, is shingle, while inside it,
coarse sand and shingle are mixed. As a rule, the shoaler the water the coarser the bottom.

When to the northward or eastward of the bank, the bottom is fine brown-gray sand, while near the latitude of Cape Virgins; but when 2 or 3 miles N.N.E. of the cape the sand is darker, and has been compared to steel filings. At 3 or 4 miles northward of the cape, a mile off shore, the bottom is shingle, but at half a mile it is clay.

In standing to the eastward from Cape Virgins fine brown sand, without shell or stones, will be found. Outside the bank, to the East or south-eastward, sand gravel, sand and shells, or plain sand, black or gray, may be found indifferently, as also in the deep water between the bank and the coast of Terra del Fuego; but as the water shoals on approaching the latter, the stones generally become smaller, the sand finer, and mixed with mud.

Dungeness is a low spit, extending nearly 5 miles from the foot of the low range of hills, from 160 to 240 ft. high, uniting Cape Virgins with Mount Dinero. Like the point of the same name in England, Dungeness is steep-to, having 20 fathoms close to the Ness. The extremity is 5 miles S. by W. 4 W. from Cape Virgins.

Beacon.—A triangular, pyramidal beacon, 40 ft. high, and 59 ft. above the level of the sea, painted in red and black bands alternately, has been erected on Dungeness, about 150 yards from high-water mark. The beacon is visible, in clear weather, from a distance of 12 miles, and will be seen by a vessel, when coming from the northward, as soon as Cape Virgins has been passed.

There is good anchorage on either side of the spit, and convenient for vessels bound both ways, to await a change of wind or tide, or to stop at night. The bottom is stiff blue mud, which, on the East side, is thinly overlaid with stones.

East Anchorage.—In strong south-westerly winds it would be better to anchor under the lee, on the eastern side, where, though the squalls come very hard across the spit, there is no sea until the wind draws southward of S.S.W., when it becomes a leading wind into Possession Bay after weathering the spit. The best anchorage outside the spit is in 9 or 10 fathoms water, with the Ness bearing S.W. 4 S., distant about 2 miles, and Cape Virgins N. 4 E. The anchoring ground extends much farther to the north-eastward, but as all westerly gales draw to S.W., before dying away, it is better, if possible, to be to windward, and so, in case of the cable parting, to be able to weather the 3-fathom patch, and pass either side of the Nassau Rock. H.M.S. Nassau rode out a furious storm from the westward at this anchorage on Christmas day, 1867.

Zealous Anchorage, on the West side, is perhaps the better, as the curve of the spit enables a vessel to anchor well under the North shore, and conse-
quently out of the strength of the tide. This anchorage will be found most convenient for a vessel bound eastward meeting with an easterly wind, to await the shift to the westward. H.M.S. Zealous, an ironclad of 4,000 tons, took advantage of this anchorage in March, 1867, when bound to the westward.

A large vessel should not pass within a line between Mount Dinero and the spit end (W. by N. § N. and E. by S. § S.), and anchor so as to secure from 6 to 8 fathoms at low water; and it must not be forgotten, in picking up an anchorage anywhere in the eastern part of this strait, that allowance must be made for 42 ft. rise and fall of tide outside the First Narrows, and 30 ft. inside. In this position a vessel will be sheltered until the wind veers to the southward of West, and will have no difficulty in clearing the Ness, should it blow hard from S.W. or S.S.W. There are two conspicuous sand patches on the face of the cliff, from which Dungeness projects, which look like roads; the easternmost of these should bear about N. by E. from the anchorage.

Bound Westward, a vessel should quit either of the above anchorages as soon as possible after the strength of the S.W. wind is over, and reach Possession Bay, Spiteful, or Plumper anchorages, so as to push through the Narrows as soon as the wind dies away or draws to the S.E. This may be well effected by a steam vessel of ordinary speed against the tide, for westerly winds will generally be found to freshen as the flood stream commences. Westerly winds usually fall considerably about sunset, and, by being ready to take advantage of this, a vessel may frequently get through the First Narrows before dark. In the event of fog or thick rainy weather, an anchor may be dropped anywhere between Dungeness and Possession Bay, should it be necessary to wait for tide to enter the First Narrows.

Shark Creek, on the West side of Dungeness, can be entered by a boat soon after half-flood, and a small vessel might easily be hauled in to examine her bottom or make repairs.

CAPE ESPIRITU SANTO, the south-eastern entrance limit of Magellan Strait, on the opposite or Tierra del Fuego shore, distant 22 miles S. ¼ W. from Cape Virgins, is a steep white cliff about 190 ft. high, and is the seaward termination of a range of hills, varying from 200 to 900 ft. in height, which extends N.E. and S.W. on the South side of the straits, as far as Cape Boqueron, opposite Port Famine. Cape Espiritu Santo, from seaward, is remarkable and unmistakable, as being the highest part of a line of white cliffs, indented by bays, which, at a distance, give it the appearance of having had gaps cut in it. As the land is approached, a remarkable detached lump of cliff, appearing like an island, will be seen in the bay South of the cape. The land must not be approached very close, as due East from the cape the low-water line extends a mile off, while from 2 to 3 miles to the northward it dries ¼ mile from the shore.
CATHERINE POINT.

CATHERINE POINT, the N.E. extremity of Tierra del Fuego, 10 miles N.W. by W. 4° W. from Cape Espiritu Santo, is formed of shingle, similar to Dungeness on the opposite shore, and appears low at high water; but the difference which a change of level of 40 ft. makes in the appearance of such spots, must not be forgotten.

Anchorage may be had for a large ship about midway between Cape Espiritu Santo and Catherine Point, in 14 or 15 fathoms water, 4 miles off shore, with the cape bearing S.S.E., and the extremity of the point West. H.M.S. Salley rode out a gale in 1863, with the point bearing S.W. and the cape S.E. 4° E. in 10 fathoms. H.M.S. Nassau rode out two heavy gales in 1867, with the same objects bearing W. by S. and S.E. 4° E. in 5 fathoms. Either of these positions are sufficiently sheltered from S.W. winds, but it is advisable not to bring Catherine Point southward of W. by S. in choosing a berth, as northward of that line the tide is so strong as to cause a vessel to be tide-rove even in a gale of wind, and to roll heavily. The great advantage of the anchorage between Cape Espiritu Santo and Catherine Point is, that a ship has no lee shore with any wind from N.N.W. round by West to South.

In Lomas Bay, westward of Catherine Point, a vessel may find anchorage in 6 to 8 fathoms water, sand and stones, but it is not recommended, being considerably out of the way, and its approach rendered intricate by the surrounding banks, which appear to dry in all directions near the vessel at low water.

Spitful Anchorage, to the eastward of Great Orange Bank, will be found a useful stopping place in westerly and especially south-westerly gales. Although a vessel may approach Cape Orange, which lies 23 miles westward of Catherine Point, on a bearing of W.S.W. to a distance of 8 miles, the unevenness of the bottom and strength of tide setting across this line render it unadvisable to do so; the best anchorage will be found in 8 to 10 fathoms water, with Cape Orange bearing S.W. by W. 4° W., Cape Possession N. 4° W., Direction Hill W. 4° S., and Mount Aymond N.W. by W. 4° W.

Great Orange Bank buoy, red, with a white cage, lies in 6 fathoms, close to a 2-fathom patch, E.N.E. 2° miles from North extreme of Great Orange Bank, with the following bearings:—Cape Orange, S. 39° 0' W.; Direction Hill, S. 77° 30' W.; Mount Aymond, N. 63° 30' W.; Narrow Bank buoy, W. by N. 7 miles. This buoy must not be approached nearer than 1 mile; it is small, and liable to be shifted by the tide.

Mount Dinero is a conical hill 280 ft. high, and 8 miles to the westward of Cape Virgins. From thence the land continues between 200 and 400 ft. high, rather level topped, and generally covered with grass and scrub to Cape Possession, where it turns in to the north-westward. This part of the coast is fronted by a shore of mud and stones, with rocky ledges off the South Pacific.
points, which dry at low water, from a quarter to half a mile off. At 3 miles eastward of Cape Possession there is a remarkable bare sandy patch, making a good mark for bearings.

Wallis Shoal, with only 9 ft. water on it, lies W. ¹/₂ S. nearly 10 miles from Dungeness. It is connected with the main land, and no vessel should pass North of it. Cape Virgins, bearing N.E. by E. ⁴/₅ E., and well open South of Cliff Hill, leads outside this danger. Mount Aymond, bearing W. ⁴/₅ N., and open South of Cape Possession, also clears Wallis Shoal.

CAPE POSSESSION, 20 miles W. ¹/₂ S. from Dungeness, is a bold, perpendicular headland, rising 385 ft. above the sea, the face of which is deeply furrowed. It is the centre one of a wavy line of cliffs, is higher, and has a darker coloured base, than either of the adjoining ones. The land behind it dips so much that the cape makes as an island at 15 or 20 miles distance on either side.

Beacon.—About half a mile to the westward of Cape Possession, 350 feet above the level of the sea, a triangular pyramidal beacon, 40 ft. high, has been erected. The beacon is painted in red and white bands alternately, and is visible, in clear weather, from a distance of 20 miles.

POSESSION BAY, extending from Cape Possession to the entrance of the First Narrows, has anchorage all over it, though open to winds from the southward of S.W. Stonewall anchorage, in the eastern part of the bay, with a bottom of stiff blue mud, is well sheltered from the East, and, being free from strong tides or high sea, is safe in any wind. A berth may be selected anywhere from 2 to 6 miles westward of the cape; the best berth is with Direction Hill bearing S.W. ⁴/₅ W., and the extreme of Cape Possession E. ⁷/₈ S., nearly in line between the cape and Mount Aymond. Farther out the holding ground is not so good.

During westerly winds a convenient anchorage may be had farther to windward in the western part of the bay. A large ship steering for the anchorage should take care not to bring Mount Aymond to the northward of W. by N. ⁴/₅ N., so as to clear the eastern edge of the Narrow Bank; nor should Direction Hill be brought to the southward of S.W., as the shoal water extends a long way out in the North corner of the bay. Coming from the westward, the land eastward of Cape Possession should not be shut in by it until the above bearing of Mount Aymond is so. Smaller vessels will find a good berth 2 miles southward of Tandy Point, with Mount Aymond bearing N.W. by W., and Direction Hill S.S.W. ⁴/₅ W. More tide will be felt here than in the eastern part of the bay.

The watering place, 1 ⁴/₅ mile West of Tandy Point, is a small pond of good water, just inside the high line of the beach. Like all the fresh-water ponds along the coast, if carefully approached, some ducks will probably be found in it. There is no available water between Tandy Point and St. Jago Bay,
but watering would be easier in St. Jago than in Possession Bay, owing to the heavy surf.

Narrow Bank stretches nearly 9 miles to the N.E. of the Direction Bank, and inside it to the westward is another bank of fine sand, which dries at low water. It may be crossed between half-flood and half-ebb, but this should not be done except in case of necessity.

*Narrow Bank buoy*, on the East side of the bank, *black*, of small size, surmounted by a *white* cage, lies in 6 fathoms, with Mount Aymond bearing N. 56° 0' W.; Direction Hill, S. 54° 30' W.; Cape Orange, S. 4° 0' E.; Orange Bank buoy, E. by S., 7 miles. Too much dependance should not be placed on it, as from the strength of the tide it is liable to be shifted. In its proper position, it can be passed within a cable's distance on its eastern side.

*Plumper Anchorage* is formed by the ebb stream through the Narrows, which turns round the East edge of the Direction Bank into Possession Bay. It is an indifferent anchorage, as recent examination shows that the banks there have shifted considerably during the last few years, and the tide runs 5 knots; the water also shoals suddenly both towards the Direction and Narrow Banks. To reach this anchorage, steer for Mount Aymond, bearing N.W. ½ N., making allowance for the tide, till Direction Hill bears W. 8 W., when there will be about 13 fathoms at low water. The anchor must be let go immediately the bottom is obtained, as any delay may put the ship in 2 or 20 fathoms, according to the tide.

Mount Aymond, nearly 8 miles inland to the north-westward of Possession Bay, is 867 ft. high, and has near it to the westward four sharp rocky summits, called the *Four Sons of Aymond*, or *Asses' Ears*. The mount forms an excellent mark when advancing towards the First Narrows from the eastward, and can also be seen for some distance westward of them. The appearance of the Ears change much according to their bearing; on some bearings all are seen, and on others only one.

*Direction Hills* will be seen as soon as Cape Possession is passed; they appear (as do the hills near Cape Orange) like islands. When approached on a S.W. by W. ½ W. bearing, about 10 miles distant, they show on a lighter background of about the same apparent elevation; the northernmost and highest hill, 224 ft. above the sea, is the best object to steer for on the above bearing, in order to gain the fairway of the First Narrows. On this is placed a *triangular pyramidal beacon*, 40 ft. high, painted in black and white bands, visible, in clear weather, at a distance of 18 to 20 miles.

**CAPE ORANGE**, about 8½ miles S.E. of Direction Hills, terminates in a sharp conical hill, 152 ft. high, and is unmistakable. As the cape is approached a remarkable white patch of cliff will be seen on the East face of it. Spiteful anchorage and the buoy have been previously described.

*Angle Hill*, 124 ft. high, at about 3½ miles S.W. of Cape Orange, is conspi-
cuous, and, like Cape Orange, conical in appearance, with a sharp, well-defined apex.

At the West entrance to the First Narrows Barranca Point, on the North side, may be known by its low cliffs, the only ones in the vicinity. Baxa Point is difficult to distinguish, except on a bearing of S.E. by S. nearly, when it appears as an extreme point of land on the South side of the West entrance to the First Narrows. Baxa Point lies 4½ miles E. by S. ½ S. from Barranca Point, and may be known by being the fourth cliff from the southward, having some V-shaped gaps in the cliffs to the northward. It is shortly to be marked by a beacon. Dixon Hill, about 8 miles South of Angle Hill, is 232 feet high, but cannot be seen until open South of Baxa Point, unless the eye be at an elevation of 26 or 30 ft., when the top of the hill will be visible over Baxa Point bearing E. ½ S. Dixon Hill will be seen in clear weather at a distance of about 20 miles, and may be known by having two summits slightly rounded.

**FIRST NARROWS.**—This channel is 10 miles long and 2 miles broad, with cliffy shores, and an average depth of 40 fathoms; it affords no anchorage, except on the coast between Anegada and Espora Points, where a schooner or small vessel may anchor out of the tide.

**Directions.**—From a position about a mile S.S.E. of Dungeness, a W. by S. ½ S. course for 30 miles, making due allowance for tidal influences, will lead nearly 3 miles clear of a detached 2-fathom patch, the northernmost of the dangers off Great Orange Bank; and when Cape Orange bears S. by W., or Mount Aymond N.W. by W., the course may be altered to S.W. by W., which will lead about midway between that part of Great Orange Bank off Anegada Point and Direction Bank on the western shore.

In the above route from off Dungeness, a bearing of Direction Hill will, when in sight, ensure keeping clear of Great Orange Bank, and Sutlej Hill open South of Direction Hill, S.W. by W. ½ W., leads a little over 1 mile South of the Narrow Bank buoy; but it is to be remembered that in a region of proverbially bad weather such intricate navigation and strong tidal streams, increased caution is necessary, and determining a ship's position frequently becomes an absolute necessity.

Delgada Point and Direction Hill in a line, bearing N. ½ W., also Mount Aymond and Direction Hill in a line bearing N. by W. ½ W., will be good marks for checking the position in running through the First Narrows.

Both shores in the Narrows are steep-to, but it is better to keep on the North side, as Anegada Point dries out a long way. From a position midway between Nufiez Head, a triangular cliff 95 feet high, projecting from the North shore, and Mendez Point, a S. by W. ½ W. course should be steered for 10 miles, avoiding the *Satellite Patch*, which lies nearly a mile S.E. by E. from Barranca Point. It has 3 ft. on the shoalest part at low
After passing the First Narrows, the strait opens out to a width of 15 miles, forming two bays, Philip Bay on the South, and St. Jago Bay on the North, and continues at that width for 20 miles, when it again narrows between St. Isidro Point and Cape Gregory, and the Second Narrows commence.

Barranca Bank extends from a mile S.W. of the Satellite patch, nearly in a line with the coast, and occupies the whole N.E. part of St. Jago Bay. Good anchorage may be had in easterly winds on the West edge of this bank.

Triton Bank is the next danger to the south-westward of Barranca Bank, and lies nearly in the track midway between the Narrows. When first examined in 1834 it was of small extent, and had 2 fathoms on its shoalest part, but since that time it seems to have increased and shoaled to 1¼ fathom, while Tribune bank has formed to the westward of it. The 2 ft. reported on Triton Bank by H.M.S. Satellite is believed to be an error. The Nassau was anchored on it during two spring tides, and passed it frequently in all weathers, without a break ever being seen. The shoalest part bears E. by N. from the shoulder of Gregory range. When abreast of the bank, Sutley Hill (509 ft. high) will begin to show out clear of the range at the back, forming a good mark; and in some lights Useful Hill (176 ft.), one of the several peaked hillocks in this vicinity, will also be seen as a small double hill close to the shore of St. Jago Bay, and over Valle Point; and in clear weather Gap Peak will be seen to the southward.

It may be remarked that all over this eastern portion of the strait the most remarkable difference takes place in the appearance of the land, according to the light in which it is seen. In thick weather the left shoulder of Gregory range will appear frequently through the mist. A bearing of it will show the progress made, if the lead be kept going, and the course attended to, no danger will be apprehended; for if soundings are obtained under 12 fathoms after hauling up for the Second Narrows, it is evident that the ship is too far to the northward, and should be edged away a little, as no such soundings could occur to the southward, unless a vessel was a long way out of the track, and it is highly improbable that such an error would occur where the tide sets almost directly in line with the course. H.M. ships Zealous and Nassau went through this part of the strait in very thick weather, with the tide, in March, 1867, without getting bottom from the chains or once easing speed.

Nothing but sand was found on the Triton Bank, being an exception to the general rule of the shoalest parts, which are almost invariably composed of shingle. The tide sets strongly over it, and there is usually a ripple near the shoalest part.
14 STRAIT OF MAGALHAENS.

Tribune Bank lies nearly 8 miles S.W. by W. from Triton Bank, and has
3½ water on it. A vessel hauling in for an anchorage in Gregory Bay should
keep the Cone well open of Cape Gregory till Gregory shoulder bears
W. ½ N., when she will pass to the westward of the bank. Here, as else-
where, allowance must be made for the tide.

The shoal reported by H.M.S. Termagant and Grappler in 1860, and
searched for by H.M.S. Satellite in the same year, has again been searched
for in vain. H.M.S. Chanticleer, in December, 1874, searched in vain for
a rock, reported by the mail steam vessel Lusitania, said to exist with
the following bearings, cape Gregory W. by S. ½ S., and St. Isidro point,
S.W. by S.

St. Jago Bay.— Anchorage has been mentioned in this bay to the westward
of the Barranca Bank, and to this it may be added that there is anchorage
all over the bay in depths varying from 5 to 20 fathoms.

Proceeding westward, if, on passing Barranca Point, it be decided that
Gregory Bay cannot be reached, a ship should continue the mid-channel
course until 2 miles beyond Satellite Patch with the ebb stream, or a mile
with the flood, and then haul in for Gregory shoulder, or about W. by S. ½ S.
This will lead inside Triton Bank, and clear of Barranca Bank, when the
land can be closed if it be desired to anchor; or the shore can be approached
to within 1½ mile, and followed along, and the vessel anchored anywhere
between Valle Point and Gregory Bay. Irregular changes of 1 or 2 fathoms
in the soundings must be expected, as the bottom is uneven all over the bay.
Valle Point is steep, and, with the hillocks above mentioned at its back, will
not easily be mistaken. At 2½ and 4 miles eastward of it there are watering
places, which a ship can approach within a mile, and streams will be found
at short distances all along the bay.

It is high water, full and change, in St. Jago Bay, at 9h 27m; springs rise
20 ft., neaps 15 ft.

Gregory Bay.—The anchorage in this bay commences about 2½ miles
N.N.E. of Cape Gregory, which is 209 ft. high, and a vessel should not go
inside this line, i.e., the extreme of the cape bearing S.S.W. The low-water
line of the beach dries out three-quarters of a mile from the high-water
mark, and follows nearly in the same direction round the bay. As the
heaviest and most prevalent gales begin from the North or N.W., it is
advisable to anchor well under the North shore. Good berths may be had,
with the Hummock anywhere between W. by S. ½ S. and S.W. by W. ½ W.,
from 1 to 2 miles off shore, in 13 or 16 fathoms, sand and shells, or farther
in with Cape Gregory bearing S.S.W. in 9 fathoms, soft muddy bottom.

Tides.—It is high water, full and change, in Gregory Bay at 9h 30m;
springs rise 21 ft., neaps 12 ft. The time of the turning of the flood stream
here with reference to the Second Narrows seems doubtful. It has been
stated that it turned 2½ or 3 hours earlier at the anchorage than in the
SECOND NARROWS.

Narrows; though several trials have shown this to be the case sometimes, it is not always so, and it is probable that the turning of the stream depends on the wind and the position in which the ship is anchored. In weighing for the westward with the tide, proceed well out into the Narrows before keeping away, to avoid being swept round into shoal water S.W. of Cape Gregory.

Philip Bay comprises the whole of the South shore between Baxa and St. Isidro Points; in it are several anchorages, but they are more exposed to the prevalent winds than those in St. Jago Bay. A vessel may, however, find shelter from the S.E. winds, with Baxa Point bearing North, distant 3½ miles, and Gap Peak S.S.E.; or 6½ miles beyond the point on the same bearing, with Gap Peak S.S.E. ¼ E. A vessel leaving this anchorage for the westward with a fair tide, should steer for Gregory shoulder, or she will be set down on the foul ground at the head of the bay.*

There is anchorage under St. Isidro Point, well sheltered from S.W., but the Barnacle Reef, 3 miles eastward of the point, should be carefully avoided. To anchor bring Double Peak to bear S. ¼ W., and steer for it on that line until Gregory Shoulder bears W. by N. ¼ N., or the Cone West. This bearing leads over the tail of the Barnacle Reef in 10 fathoms, sand and shell. A vessel caught by the ebb tide too late to cross to Gregory Bay, or to reach Royal Road, may find this a convenient stopping place. Along the centre of the bay shoal water extends a long way off.

The land on the South shore of Philip Bay is low, with a row of small hills like those on the North side fringing the coast, behind which the land gradually rises towards the range of high ground, of which Gap Peak, 925 feet high, forms the only point useful to the mariner. In some lights the coast hills stand out clearly, but generally the land appears to slope from the beach to the back range.

St. Isidro Point, at 5¾ miles S.E. ¼ E. from Cape Gregory, low and sandy, with a reef off it, forms the south-eastern point of entrance to the Second Narrows. Under St. Isidro Point, and in the bight to the south-eastward of it, there is good anchorage; but the bank near that point shoals suddenly, and the western tide sets strongly towards the shoal point, which should be well guarded against.

SECOND NARROWS, lying S.W. 20 miles from the First Narrows, are about 12 miles long and 4 to 6 miles broad. On the North side the land falls back from Cape Gregory, and forms a large bight, in which there is a sand-bank 1½ mile long that dries at low water, with its East end 1¼ mile westward of the cape. At 5½ miles westward of the Cape is the East end of

* The under current here seems to be stronger than that on the surface; on one occasion, when the Nassaou was riding easily to the ebb tide, two sounding leads lashed together, and making 86 lbs. weight, would not rest on the bottom in 10 fathoms water.
the **Halfway Shoal**, lying parallel to the shore; it is a mile in length, and has $3\frac{1}{2}$ fathoms on it. The soundings between the shoals are from 6 to 10 fathoms. **Susannah Cove**, inside these shoals, and 4 miles from Cape Gregory is only fit for boats. Beyond the Halfway Shoal the North shore is bordered by a bank, which near Gracia Point extends off a long half mile, with 1 fathom water on it, and steep-to. These banks are the only dangers of the Second Narrows.

The South shore is higher than the North and steep-to, but after passing the Halfway Shoal, when the Cone will bear N.N.W., a vessel should incline to the North shore to avoid being swept into Lee Bay by the flood stream, or to get out of the strength of the ebb, both which make with great strength off Cape St. Vincent.

A vessel navigating the South side with a fair tide should steer from St. Isidro Point to Gracia Point, edging away gradually for Elizabeth Island, as she passes Sweepstakes Foreland. Having reached Cape St. Vincent there are three routes to the southward, two of which are available for the largest ships. These are the Queen Channel, close to the East side of Elizabeth Island; the passage through Royal Road and South of Elizabeth Island; and the New Channel, eastward of Sta. Marta and Magdalena Islands.

Large ships should use the Queen or New Channels; no vessel drawing more than 18 ft. should attempt the passage through Royal Road. Queen Channel is the one most generally used.

It is high water, full and change, at Gracia Point at 10$^a$ 17$^m$; springs rise 8 ft., neaps 7 ft.

**Queen Channel.**—A vessel intending to pass through Queen Channel should, from a mid-channel position in the western part of the Second Narrows, with Cape St. Vincent bearing South, steer for the N.W. extreme of Elizabeth Island, which shows as a bluff, observing that Sylvester Point, the N.E. extreme of the island, in line with Alfred Point bearing S. by W. $\frac{1}{2}$ W., leads to the westward of the 2-fathom patch lying N. by E. $\frac{1}{4}$ E., 2$\frac{1}{2}$ miles from Santa Maria Island, and when the East extreme of Santa Maria Island touches the West extreme of Santa Magdalena Island, bearing S. by E. $\frac{1}{4}$ E., steer S. $\frac{1}{4}$ W., passing Sylvester Point at 2 or 3 cables distance, until the S.E. side of Santa Marta touches the West extreme of the land at Cape St. Vincent, bearing N.N.E. $\frac{1}{4}$ E., keep the latter mark on astern until Cape Thorax, the South extreme of Elizabeth Island, bears W. by N., when all dangers will be passed, and a course can be shaped for Sandy Point. The tide sets up and down this channel, and with the land so close, thick weather need not impede the progress of a ship; the only possible danger is that of keeping away to the North end of Elizabeth Island too soon, by which a vessel is likely to be set on the shoal extending N. by E. $\frac{1}{4}$ E. 2$\frac{1}{2}$ miles from Sta. Marta Island, and which has only 2 fathoms water on its northern extreme.
NEW CHANNEL—ROYAL ROAD.

New Channel.—If bound through the New Channel, from a position midway between Cape St. Vincent and Gracia Point, a S.S.E. course leads straight through the New Channel, which in no part is less than 3 miles wide, and has nowhere a depth of less than 20 fathoms. Bearing in mind that Cape St. Vincent in line with the cone bearing N. ¾ W., leads to the westward of the New Bank, and East of the shoal ground off Sta. Magdalena Island. The objections to this passage are the tide, which for 2 or 3 miles southward of Cape St. Vincent run E.N.E. and W.S.W., and directly across the course, rendering a vessel liable to be set either on to the New Bank or the shoal already mentioned as extending from St. Marta Island. The strength of the stream here is also much greater than would be expected from the expanse of water, and reaches fully 6 knots at springs, even when notraised by the wind. As a vessel proceeds the flood stream inclines more and more southward, till, when approaching foul ground, which is marked by kelp off Sta. Magdalena Island, it will be found setting S.S.W., or towards the danger.

The third channel mentioned is through Royal Road and Pelican Passage which in places has only 4½ fathoms water. Its only use is for a vessel intending to anchor in Royal Road, and wishing to get as far on as possible before anchoring, so as not to lose ground in the morning.

Elizabeth Island, so named by Sir Francis Drake, is 7½ miles long, and increases in width from half a mile at the North end to 2 miles at the South. The highest elevation on the island is 178 ft.

There is good anchorage in about 7 fathoms water off its N.E. end, with Gracia Point bearing N. by E. ¼ E., and the North extreme of the island in line with the S.W. extreme of Sta. Marta Island E. by S. A large ship should anchor farther off, in 9 fathoms, with Gracia Point bearing N. by E., and Sylvester Point S.E.

In anchoring after dark, allowance must be made for the tide setting the ship out into the channel, and should Elizabeth Island appear very close without soundings, the vessel is sure to be too far to the eastward, and should, therefore, edge to the westward until a proper depth is obtained.

During the breeding season (from September to January) this island is covered with swans and geese, and their eggs may be obtained or the birds shot in great quantities, the spring being the best for the swans, who vacate the island for the geese in November.

Royal Road, into which the Second Narrows open, is formed by the West side of Elizabeth Island and the mainland. The Middle Ground, having on the shoalest part 2½ fathoms water, lies nearly halfway between Sylvester Point and Peckett harbour, and is the only danger in the North part of the road. Vessels may anchor in security and out of the strength of the tide in any part of the road, though the anchorage already mentioned off the N.W.

South Pacific.
end of Elizabeth Island seems the best. It has been said that no vessel
drawing more than 3 fathoms should use the passage through Royal Road,
as the deep-water channel through Pelican Passage is intricate, and the
tides strong; when the wind and tide are against each other, they cause
a dangerous race, with a sea 5 or 6 feet high, between Cape Thorax and
the main.

A vessel of moderate size may, however, pass eastward of the Middle
Ground, keeping along the West side of Elizabeth Island at half a mile dis-
tant, until Cape Thorax bears about E. by S. § S., and the passage is well
open, when steer for Cape Porpesse, to avoid being set into the shallow
water off Shoal Haven. There is anchorage on the North side of Cape Por-
pesse, but, with S.E. winds, Laredo Bay is preferable.

It is high water, full and change, in Royal Road at 9h 47m.; springs rise
8 feet.

Oazy Harbour, 1½ mile westward of Gracia Point, is 1¾ mile long. The
entrance is narrow, and when inside there is a space of only a quarter of a
mile in extent, in which a vessel could anchor. All the rest is dry, or nearly
dry, at low water, and exposed to winds between S.W. and South. Fresh
water could not be obtained except at high tide, and then with difficulty.

Whitsand Bay, adjoining Oazy Harbour to the westward, affords anchorage
in 2 to 4 fathoms water, well sheltered from westerly winds.

Pecket or Pecket Harbour, in both of which ways old writers spell the name
of Narborough's lieutenant, after whom it is called, is 5 miles southward of
Oazy Harbour, or 7 from Gracia Point, and though the anchoring ground in
it is confined, steam-vessels may pass in and out easily. Although appa-
rently completely sheltered, a disagreeable sea gets up quickly in this har-
bour with westerly winds, making it dangerous for boats. The distance
between the two points forming the apparent entrance is 1½ mile. Two arms
run in from the West side of the harbour, the southern of which is nearly
blocked up at low water; the northern is deep, and runs nearly 2 miles into
a large shallow lagoon.

The tide makes with considerable strength through this inlet, but loses
some of its force on entering Pecket Harbour, in which, though the flood
tide is strong, the ebb is not much felt. There is good anchorage in 6 or 7
fathoms, outside the entrance, South of Pecket Point, also between Oazy and
Pecket Harbours in 6 or 7 fathoms, with Cape St. Vincent bearing E. § N.,
and Sylvester Point S.S.E. § E.

Santa Marta Island, lying 1¾ mile East of Sylvester Point, is only a
third of a mile long, and its sides of perpendicular cliffs rise 100 feet above
the sea. A reef extends N. by E. § E. 2½ miles from its North side, termi-
nating in a patch marked by kelp, with only 3 fathoms water on it; there
are only 7 fathoms, nearly a mile N.W. of it, while on the South side the
depth of 6½ fathoms was obtained, close to 28 fathoms, 1½ mile from it.
SANTA MAGDALENA ISLAND—LAREDO BAY.

Santa Magdalena Island, 4 miles S.S.W. of Sta. Marta, lies N.E. by N. and S.W. by S., and is a mile long, by half a mile broad. It has four or five small hills, by which it cannot fail to be recognized, especially when coming from the westward, the highest of which, at the S.W. end, rises 136 feet perpendicular from the water. As Elizabeth Island is the favourite haunt of swans and geese, so is Sta. Magdalena Island for cormorants, penguins, sea lions, and seals.

The 10-fathom line of soundings extends nearly 1½ mile North and South, and 2 miles East and West around this island, and it should not be closed inside this line by a passing vessel. There is an anchorage in 6 or 7 fathoms half a mile S.E. by S. of the South end of Magdalena, well sheltered by the island between North and West.

Walker Shoal, between Sta. Magdalena and Elizabeth Islands, lies nearly North and South, and is 4 miles long by 1 mile broad. It is divided into two parts, with deep water between them. The least depth is 3½ fathoms, which bears N.E. by E. 4 E., distant 3½ miles from Cape Negro. Vessels may pass either side of this shallow patch, but the West side is preferable.

Lee Bay, southward of Cape St. Vincent (the South point of the Second Narrows) is useless, dangerous, and much to be avoided. The New Bank, 4 miles long by 1½ broad, has only 7 feet water on it, and lies S.S.E. from Cape St. Vincent.

Quarter-Master Island, lying across the entrance of Gente Grande Bay, is crescent-shaped, and 70 ft. high. A long spit dries off more than a mile from its N.E. end. The South end of the island is formed by a sand spit, covered with grass, inside which there is anchorage in 5 to 7 fathoms. There is a deep channel on either side of Quarter-Master Island. Gente Grande (or Tall People) Bay is shoal and unfit to enter, and the shore around it is low and dangerous.

Southward of Gente Point, along shore to Capes Monmouth and Boqueron, there is no danger; the water is deep, and the coast safe to approach.

Beyond Cape Monmouth, a cliffy Point, and nearly 30 miles from Gente Point, is Cape Boqueron, a precipitous headland forming the abrupt termination of the high land extending across the country from Cape Espiritu Santo. The shoulder of this range over the cape forms a most conspicuous mark from the neighbourhood of Sandy Point.

LAREDO BAY, on the western side of the straits to the South of Cape Negro, is the easternmost anchorage in the strait where wood can be obtained, though, with the larger and better wood at Sandy Point so near, a vessel would scarcely stop here for the purpose of wooding only. The bay, however, offers a secure anchorage when there is any westing in the wind; and with easterly winds, which are uncommon, and seldom blow with violence, no danger need be apprehended if the ground tackle be good, as the depth of water is easy, and the bottom sand and mud.
In entering, a vessel should keep well on the North shore, as there is a ledge of rocks off the southern point; but Cape Porpesse should not be passed too close, as there is a 5-fathom patch nearly a mile off it. The best anchorage is in the N.W. corner.

Tides.—It is high water, full and change, in Laredo Bay, at 11h; springs rise 7 ft. When to the southward of a line drawn from Laredo Bay to Gente Point, the tide streams are scarcely felt; but to the northward of that line they are strong, and must be carefully guarded against during the night, or in light winds. A vessel in mid-channel, between Gente Grande and Laredo Bays, would be set by the ebb tide, if the wind failed her, directly amongst the dangers surrounding Santa Magdalena Island.

SANDY POINT, a low projection covered with grass and with a few trees on its inner part, extends more than a mile from the general direction of the coast, but to the East and S.E. less than 3 fathoms will be found 1½ mile from the end of the spit.

La Colonia de Magalhães.—At 2 miles southward of the point is the Chilian settlement, originally founded in 1843, and called Punta Arenas, after the point. The settlement is built on the summit of a bank, about 35 feet high, in front of which is a large flat formed by the deposit of a river, which runs past the settlement on the North side, and charged with sand from the hills to the westward, down which it descends with great force in seasons of heavy rain, overflowing all the plain between the settlement and the water. A raised road has been constructed across this level to the water's edge, where two boat houses have been built; a pier was also made of wood and stones in 1866, but it was badly constructed, and the winter gales of 1867 washed it away.

The population of the colony in 1868 was 195; in 1874 it numbered 800, of which 100 were convicts. This increase is due to the greater demand for coal, and also the finding of gold in the neighbourhood.

Until lately, Punta Arenas has been kept merely as a penal settlement, and was fast falling into a state of decay; but in consequence of the rapidly increasing traffic of late years through the strait, and the line of mail steam vessels between Valparaiso and Europe adopting this route, the attention of the Chilian Government was drawn to the importance of the station as a place of call and supply. Accordingly, at the beginning of 1868, grants of land and other advantages were promised to immigrants, and in January a new Governor arrived in a vessel of war with some 300 settlers. Supplies and plank were also brought, and the new comers put on rations until they could clear and cultivate their own plots of ground. The Pacific Steam Navigation Company's steam vessels call here four times a month, twice from England, and twice from Valparaiso.

There is sufficient clear land about Sandy Point to enable a visitor to get a walk or a ride, and horses are usually obtainable. In December many
parrots may be shot in the woods, and in March and April a few snipe may be got. Banduria (a species of Ibis) will be seen and heard near the settlement, but they are very wary and difficult to get near. A few ducks and geese are occasionally found in the salt ponds 2 or 3 miles North of the settlement. In the woods there are two or three kinds of woodpeckers and some other small birds. Good mushrooms will be found in great quantities all over the plain in February and March.

Sandy Point is not easily distinguished from a vessel far out in the channel, as the houses do not show well against the dark background. A white patch to the northward of Catalina Bay will, however, be generally easily seen, and if the hills South of the settlement be clear of mist, there is a remarkable white patch on the side of one of them, which is a good guide.

In clear weather, long before Sandy Point is reached, indeed before a vessel gets through the Second Narrows, the high mountains on Dawson Islands and Mount San Felipe will be seen forming an apparent barrier, blocking up the passage, and over the latter the summit of Mount Tarn stands out in bold relief against the sky, forming a mark to guide the mariner through the Broad Reach.

The view presented by these mountains from the anchorage off Sandy Point is a magnificent one, and the spectator feels as if he were entering upon a totally new description of country from that passed in coming from Cape Virgins.

*Light.*—From the top of the block-house, nearly half a mile inside the river point, a fixed white light is exhibited 19 ft. above high water when a steam vessel is expected; but it cannot be seen from the northward and southward at the same time. There are two windows in the block-house, one facing the North, the other the South, and the light is shown accordingly as the vessel is approaching from the one or the other. This light, however, is not always shown, but on firing a gun, and burning a blue light, it will be exhibited as soon as possible. The light can be seen about 10 miles.

*Buys.—* A red buoy, with a ball striped white and red alternately, lies in 3½ fathoms, on the eastern edge of Sandy Point Spit, with Sandy Point lighthouse S. 49° 25' W., 2½ miles, and the Signal Station N. 53° W. This buoy must be passed by large vessels at 2 cables distance, but small craft may near it without danger; it is, however, liable to be out of position.

*Tides.*—It is high water, full and change, in Sandy Point Road, at 12h; springs rise 5 ft., neaps 4 ft.

The anchorage is good and well sheltered with the prevalent West and S.W. winds, and easterly or south-easterly gales rarely blow home so as to make it unsafe.

A vessel making for the anchorage should not close the land until the flagstaff bears to the northward of W. by N., to the southward of which line
is the best anchorage. From a mile off shore on that bearing, a vessel may steer in W. by S. for the Cemetery Cross, till the flagstaff bears N.W. by W., anchoring in 5 or 6 fathoms water. A large vessel, from the same position, should steer in West, and anchor in 10 fathoms, with the flagstaff N.W. The chart and lead are, however, sufficient guides, and the anchorage is clear to the southward of the settlement. By night, good anchorage will be found in 10 or 12 fathoms, with the light between the bearings of N.N.W. and W.N.W.

**Landing.**—The moment the wind has any easterly in it, a surf sets in on the beach, and unless a proper pier is constructed, or surf boats established, landing will frequently be found difficult or impossible in the winter months, when it is perfectly fine in the channel. In July, 1872, a pier was in course of construction.

**Supplies.**—Wood and water are plentiful, and the former excellent for steaming purposes. An ample supply of fish may be caught near the mouth of the river North of the settlement. The seine should be hauled at the commencement of the flood tide. As cattle and vegetables have always thriven well, there seems no reason why in a short time sufficient supplies should not be raised to meet the requirements of vessels that call. Navigating Lieut. Hayman, R.N., remarks, in July, 1872, that good beef and mutton could be obtained at 6d. per lb.; potatoes were plentiful, but other kinds of vegetables scarce.

**Coal** was brought from the pits, a distance of about 5 miles, on tramways, and supplied to vessels in launches at £2 per ton, in 1872. The working of this coal only began in 1860, and its consumption has been on the increase since that time. In the first six months of 1874, steam vessels were supplied with 4,000 tons of it. The mines are worked by a private company, who pay 1 piastre to the Chilian Government for every ton exported, as a full remuneration for the privilege of using the mines.

Imports in 1871 amounted to £10,000, consisting chiefly of provisions and necessaries for a settlement. There is a good sale of Guanaco skins, (which are brought here by the Indians), a few fur seal skins, some gold and silver; but coal is the chief article, the total value amounting in 1871 to £10,000.

**Southward of Sandy Point,** as far as St. Mary Point, good anchorage may be had three-quarters of a mile from the shore, in 10 and 12 fathoms, sand and shell over clay. At the edge of the kelp which fronts the shore are 5 and 6 fathoms, so that with the wind off shore a ship may anchor or sail along it close to the coast by keeping outside the kelp.

Squalls off the land are very strong, so much so sometimes as almost to lay a ship on her beam ends, and these usually come on without any warning whatever; it is, therefore, imprudent to carry much sail, especially as Cape San Isidro is approached. The quarter-boats, studding-sails, and all
From Aim Fitz Roy's Voyage of the 'Beagle'
light gear should be kept secure as for sea, because the wind for the moment blows with the fury of a hurricane. These squalls are known to sailors as **Wiliwaws**.

**St. Mary Point**, 12½ miles southward of Sandy Point, may be known by the land suddenly trending into **Freshwater Bay**. As the bay opens, the bluff point at its southern extremity becomes visible. There is also a remarkable round hill a short distance westward of the bay, and a valley southward of it, through which a small river falls into the sea. This bay (the Bahia de Romay of the Spaniards) is now an off station of the Chilian settlement at Sandy Point. There were three or four huts in 1869 on the South side, where half a dozen soldiers live in charge of 300 or 400 head of cattle. The holding ground in this bay is good, but between such anchorages as Sandy Point and Port Famine it is not likely to be required.

Between Freshwater Bay and Santa Anna Point the coast is bold, and too steep for any anchorage except in the small bight formed by the reef off Rocky Point. **Santa Anna Point** extends far into the strait, and will be distinguished soon after passing Sandy Point by a clump of trees at its extremity. This was the cemetery for the settlement of Port Famine, and part of the railings and some vestiges of the graves are still visible. On approaching Santa Anna Point the distant cape of San Isidro will be seen beyond it, but there can be no doubt or mistake in recognising it. **Mount San Felipe** is 3 miles to the northward of Santa Anna Point, and stands 1,308 ft. above the level of the sea.

**Arauco Patch**, with 5 fathoms water on it, lies S.E. by E. ¾ E., 3½ cables off the extreme of Santa Anna Point.

**Tides.**—It has been said that after passing Elizabeth Island the tides are of comparatively little consequence. Along the whole extent of coast, between Elizabeth Island and Cape Flower, the flood runs to the southward, and the ebb to the northward, the time of high water full and change being 12°. The strength of the tide is not great, but frequently with a southerly wind there is in the offing a set to the northward quite independent of the tide. In winter the tides occasionally rise high, and overflow a considerable portion of the low land immediately behind the beach.

**PORT FAMINE**, in which was the site of San Felipe, the old Spanish colony of Sarmiento, and since then the penal settlement of the Chilian Government, now removed to Sandy Point, is an excellent anchorage on the South side of Santa Anna Point. Landing may almost always be effected (except in easterly gales) on one side or the other of the port. The River Sedger, which flows into the South part of the port, is fronted by a bar that dries at low water, but can be entered by boats at half tide, and is navigable for 3 or 4 miles. The water is fresh at half a mile above the entrance, but is not recommended. It is very good for present use, but on account of the amount of vegetable matter contained in it does not keep well. There is
firewood in abundance on the beaches, and wells containing excellent fresh water, which keeps well, were dug by the *Adventures* at the N.W. extremity of the clear part of Santa Anna Point, on the bank above the third or westernmost small shingle bay.

To enter Port Famine, round Santa Anna Point at a distance of 3 cables, so as to clear the Arauco Patch, and steer in towards the head of the bay for the summit of Mount San Felipe, keeping it on over the rivulet, which will be distinguished by a small break in the trees, until the mouth of the Sedger River is open, taking care not to shut in the points of its entrance, and anchor in from 9 to 7 fathoms, as convenient. A rock was reported by Admiral Mendez Nunez when he went through the strait with the Spanish squadron in 1867; but though this was carefully searched for, nothing can be found in the position given. Spanish Rock was, however, found 3 cables off the low water line, on the West side, bearing S.W. by S. from Point Santa Anna.

At night time, under steam, a vessel will be able to feel her way into an anchorage after passing Santa Anna Point, by steering a N.W. by W. course, which leads straight up the middle of the port, and the anchor should be let go as soon as 14 or 15 fathoms are obtained. The ground, though best in the middle, is excellent all over the port, being stiff tenacious clay, in some places overlaid by sand.

*Voces Bay*, immediately to the southward of Port Famine, has anchorage in from 7 to 10 fathoms off Second River, but not so good as in Port Famine.

*Cape San Isidro* has a low but conspicuous rounded hillock, covered with trees at its extremity, and forms the termination of a ridge, the summit of which is *Mount Tarn*, the most conspicuous mountain near that part of the strait on the North side. A rocky patch, covered with kelp, stretches 2 cables off the cape, with a rock at its outer end awash at high water. Mount Tarn, when viewed from the northward, is peaked, and during the summer it has generally some patches of snow a little below its summit, but in the winter months its sides are covered with snow for two-thirds down. From abreast and to the southward of Port Famine it appears saddle-shaped. Its summit is really a sharp ridge, extending nearly a mile N.W. and S.E., with a precipitous descent on the N.E., and a steep slope on the S.W. sides. The highest part near its N.E. end is 2,602 ft. above the sea by barometric measurement.

From Cape San Isidro the coast trends S.W. by S. about 7 miles to Glasscott Point, there being in the intervening shore several small bays in which a vessel may find anchorage. *Eagle Bay* is a recess of three-quarters of a mile on the South side of Cape San Isidro, with anchorage at its head in from 10 to 12 fathoms, but it is useful only for a small vessel, steadied by warps to the shore.

*Gun Bay*, the next to the south-westward, although small, affords anchor-
age for a single vessel near the shore at its S.W. part, in from 8 to 9 fathoms. Two rivulets discharge themselves into it, from which water is easily procured. The bottom is a stiff clay. A round hill, of moderate elevation and thickly wooded, separates it from Indian Bay, the points of which bear S.W. and N.E., and are more than 1½ mile apart. Neither Gun nor Indian Bays are noticed in Cordova’s description of the strait, although they are quite as good as any in the neighbourhood for stopping places. Bouchage Bay is small, and the water very deep, except near the head of the bay, where anchorage may be obtained in 8 fathoms, clay. It is separated from Bournand Bay by Cape Remarquable, which has a precipitous round-topped bluff projection, wooded to the summit. Bournand Bay is more convenient than its northern neighbour, being somewhat sheltered from the southerly winds by Nassau Island, and there being a rivulet of good water at the S.W. end of the stony beach, off which there is good anchorage in 8 fathoms, stiff mud.

Bougainville Bay, called Jack Harbour by the natives, forms a basin almost as snug as a wet dock, in which a vessel might careen with perfect safety. From its small size, great depth of water, and equal height of the land, it is rather difficult of access, but a vessel may anchor in 12 fathoms, and steady herself by warps to the trees along the sides of the cove. Nassau Island, half a mile S.S.E. from Bougainville Cove, will be known by its terminating in a point of needle-shaped rocks. It is covered with trees, evidently of young growth. Nassau Channel, between the island and the main, is narrow, and much affected by the tides; the least water is 7 fathoms, over stiff clay bottom.

San Nicolas Bay, so called by Cordova in 1788, was the Baye Françoise of De Gennes, on his voyage through in 1696. It is not only of larger size than any of the bays South of San Isidro, but affords the best anchorage between that point and Cape Froward, both from its being more easily entered and quitted, and from its moderate depth of water and extent of anchorage ground. It is also well sheltered from the prevalent winds between North and S.W. A large vessel going westward will do well to stop here, unless there be a probability of reaching Fortescue Bay, 38 miles further on, before dark.

Nearly in the centre of the bay stands Sanchez Island, a small islet covered with trees, between which and the shore there is a passage. The shore is fronted for its whole length by a shoal bank. This bank stretches off to a distance of a quarter of a mile from the shore, its edge is steep-to, and is generally distinguished by a ripple, which, with a moderate breeze, begins to break at half tide. At the head of the bay is De Gennes River, ‘not a good place for procuring water, on account of vegetable matter.

In selecting an anchorage care is necessary not to run in too far and fall South Pacific.
STRAIT OF MAGALHAENS.

upon the bank; but unless the S.W. side of the bay is hugged very close, and as long as the outer extreme of Sanchez Island is not brought to the eastward of N.E. by E., a vessel will be quite safe.

It is high water, full and change, in San Nicolas Bay, at 0h 50m; springs rise 6 ft.

Glasscott Point, the southern boundary of San Nicolas Bay, is the extreme of a high range of hills, extending back for some distance; on its summit are several sharp points, Nicolas Peak being the most conspicuous. From Glasscott Point the coast trends nearly in a straight line to Cape Froward, a distance of 7 miles, the land at the back continuing mountainous and woody.

CAPE FROWARD, the southern extremity of the continent of South America, is in lat. 53° 54' S., long. 71° 18' W. It rises abruptly 1,200 ft. above the sea, and at its base stands a small rock, on which Bougainville landed, as did also Lieut. Graves, for the purpose of obtaining angles and bearings. The hill which rises immediately above the cape was called by Sarmiento the Morode San Aguedo.

It is high water, full and change, at 1h; the ebb tide sets to the northward, and the flood to the southward, but not with much strength. With strong westerly gales there is much difficulty in rounding Cape Froward from the eastward; the best time is about sunset.

At Cape Froward, as a rule, the weather changes as suddenly as the scenery, for though at times one may come to the westward with clear fine weather, it is by no means usual. No better description can be given of the usual weather off this cape than that of Cordova in his last voyage. He passed in December, 1788 (midsummer, be it remembered), and says they weighed from Cape San Isidro at 3 a.m. with a light N.E. wind, which was gradually freshening, "but within a mile South of Cape Forward (Froward) it fell suddenly calm, and we began to experience a succession of terrific squalls, which commenced without any notice, and calms of very short duration; some gusts were from North, some from N.W., and others from N.N.W., and their violence was such that it would have been dangerous to a vessel not well built, and even to her if her masts and yards were not very good."

The 80 years that have passed since this was written have wrought no change in this respect on Cape Froward. Generally, however, there is a lull towards sunset, and therefore a vessel met by strong West winds in the daytime should get into San Nicolas Bay or in Cape San Isidro. Try to pass Cape Froward in the evening, and if not desirous of going on, get to Woods or Fortescue Bay that night.

After passing Cape Froward, which is nearly in the centre of Magalhaens Strait, the channel trends to the N.W., and the northern shore should be kept aboard at least until Cape Gallant is passed.
Having now reached the middle of Magalhaens Strait, before passing Cape Froward, round which it suddenly turns to the N.W., we will cross over and describe the inner shores of the main island of Tierra del Fuego, including Dawson Island and Gabriel Channel.

Useless Bay, to the eastward of Cape Boqueron, was examined, in the hope of its communicating with the supposed San Sebastian Channel of the old charts; but it proved to be terminated by low land, reaching, perhaps, across the country towards Cape Espiritu Santo.

Dawson Island, which fronts both Useless Bay and the deep inlet called Admiralty Sound, is 45 miles long, and about 20 miles broad. Cape Valentyn, its northern extremity, is low, with a small hummock on it. Mount Grave*, 12 miles to the southward, is 1,498 ft. in height. There are but two places in which vessels can anchor, viz., Lomas Bay, about 17 miles to the southward of Cape Valentyn, and Port San Antonio, but both being on a lee shore, they are not to be recommended. Lomas Bay, although only tolerably sheltered from the prevailing winds, would, from its extent (6 miles), and from the nature of the bottom, a stiff blue clay, afford good shelter for vessels of any draught. Wood is sufficiently plentiful, and water abundant.

Port San Antonio was so called by Cordova. It is scarcely a third of a mile across, and deserves the name only of a cove. It is unfit for any vessel to enter, especially as there are so many better places on the opposite shore.

The port is formed by the channel between Dawson Island and the two adjacent islands of North and San Juan. Port Valdez, to the S.E., is a deep inlet fronting W.N.W., and not at all inviting to enter. From the appearance of the hills, which on both sides of this port rise to an elevation of from 2,500 to 3,000 ft., squalls must be very frequent.

Gabriel Channel, separating Dawson Island from Tierra del Fuego, is merely a ravine of slate formation. It extends precisely in the direction of the strata, with almost parallel shores, 25 miles in length, and from half a mile to 1½ mile wide. The northern shore is a ridge of slate, rising abruptly to a sharp edge, and then as abruptly descending on the opposite side, where it forms a valley; which, had it been a little deeper, would have been filled by water, and have become another channel like the Gabriel.

Mount Sarmiento.—The South side of the Gabriel Channel is formed by a high mass of mountains, probably the most elevated land in Tierra del Fuego. Among its many high peaks are two more conspicuous than the rest, Mount Sarmiento and Mount Buckland. The first, situated at the S.E. angle of Magdalen Sound, is 6,800 ft. high, and rising from a broad base terminates in two peaked summits, bearing from each other N.E. and S.W., and about a quarter of a mile asunder. From the northward they appear very much like the crater of a volcano; but, when viewed from the west-
ward, the two peaks are in line, and the volcanic resemblance ceases. It is noticed by Sarmiento as well as by Cordova, in the journals of their respective voyages.

Mount Sarmiento is the most remarkable mountain in Magellan Strait; but, from the climate and its being clothed with perpetual snow, it is almost always enveloped in condensed vapour. During a low temperature, however, particularly with a N.E. or S.E. wind, when the sky is often cloudless, it is exposed to view, and presents a magnificent appearance. From its great height and situation it served admirably to connect points of the survey. It was seen, and bearings of it were taken, from the following distant stations, viz., Elizabeth Island, 96 miles to the North, Port Famine, Cape Holland, Port Gallant, and Mount Skyring, at the southern entrance of the Barbara Channel.

Mount Buckland, on the West shore of Fitton Harbour, is, by estimation, about 4,000 ft. high. It is a pyramidal block of slate, with a sharp-pointed apex, and covered with perpetual snow.

2.—MAGDALEN SOUND AND THE COCKBURN AND BARBARA CHANNELS.

MAGDALEN SOUND.—The opening of Magdalen Sound was first noticed by Sarmiento. Coming from the northward it appears to be a continuation of the strait, and it is not until after passing Cape San Isidro that the true channel becomes evident. It extends in a southerly direction for 20 miles, and is bounded on either side by high and precipitous hills, particularly on the western shore. Anxious Point, the eastern point of entrance of the sound, is a low narrow tongue of land, with an island off it. Opposite to it, on the Clarence Island side, there is a steep mountain, called by Sarmiento The Vernal (or summer-house) from a remarkable lump of rock upon its summit. Under this mountain lies Hope Harbour, a convenient stopping place for small vessels passing through Magdalen Sound. The entrance is narrow with kelp across it.

Stokes Inlet lies to the southward of Hope Harbour, between the Vernal and Mount Boqueron, and at its entrance are the three Rees Islets. It is 3 miles long, with deep water all over; there is a cove on its North side, but neither so good nor so accessible as Hope Harbour. Mount Boqueron, the extremity of which is Squally Point, is a very precipitous and lofty mountain, about 3,000 feet high, and carrying on its summit three small but remarkably conspicuous peaks.

Shell Bay is a small bight of the coast line, 5 miles southward of Squally Point. There is a reef off it, which is pointed out by the kelp. Keats Sound, on the opposite shore, extends to the eastward for 6 or 8 miles, and is
between 4 and 5 miles wide. In the middle of Magdalen Sound, off Ariadne Point, there is a rocky islet; and a little farther to the southward, on the western coast, a bay containing the Labyrinth Islands, among which small vessels may find good anchorage. Transition Bay is deep, but of little importance. Four miles farther at Cape Turn the channel narrows to 2 miles, and the shore turns suddenly to the westward. Here Magdalen Sound terminates, and Cockburn Channel commences.

On the eastern shore, to the southward of Keats Sound, there are no objects worth noticing, excepting Mount Sarmiento, already described, and Pyramid Hill 2,500 feet high.

Magdalen Sound is here 6 miles wide, but at Cape Turn the channel narrows to 2 miles.

COCKBURN CHANNEL.—At Cape Turn, Magdalen Sound may be said to terminate, and Cockburn Channel, with its many spacious inlets and clusters of islands, to begin. It runs in a westerly direction for 40 miles, where it enters the Pacific between Magill and Camden Islands. In working down the channel, the south side should be preferred, as it is usually a weather shore, and seems to be better provided with coves and harbours in which vessels might find it convenient to anchor. King and Fitzroy Islands, in mid-channel, are of bold approach, as are also Kirke Rocks, more to the westward. Warp Bay, at the commencement of Cockburn Channel, though small, and exposed to southerly winds, is a convenient stopping place. Stormy Bay is a very wild, unsheltered place, unfit for any vessel to enter. Park Bay, at the entrance of Mercury Sound, is both snug and secure, with good anchorage in 12 fathoms, sand and mud; being on the lee side of the channel, it is difficult to leave.

Dynely Sound extends for more than 9 miles in a north-western direction into the interior of Clarence Island. On the West side of its entrance there is a group of islands, affording several anchorages. On the western shore, Eliza Bay offers shelter and security from all winds. The bottom of Dynely Sound was not examined. Prowse Islands, on the south shore, are very numerous, and skirt the coast for several miles. There are several anchorages among these islands; behind them the land trends in, and forms a deep sound. A vessel in want of anchorage should hoist a boat out, and wait in the offing until one answering the purpose be found.

Tides.—The flood tide sets to the southward, or to seaward in Cockburn Channel, but was not found to run with sufficient strength to benefit or impede a vessel beating through. The rise and fall is 6 or 8 feet at spring-tides.

Adelaide Passage, lying between the broken land of Clarence Island and the Magill group, is about 13 miles long, connecting the Cockburn and Barbara Channels.
STRAIT OF MAGALHAENS.

BARBARA CHANNEL, separating Clarence from St. Ines Island, is about 38 miles long from Magill Islands in the Pacific, to Charles Islands in Magellan Strait. Hewitt Bay is the first on the western shore of the southern entrance of the Barbara Channel; there is anchorage in 9 fathoms in its North part. Brown Bay, 2 miles to the northward of Hewitt Bay, is more extensive, and also affords good shelter, in a small cove at the North entrance, in 1 fathom sand, among some kelp. North Bay, on the same side of the channel, for a small vessel, is tolerably secure, but not to be recommended. Between Hewitt and North Bays the channel is strewed with many rocks and shoals, some of which, although covered with kelp, only show at half tide. Much caution is therefore necessary, and all patches, of kelp should be carefully avoided. The tide, to the northward of North Bay, which, to the southward, was not of sufficient strength to interfere with the navigation of the channels, is so much felt here as to impede vessels turning to windward against it.

Bedford Bay, on the western side of the narrow part of the Barbara Channel, is a good anchorage, with depths of 20 to 8 fathoms, good holding ground, and sheltered from the prevailing winds. At its entrance there are several patches of kelp, the easternmost of which has 4 fathoms on it. Nutland Bay, 5½ miles to the northward, has 8 and 15 fathoms over a sand and mud bottom. Between Bedford and Nutland Bays there are many bays and islets which, though not here described, might be conveniently occupied. Broderip Bay, 3½ miles northward of Nutland Bay, has in its northern part some good coves, and a very convenient one at its eastern extremity.

Dean Harbour is another considerable inlet, trending in under the same glacier, and extending to the head of Smyth Harbour, as well as to a great distance into the interior. If of a favourable depth, it might afford good anchorage, but the Adventure did not enter it. Field Bay is too much exposed to southerly winds to be recommended as a stopping-place, unless the wind be northerly. Nutland Bay is a more convenient place to start from with a view of passing the Narrows.

Shag Narrows is the only navigable communication that exists between the Barbara Channel and Magellan Strait, along western side of Cayetano Island. The breath of the opening is at least 1½ miles, but the eastern portion is so filled with rocky islets and shoals, that the actual navigable passage at the northern end is only 100 yards across; and the widest part at the southern end, scarcely half a mile.

Tides.—In the Barbara Channel the stream of flood was found by Lieutenants Skyring and Graves to set to seaward, or to the southward, as was also the case in Cockburn Channel. In the Shag Narrows, at full and change, the stream commences to set to the southward at 12h. To avoid the danger of being thrown out of the Narrows, it is only necessary to keep the western shore aboard: where there are no indentations, the tide will carry
FROWARD REACH.

a vessel along with safety. At the northern end of the Narrows, on the western side, there is a shelving ledge with only 5 fathoms water. In shooting this passage, it would be better to furl the sails and tow through, for if the wind be strong, the varying and violent squalls would be very inconvenient.

If anchorage be desirable, on leaving the Narrows, there is none to be recommended, until the coves between Smyth Harbour and Cape Edgeworth be reached. Of these Dighton Bay is the best; the anchorage is off the sandy beach in 20 fathoms. Warrington Cove, the next to the northward, offers also good shelter and anchorage, but both are exposed to easterly winds. Edgeworth Shoal, lying half a mile south-east of Cape Edgeworth, is so thickly covered with kelp as to be easily seen when approaching it; there are not more than 2 ft. water over its shallowest part.

Smyth Harbour, the first opening after passing the Narrows, is surrounded by high land. The water is deep, except in Earl Cove, on the North side, where vessels might lie, if necessary; but it would probably be a very wild place in bad weather.

3.—THE STRAIT OF MAGALHAENS FROM CAPE FROWARD TO THE PACIFIC OCEAN.

FROWARD REACH.— Snug Bay, 5 miles west of Cape Froward (page 26), is merely a slight hollow in the coast at the outfall of a small rivulet, the deposits of which have thrown up a bank near the shore, on which anchorage may be had in 8 or 9 fathoms. In fine weather a vessel might hold on here, if absolutely necessary, and the best anchorage is about half a mile E.S.E. of the island in 9 fathoms, sand.

Cape Holland, 13 miles westward of Cape Froward, is a conspicuous headland; it is precipitous, and descends to the sea in steps plentifully covered with small trees and shrubs. There is a strong tide off the cape, and it should not be closed too much in passing. There is sheltered anchorage from north-westerly winds, 3 or 4 cables off it with the extreme, bearing about West. Woods Bay, the bay D'Oliver, of Oliver Van Noort in 1599, and the Bahia de Solano of the Spaniards, is under the lee of Cape Holland, and is a convenient stopping place for ships. Small vessels may enter the cove by skirting and luffing round the edge of the kelp, which extends about a mile's length off the extreme of the cape, and in which there is a rock with only 4 ft. of water upon it. The best anchorage for a large ship is that mentioned above, with the cape bearing West.

If it be decided to go inside, steer for the gap or low land behind the cape, and as the South point is neared keep midway between it and the river's mouth; or keep a hillock with a conspicuous clump of trees on it at the
inner end of the bay, in line with a remarkable peak, one or two miles behind, bearing N.W., and anchor in 17 or 18 fathoms. The bank on the north-east side shoals suddenly, and must be avoided.

Near Cape Coventry and Andrews Bay the anchor may be dropped in fine weather, but there is no shelter to the westward of the former; about half a mile off 13 fathoms will be found. It is high water, full and change, in Woods Bay at 0h 34m; springs rise 8 ft.

Cordes Bay, 12 miles westward of Woods Bay, may be known by a small, bright green islet, called Mussel Island, which lies in the entrance, and also by a hill to the northward, with three hummocks about 1,357 ft. high, called Mount Three Peaks, and standing detached from the surrounding hills at the head of the bay. The western entrance between the West point and the reef off Mussel Island is two-thirds of a mile wide; from it the bay continues a mile wide, but is much contracted by shoals covered with kelp; between them, however, the anchorage is good and well sheltered, the bottom being of sand, and the depth from 5 to 7 fathoms.

FORTESCUE BAY, called by the Spanish voyagers Bahia de Fuerte Escudo (good shelter); but whether its present name is an English corruption of this, as seems probable, or whether it was called after some one named Fortescue, does not appear. It is the first really good anchorage westward of San Nicolas Bay and one of the best in the whole length of the strait. It is spacious, well sheltered, easy of access, and of moderate depth. It is not recommended to anchor very close under the island on the West side, where the williwaws are more uncertain in their direction. The holding ground also is not so good as in the eastern part of the bay; the best berth is from South to S.E. of Cross Island, in from 4½ to 8 or 9 fathoms, according to the distance from shore.

In entering Fortescue Bay from the westward a good berth should be given to Cape Gallant as the flood during the springs sets strongly towards the cape, and the same precaution is necessary on leaving it again on the ebb in rounding Petrel Point if bound to the eastward, for the ebb sets directly towards and around it.

PORT GALLANT, forming the inner harbour of Fortescue Bay, was probably named from Hugh Gallant, one of Cavendish's men who died and was buried there, though the Hugh Gallant was also the name of one of Cavendish's ships. When inside, it forms a snug little port, perfectly sheltered, and with excellent anchorage, in 3 to 3½ fathoms, mud. The entrance, however, is narrow, and has filled up considerably since the days of the Adventure and Beagle. There only 2½ fathoms in the channel at low water, and as Fortescue Bay is quite sufficiently sheltered and much more easy to reach or quit, there seems to be no object for going inside unless repairs have to be done. The banks on the western side off the East shore of
CLARENCE ISLAND.

Wigwam Island are not well defined, and a vessel is likely to ground on them.

Caution is required with respect to the natives, who have shown themselves hostile on several occasions, as mentioned in page 3.

Tides.—It is high water, full and change, at Port Gallant at 0h 34m; springs rise 8 ft. In this part of the strait, as the channel becomes narrowed by the islands, the tides are more felt and run as much as 3 miles an hour. We have, however, the authority of Cordova’s Lieutenant, Churruca, who pulled all along this part of the strait, for saying that close in shore the tide runs the contrary way to that in mid-channel.

CLARENCE ISLAND, on the South side of Froward Reach, extends from Magdalen Sound to the Barbara Channel; and the whole length of its northern coast is indented by sounds stretching deeply into the island. Port Beaubasin, at the western side of entrance of Magdalen Sound, is sufficiently pointed out by the small rocky islet called Periagua, and by Mount Vernal (page 28). It is a very snug place when once in, but possesses no advantage, since it is on the wrong side of the strait for vessels bound to the westward, as the northerly wind, which would be favourable to proceed, would prevent a vessel sailing out. Inman Bay, Hawkins Bay, Staples Inlet, and Port Sholl, are all deep inlets. Lyell Sound penetrates 9 miles into Clarence Island to the westward of Greenough Peninsula, and is separated from Sholl Harbour by a ridge of hills only 1½ miles wide. In the entrance of the sound are the two conspicuous islands Dos Hermanas (Two Sisters), which bear from Cape Froward S.S.W. 5½ miles. Mazaredo Bay and Cascade Harbour are of less size, and therefore more attainable, but of the same character with Lyell Sound; viz., deep water surrounded by high land. The former is known by the cascade which M. de Bougainville describes, from which it derives its name. On the headland that separates these harbours from Lyell Sound there is a sugarloaf hill, the position of which was well determined to be 53° 57’ S., and 71° 27’ W. Hidden Harbour, at 1½ miles westward of Cascade Harbour, has a narrow entrance; but if required, offers a good shelter.

San Pedro Sound is the most extensive inlet with which we are acquainted in Clarence Island. It extends in a southerly direction for nearly 13 miles, and has three other inlets branching off into the land, two to the westward and one to the eastward. There is a good, although a small anchorage on its western side, 1½ mile within the entrance, called Murray Cove, and another close to it, which is even more sheltered. Freshwater Cove, at 4 miles westward of San Pedro Sound, is a confined and indifferent place. Bell Bay has one very convenient anchorage, in 17 fathoms, in Bradley Cove, on its western side, bearing S.W. 1 W. from Taylor Point, the eastern head of entrance to the bay. Pond Bay to the northward has good shelter. Mount South Pacific.
Pond, a double-peaked hill over the harbour, 2,500 ft. in height, is conspicuous. It has two summits, one of which is only visible from the eastward.

Simon Bay, between Cape Inglesfield and Elvira Point, is studded with islands and rocks. To the southward it communicates with the Barbara Channel, but from the irregularity and force of the tides Shag Narrows, described on page 30, is to be preferred. Millar Cove, on the East side of Cayetano Island, is the only good anchorage in Simon Bay. It is about 3 miles southward of Elvira Point, and has three rocky islets off its entrance. In Port Langara, southward of Millar Cove, the water is deep, excepting at the head of the port and in a cove on its northern shore, in either of which there is good anchorage; at the former the depth is 8 fathoms, and in the cove 5 fathoms.

Barbara Channel has been before described on page 30.

ENGLISH REACH may be said to commence between Cape Gallant and the Charles Islands, and to extend thence 27 miles to the westward to abreast the entrance of Jerome Channel. We first describe the northern shore of the channel, and then the southern.

Passage Point is 8 miles westward of Cape Gallant, and at a short distance W.S.W. of it is a shoal with 2 fathoms on it, but it is always well marked by kelp. Elizabeth Bay, just northward of Passage Point, has a sandy beach and a rivulet flowing into it. There is fair anchorage in this bay about half a mile from the eastern beach, in 13 to 16 fathoms, sand. A rocky ridge extends off from a low point West of the anchorage. It is quite covered at high water, and extends about a cable off shore. The tide is not strong in the eastern part of Elizabeth Bay; but it is so in the western part, where there is an indifferent anchorage in 14 or 15 fathoms near the edge of the kelp, about 250 yards from the beach.

York Road or Batchelor Bay (Rada de vacaro of the Spaniards) is at the entrance of the Jerome Channel. Captain FitzRoy describes it as a good and convenient anchorage, but as the tides set strongly through both Crooked Reaches and Jerome Channel, a vessel lying here in light winds will be sheared about most uncomfortably. Batchelor River is accessible to boats only.

The tides in this part of the strait are uncertain, on account of the meeting of the waters of the Jerome Channel, with those of the strait through English and Crooked Reaches, which occasions many ripplings, and would require lengthened investigation to understand correctly.

Charles Islands, between Fortescue Bay and Barbara Channel, consist of three principal, and some smaller islets. Opposite to Cape Gallant, on the eastern island of this group, and near its N.W. end, there is a conspicuous white rock, called Wallis Mark. Wren Island, the south-eastern of the group, is a small rocky islet, rising abruptly in two peaks.
ENGLISH AND CROOKED REACHES.

Choiseul Bay, to the S.W. of Charles Islands, does not seem to be in the least inviting. Nash Bay, 4 miles to the westward, is equally unserviceable. Whale Sound, South of Uloa Peninsula, has anchorage only in one part of it, and is so far out of the way as to be of no practicable use to the navigator.

Carlos III. Island, so named by Cordova, is joined to Rupert Island by a reef called Lucky Ledge. It is high, and covered with small trees. To the northward of Whale Point the south-eastern extremity of Carlos III. Island, there is a cove with an anchorage in 15 fathoms close to the shore, on a steep bank, but bad ground. Mussel Bay, to the westward of Cape Middleton or Narborough, on the North shore of Carlos III. Island, is of considerable size, and well sheltered, but the bottom is uneven and stony, and the water deep. Tilly Bay, though small, has a good and safe anchorage a short mile eastward of Cape Crosstide, the N.W. end of Carlos III. Island. A large ship must anchor in the middle, or a little further in, where she will get 18 to 20 fathoms, mud. Anchorage in less water may be had nearer the shore on the North side, but the bottom seems more rocky there.

David Sound separates Carlos III. Island from the Uloa Peninsula. At its northern extreme the water is deep, but where it begins to narrow there are soundings, and possibly an anchorage. In a passage like this, however, between high land the squalls would be so violent as to render anchorage very unsafe.

CROOKED REACH.—Passing by the Jerome Channel, as practically useless to the navigator, we round Cape Crosstide, and enter Crooked Reach, the only good anchorage, in which is Borja Bay. Cape Quod, or Queade, as the Spaniards spelt it, is a projecting point, 600 ft. high on the northern shore of Crooked Reach, and has a very bleak, rugged appearance, being very easily recognised in coming from the eastward. The almost perpetual westerly wind seems to forbid all vegetation on the heights exposed to its action, and accounts for the desolate look of these shores.

Borja Bay (Island Bay of Byron) is on the northern shore of Crooked Reach, 2 miles eastward of Cape Quod; its position is pointed out by the Ortiz Isles and Big and Little Borja Islands, which lie off its West point, as well as by its situation with respect to El Morion. The entrance is to the eastward of the larger of the Borja Islets, and presents no dangers. The shores of the bay may be approached to half a cable's length, close to the edge of the kelp. This bay fully deserves the praise given it by Captains Stokes and FitzRoy, and for a steam vessel is perfectly easy of ingress and egress. Here, as everywhere in the western part of the strait, the williwaws are at times very heavy, but they need not be feared as there is no sea, and the holding ground is excellent. A large ship should anchor well out in about 20 fathoms, but a smaller one can go into 12 or 13 fathoms. It is better not to moor unless the size of the ship makes it absolutely necessary.
The anchorage in the bay is sheltered from the westerly and southwesterly gales which usually prevail. As the holding ground is good, the depth of water moderate, and any stretch of sea prevented by the narrowness of the adjacent strait, it is a very good and secure anchorage. No surf or swell obstructs the landing anywhere, and there is plenty of wood and water. A number of boards with ships' names upon them will be seen on the eastern side of the bay near a rivulet, and these form a good mark for picking up an anchorage by not bringing them eastward of N.E. by E.

_Crooked Rock_, lying about a mile S.W. ¾ W. from Big Borja Island, has 3 ft. of water on it, 3 fathoms close to its sides, then 10, 20, and 40 fathoms. It is marked by kelp, but vessels running during the night, or by day in fogs or snow storms, should keep well over on the southern shore, where no danger exists.

_Tides._—It is high water, full and change, in Borja Bay, at 1¹ 30"; springs rise 6 ft.

On the Southern shore of Crooked Reach is a lofty granitic rock, _El Morion_ (the Helmet), of which the outer face is perpendicular, bare, and of a light clay colour, distinguishable from a considerable distance, both from the eastward and westward, and forming an excellent leading mark to assure the navigator of his position. _El Morion_ is remarkable also for a large white patch on its face.

In the investigation of this part, Wallis and Carteret suffered extreme anxiety, and anyone who has read their journal would not willingly run the risk of anchoring in any port or bay on the southern shore of the strait.

_Snow Sound_ is a deep inlet on the South shore of Crooked Reach, unimportant to the navigator, and not worth the trouble of entering.

_LONG REACH_ begins at Cape Quod (page 35), and extends to the entrance of the Gulf of Xaultegua, a distance of 36 miles in the direction of W. by N. ¾ N. The weather in this reach is frequently so thick, that, although the distance across it is only 2 to 3 miles, one shore is found concealed from the other by the mist, on which account Captain Stokes found it impossible to form any plan of this part of the strait on his passage through it.

The navigation by a steam vessel presents little difficulty on this account. The high land is commonly obscured, as well as the points at a distance of 2 or 3 miles, but they can almost always be seen sufficiently far off to avoid running on them. Cordova seems to have been greatly impressed by the appearance of Long Reach, for he says, "As soon as Cape Quod is passed, the strait assumes a most horrible appearance, having high mountains on both sides, separated by ravines entirely destitute of trees from the mid-height upwards."

_Barcelo Bay_ has no safe anchorage in it. _Osorno Bay_ is of no service, being narrow and deep, as well as open to all westerly winds, which blow with great force down Long Reach. _Langara Bay_, the next to the westward,
LONG REACH.

... trends in for about a mile to the N.E., and has 10 to 12 fathoms on a stony bottom, consequently it is useless to mariners. *Posadas Bay* is formed by a high pointed precipitous headland, resembling in Wallis's idea a lion's head; and though Cordova could not discover the likeness, it is sufficiently descriptive to point out the bay were the anchorage worth occupying, which it is not. *Arco Bay*, which Cordova describes as having anchorage in 6 to 17 fathoms, stones, divides at the bottom into two arms, each being half a mile long. The outer points bear from each other W.N.W. and E.S.E. half a mile apart. *Flores Bay* is probably the Good Luck Bay of Wallis. Cordova describes it as small and much exposed, with 26 fathoms, stone and gravel. *Villena Cove*, about 10 miles to the westward of Arce Bay, has from 15 to 20 fathoms, but it is open and exposed. *Guirior Bay* is large and open to the South. Cordova says it extends more than 3 miles to the northward, the mouth being more than 2 miles wide. At its western point is *Cape Notch*, which will serve to recognise it. Near the entrance there are several rocks and an island, and within them, on the western side, two coves, with 15 to 30 fathoms, stone. Further in is the port, which has a narrow entrance, and into which a river falls from a considerable height. The rapidity of the stream has formed a channel in the direction of the entrance, and in this channel there is anchorage in 20 to 26 fathoms. The port is too difficult to reach to make its anchorage an object of great value.

From the above brief description of the bays between Capes Quod and Notch, occupying a space of 9½ miles, none seem to be either convenient or safe, and the best port for shelter for a ship in this part of the strait is *Swallow Bay*, on the opposite shore.

*Cape Notch*, a projecting point of grey-coloured rock, about 850 ft. high, having a deep cleft in its summit, is a conspicuous headland from either side, and cannot be mistaken. Captain Stokes remarks that the mountains in the neighbourhood of this cape spire up into peaks of great height, and are connected by singularly sharp saw-like ridges, as bare of vegetation as if they had been rendered so by the hand of art.

*Glacier Bay*, on the North side of Long Reach, is only remarkable for the very fine glacier at its head. It was examined by the *Nassau*, but found to be quite exposed to all West winds from North to South, and where the water was sufficiently shoal to find anchorage the space was too confined for a vessel of any size. The large bay East of Glacier was also carefully examined and found quite exposed, and very deep. Between Glacier Bay and Playa Parda Cove the shore is bold and uninterrupted, except by a small cove about 2 miles to the eastward of Playa Parda Cove, which seems to afford shelter for small craft.

*Playa Parda Cove*, which may be known by three white stripes, resembling roads down the side of the mountain, is the next place westward of Cape Notch that can be recommended for an anchorage. It is well shel-
tered, and has a good bottom, being of sandy mud, strewed with stones. The place, however, is so confined that no vessel which is too large to go into the inner cove is advised to anchor there. H.M.S. Sutlej anchored in the outer anchorage in 8 fathoms, as did also the Zealous in March, 1867, but it is not adapted for such large ships in bad weather, as the water shoals suddenly from 30 to 15 and 11 fathoms, and if a vessel drags off the bank, she is almost certain to tail on the southern shore. This was the case with the Sutlej, for at 2.10 a.m. a violent squall brought a sudden jerk on the cable, and broke the anchor off near the crown, and although a second was let go instantly, her stern tailed into shallow water. The holding ground does not seem particularly good, for in her case the anchors came home in heaving the ship off. If it should be absolutely necessary for a large ship to anchor here, she should certainly moor, as did the Zealous, on account of the confined space; the best way to do this is to steam in straight for the centre of Middle Point, bearing about North, let go the port anchor directly bottom is obtained, and putting the helm a starboard shoot up towards the entrance of the cove as far as the vessel's draught will let her go. The Zealous's outer anchor was in 18, and the inner in 6 fathoms.

The inner cove is quite landlocked, and is a secure anchorage for vessels of moderate size. The South and West shores of the cove are clear, but on the East and N.E. sides the water shoals more than a cable from the shore; but if Wooding Point or the rocks awash outside the cove are kept well open of the eastern point, good anchorage will be had in 5 to 6 fathoms, mud. A ship too large to go into Playa Parda Cove will do better to go on to Port Angosto than to anchor in the outer anchorage. Playa Parda Cove may be known by Shelter Island, which fronts the inlet of Playa Parda. The inlet is 1½ mile long and half a mile broad, with deep water all over it. By luffing round the island the ship will fetch the outer anchorage, and although sail should not be reduced too soon, yet the squalls, if the weather be bad, blow down the inlet with great violence, and care must be taken not to have too much sail. There is a small kelp patch about midway between Shelter Island and the main, and a large one about 2 cables off the N.W. point of the island. Between Playa Parda Cove and Havana Point there is no anchorage on the North shore for a large ship. It is high water, full and change, in Playa Parda Cove, at 11h 8m.

Marion Cove is well sheltered from all winds except between S.S.E. and S.S.W. A small vessel might anchor there in 30 fathoms in the centre of the cove, with her stern fast to the shore, but there is no room to swing. Pollard Cove is much like Marion Cove, and in fine weather the anchor might be dropped in 18 or 19 fathoms, near the head of the cove, but there is no room to veer cable or swing. Hannant Bay is quite exposed, and has no anchorage in it.

Gulf of Xaultegua.—The plan that was made of this gulf is little more
LONG REACH. 39

than an eye sketch. Capt. FitzRoy, who examined it, says:—"The gulf is utterly useless, as from the appearance of its shores there seems to be no anchorage. Should a ship be so unfortunate as to make a mistake and get into it, she must keep under weigh till she gets out again, there being no thoroughfare. No ship, however, should make such a mistake, as there is no danger in keeping the South shore aboard in that part of the strait.

The triangle of land intervening between Magellan Strait, the Gulf of Xaultegua, and Jerome Channel, is named Cordova Peninsula, as that navigator explored and described most of the small bays along its south-western face.

On the Southern Shore of Long Reach is Swallow Bay, the Bahia Veronesa of the Spaniards, 1½ mile westward of Snow Sound (page 36), and by far the best anchorage in Long Reach, indeed the only one fit for a very large ship. All dangers are well buoyed by the kelp. On the West side of the entrance is Fitzroy Rock, about a cable's length off Carteret Island, but between this and the Walla Islets the passage is perfectly clear. After entering, the Fisgard Rocks will be seen 2 cables inside Duntze Point, and nearly in the middle of the bay; these are well marked by kelp, and may be passed on either side, the big ship anchorage being about 1½ cable inside them. A smaller vessel will find anchorage farther up the bay. The Nassau rode out a heavy gale here at single anchor without starting, though the cable was sometimes heard to grind over the points of rock which project up through the mud. Swallow Bay may be easily recognised by a large cascade falling down from the centre of the mountains at the bottom of the port. Condesa Bay is full of islets and rocks, and has not nearly so much room in it as Swallow Bay. Stewart Bay (la Bahia de Stuardo) follows Condesa Bay. It is not to be recommended as an anchorage; for though sufficiently sheltered from wind and sea, yet the rocks in different parts of it render the passage in and out very hazardous. The Nassau steamed into the entrance, but backed out again on observing the kelp, as it seemed joined right across, and it was blowing too hard to lower a boat. Snowy Channel, of Sarmiento, next follows, and all that is known of it is that it extends to the southward for 5 or 6 miles, and probably terminates like Snow Sound. To the westward of Snowy Channel there are several inlets, but they were all found to have too deep water for anchorage.

Abra (of Sarmiento), on the southern shore of the reach, opposite Playa Parda, is the Magellan Strait entrance to Sea Shell Channel, leading to Dynevör Sound. The Abra (opening) has no place worth anything as an anchorage in it. Between the Abra and Port Angosto there is no place fit for an anchorage, although there are several inlets which look inviting; the Nassau steamed round them all without being able to find an anchorage, except so close to the shore as to render it valueless. Rocky Inlet, the next to the Abra, has two islands in its entrance, and is very deep all over.
**Port Angosto**, about 11 miles to the westward of the Abra, affords good anchorage, with room enough for a large ship, but for a small vessel it is not so comfortable as the cove of Playa Parda, for, being larger and the land lower, the williwaws are felt much more. The holding ground is of stiff mud, however, and the *Nassau* rode out a heavy gale with furious squalls there at single anchor. Going westward, a good mark for this port is a conical mountain (Mount Possession of Sarmiento), which rises over its entrance on the East side about 1,000 ft. high, and down the face of which a large waterfall discharges into a bay just outside the port. About 3 miles from it a group of islets are passed, which lie off the entrance of a wide-mouthed inlet. A mid-channel course is the best up the inlet, and as Passage Islet is passed, the larger waterfall will be seen over Hoy Point, and the port itself will open. The best anchorage is nearly in the centre, in 13 or 14 fathoms, rather on the S.W. shore than otherwise. On entering such a completely landlocked place, care should be taken not to let go the anchor too soon, as the ship will lie stern out with all prevalent winds. This remark applies to most of the ports in the western part of the strait, where the surrounding land is high.

**Half Port Bay** is merely a slight indentation of the coast, immediately West of Port Angosto. A depth of 16 fathoms was found about half a cable from the western point, off which the *Beagle* anchored, but the indentation is not deep and wide enough to shelter a ship of any length. *Canoe Inlet*, immediately West of Half Port Bay, has no convenient anchorage. The same remark may be applied to all the inlets except Port Angosto, between Snow Sound and Cordova Channel, as well as to most of those in the western part of the strait, and in the channels leading northward. In the western strait alone, fifty-two bays and inlets were examined by the *Nassau*; all were perfectly sheltered, and as a rule free from danger of any kind, but so deep as to render them quite useless as anchorages.

**Tides.**—Little has been said of the tides in this part of the strait, for they rise and fall only 4 ft. It is high water, full and change, in all parts within a few minutes of noon. The ebb tide has little or no strength. The current sets constantly to the eastward; between Capes Notch and Quod it set the *Adventure* 2 miles to the eastward in 3½ hours; and from Cape Quod to Port Gallant it carried her 6 miles in 3½ hours.

**Cape Monday**, about 3 miles north-westward of Port Angosta, there is anchorage under the cape for small vessels. For large vessels there is no good anchorage between Port Angosto and Port Churruca, and a vessel not having time to reach Port Churruca or Port Tamar should not pass Angosto unless intending to keep under weigh all night. *Median Bay*, 1½ mile westward of Cape Monday, has no shelter whatever. Both entrances of *Cordova Channel* were examined for anchorage, but without success.
SEA REACH. 41

SEA REACH, forming the western entrance to Magalhaens Strait, runs W. by N. and E. by S. for 52 miles. On the northern shore, between Capes Tamar and Phillip, it opens into the channel which leads into the Gulf of Peñas, inside Queen Adelaide Archipelago. Hitherto, in passing through Magalhaens Strait from Elizabeth Island, through Famine, Froward, English, Crooked, and Long Reaches, to its western end, there is very little swell. In a heavy gale, or perhaps a strong breeze, a short sea may be experienced in the wider parts of the strait, especially westward of Cape Froward; but on opening Sea Reach a heavy swell will be experienced coming from the Pacific. An easterly set is generally experienced in Long and Sea Reaches, especially in the latter; although the shores are steep-to on both sides, there are several off-lying islets, which would render working to windward in a long ship in thick weather very dangerous.

Cape Providence, 1,230 ft. high, is a rugged mountain on the north shore of Sea Reach. It is higher than the adjacent coast, deeply cleft at the top, and from a bearing of about North, the western portion of its summit appears arched, and the eastern peaked and lower. When the cape bears about E. by S. 4 or 5 miles, a little round rocky islet will be seen open to the southward. H.M.S. Charybdis found good shelter from northerly winds under Cape Providence in 20 fathoms, rocky bottom, in May 1871.

Round Island, between Capes Providence and Tamar, is easily distinguished from the others near it, and is a very good mark for ascertaining a ship's position all along that part of the reach. There is said to be a well-sheltered anchorage, but with deep water, in a bay to the N.W. of Round Island, but with Port Tamar so near, it would be of little value.

Astrée Rock, on which the French frigate Astrée struck on her passage to Valparaiso, in October, 1868, lies 16 cables S. 23° E. from the S.W. point of Tamar Island, with Cape Tamar bearing N.E. by E. J E.

Diamond Rock, which was reported in 1862 to lie 2 miles S.S.E. of Cape Tamar, was searched for during the survey by H.M.S. Nassau without success. Don Juan E. Lopez, commanding the Chilian corvette O'Higgins, 1874, however, states: that he passed about 50 yards to the westward of Diamond Rock, which lies S.S.E. 2 miles (approximately) from Cape Tamar. From this position of Diamond Rock, the West extremity of Tamar Island would bear N.W. ¼ W. The rock was seen at low water equinoctial springs, and appeared to be about 16 ft. in diameter, about 2 ft. high, and skirted by seaweed. Until the position of Diamond Rock shall have been confirmed, ships entering or leaving Port Tamar should be on their guard when nearing its reported position.

Cape Tamar, 9½ miles westward of Cape Providence, is smooth and round, apparently about two-thirds the height of Tamar Island, and coming from the westward the cape shows as an extreme of land on the North side

South Pacific.
immediately after the strait is entered. From the eastward the extreme of Tamar Island will show outside the cape when bearing to the northward of N.W. by W. ½ W.

PORT TAMAR, an excellent anchorage on the eastern side of Cape Tamar, is about a mile wide at the entrance, and half a mile deep. Approaching Port Tamar from the eastward, care must be taken not to close the land too far east of the port, on account of Percival Reef; as, however, this and all other dangers are buoyed by kelp, there is no real difficulty to be apprehended. If it be not blowing hard, it would perhaps be better to enter to the westward of Dolphin Island; but in strong westerly winds it would be better for a steam vessel to pass under the lee of the island, and enter the port between it and Byron Point.

There is a remarkable white patch about one-third the way up the green side of the mountainous land forming the coast of the bay, and by keeping this on the line of W. ½ S. until the beach on the East side of the bay opens, leads clear of all danger and into a very good anchorage. The Beagle is reported to have struck on a sunken rock with only 9 ft. water, bearing E. by S. ½ S. from the white patch above mentioned; but it could not be found in the Nassau. The best anchorage is between Spencer Island and John Point, in about 15 fathoms: here the Nassau and Ringdove rode out a very heavy gale together in perfect safety.

Tides.—It is high water, full and change, in this part of the strait, at 1° 40'; the rise and fall in Port Tamar is 6 ft., and a little less in Port Churruca. The flood tide in this part of the northern shores of the strait sets to the eastward, and rarely exceeds half a knot.

Tamar Island, lying off the West side of Cape Tamar, has two peaks that can be seen in clear weather from Cape Pillar, the northern, Jones Peak, is 1,380 ft. high, and the southern 1,250 ft. high; there are several rocks off its S.W. end.

Between Capes Tamar and Phillip, a space of 12 miles, there is a deep bight with two openings, the easternmost of which, containing Glacier and Icy Sounds, extends to the N.E. for 10 miles from the mouth, and the western most is the commencement of Smyth Channel, described hereafter.

Sholl Bay is under the N.E. side of Cape Phillip, the western point of entrance to Smyth Channel. Of this place Captain Stokes says: "We found here excellent anchorage in 15 fathoms. It is valuable for vessels working through the strait to the westward, inasmuch as this place will be much more easily recognised than the anchorage on the opposite coast; besides which the winds hang here in general somewhat to the northward of West, hence a better starting place for the westward is obtained. Here, as in every anchorage in the strait, water and fuel are easily procured, but nothing more, except some berries, celery, mussels, and limpets.

"The kelp goose, which is never edible, abounds here. It is the only one
found in the western strait or northern channels. We always met Indians here, and they seemed to live pretty constantly in Deep Harbour."—Captain R. C. Mayne, R.N., C.B.

It is almost impossible to mistake the position of Sholl Bay, as Cape Phillip and St. Ann's Peak, the latter rising 1,545 ft. above the centre of the bay, are excellent marks. Although this anchorage is confined, with several rocks off it, it is secure inside, and will be found advantageous for steam vessels going through Smyth Channel. Nearly three-quarters of a mile eastward of the South point of the bay is Flat Rock, 5 ft. above high water, which will not be distinguished until it is open of Cape Phillip; and as the shoal water off it extends more than a mile to the southward, care should be taken to sight the rock before closing the land too much. Northward of Flat Rock, at 4 and 6 cable distant, are two detached rocks just awash at high water, with shoal ground half a mile beyond them to the northward, and a mile E.N.E. of the Flat Rock is a 5-fathom patch, discovered by Captain Freycinet. All these dangers are marked by kelp.

The squalls come over the land with terrific force, but the water is perfectly smooth, and the Nassaurode out two very heavy gales in this bay at single anchor. In an easterly gale no ship should think of going into Sholl Bay, as it is perfectly open, but should either run out of the strait before it, or stop at Port Churruca. About 1½ mile S.E. of the Freycinet Rock is a kelp patch, on which 5 fathoms were found, but its position was not accurately determined, owing to its being too thick to obtain angles, and the bearings not agreeing.

Sholl Bay on the North, and Tuesday Bay on the South, are the westernmost safe anchorages in Magalhaens Strait.

CAPE PARKER, about 10 miles westward of Cape Phillip, is a remarkable projection, with three hummocks on a ridge of high land which rises behind it. To the eastward the coast bends deeply into the North, forming Parker Bay.

To the westward of it commences a range of islands, rocks, and shoals, fronting a broken coast that should never be approached but for the purpose of discovery or seal fishery. The easternmost of these islands is a rock, 1,100 ft. high, named Westminster Hall.

Sir John Narborough Islands consist of 8 or 9 large islands, and hundreds of small ones. Behind them there seemed to be a channel, and amongst them are several anchorages, but none to be recommended, especially as on the South coast there are two or three much better, safer, and easier of access. Their north-western point is Cape Victory, in lat. 52° 16' S., long. 74° 55' W., which may be considered as the N.W. point of entrance of Magalhaens Strait.

This is all a dangerous coast, as well from the great number of rocks, upon which the sea breaks very high, as from the tides, which near the edge of the line of shoals frequently set in amongst them.
Los EVANGELISTAS, consisting of four rocky islets and some detached rocks and breakers, lie 11 miles S.S.W. 4 W. from Cape Victory. They were thus named by the early Spanish navigators, but they were called the islets of Direction by Narborough, from their forming an excellent mark from the western mouth of the strait. The islets are very rugged and barren, and suited only to afford a resting place or breeding haunt for seals and oceanic birds, but a landing place may be found on one of them, and anchorage among them if necessary. The largest and highest (360 feet) may be seen in tolerably clear weather from a vessel's deck, at a distance of 4 or 5 leagues. The southernmost, from its shape called the Sugar-loaf, is in lat. 52° 24' 30" S., long. 75° 7' 15" W., and bears from the extremity of Cape Pillar N.W. by W. 4 W. 23 miles.

CAPE UPRIGHT (San Ildefonso of Cordova), on the southern shore of Sea Reach, bears S. by E. 5 miles from Cape Providence. It is about 900 feet high, and has a rocky islet a quarter of a mile off its northern extremity. Strong tide rippling will frequently be observed off this cape.

The Beagle anchored under the East side of the cape about half a mile S.W. of the rocky islet, and for shelter from westerly winds found it to be very good. The entrance to Port Upright, as it is called, is little more than half a cable across, between an island and a rock a few feet above water; and immediately inside is a kelp patch on the port hand, obliging a vessel to sheer over to starboard. The Nassau got 14 fathoms in the entrance; 25 fathoms rock in the middle; 22 fathoms, sand, near the head; and 10 fathoms almost touching the beach. If absolutely necessary, a vessel might hold on here with her stern fast to the shore. There is a remarkable dip in the mountain over the head of the bay, which points it out unmistakably when you are looking into it. The williwaws would probably come with great force down the gully; when the Nassau was there it was calm.

Port Churrusca affords a very good anchorage for large steam vessels, and seems preferable to Port Tamar for a vessel leaving the strait at Cape Pillar. Its entrance bears South from the West extreme of Tamar Island, and S.E. by E. 4 E. from Westminster Hall; and may be known by a large glacier, having a remarkable sharp peak, the only one in the vicinity, which is nearly over the anchorage. The glacier will not be seen from the westward till the entrance is well open. Port Churrusca is more properly an inlet with two anchorages in it. It trends to the southward about 2 miles, and then S.E., continuing nearly as far in that direction, where it is separated by a low, narrow neck from another inlet which comes in from the southward.

There are two islets off the West entrance of the inlet, and several a little further in on the East side. Passing these, a smaller one will be seen off the inner point South. This must be left on the starboard hand, and the bay in which is the first anchorage will open on the port hand when the islet is passed. The anchorage is in 18 to 20 fathoms water, off the entrance off this bay.
By continuing further up the inlet instead of turning in for the above, an anchorage in about the same depth of water will be found off the sandy beach on the starboard side; but unless space is required for more than one vessel, it seems useless going further in than necessary.

The South Coast of Sea Reach, between Cape Upright and Valentine Harbour (the Desolation Harbour of Narborough), was carefully examined by the Nassau. Between Cape Upright and Felix Point, Port Churruca is the only good anchorage. Darby Cove, just outside Port Churruca, is sheltered from westerly winds, but it is too small for anything larger than a schooner.

From Darby Cove the coast trends to the westward 7 miles, having in the interval several indentations, but all with deep water. At Felix Point the land turns in to the S.W., and forms a bay 5 miles wide and 2½ miles deep. At its western side is Valentine Harbour, in which the Beagle entered, but it is a poor place. The entrance is narrow, and the Nassau could get no bottom at 26 fathoms in the centre, and even there she could barely swing. Felix Point is 450 ft. high, and shows as an extreme from either side; it must not be approached too closely, as a rocky ledge covered by kelp extends off it for nearly a mile. Cape Cuevas, lying about 2 miles N.W. of Cape Valentine, is the extremity of an island close to the shore, about 380 ft. high.

Truxillo Bay, the first good anchorage West of Churruca, is well sheltered, but has deep water rather near the shore, and did not seem so good as Tuesday Bay, the next to the westward, which is for this region an excellent port, well sheltered, and easy of access for the largest steam vessels, though the entrance is rather narrow for a vessel to beat in. A remarkable needle mountain over the head of the port marks it well. There is a passage on either side of Nodales Islets, but that to the northward is straighter and better of the two. These islets are high, and will be seen for some distance outside, and the Quartermasters, off the northern point of entrance, always break. Tuesday Cove, immediately outside Tuesday Bay, is well sheltered, and might do for a schooner, but is altogether too small for a vessel of any size. No vessel proceeding to the westward should pass Tuesday Bay without a certainty of clearing the strait before night, as it is the westernmost safe port, and only 13 miles from Cape Pillar.

Cape Cortado (cut off) is a perpendicular rock, about 200 ft. high, well deserving its name. It is quite steep-to. From this to Cape Pillar the coast the whole way is foul and dangerous. Rocks above water extend off Mercy Harbour to a distance of 2 or 3 miles, and a wide berth should therefore be given. If the land be visible, Cape Cuevas should be kept outside Cape Cortado, or Cortado never brought to bear eastward of E.S.E. After passing Mercy Harbour, Cortado will show as a near extreme, and Cape Cuevas, though really an island, as said, shows like a promontory joined to the
main by a low neck, over which will be seen another point, which projects beyond it.

Skyring Harbour, 3 miles westward of Cortado, is perfectly sheltered when inside, but there are several rocks off its entrance, and it is very narrow and confined.

Port Mercy.—At 3½ miles westward from the western point of Skyring Harbour is Mercy Head, the eastern point of entrance of the harbour of that name. Port Mercy, the Puerto de la Misericordia of Sarmiento, and the Spanish Harbour of Wallis, is the most dangerous harbour in the whole strait, and one to be carefully avoided. When once inside the port the anchorage is fair, but the off-lying dangers are such as to render its entry extremely hazardous.

With such a good harbour as Tuesday Bay within 9 miles, no vessel is justified in going into Port Mercy.

In 1857 the Chilian Government sent the steam vessel Maria Isabella to relieve the crew of a barque which had been wrecked here, and the steam vessel was also wrecked in the entrance. H.M.S. Sutlej, in February, 1863, having got in safely, was almost lost inside. Still later, in 1869, the Pacific Steam Navigation Company's steam vessel Santiago was lost on a rock outside those marked on the chart of that time, and on which the Nassa narrowly escaped being lost a fortnight before. Should circumstances, however, render it necessary to enter this dangerous place, abreast the first bight round Misericordia Point is as good a berth as any other.

CAPE PILLAR, the South point of the western entrance of Magellan Strait, is a high cape, showing from the eastward as a double nipple. Churruca describes it very well, thus: "Cape Pillar, though conspicuous for its height, is more so on account of the two peaks which rise from its summit with an inclination to the N.W.; the eastern and higher one belongs to a mountain, from which the cape springs, but the western one is a kind of tower, the base of which we saw on the shore West of the cape, and is of a form to which the name of Pillar might reasonably be given. The extremity common to the strait and to the Pacific Ocean is a large detached rock, which shows the disposition of the strata of which it and the cape are formed. That part of the cape which is washed by the waters of the strait presents a round hill not very high, while the western part exposed to the force of the Pacific Ocean, exhibits large excavations made by the sea in the rock. The eastern and higher peak is 1395 ft. high, the western is 1,287.

The Tides in Sea Reach are very variable, and sometimes set towards the rocks that front Cape Victory and the Narborough Chain. Captain Stokes remarked a current of about 2 knots here, when 4 or 5 miles West of Cape Pillar, and somewhat southward of it. It is high water, full and change, at 1⁴, and the tide rises about 4 ft.

In proceeding into the Pacific, ships, except full powered steam vessels,
should not attempt to clear the strait in one day from Port Gallant, but endeavour to get into Playa Parda or Port Tamar before dark, to be ready for an early start on the following morning, and to fetch a good offing during daylight. As the West and S.W. gales come on suddenly, it is impossible to run back and find an anchorage during a dark night. These remarks apply more to winter navigation.

Captain N. B. Turner, R.N., H.M.S. Clio, 1868, remarks: No vessel should attempt to leave an anchorage to pass out of the strait into the Pacific Ocean with a falling barometer, as a westerly gale would cause a greater loss of time than remaining at anchor a day or two for fine weather.

With good observations, and attention to the deep sea lead on closing the land, no difficulty will be experienced in entering the strait from the westward.
CHAPTER II.

THE OUTER COAST OF TIERRA DEL FUEGO, FROM CATHERINE POINT TO CAPE PILLAR, INCLUDING STATEN ISLAND, CAPE HORN, ETC.

The Coast of Tierra del Fuego from Cape Horn to Cape Pillar is very irregular and much broken; being, in fact, composed of an immense number of islands. It is generally high, and free from shoals or banks; but there are many rocks nearly level with the surface of the water, distant 2 and even 3 miles from the nearest shore, which make it very unsafe for a vessel to approach nearer than 5 miles, excepting in daylight and clear weather. The coast varies its height from 8 to 1,500 ft. above the sea. Farther inshore are ranges of mountains always covered with snow, whose height is from 2,000 to 4,000 ft., and in one instance (Sarmiento) 6,800 ft.

With daylight and clear weather a vessel may close the shore without risk, because the water is invariably deep, and no rock is found which is not so marked by sea-weed (or kelp, as it is generally called), that by a good look-out at the mast-head, its situation is as clearly seen as if it were buoyed.

Viewing the coast at a distance, it appears high, rugged, covered with snow, and continuous,—as if there were no islands. When near you see many islets, which intersect the land in every direction, and open into large gulfs or sounds behind the seaward islands.

You now lose sight of the higher land, which is covered with snow throughout the year, and find the heights close to the sea thickly wooded towards the East, though barren on their western sides, owing to the prevailing winds. These heights are seldom covered with snow, because the sea winds and the rain melt it soon after it falls.

Opposite to the eastern valleys, where the land is covered with wood, and water is seen falling down the ravines, good anchorage is generally found. But these valleys are exposed to tremendous squalls, which come from the heights. The best of all anchorages on this coast is where you find good ground on the western side of high land, and are protected from the sea by low islands. It never blows so hard against high land as from it, but the sea on the weather side is of course too formidable, unless stopped by islets.
The lee side of high land, Captain King remarks, is not the best for anchorage in this country. When good holding can be found to windward of a height, and low land lies to windward of you, sufficient to break the sea, the anchorage is much preferable; because the wind is steady, and does not blow home to the heights. Being to leeward of them is like being on the West side of Gibraltar Rock when it blows a strong levanter.

Where the land is chiefly composed of sandstone or slate, anchorages abound; where of granite, it is difficult to strike soundings.

The difference between the granite and slate or sandstone hills, can be distinguished by the former being very barren and rugged, and of a gray or white appearance; whereas the latter are generally covered with vegetation, are dark coloured, and have smoother outlines. These slate or sandstone hills show few peaks, and the only rugged places are those exposed to wind or sea.

**SOUNDINGS** extend to 30 miles from the coast. Between 10 and 20 miles from the land the depth of water varies from 60 to 200 fathoms, the bottom almost everywhere a fine white or speckled sand. From 10 to 5 miles distant the average depth is 50 fathoms; it varies from 30 to 100, and in some places no ground with 200 fathoms of line. Less than 5 miles from the shore the soundings are very irregular indeed, generally less than 40 fathoms, but in some places deepening suddenly to 100 or more; in others a rock rises nearly to, or above, the surface of the water.

After carrying 50, 40, 33, or 20 fathoms, towards an inlet which you are desirous of entering, you will probably find the water deepen to 60 or 100 fathoms as soon as you enter the opening; and in the large sounds, behind the seaward islands, the water is considerably deeper than on the outside.*

There is a bank of soundings along the whole coast, extending from 26 to 30 miles from it, which appears to have been formed by the continued action of the sea upon the shore, wearing it away and forming a bank with its sand. Between the islands, where there is no swell or surf worth notice, the water is deep, and the bottom very irregular. A small ship may run among the islands in many places, and find good anchorage; but she runs into a labyrinth, from which her escape may be difficult, and, in thick weather, extremely dangerous.

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*I have heard Captain FitzRoy remark, that, on entering any of these channels from the outer coast, it is always necessary to look out directly for anchorage; for farther inland the depth soon becomes extremely great. Capt. Cook, in entering Christmas Sound, had first 37 fathoms, then 40, 60, and immediately afterwards no soundings with 170. This structure of the bottom, I presume, must arise from the sediment deposited near the mouths of the channels by the opposed tides and swell; and likewise from the enormous degradation of the coast rocks, caused by an ocean harassed by endless gales."—Darwin, pp. 266-7.

*South Pacific.*
Fogs are extremely rare on this coast, but thick rainy weather and strong winds prevail. The sun shows himself but little; the sky, even in fine weather, being generally overcast and cloudy. A clear day is a very rare occurrence.

WINDS.—Gales of wind succeed each other at short intervals, and last several days. At times the weather is fine and settled for a fortnight, but those times are few. Westerly winds prevail during the greater part of the year. The East wind blows chiefly in the winter months, and at times very hard, but it seldom blows in summer.

Winds from the eastern quarter invariably rise light, with fine weather; they increase gradually,—the weather changes,—and at times end in a determined heavy gale. More frequently they rise to the strength of a treble-reefed topsail breeze, then die away gradually, or shift to another quarter.

From the North the wind always begins to blow moderately, but with thicker weather and more clouds than from the eastward, and it is generally accompanied by small rain. Increasing in strength, it draws to the westward gradually, and blows hardest between North and N.W., with heavy clouds, thick weather, and much rain.

When the fury of the north-wester is expended, which varies from 12 to 50 hours, or even while it is blowing hard, the wind sometimes shifts suddenly into the S.W. quarter, blowing harder than before. This wind soon drives away the clouds, and in a few hours you have clear weather, but with heavy squalls passing occasionally.

In the S.W. quarter the wind hangs several days (generally speaking), blowing strong, but moderating towards its end, and granting two or three days of fine weather.

Northerly winds then begin again, generally during the summer months; but all manner of shifts and changes are experienced from North to South by the West during that season, which would hardly deserve the name of summer, were not the days so much longer, and the weather a little warmer. Rain and wind prevail much more during the long than the short days.

It should be remembered that bad weather never comes on suddenly from the eastward, neither does a S.W. or southerly gale shift suddenly to the northward. South-west and southerly winds rise suddenly and violently, and must be well considered in choosing anchorages, and preparing for shifts of wind at sea.

The most usual weather in these latitudes is a fresh wind between N.W. and S.W., with a cloudy, overcast sky.

Much difference of opinion has prevailed as to the utility of a barometer in these latitudes. Capt. FitzRoy says, that during 12 months' constant trial of a barometer and sympiesometer (Adie's) he found their indications of the utmost value. Their variations do not, of course, correspond to those of
middle latitudes, but they correspond to those of high northern latitudes in a remarkable manner, changing South for North (East and West remaining the same.

CURRENT.—There is a continued current setting along the S.W. coast of Tierra del Fuego, from the N.W. towards the S.E. as far as the Diego Ramirez Islands. From their vicinity the current takes a more easterly direction, setting round Cape Horn towards Staten Island, and off to seaward to the E.S.E.

Much has been said of the strength of this current, some persons supposing that it is a serious obstacle in passing to the westward of Cape Horn, while others almost deny its existence.

It was found to run at the average rate of a mile an hour. Its strength is greater during West; less, or insensible, during easterly winds. It is strongest near the land, particularly near the projecting capes or detached islands.

This current sets rather from the land, which diminishes the danger of approaching this part of the coast.

There is, in fact, much less risk in approaching this coast than is generally supposed. Being high and bold, without sand-banks or shoals, its position accurately determined, and a bank of soundings extending 20 or 30 miles from the shore, it cannot much be feared. Rocks, it is true, abound near the land, but they are very near to the shore, and out of a ship's way.

A line from headland to headland (beginning from the outermost Apostle) along the coast will clear all danger excepting the Tower Rocks, which are high above water, and steep-to.

Gales of wind from the southward, and squalls from the S.W. are preceded and foretold by heavy banks of large white clouds rising in those quarters, having hard edges, and appearing very rounded and solid—(Cumuloni).

Winds from the northward and north-westward are preceded and accompanied by low flying clouds, with a thickly overcast sky, in which the clouds appear to be at a great height. The sun shows dimly through them, and has a reddish appearance. For some hours, or a day, before a gale from the North or West, it is not possible to take an altitude of the sun, although he is visible; the haziness of the atmosphere in the upper regions causing his limbs to be quite indistinct. Sometimes, but very rarely, with the wind light between N.N.W. and N.N.E., you have a few days of beautiful weather. They are succeeded by gales from the southward, with much rain.

SEASONS.—It may be as well to say a few words respecting the seasons in the neighbourhood of Cape Horn, as much question has arisen respecting the propriety of making the passage round the cape in winter or in summer.

The equinoctial months are the worst in the year, generally speaking, as in most parts of the world. Heavy gales prevail at those times, though
not, perhaps, exactly at the equinoxes. In August, September, October, and November, you have the worst months in the year. Westerly winds, rain, snow, hail, and cold weather then prevail. December, January, and February are the warmest months; the days are long, and you have some fine weather; but westerly winds, very strong gales at times, with much rain, prevail throughout this season, which carries with it less of summer than in almost any part of the globe. March is stormy, and perhaps the worst month in the year with respect to violent winds, though not so rainy as the summer months. In April, May, and June, the finest weather is experienced; and though the days shorten, it is more like summer than any other time of the year. Bad weather is found during these months, but not so much as at other times. Easterly winds are frequent, with fine, clear, settled weather. During this period there is some chance of obtaining a few successive and corresponding observations. To try to rate chronometers by equal altitudes would be a fruitless waste of time at other seasons. June and July are much alike, but easterly gales blow more during July.

The days being so short, and the weather cold, make these months very unpleasant, though they are, perhaps, the best for a ship making a passage to the westward, as the wind is much in the eastern quarter.

Capt. FitzRoy says that the summer months, December and January, are the best for making a passage from the Pacific to the Atlantic Ocean, though that passage is so short and easy that it hardly requires a choice of time. For going to the westward, we should prefer April, May, and June.

Lightning and thunder are seldom known; violent squalls come from the South and S.W., giving warning of their approach by means of clouds. They are rendered more formidable by snow and hail of a large size.

COAST.—From Cape Espiritu Santo, before described on page 8, cliffs from 100 to 300 ft. in height extend, but with few breaks, to Nombre Head; the land is 300 or 400 feet high, irregularly rounded in outline, quite destitute of wood, and, excepting being rather greener, resembling the coast of Patagonia.

South-eastward from Nombre Head extends a low shingle beach, forming a spit, behind which is the large bay of San Sebastian; an excellent anchorage as respects shelter, good bottom, and easiness of access, but without wood, or a good watering place, though water may be procured.

SAN SEBASTIAN BAY is what was formerly supposed to be the entrance of the Sebastian Channel, but the non-existence of which was not proved until the Adventure passed it on this side in her exploration of the coast in June, 1830. The charts of this coast had, with this exception, been tolerably correct.

Coasting along the shingle spit, the North point of the bay, the depth is not more than 10 fathoms, but it deepens suddenly near the S.E. extremity. Within the shingle point, which is steep-to, or nearly so, the bottom is
uniform, but the depth gradually decreasing. Westward of this point, called Arenas Point, between it and Cape San Sebastian, there is a spacious harbour, secure from all but easterly winds, which seldom blow, and never with any strength. There is no hidden danger on the North side of the bay; the shingle is steep-to, the shores of the bay shoal gradually, the bottom is clean, and the soundings are regular. On the South side, off Cape San Sebastian, it is otherwise; a shoal rocky ledge extends under water to the north-eastward, and requires a berth of 3 miles; there is no kelp upon it.

CAPE SAN SEBASTIAN is a bold, cliffy headland, of a dark colour; inshore of it the land rises to near 1,000 ft. above the sea, and becomes more irregularly hilly. From Cape San Sebastian, a short range of cliff extends, then low land, and then another small cliff, of which there is a rock above water, about a mile off shore.

Hence to Cape Sunday the shore is rather low, irregularly hilly, and fronted by a shingle beach. Cape Sunday is a prominent headland, of a reddish colour, rising 250 ft. above the sea; the shores near it are free from danger until near Cape Peñas, near which are some dangerous rocks.

CAPE PEÑAS is not more than 100 feet above the sea; around it, to a distance of 2 miles, there are dangerous rocks; the sea generally, if not always, breaks upon them; but they should be carefully avoided, especially at night.

The bay lying to the southward of Cape Peñas appears to afford anchorage, but the appearance is deceitful—it is shallow, and strewed with rocks.

The hills hereabouts are higher, and partially wooded, and the view of the country is pleasing.

It is high water at Cape Peñas at 6h 42m; springs rise 12 ft.

Capes Santa Inez Medio and San Pablo are high and bold; they are fronted by steep cliffs, 200 or 300 ft. in height. Hence to Cape San Diego there is no outlying danger; the water is rather deep near the shore, but not so deep as to prevent a ship anchoring during westerly or southerly winds.

The Table of Orozco is a remarkable table-topped hill, about 1,000 ft. above the sea. Between it and Cape San Diego there are three remarkable hills, called the Three Brothers, and the westernmost of these hills is very like the Table of Orozco; they are from 1,000 to 1,400 ft. in height.

Continuing eastward along the coast we come to Policarpo Cove, which was dignified by the Spaniards with the title of Port San Policarpo, but which was found by Capt. King to be so shallow an inlet, that at its entrance, just within the heads, there was not more than a fathom of water. From the mast-head it seemed like a spacious harbour. From Policarpo Cove to Cape San Vicente the distance is 12 miles, nearly East, true. At 5 miles from the former is False Cove, and between them are the three hills, called the Three Brothers, before mentioned.

Cape San Vicente is a rocky point, with low bluffs above it. Between
the cape and Cape San Diego is San Vicente or Thatis Bay, a tolerable anchorage during West or southerly winds, though the bottom is rocky in many places. Between the heads the tides run with great strength; therefore a ship should anchor off a bluff at the West side, and within the lines of the heads, when she will have from 6 to 12 fathoms of water, over a coarse sandy bottom, mixed with patches of rock.

CAFE SAN DIEGO, the eastern extreme of Tierra del Fuego, is a long, low projecting point. It may be approached close-to. There is a rocky ledge projecting about 2 miles from the cape, on which are shoaler soundings than nearer the cape; 5 fathoms were found in one spot on it in the Beagle.

From Cape San Diego the land takes a sudden turn to the South, forming the West side of the Strait of Le Maire, which will be presently described. Off the N.E. coast of Tierra del Fuego regular soundings extend for many leagues; and good anchorage may be found near the land, on any part of the coast, during westerly winds.

STATEN ISLAND was so named by Schouten, January 25th, 1616, in honour of the States of Holland, and was surveyed in 1828, by Lieutenant E. N. Kendall, of H.M.S. Chanticleer. It is 38 miles in extent from Cape St. John to the E.N.E., and Cape St. Bartholomew to the W.S.W. The island is described as extremely mountainous and rugged, being composed of a series of lofty, precipitous hills (2,000 ft., and some 3,000 ft. in height), clothed nearly to their snowy tops with forests of evergreen beech trees, the laurel-like winter's bark, and the holly-leaved barberry—these are all evergreens; besides, there are a host of minor plants. The low ground is extremely swampy and boggy, in many parts a perfect quagmire. The writer of this description says that the cold of these regions is a fable, and at variance with truth and nature. At Cape Horn, in lat. 56° S., vegetation was in full vigour in May, or the November of their year, and snow rarely lies upon the low grounds. In fact, we have sufficient matter to elucidate the climate of the South, and to establish its comparative mildness with the North, especially if America be taken as the example. The summers of the South are by no means warm or hot, nor winters cold; but to compensate for this, it is the region of wind, storms, and rain, perpetual gales and eternul rains—never 24 hours without rain. It is the court of Eolus. The barometric pressure low, the mean being 29.32 inches,—the winds almost always westerly,—electric phenomena extremely rare.

The climate of Staten Island is remarkably humid, and very few days can be passed there, in the course of the year, without rain; and it is rather remarkable that, however fine the weather may have been in the course of the day, some rain generally falls at night. Rain, however, is frequent there in all seasons of the year, and the sky is generally overcast. Thunder and lightning are scarcely known. The temperature may be considered as
STATEN ISLAND.

equally low, and varying little throughout the year. Frost is not very severe, nor very common in winter. The weather during the summer is cool, but still humid; and, as a general characteristic, may be considered boisterous, unsettled, wet, and dull. Vegetation lingers slowly in its summer's blossom, and is not nipped by the severity of the winter's frost.

On the shore the weather was a few degrees warmer than on board; and at night it was colder. The most retired parts of the island were not frozen. The wind is generally from the westward, 9 days out of 10, ranging from S.S.W. to N.N.W. Gales from the S.W. prevail during the summer, and from N.W. in winter. Easterly winds are most prevalent in the winter months.*

These are the outlines of the climate, to which great attention was paid on board the Chanticleer, with the best possible instruments.

Off the North side of Staten Island is the group of islets called New Year Isles. To the S.E. by S. by from the latter is an inlet named New Year Harbour, about half a mile broad, and extending 3 miles to the S.W., and having the depths of 30 to 45 and 20 fathoms. A cluster of islets lie in the entrance, and the passage is on the eastern side.

Next to New Year Harbour, at half a league to the East, is Port Cook, a smaller islet, wherein the late Capt. Foster erected his observatory. It is surrounded by very high land, a mountain on its western side being 2,070 feet in height above the level of the sea. The entrance is very narrow, and has a depth of only 6 fathoms, but within the depth increases to 16 and 20 fathoms. Lieut. Kendall, in his Memoir on Staten Island, states that this is decidedly the harbour most eligible for a ship in want of shelter, from the considerations of its affording good anchorage at its entrance, is not too deep water, the greater regularity of the prevailing winds, and the facility of communication with the South side of the island, by means of a low isthmus separating it from Port Vancouver, a shoal inlet on that side.

Cape St. John is the easternmost part of Staten Island. It is high and precipitous, and a heavy tide-rip extends from it 5 or 6 miles to seaward, setting at the rate of 6 miles an hour, to the N.N.E. with flood, and S.S.E. with the ebb; but the tide sets along-shore, both on the North and South, from East to West, from 3½ or 4 to 2 or 2½ miles an hour. Off Cape St. Bartholomew, the S.W. point of the island, the tide-rip, with flood, sets to the S.W., 5 or 6 miles an hour. This tide-rip likewise is very heavy, and extends 5 or 6 miles to eastward.

S. John's Harbour lies within the promontory of St. John, on the West. It is free from danger, surrounded by high land, and its general depths are from 25 to 20 fathoms, decreasing toward either shore. From the entrance the harbour curves in a S.W. direction to the extent of 3½ miles, but is little

* Mr. Webster:—Voyage of the Chanticleer, vol. i. pp. 129, 130.
more than half a mile broad. The hills of the promontory, on its eastern side, are 800 or 900 ft. in height, and at its head on the S.W. is a remarkable elevation, now known as Mount Richardson.

Lieut Kendall has described this harbour, and says that it may be easily recognised at a distance by Mount Richardson. On nearing it a remarkable cliff, like a painter's muller, appears on the eastern shore, which is high and steep. Allowance must be made, in steering, for the set of the tide, which at all times runs rapidly across the mouth of the harbour; it is, however, less sensible when within the headlands forming the N.W. Bay, in which, in case of necessity, or to await the turn of the tide, an anchor may be dropped in from 20 to 30 fathoms. The mouth of the harbour is wide, having 25 fathoms in the centre, with a rock standing off at some distance from the western point, to which a berth must be given. The shores, with this exception, are bold, and immediately within the western point is a small bay, where anchorage may be had in 10 fathoms. The most sheltered situation is at the head of the harbour, distant 3 miles S.S.W. from the entrance, where any depth may be chosen between 20 and 5 fathoms, with sandy bottom, and moor with an open hawse to the S.W., from whence the gusts that come from the mountains are violent. The wind, anything to the westward of W.N.W., or even N.W. outside, will be found to draw out of the harbour on nearing its head; and if at all strong, it will be impossible to beat further, as it follows the direction imparted to it by every ravine in the hill as it passes; and therefore warping will be found the only means of advancement, taking care to have hands by a bower anchor ready to let go, and the cable stoppeder at a short scope, in the event of the hawser being carried away. A ship may readily heave down on a beach of sand at the head of the harbour.

Wood and water are plentiful, and easily procured; celery and wild fowl (race-horse or steamer ducks, kelp and upland geese) may also be obtained; and, in the proper season, October, a good supply of penguin's eggs may be ensured by having men in attendance at a rookery about a mile to the eastward of the harbour's mouth.

The shores of St. John's Harbour are lined with kelp, which is an excellent indication of its navigable part, the border of it being almost invariably in 8 fathoms, and that close to the shore, the depth rapidly increasing toward the centre, until near the head of the harbour, where the depth gradually decreases to the beach.

Westward of Cape Colnett, or the meridian of 64° 18', are the small harbours named Port Parry and Port Hoppner; and within New Year Isles, to the West of New Year Harbour, is another, Port Basil Hall. These are of inferior consideration.

To the southward of Staten Island but little amount of tide is perceptible; there is, however, a remarkable undertow, which renders it dangerous for
boats to stretch across the mouths of the deep bays, as it is difficult to close again with the land, for which reason the sealers invariably follow the circuitous route of the shores.

Mr. Webster, in his copious description of the vegetable productions of Staten Island, has noticed the vast masses of sea-weed which entangle the shores. The sea teems with it, especially in the rough and open bays, while it is comparatively rare in the sequestered creeks. Did it increase in the calm harbours as upon the rougher shores, they would be choked up; and it would form an impervious mesh of cords. But it thrives best in the boisterous element; and where it would seem impossible to obtain a hold, it there grows and gathers strength to meet the storms.

The STRAIT of LE MAIRE, between Tierradel Fuego and Staten Island, was so named from the navigator who discovered it, in 1616. It is said, in the relation of Anson's Voyage, that it is difficult to determine exactly where the strait lies, though the appearance of Tierradel Fuego be well known, without knowing also the appearance of Staten Island; and that some navigators have been deceived by three hills on Staten Island, which have been mistaken for the Three Brothers on Tierradel Fuego, and so overshot the strait. But Capt. Cook says no ship can possibly miss the strait that coasts Tierradel Fuego within sight of land, for it will then of itself be sufficiently conspicuous; and Staten Island, which forms the eastern side, will be still more manifestly distinguished, for there is no land on Tierradel Fuego like it. The Strait of Le Maire can be missed only by standing too far to the eastward, without keeping the land of Tierradel Fuego in sight; if this be done, it may be missed, however accurately the appearance of the coast of Staten Island may have been exhibited; and if this be not done, it cannot be missed, though the appearance of the coast be not known. The entrance of the strait should not be attempted but with a fair wind and moderate weather, and upon the very beginning of the tide of flood, which happens here, at the full and change of the moon, about 1 o'clock. It is always best to keep as near to the Tierradel Fuego shore as the winds will admit. By attending to these particulars, a ship may get quite through the strait in one tide; or at least to the southward of Good Success Bay, into which it would be more prudent to put, if the wind should be southerly, than to attempt the weathering of Staten Island with a wind and lee current, which may endanger her being driven on that island.*

The Cape of Good Success, in lat. 54° 55', is the S.E. point of the Strait of Le Maire. It is high and bluff, and some rocks lie close to it, above water.

* Cook's First Voyage, date 16th Jan. 1769. If we may judge from the varying descriptions, we may suppose that the climate has really ameliorated since 1769. Similar remarks have been made with regard to the Falkland Islands.

South Pacific.
TIERRA DEL FUEGO.

Rather more than 2 miles north-eastward of Cape Success is a projecting headland, which at first appears to be the cape; two rocky islets show themselves close to it, and, from a distance, appear like a ship under sail. Six miles from these rocks, N. 4 E., is Good Success Bay, which is visible from the northern entrance of the strait. The bay is about two miles wide, and extends into the land westwardly 2½ miles. It may be easily known by a peculiar mark or feature on its southern side—a barren strip of land on the height, resembling a broad turnpike road extending into the country from the shore. This mark, which is mentioned by Cook, is still a good one for the bay, if the inbend of the land does not show it sufficiently. The anchorage is good all over it, in from 4 to 12 fathoms of water, clear ground, here a vessel lies perfectly safe, provided she does not anchor too far in, toward the sandy beach at its head; for during S.E. gales a heavy swell, with dangerous rollers, sets right into the bay. Elevated lands, of about 1,200 ft. above the sea, surround the bay, therefore, with strong winds, it is subject to squalls, which, during westerly gales, are very violent. It was here that two of Capt. Cook's party perished from cold in January, 1769. Sir Joseph Banks and Dr. Solander were with them.

Mr. Darwin says: "The harbour consists of a piece of water half surrounded by low rounded mountains of clay slate, which are covered to the water's edge by one dense, gloomy forest. A single glance at the landscape was sufficient to show me how widely different it was from anything I had ever beheld. One side of the harbour is formed by a hill about 1,500 feet high, which Capt. FitzRoy has called after Sir J. Banks, in commemoration of his disastrous excursion."

Although this is an excellent stopping place for vessels of any size, in which they may find wood and water, it will not answer if a vessel requires to lie steady for repairs, as a swell frequently sets in. In the winter season, when easterly winds are common, no vessel should anchor so near the head of the bay as she may in summer.

The Eastern Side of the Strait of Lt. Maire, already noticed, is formed by the very irregular bays and rugged capes of Staten Island: surrounding the latter are heavy tide-rips, which extend outward to a considerable distance, and render a near approach very dangerous. The Middle Cape lies in lat. 54° 48' 20", and long. 64° 42' 30". This, with Cape St. Anthony, the N.W. cape, and Cape St. Bartholomew, the S.W. cape, are high, bluff promontories.

The soundings in the strait are regular near the southern entrance, 70 to 30 fathoms, over a sandy bottom; toward the North the soundings diminish, and at 2 miles from Cape St. Diego are not more than 30 fathoms, over a rocky bottom. The strait is generally clear, excepting a reef discovered by Captain E. Handfield, in passing through in H.M. sloop Jaseur, in 1827,
which lies at about 3 miles West from the Middle Cape. It appeared to be about 1½ miles in extent, and the sea broke violently on it.

The Tides of Good Success Bay and the Strait of Le Maire are as regular and as little to be dreaded as in any part of the world where they run with strength. They will materially assist any vessel in her passage through the strait, which is very wide, perfectly free from obstacles of any kind, and has Good Success Bay close at hand, in case wind or tide should fail. When the tide opposes the wind and swell, there is always a heavy, and, for small vessels, dangerous "race" off Cape San Diego: in one spot, where the water is more shoal than elsewhere, 5 fathoms only were subsequently found at a neap flood tide; but let it be remembered, that on another day, at the top of the springs, being the day after full moon, we passed the same spot at half-flood, with the water perfectly smooth; and, although strong eddies were seen in every direction, the vessel's steerage was but little affected by them. It is high water in Success Bay soon after 4 in the afternoon on the full and change days, and low water at 10 in the morning. The flood tide stream begins to make to the northward about an hour after low water; and the ebb to the southward about the same time after high water. The tides rise from 6 to 8 ft. perpendicularly. At Cape Pillar, the turn of tide, with high water, is at noon; but along the S.W. and S.E. coast the time gradually increases to this coast. From Cape San Diego the flood tide sets North and West along the shore, from 1 knot to 3 knots each hour, as far as 20 miles along the shore, and the ebb in a contrary direction, but not so strong, except in San Vicente Bay. The flood in the Strait of Le Maire runs about 2 knots in mid-channel, more or less, according to the wind, and the ebb about 1 knot an hour. Perhaps, at times, when a strong spring tide is retarded in its progress by a northerly wind, there will be a dangerous overfall off Cape San Diego, like the bores in some parts of the world.

"I cannot see why there should be any objection to the passage through the Strait of Le Maire, as it gives a vessel a much better chance of making the passage round the cape quickly. A vessel with the tide will pass through in a few hours. As for the "race and dangerous sea," I have fully experienced it on the Porpoise, on the side of Staten Island; and am well satisfied that any vessel may pass safely through it at all times, and in all weathers, or if not so disposed, may wait a few hours until the sea subsides, and the tide changes. We were only three hours in passing through."—(Narrative U.S. Expl. Exped., vol i. p. 107.)

Valentyn Bay is the name applied to the inlet westward of Cape of Good Success. Good Success Bay was originally called by this name, but it is transferred in the late surveys to the present, which is unfit for vessels, being exposed to a heavy swell, and affording but bad anchorage.

Between this bay and Aguirre Bay, the next to the westward, is the Cam-
pana or Bell Mountain, 2,600 ft. high, and in shape resembling a large bell. It is seen far at sea from the North as well as the South.

Cape Good Success, as before stated, is high and bluff; and the land between it and the Bell Mountain is higher than that to the westward.

Aguirre Bay is unfit for a harbour except for temporary anchorage, and Spaniard Harbour, its N.W. part, is a shallow bay, full of rocks, and dangerous reefs lining the shore, and without shelter, although there is anchorage for a vessel.

SPANIARD HARBOUR possesses a very melancholy interest, as it was here that a party of zealous missionaries, headed by Capt. Allen F. Gardiner and R. Williams, surgeon, seven in number, perished most miserably of starvation between June and September, 1851. The history of this ill-judged expedition has been well discussed, and need not be so here. The remains of these most unfortunate and amiable men were found in a miserable condition a long time afterwards, and memorials have been placed over their remains.—(See "Voyage to Tierra del Fuego," by W. Parker, Snow, vol. i. chap. xx.)

The tide is strongly felt on this part of the coast, causing races and eddies near the projecting points. In the offing the current (or tide) sets towards the Strait of Le Maire, from 1 to 3 knots an hour, when the water is rising on the shore, and the wind westerly. While the water is falling, it runs with less strength, and with an easterly wind is not felt at all.*

Westward of Point Kinnaird (on which great numbers of fur-seal were seen from the Adventure), the southern coast of the island of Tierra del Fuego trends in nearly a due West direction, through 6 degrees of longitude; the coast in some portions being of that peculiarly straight character observed in many parts of this wild region, more particularly in the Strait of Magalhaens. South of this line the outer coast is broken into numerous islands, separated from the principal island by the Beagle Channel.

A range of high mountains runs almost uninterruptedly from the Barbara Channel, in long. 72° 20', to the Strait of Le Maire. Mount Sarmiento (p. 17) is in this range, and is 6,800 feet above the sea. Mount Darwin is of the same height, and is near the point where the Beagle Channel separates into two branches, diverging to the N. and S. of West. Southward of these mountains is a succession of broken land, intercepted by passages or large

* "On May 11th (1830), we passed through a very dangerous tide-race off Bell Cape. There was little or no wind, but it was scarcely possible to use our oars, so much was the water agitated; it was heaving and breaking in all directions, like water boiling in an immense cauldron. When through and again in safety, I was astonished at our fortunate escape. Looking back upon it, only a mass of breakers could be seen, which passed rapidly to the westward, and therefore led me to suppose that this race was caused by a meeting of tides, not by a strong tide passing over a rocky lodge."—Mr. Murray, "Voyage of the Adventure, &c.," vol. i., p. 447.
sounds. A boat can go from the Week Islands, S.E. of Cape Pillar, the western entrance of the Strait of Magalhaens, to the eastern entrance of the Beagle Channel, without being exposed to the outside coast, or to the sea which is there found.

The BEAGLE CHANNEL was discovered by Mr. Murray in the course of the survey of this coast, April, 1830:—"The master returned, and surprised me with the information that he had been through and far beyond Nassau Bay. He had gone very little to the northward, but a long distance to the East, having passed through a narrow passage, about one-third of a mile in width, which led him into a straight channel, averaging about 2 miles or more in width, and extending nearly East and West, as far as the eye could reach. Northward of him lay a range of mountains whose summits were covered with snow. On the South side of the channel there were mountains of considerable elevation; but, generally speaking, the shore was lower than the opposite.—Capt. King.

The Beagle Channel is easy of access, but it is useless to a ship. Boats may profit by its straight course and smooth water. (But see remarks on the people below.) It runs 120 miles, in nearly a straight line, between snowy mountains, as above stated, and averages about 1½ miles in width, and in general has deep water; but there are in it many islets, and rocks near them.

"Ushuwia Mission Station has been established on the North shore of Beagle Channel, in the cove of a small peninsula N. by E. from the Murray Narrows or northern entrance to Ponsonby Sound, and which may be used as a place of refuge and relief to mariners shipwrecked in the vicinity of Cape Horn. The approximate position of the mission is in lat. 54° 53' S., long. 68° 12' W.

"If a ship be abandoned to the westward of Cape Horn, the most direct course for boats is, to pass eastward of false Cape Horn, and through Ponsonby Sound, using Packsaddle Island for a stopping place, where it is considered the natives are to be trusted, but avoiding communication with natives in Ponsonby Sound until near the North part of it, as they are said to be very hostile.

"For crews escaping when to the eastward of Cape Horn, the best course would be to the eastward of Navarin Island and westward through the Beagle Channel; stopping, if necessary, at Banner Cove in Picton Island, or at the Narrows of Beagle Channel, where, on the South shore, friendly natives are settled, and from which the Mission is distant about 30 miles.—Vice-Admiral Sir B. J. Sullivan, K.C.B. (1871.)

Picton Island, in the entrance of the Beagle Channel, was the place where Capt. Gardiner first fixed his quarters, in his benovolent wish to improve and christianize the Fuegians, in 1848. The site was in Banner Cove, on the
North side of the island, a very pleasant spot, as the entire island is described as a park-like, very pleasant looking island. The site of Capt. Gardiner's two attempts was evidently adapted for a mission station, had other considerations been equally advantageous.

It should be remembered, that the passage through the Beagle Channel is attended with other risks than those of navigation, in the hostility of the natives, who are numerous hereabout, and on this head the greatest caution is required, as stated on pp. 2—4.

New Island is high and said to be visible 25 or 30 miles off. It lies at the South side of the entrance to the Beagle Channel, and was observed at a distance by Cook. Good temporary anchorage during westerly winds may be obtained under it, or near the shore to the northward.

Lennox Island, as well as New Island, and all the coast hereabout, may be approached with confidence, using the lead, and looking out for kelp. There are no shoals, but the water is not so deep as to the West of Cape Horn, neither is the land near so high.

At the East of Lennox Island is Lennox Cove, a very secure place for small vessels; but, as it is rather shallow, ships drawing more than 14 ft. of water should anchor outside of the entrance, where they would be safe and in smooth water, excepting when a S.E. gale blows, with which wind they would, in all probability, wish to remain at anchor. The soundings are regular in the offing, and there is anchoring ground everywhere in the vicinity. Wood and water may be obtained in any quantity. Wild fowl and fish are also to be had, but not in abundance. The easiest way of getting fish is to give bits of broken glass or buttons to the natives, who catch them in the kelp.

Goree Road lies between Terhalten Island and the S.E. part of Navarin Island; or rather between Lennox Island and Navarin Island. There is good anchorage in it 6 and 7 fathoms water over a sandy bottom. According to Capt. FitzRoy, it is an excellent place for ships, very easily entered or quitted, and able to furnish wood and water with as little trouble as any harbour on the coast. It should be remarked here, that the kelp in Goree Road, as well as that which extends out from Guanaca Point, partly across the entrance to the road, does not, as far as we have been able to discover, grow upon rock, but upon loose detached stones, and need not be a subject of alarm.

NASSAU BAY.—South of Navarin Island is Nassau Bay, the South side of which is formed by Wollaston Island. It extends to the North and N.W. by the Murray Narrows into the Beagle Channel. There is nothing to lead a vessel into these openings, therefore a description of them is not necessary. They may prove useful for boats; and the charts will be sufficient guides for this purpose. Nassau Bay is very accessible and free from dangers, the only ones being some rocks or islets above water and visible by
daylight. Anchorage may be found on either coast. The compasses are very sluggish here, and might cause a serious error if not attended to.

The Dædalus Rock, uncovered in 1850, lies ½ of a mile N.N.E. from Dædalus Island in the North part of North Road, which is at the N.W. end of Wollaston Island. It has only 3 feet water on it, and is therefore very dangerous, though buoyed with kelp.

Capt. Fitzroy says: "If bound round Cape Horn from the eastward, it might be preferable to work through Nassau Bay, and stand out from False Cape Horn, instead of making westing in the open sea, as is usually done. There are no dangers but those which are shown in the chart; the water is comparatively smooth, and the anchorage may be taken at night. For this purpose, GOREE Road, or North Road, or Orange Bay may be chosen.

When it blows too hard to make any way to windward, it is at least some satisfaction, by lying quiet, to save wear and tear, and to maintain one's position, instead of being drifted to leeward, and perhaps damaged by the sea in the offing. There is less current through the bay than in the offing, near Cape Horn.

Ponsonby Sound leads from Nassau Bay to the Beagle Channel, insulating Navarin Island; on the West side of the latter is Woolyga, where Jemmy Button was deposited by Capt. Fitzroy, after his visit to England, in 1834. At Button Island, in the Sound and off Woolyga, Capt. Parker Snow met with him again in 1853, as related on page 3.

The Evouts Isles, consisting of one principal, with several smaller islets and rocks to the South and North, lies off the mouth off Nassau Bay. They are similar to the Barnevelts, but rather higher, being visible 20 to 25 miles off, and the chart is a sufficient description. Within them are the Sesambre Isles.

The Barnevelts Isles are to the southward of Evouts. They are two low islets lying nearly North and South, covered with grass, tussac, and weeds. The largest is about half a mile long, and one-third of a mile wide; the other is about two cables' length square. Several rocks lie off the South end both to the East and West; and one above water lies detached, towards Hermit Islands, nearly in mid-channel. There is no good landing place on the islands.

The HERMITE, or CAPE HORN ISLES, is the group lying southward and eastward of Navarin Island and Hardy Peninsula, and of which Cape Horn is the southernmost point. The first name is given from that of Admiral Hermite, commander of the Dutch fleet, who visited the coast in 1624. The principal island is Wollaston Island, the northernmost, separated by Franklin Sound from Hermite and Herschel Islands, and these by St. Francis Bay and Horn Island. Wollaston Island consists of two islands, the western of which is called Bailey, from the Vice-President of the Royal Society. It is very probable that Wollaston Island, as well as Hardy Penin-
sula to the westward, consists of a series of islands separated by channels which run in from the heads of the numerous bays. Capt. Parker Snow feels almost certain that such is the case.

Victoria Harbour is one of these, a large expanse of water lying in the middle of what was supposed to be one island, Wollaston Island. It is a pleasant and secure place, easy of access, through the northern or Sea Gull Passage, and possibly the same by the Washington Channel from the southward. It is worthy of attention in case a vessel might by caught here in one of the frequent gales. A recent newspaper cutting contains the following:

"The captain of the British barque Cedric, of Liverpool, which has just arrived at Valparaiso, reports to the authorities of that port that he had found a splendid bay, with safe anchorage, in the Island of Wollaston, twenty-nine miles distant from Cape Horn, and protected from all winds and storms. The Cedric was anchored 14 days in this fine bay, taking in wood and water. The vegetation all around is described as magnificent. The Indians were found to be docile, and they use canoes of bark covered with the hide of the sea-lion. The captain of the Cedric says the harbour is superior even to that of the Falkland Islands. The Chilian Government, in consequence of the above information, was about to send orders to Captain Simpson, who commands at present a Chilian Coast Surveying Expedition in Patagonia, to proceed to and examine into the claims of this Island of Wollaston."

The passages between these islands have deep water, and are free from dangers; what few rocks there are show themselves above water, or are thickly covered with kelp.

Deceit Island.—The island next West of the Barnevelts is Deceit Island, the easternmost of the Hermite Islands, and the southernmost point of which is Cape Deceit (or Enganno), the Mistaken Cape of Capt. Cook. It is a rocky point, and off it are several rocks all above water; 2 miles to the S.E. is a cluster rising 30 or 40 ft. above the sea. Strangers should be careful not to mistake it for Cape Horn, for such mistakes have occurred, as its name imports. It lies 11 miles S.W. by W. from the Barnevelts.

CAPE HORN is the southernmost point of the southernmost of the Hermite Islands. There is nothing very striking in the appearance of this promontory as seen from a distance; but on passing near it is more remarkable, showing high black cliffs towards the South, and is about 500 ft. above the sea. Its summit is in lat. 55° 58' 40" S., long. 67° 16' 10" W.

Cape Horn* was but little known till Capt. FitzRoy's surveys. Capt.

* "Cape Horn, or more properly Hoorn, was named by Le Maire and Schouten in 1616, in honour of the town of Horne, or Hoorn, in West Friesland, on the Zuyder Zee, near Amsterdam, of which the patron was a native."—Navig. Austral., de Le Maire.
Cook said, "In some charts Cape Horn is laid down as belonging to a small island. This was neither confirmed, nor can it be contradicted by us; for several breaks appeared on the coast, both to the East and West of it; and the hazy weather rendered every object indistinct." The surveying expedition under Capt. P. P. King landed on the cape on the 20th of April, 1830, and erected a pile of stones, 8 ft. high, over a memorial of their visits.

Off the East point of Horn Island are some small rocks and breakers, and 1 mile to the westward of Cape Horn there are three rocks generally above water; the sea always breaks on them.

Between Horn Island and Hermite Island is St. Francis Bay, formerly much misrepresented on the charts. It is clear of obstruction, and has no other dangers than those indicated in the late surveys.

A strong current sets, at times, along the outer coast of the Hermite Islands, and through the Bay of St. Francis. It varies from half a knot to 2 knots an hour, according to the wind and the time of tide; and, in the bay, changes its direction with the change of tide.

The land of Hermite Island and its vicinity, has a most remarkable appearance when seen from the South. Its outline is a series of peaks, following each other in regular succession, and resembling the worn teeth of an old saw. Mount Hyde is sufficiently distinct by its rounded apex, and by being higher than any land near it. Kater's Peak, 1,742 feet above high water level, is also very remarkable in this view, from its conical form and very pointed summit, also from being situated at the eastern end of the island.*

WIGWAM, or St. Martin's Cove, on the eastern side of Hermite Islands westward of Cape Horn, has been described by Captain Foster, who states, that it bears from the cape W.N.W. ¾ W. [N.W. ¼ W.] about 10 miles, and is a place of easy access with N.E., East, and S.E. winds. It is open to the East, and may be readily found by means of Chanticleer Island, which lies about a mile true East from the South head of the entrance. With westerly winds, which are adverse and prevalent, vessels should anchor off the entrance, in about 22 fathoms, and warp into the cove, where there is a convenient berth in 18 fathoms, sandy bottom, midway from either side, and about half a mile from the head of the cove. This anchorage is safe, although the gusts of wind in westerly gales, which are of frequent occurrence at all seasons of the year, rush down the sides of the mountains in various directions with impetuous violence, and may be very properly called hurricane.

* The survey of this point now presents the navigator with the means of ascertaining his position to a nicety, by angles taken with a sextant between Cape Horn summit and Jordan's Peak, or Mount Hyde and Kater's Peak; and if Jordan's Peak and Mount Hyde be brought in a line, and an angle taken between them and Cape Horn summit, the operation will be still more simple.

South Pacific.
squelles (williwaws). They strike the ship from aloft, and have more the effect of heeling the vessel than of bringing a strain upon the anchors, which, when once imbedded in the sandy bottom, hold remarkably well, and will cost a heavy heave in weighing.

Wood and water abound in every part of the cove, but cannot always be procured, from the steepness of the shores, and the heavy swell that sometimes sets in. The water is highly coloured by the vegetable matter through which it percolates; but no other inconvenience from its use was found than that of imparting to tea a deeper colour, and somewhat unpleasant flavour. The wood was very much twisted and stunted in growth, and did not seem fit for any other purpose than fuel.

The shores of the cove are skirted with kelp, which serves to protect the boats in landing, and amongst which fish also are to be caught with a hook and a line, abreast of the rills of fresh water that discharge themselves into the sea.

At the head of the cove, and a few feet beyond the reach of high water, spring tides, abundance of celery is to be found, as also in many other places in the cove. During two months of the latter part of the autumnal season, a sufficiency was daily procured for the use of the ship's company, and although of not so luxuriant a growth as in December, it was, nevertheless, considered wholesome. Lat. 55° 51' 20", long. 67° 34'. Variation 24° E.

High water, full and change, 3h 50m. Rise about 8 ft. It appeared that the flood came in from the southward.

St. Joachim's Cove, to the southward of St. Martin's Cove, is more exposed than the latter, but is of easier depth. These coves are separated from each other by a steep and precipitous mass of hills of greenstone, which in many parts appear to be stratified, the dip being to the westward, at an angle of 40°. The whole surface of the hill is covered with stunted beech bushes, thickly matted, and interwoven with each other.

Temporary anchorage may be had in the small bay leading to St. Joachim's Cove, or under the South head of St. Martin's Cove, where you will find from 20 to 25 fathoms, over a clear, sandy bottom.

Port Maxwell is contained between Jordan Island, Saddle Island, and a third island, forming a triangle. It has four entrances; only two of them are fit for vessels—those to the North and East; the principal one being to the North of Jordan Island. The best berth in it is in 16 fathoms water, over a sandy bottom. This harbour is decidedly good, though it requires a little more time and trouble in the approach. It is rather out of the way, but is perfectly secure, and untroubled by mountain squalls or williwaws.

The summit of Saddle Island is composed of large blocks of greenstone rock, the ferruginous nature of which has a very remarkable effect upon the compass, as, indeed, is found to be the case in many parts near these islands. This island, like the others near it, is clothed with low stunted brushwood of
beech, berberis, and arbutus; and on its shores kelp-fish, a very delicate and wholesome fish, may be caught.

Cape Spencer is the southernmost point of Hermite Island. It protected the surveying vessel very well, both from wind and sea, during an anchorage there. Should a ship wish to enter St. Martin’s Cove, and the wind or daylight fail her, she will find this spot a convenient stopping place. The West point of Hermite Island is low; the land at the opposite end of the island high and rugged.

FALSE CAPE HORN is a very remarkable headland. From the East or West it looks like a large horn. It is a leading mark to the best anchorage on this coast, Orange Bay. It is the S.E. point of Hardy Peninsula. Strangers should be careful not to mistake this cape for Cape Horn, for such mistakes have occurred, as the name imports. Off the cape are several rocks, all above water; and at 2 miles to the N.E. is a cluster rising 30 or 40 feet above the sea.

Orange Bay is excellent, on the eastern side of the peninsula, and one of the few on this coast which are fit for a squadron of line-of-battle ships. Its approach from the sea is as easy as the harbour is commodious. There are 3 fathoms close to the shore, yet in no part are there more than 20 fathoms; and everywhere there is a sandy bottom. Water is abundant, and wood grows close to the sea; wild fowl are numerous; and, although shellfish are scarce, plenty of small fish may be caught with a hook and line among the kelp, and in summer a sieve will furnish abundance.

To anchor in this bay, you must pass to the eastward of the False Cape, as close as you please. Steering N.E. (true) for 4 miles, will bring you abreast of Point Lort; a bay 2 miles wide is then opened, in which you may anchor, if necessary, in 8 or 10 fathoms, over a fine sandy bottom. Some rocks above water lie at the North side. Beyond the point which forms the North side of this bay is a small cove, with 18 fathoms water in the middle; beyond it is another cove larger, after which you open Schapenham Bay (so called by the Nassau fleet). A North course (true) from Point Lort will take you abreast of Orange Bay.

Schapenham Bay is 1½ mile wide; at its head is a large waterfall, marking a rocky bottom, covered with kelp. It is not recommended to anchor in this bay.

The land behind those coves that have been mentioned is high and rugged; two singular peaks show themselves, which resemble sentry boxes. Near the shore the land is low, compared with other parts of the coast. From the heights sudden and very strong squalls blow during westerly winds. Being generally a weather shore, and regular soundings extending along it, there is no difficulty in choosing or approaching an anchorage.

Off Orange Bay, anchor soundings extend to 2 miles off the land. The opening of the bay is 3 miles wide, and in that part are 18 or 20 fathoms,
over fine speckled sand. Two islands, the larger having a smooth, down-like appearance, lie in the middle; behind them is the harbour, a square mile of excellent anchorage, without a single rock or shoal. The bottom everywhere is a fine speckled sand. You may go close to the shore in every part. The best watering place is a small cove at the North side, called Water Cove.

Off the North point are several small islets, which must not be approached too closely; they are, however, out of the way. Six miles N.N.W. of the outer anchorage is a curious island, like a castle or a pack-saddle. Orange Bay is somewhat open to East winds, but they seldom blow strong, and would be fair for ships bound westward. No sea can be thrown in, because of the Hermite Islands. There is no current here worthy of notice. The tide rises 6 ft.; high water at half-past 3.

DIEGO RAMIREZ ISLANDS, discovered by the Nodales, in 1619, and so named after their head pilot, are a cluster of great barren rocks, 18 leagues south-westward from Cape Horn, which extend N.W. and S.E., 4 or 5 miles. The channel between is entirely clear.

There are three principal isles, and many rocks above water. The centre isle is the largest; it has tussac upon it, but neither wood nor water, and is frequented by various oceanic birds. The second in size has a shingle beach, where a boat may be hauled up in safety; and there is enough good water on the East side of the same island to supply 30 men. A furious surf breaks on the West shore, and sends a spray over the whole island. There is no sheltered anchorage for a vessel. The westernmost rock is the highest, and is surrounded by several small rocks sufficiently elevated for birds and seals. Around the rocks the water is bold within a cable's length; and in clear weather a ship may safely run for them in the night, by keeping a good look-out. The highest point is about 200 ft. above the sea. They are quite similar to the Ildefonsoes: the top of the ridge of hills showing above the water, and broken through by the sea.

On the East side is a depth of 30 fathoms, with a bottom of fine green sand. The tide of flood here runs to the N.E., and apparently to the eastward, among many of the main islands.

ILDEFONSO ISLES.—These are a group of rugged islets and rocks, above water, bold-to, and within which Capt. Cook passed to the eastward, in December, 1774. They extend 6 miles in a N.W. and S.E. direction, are very narrow, and the highest and largest is about 200 ft. above the level of the sea. They have been much frequented by the sealers. Their distance from the nearest point of the main is about 20 miles. The passage between them and Diego Ramirez is 35 miles wide, and entirely free from danger.

Capt. Weddell says that the largest isle is not more than a quarter of a mile long. On a N.W. or S.E. bearing the whole appear as two islets only; but the northern one is merely a cluster of detached rocks; the southern
NEW YEAR AND CHRISTMAS SOUNDS.

islet is the largest and highest, and contains a quantity of tussock on its top, and sea-gull rookeries. The isles have no beaches, and can be landed on only when the water is very smooth. Between them is a channel of a mile wide, which, being rocky, should not be used.

Bourchier Bay lies between False Cape and New Year Sound. It offers nothing inviting for ships, being a leeward bight, with rocks and islets scattered near the shore.

NEW YEAR SOUND, &c.—To the northward of the Isles of St. Ildefonso, the coast of Tierra del Fuego forms the large inlet or strait called New Year Sound, for a knowledge of which and its harbours the public is especially indebted to Capt. Weddell, who has given a plan of it in his useful volume. Opposite to the entrance is an extensive group of isles, of which the central and largest is Henderson Isle; on the East is a smaller, Sanderson; and on the West, Morton, with a number of islets. A remarkable hill, Mount Beaufoy, on Henderson Island, stands in lat. 55° 36' 15", long. 68° 58'. On the N.W. side of Morton Isle is a harbour named Clearbottom Bay; and at 5 leagues above this, on the western side of the inlet, upon the main, is another harbour named Indian Cove; but the last, Capt. King says, cannot be recommended, as a vessel must go far among the islands to reach it, and when there have a bad rocky bottom, with deep water, one corner only excepted. For a description of the inhabitants hereabout, see Weddell, pp. 172—184.

Clearbottom Bay, on the N.W. side of Morton Island, is an anchorage, which, by being close to the coast, is convenient for a vessel to touch at for wood and water. In order to gain this place from sea, bring the easternmost island of St. Ildefonso S. ¾ E., and steer N. ¾ W. for Turn Point, the western point of an islet on the parallel West of the harbour. About 1½ mile to the E.N.E. of this point is the anchorage; and at the distance of 3 cables' lengths from the shore, in 22 fathoms of water, bottom of sand and clay, is the most eligible berth for anchoring.*

Rous Sound and Trefusis Bay, westward of New Year Sound, do not afford anchorage. Hope Island (of Capt. Weddell) lies off the Wood Islands, and is 6 miles S.E. from York Minster. There is no good anchorage among the Wood Islands. Passages and broken land lie behind them to the northward. Off Point Nativity are two islands and an outlying rock.

CHRISTMAS SOUND.—Capt. Cook, on his return from his second voyage, December, 1774, entered here: we quote his words:—"The festival which we celebrated at this place occasioned my giving it the name of Christmas Sound. The entrance, which is 3 leagues wide, is situated in lat. 55° 27' S.;

* There is a considerable tide between Morton Isle and the point next to Gold-dust Isle. The flood comes from the westward, about 1 knot, or at times 2 knots, an hour. With the ebb it is nearly slack water, or perhaps there is a slight tendency towards the West; and such appears to be the case all along this coast from Christmas Sound.—Capt. King, p. 421.
long. 70° 16' W.; and in the same direction of N. 37° W. (true) from the Isles of St. Ildefonso, distant 10 leagues. These isles are the best land-mark for finding the Sound. York Minster, which is the only remarkable land about it, will hardly be known by a stranger from any description that can be given of it, because it alters its appearance according to the different situations it is viewed from. Besides the black rock which lies off the end of Shag Island, there is another, about midway between this and the East shore. A copious description of this Sound is unnecessary, as few would be benefited by it. Anchorage, tufts of wood, and fresh water, will be found in all the coves and harbours. I would advise no one to anchor very near that shore for the sake of having a moderate depth of water, because there I generally found a rocky bottom.

"The refreshments to be got here are precarious, as they consist chiefly of wild fowl, and may probably never be found in such plenty as to supply the crew of a ship; and fish, so far as we can judge, is scarce. Indeed, the quantity of wild fowl made us pay less attention to fishing. Here are, however, plenty of mussels, not very large, but well tasted; and very good celery is to be met with on several of the low islets, and where the natives have their habitations."

MARCH HARBOUR was so named by Captain King, who passed the month of March, 1830, here in the Beagle, and built a boat. This harbour might be useful to other vessels, its situation being well pointed out by York Minster, and affording wood and water with as little trouble as any place in which the Beagle had anchored. The harbour is large, with good holding ground, but there are many rocky places; and one rock under water, having only 1 fathom on it, marked by very thick kelp. The Beagle worked through the narrow passage, round Shag Island from Adventure Cove, and into the innermost corner of the harbour without using a warp; larger vessels would, of course, be more confined, and no vessel of above 500 tons should attempt to enter Christmas Sound. The Beagle lay moored in perfect safety here, but her chain cables became entangled with the rocks, and were not hove in without much difficulty and delay.

WATERMAN ISLAND, which forms Christmas Sound, is soon known by the remarkable heights at its South part. The southernmost was named, by Captain Cook, York Minster. "This lofty promontory, viewed from the situation we were now in, terminated in two high towers; and within them a hill shaped like a sugar-loaf. This wild rock, therefore, obtained the name of York Minster." Capt. King says (1830), "I fancied that the high part of the Minster must have crumbled away since Cook saw it, as it no longer resembled 'two towers,' but had a ragged, notched summit, when seen from the westward."

York Minster.—"The promontory of York Minster is a black, irregularly shaped, rocky cliff, 800 ft. in height, rising almost perpendicularly from the
It is nearly the loftiest, as well as the most projecting part of the land about Christmas Sound, which, generally speaking, is not near so high as that further West, but it is very barren. Granite is prevalent, and I could find no sandstone. Coming from the westward, we thought the height about here inconsiderable; but Cook, coming from the South Sea, called them 'high and savage.' Had he made the land nearer the Barbara Channel, where the mountains are much higher, he would have spoken still more strongly of the wild and disagreeable appearance of the coast."—Capt. King.

The Capstan Rocks are 8 miles West of York Minster, and 5 miles from Point May. They are about 20 ft. above water. There are no other dangers to seaward of a line from York Minster to the Philip Rocks. These lie off Cape Alikhoolip, and are dangerous, though above water, because so far from shore, and so low.

**COOK BAY** is the large space between Waterman Island and Cape Alikhoolip. Broken land, islets, and breakers, surround and make it unfit for the approach of vessels. The entrance to the Beagle Channel (page 61) is in its N.E. part.

**Treble Island**, 9 miles N.W. from the Philip Rocks, is remarkable, having three peaks, visible from a considerable distance. Near it are some straggling rocks. Northward of this is Adventure Passage, clear of danger.

**Gilbert Isle (or rather Islands),** on the opposite side, was so named by Cook, from his master. It is nearly of the same height with the rest of the coast, and shows a surface composed of several peaked rocks, unequally high. At the north-eastern side of the eastern Gilbert Isle is *Doris Cove*, a safe anchorage for a small vessel. To the West of the western island are the *Nicholson Rocks*.

**Cape Castlereagh**, the western end of the Stewart Islands, is a high and remarkable promontory. Under it is an excellent anchorage, called Stewart Harbour. Having three outlets, it may be entered or quitted with any wind, and without warping. Wood and water are as abundant as in any other Fuegian harbour. The general depth is 6 to 12 fathoms, the greatest 16 fathoms. Two rocks, just awash at high water, lie near the middle; and a rock, on which the sea breaks, lies 1 mile West of the middle opening of the harbour. These are the only dangers.

**Cape Desolation** is the next promontory in passing along the coast. It was so named by Cook, "because near it commenced the most desolate country I ever saw." It is the South point of Basket Island. It is very remarkable, rugged, and with many peaks.

Leading north-westward from this is *Brecknock Passage*, which Capt. King prefers for entering or leaving the Barbara Channel (to or from the Strait of Magalhaens), rather than by passing the Fury Rocks.

**Camden Isles.**—*London Island* is one of a large group, called the Camden Islands. At its S.E. end is a safe anchorage, called *Townshend Harbour*. The
Horace Peaks point out its situation. Some rocks, on which the sea breaks violently, lie off the islands, and near the entrance of Pratt Passage. As there are no soundings in less than 50 fathoms after passing these rocks and getting into the passage, you must depend on the wind lasting to carry you into or out of the harbour. The holding ground is excellent in it; and, though you have tremendous squalls off the high land to the westward, there is no fear of an anchor starting.

The Furies.—Between London Island and Fury Island is the entrance of the Barbara and Cockburn Channels. Rocks show themselves in every direction; the two clusters called East and West Furies being the most remarkable, and these, with the others, are much frequented for fur-seal at times. The situation of these rocks is accurately given on the chart, but no vessel should attempt to pass them without daylight and clear weather; she must sail more by a good eye at the mast-head than by any chart.

Fury Island lies on the North side; on its South side is Fury Harbour, a bad place, unfit for any vessel. At its North side is a perfectly safe and snug anchorage, called North Cove, fit only for small vessels.

BARBARA CHANNEL.—The entrance to the Barbara Channel is pointed out by four remarkable mountains. The Kempe Peaks are high, and show their points. The Fury Peaks are high and divided. Mount Skyring is most barren, high, and has a single peak.* St. Paul's is similar to, and, in one view from near Fury Island, appears very like the dome of the cathedral whose name it bears.

Lieut. Skyring (H.M.S. Beagle) says:—"From a summit on Bynoe Island an extensive view was obtained of the islands in Melville Sound, as well as of the entrance to the Cockburn and Barbara Channels. Such a complicated mass of islands and rocks I never before saw; to lay them all down correctly would occupy a long time. Sufficient, however, was done to take the navigator through this labyrinth; but I am well aware that very much is wanting to complete the survey." The chart must be referred to as the best guide. For small vessels there is neither danger nor difficulty, and there are numerous anchorages that they may reach without trouble.

* Mount Skyring is on the East end of the largest of the Magill Islands. It was ascended in the course of the survey (May, 1829). Lieut. Skyring says:—"We gained the summit after three hours' hard travelling. During the last 500 feet of ascent the mountain was almost precipitous, and we had the utmost difficulty in passing the instrument from hand to hand. Its formation is remarkable, although, I believe, the same structure exists throughout the hills around. The base is a coarse granite, but this solid formation cannot be traced half the height; above is an immense heap of masses of rock, irregularly and wonderfully thrown together, many loose fragments overhanging with apparently very little hold. This station was the most commanding we had chosen during the survey. A document referring to the survey was deposited on its summit."
NOIR ISLAND.

In the Cockburn Channel the flood tide sets to seaward, but it was not found to be of consequence to a vessel in working through. The rise and fall are not more than 6, or at most 8 ft., at spring tide.

Between Kempe Island and Noir Island is the Milky Way, a span of sea in every part of which rocks are seen just awash with, or a few feet above, the waters; on them the sea continually breaks. It is not advisable to pass inshore of these. No chart or direction can guide any vessel here. The same observation applies to the space as far as Cape Schomberg, on London Island; daylight and a good look-out can be the only guides.

NOIR ISLAND is moderately high, about 600 ft., having a remarkable neck of land to the S.W., ended by a rock like a steeple or tower. One mile South of this point is a sunken rock, over which the sea occasionally breaks; two other breakers are in the bight close to the point. The island itself is narrow and long, apparently the top of a ridge of mountains, and formed of sandstone (perhaps clay-slate), which accounts for the bottom near it being so good, and for the needle-like appearance of the rocks at the West end, as the sandstone, being very soft, is continually wearing away by the action of the water. It is the resort of large flocks of penguins.

There is an excellent roadstead under the East side of Noir Island. Several ships may lie there, secure from all winds between North and South by West, over clear sandy bottom. Wood and water plentiful, and easily obtained. There is a cove at the South part of the island, where boats would be perfectly safe in any weather, but the entrance is too narrow for vessels of any kind.

The Tower Rocks, two in number, 1½ mile apart, are steep-sided, high, and steep-to; a ship may pass close to them.

All the space between Noir Island and the coast is extremely dangerous for shipping, being scattered over with very numerous rocks; still there is room to go round Noir Island, and a vessel need not fear being hampered by an East wind, in the event of anchoring there.

The Agnes Islands and Stokes's Bay do not require description. No vessel ought to entangle herself in these labyrinths; in thick weather she would be in a most precarious situation.

The Grafton Islands, which follow next in succession, are high, and similar in character to the rest of the coast. The Wakefield Passage, at the back of them, has been used by a sealer, and the land beyond is broken into inlets and rocks. The Grafton Islands extend about 20 miles in a N.W. direction from Isabella Island to Cape Gloucester. Between them are several anchorages, but the best is Euston Bay, between Ipswich Island and Cape Gloucester. Hope Harbour, at the East end of the group, is one of those formerly used by the sealers.

Euston Bay is one of the best anchorages on this coast; one which can

South Pacific.
be approached and left with any wind, without risk, and in which a fleet might lie in perfect security from all but the S.E. winds, the least prevalent of any on this coast. Cape Gloucester (presently described) is a guide to it. Passing this cape from the northward, you see a high island to the S.E., distant 7 miles, this is Ipswich Island; rounding this, you must give a good berth to the sunken rocks, 1 mile from the S.E. extremity, upon which the sea generally, but not always, breaks. After clearing them, pass close to Leading Island, and steer for the opening of Laura Basin, which you will see under a high, peaked mountain, and choose your berth by the eye. A large patch of kelp across the mouth of the harbour was carefully examined; the least depth found was 4 fathoms. Laura Basin has water enough for a frigate, but is better suited for a small vessel; large ships should anchor in the bay.

No place could be more convenient than this for such purposes as wooding and watering. Water casks can be filled in the boat, in perfectly smooth water, and wood cut close to the water's edge.

CAPE GLOUCESTER is a very remarkable promontory, and cannot be mistaken. At a distance it appears to be a high, detached island; but on a nearer approach a low neck of land is seen, which connects it with Charles Island, the largest of the Grafton Islands. A rock (on which the sea breaks) lies nearly 1 mile to the N.W., and is the only danger. The cape is steep-to, and may be passed quite close. The land is very mountainous, rocky, and barren, spotted here and there with tufts of wood.

Breaker Bay lies between Cape Gloucester and the Fincham Islands. "A worse place for a ship could scarcely be found; for, supposing thick weather to come on when in the depth of the bay, she would have lurking rocks and islets just awash with the water on all sides of her, and no guide to take her clear of them, for soundings would be useless, and in such weather the best chart that could be constructed could not help her. The land at the bottom of the bay appeared to be distant, and much broken. Indeed, from the Week Islands to Cape Gloucester (and thence to the Strait of Le Maire) there is an almost innumerable succession of islands and rocks, without any continued tract of land, so that channels might be found in all directions, valuable, no doubt, to Fuegians in their canoes, but not often to seamen in ships, or even to sealers; for, where the natives go with their canoes, seals are never found in any numbers."

The Fincham Islands form the N.W. point of Breaker Bay. There are many islets and rocks near. There is no good anchorage, and the coast is very dangerous, and unfit to be approached.

Deepwater Sound runs into the land N.E. of the Fincham Islands. It ought to be avoided.

Cape Tate is the extremity of a mountain, the S.E. point of Otway Bay. It is rather high, and rounded at the summit; off it, to the North and West,
OTWAY BAY—WEEK ISLANDS.

lie the College Rocks. Those nearest the cape are also nearest the track of a ship running along the land; and half a mile West of them lies a detached and dangerous rock, under water. The sea generally breaks on it.

OTWAY BAY is the space comprised between the Rice Trevor Islands, of which Cape Tate is the S.W. extreme, and the Landfall Islands to the North. It is an extensive space of water, surrounded by broken land, islets, and rocks. Many of the latter are scattered about, and render it unfit for a vessel. It is probable that more than one passage exists hereabouts leading from Otway Bay to the Strait of Magalhaens, as deep inlets run in that direction as far as the eye can reach. In 1871 a sealing vessel, commanded by Don Pedro Louis Bueno, passed safely through, after vainly seeking for a passage through Cordova Channel.

Landfall Island was so named by Captain Cook, in December, 1774. He made the land here on his return from his second voyage. There are two principal islands, separated by a narrow channel; they are high, and towards the sea are barren; but the sides of the hills, towards the East, are thickly wooded. Cape Schetky, the S.E. point, is a remarkable double-peaked height; some rocks, just awash, lie off it, distant 1 mile. Cape Inman (so named in compliment to the Professor), the western point, is high, with perpendicular cliffs, and almost detached from other land; so that a vessel, knowing her latitude within 5 miles of the truth, cannot fail to make it out, if the weather be tolerably clear.

Latitude Bay, a good anchorage, though somewhat exposed to the swell thrown by heavy N.W. winds, lies on the North side of the larger island, at the East end of the opening, which separates it from the smaller. The bottom shoals gradually from 20 to 5 fathoms, over fine sand, and is sheltered from West winds and others (except North). It is remarkably easy of access, and is also easy to leave—rather rare qualities in a Fuegian harbour. Cape Inman, being prominently situated, is a good guide to the harbour, which can be safely recommended as good anchorage for shipping. Wood and water are not to be found so close to the anchorage as in other Fuegian harbours, but they may be obtained with very little trouble, and in any quantity, by going up the passage between the islands to one of the many streams which run from the high land. There is plenty of water also, very near the best berth, on the South side; but frequently a surf breaks on that beach. The passage is also a snug berth for a vessel of less than 12 feet draught. A vessel should not moor in less than 10 fathoms, as close to the West shore as possible, with an anchor to the eastward, in the event of the wind coming from that quarter.

The Week Islands lie next to the northward. At their South side is a roadstead, with good holding in 18 or 20 fathoms, coarse gravel and sand, with patches of rock. It is exposed to southerly winds, and to those from the West; therefore it is not desirable for a vessel to anchor there. Between
the islands is a snug berth for a small vessel, quite secure, but difficult of access.

The eye must be the chief guide in entering most of these places; they are of one description—inlets between high land, having generally deep water, with kelp buoying the rocky places. Flaws of wind, and violent gusts off the high land, render the approach to them difficult, and, to a large ship, impracticable.

Cape Sunday is the western point of the Week Islands, and the S.W. of Graves Island; it is high and prominent. Two islets and two dangerous rocks lie off it.

Barrister Bay succeeds. It is an exposed place, full of islets, rocks, and breakers. "In sailing along the coast we passed inside of several breakers, and, I hope, noted all that lie in the offing; but we cannot be sure, for breakers on rocks which are under the surface of the sea do not always show themselves."—Adm. FitzRoy.

Cape Deseado is the next promontory. Three miles before arriving at it there is an opening, which probably leads into a good harbour behind a number of islands; then the coast is high and unbroken to the cape, which is the highest land hereabout, and is remarkable. A rocky islet lies 1 mile off shore.

Dislocation Harbour is 4 miles N.W. 1 W. from Cape Deseado. It was so called by Adm. FitzRoy, from an accident happening here to Mr. Murray. It is a place of refuge for an embayed or distressed ship, but unfit for any other purpose; its entrance is rendered difficult to the eye by rocks, on which the sea breaks violently; and by two rocks under water, on which the sea does not always break. In this place water may be obtained very easily, as boats can lie in a fresh-water stream, which runs from the mountains. Wood is also plentiful. The harbour is large enough for four small vessels. The entrance is narrow, but all dangers are visible. It is much exposed to West winds and the westerly swell, which might for weeks together prevent a vessel from getting out to sea.

The situation of Dislocation Harbour is pointed out by the heights, called Low and Shoulder Peaks; they are the most remarkable on that part of the coast, and immediately over the harbour. To find the entrance, steer for the peaks; look out for the Weather and Lee Rocks, both several feet above water, the sea breaking violently on them; and when within 4 miles of the shore, you will distinctly see the opening from the mast-head. In going in, avoid the two rocks at the entrance, and anchor in the innermost part; only a small ship can get out again without a fair wind.

To the North of Dislocation Harbour is Chancery Point; and hence to Cape Pillar, at the entrance to the Strait of Magalhaens, the land appears high and mountainous; southward it seems lower and more broken. Off the
CAPE PILLAR.

Shore here lie many rocks, on which the sea breaks violently, besides the two clusters called the Judges, which lie off Chancery Point, and the Apostles or Apostle Rocks, a little South of Cape Pillar. A dangerous rock, under water, on which the sea breaks, lies half a mile more to the North than either of the Apostles. Some of these rocks are from 5 to 50 ft. above the water, but many breakers show near them, indicating an extensive reef. The outer rock is 4 miles from the land.

CAPE PILLAR, previously described on page 66, is a detached headland, and so very remarkable, that no person can fail to know it easily. Close to the cape are two small rocks, called the Launches; they are not more than 3 cables' lengths from the shore. The cape and the shore on each side are steep-to. Off the cape, at 2 miles distance, are 60 and 70 fathoms, fine sand.
CHAPTER III.

THE WESTERN COAST OF PATAGONIA, FROM THE STRAIT OF MAGALHAENS TO THE ISLAND OF CHILOE.

This portion of the South American Coast is a continuation of the singularly broken and intersected land so characteristic of these regions. It was partially explored by Sarmiento, and also by the officers in the Beagle, in her surveying voyage; but even this latter is somewhat imperfect, and there are many vacancies to fill up before our knowledge of the coast is complete. This, however, is of the less consequence, inasmuch as it is likely it will be but very seldom visited, and then only by those engaged in particular pursuits.

The first notice of the intermediate coast between Tierra del Fuego and Peru was furnished by a vessel sent in 1539-40, from Seville, in Spain, by D. Gutierre de Vargas, Bishop of Placentia, under Alfonso de Camargo. Of the three vessels, one was wrecked in the strait, another returned to Spain without passing the strait, and one of the masts of the third was taken out and sent to Lima, where it was for many years preserved as a curiosity.— (Herrera, 6, 10, 10, &c.)

The climate of the coast of Western Patagonia, described in this section, is cold, damp, and tempestuous. The reigning wind is N.W.; but if it blows hard from that quarter, the wind is very liable to shift suddenly round to the westward, and blow a heavy gale, which raises a mountaneous cross sea. These westerly gales do not generally last long, but veer round to the southward, when the weather, if the barometer rises, will probably clear up. Should they, however, back round to the N.W. again, and the barometer keep low, or oscillate, the weather will doubtless be worse. Easterly winds are of rare occurrence—they are accompanied by fine clear weather; but westerly winds bring with them a constant fall of rain, and a quick succession of hard squalls of wind and hail.

Should a vessel be near the coast during one of these northerly gales, it would be advisable for her to make an offing as quickly as possible, to guard against the sudden shift to the westward that is almost certain to ensue. The discovery, however, of the anchorages of Port Henry, Port Santa Barbara, Port Otway, and St. Quentin's Sound, has very much reduced the
dangers of the lee shore; and a refuge in either of them will always be preferable to passing a night on this coast in a gale of wind.

The barometer falls with northerly and westerly winds, but rises with southerly. It is at its minimum height with N.W. winds, and at its maximum when the wind is S.E. The temperature is rarely so low as 40°, excepting in the winter months.

At the conclusion of the first chapter (page 46, and also page 77), we have given a description of the western entrance to the Strait of Magalhaens, between Cape Pillar on the South and Cape Victory on the North. Off the entrance is the excellent leading mark formed by the Evangelista, or Isla of Direction, very clearly indicating the opening of the strait (p. 46).

The following descriptions are principally drawn from those of Captains P. P. King, Stokes, and Skyring, and Mr. Kirke, mate of H.M.S. Beagle.

Between CAPE VICTORY and Lord Nelson Strait the coast is very much broken, and intersected by channels leading between the islands of Queen Adelaide's Archipelago; on the sea coast of which, to the N.N.E. of Cape Victory, is a remarkable pyramidal hill, called Diana Peak, which, in clear weather, is visible to ships entering the strait. Lecky Monument, about 11 miles N. 4 W. from Cape Victory, is described by Lieut. Lecky, in 1874, as a remarkable isolated, pillar-shaped mountain, 3,600 ft. high, forming a conspicuous land-mark when approaching Magalhaens Strait from the northward. Cape Isabel is a steep, rocky promontory, of great height, with a peaked summit, and a sharply serrated ridge, having at its base two detached columnar masses of rock. Beagle Island, lying off it, is wall-sided; but, although tolerably high, is much lower than the land of the cape.

Cape Santa Lucia may be distinguished by a portion of flat table-land, about one-third of the altitude of the mountain from which it proceeds and terminating at its outer face with a perpendicular precipice.

The coast between Capes Isabel and Lucia is dangerous to approach nearer than 10 miles, for there are within that distance many sunken rocks, on which the sea only occasionally breaks. Some of these breakers were seen to seaward at the distance of 5 or 6 miles, as Capt. Stokes proceeded along the coast. When he was off Cape Sta. Lucia whales were very numerous.

The general aspect of this portion of the coast is similar to that of the most dreary parts of the Magalhaenic regions—bare, rugged, rocky, and mountainous, intersected by inlets, and bordered by islets, rocks, and breakers.

Cape Sta. Lucia is the westernmost point of Cambridge Island. Cape George, 1,000 ft. high, at the South end, is lower, and forms a bluff point. Lecky Look-out, the central peak of Cambridge Island, is about 3,800 ft. high, and from its superior height to that of any other mountain in the vicinity, is a good mark for ascertaining a ship's position.

The San Blas Channel, Duck and Duncan Harbours, the Duncan Rock, and
other rocks off them, are inserted in the survey from the oral information of the master of an American schooner, and probably are very incorrectly laid down. Augusta Island and the White Horse were seen by Lieut. Skyring.

CAPE SANTIAGO is the South end of Madre de Dios Archipelago; it is correctly placed, as are also the summits of the land that are particularized, viz., the opening of West Channel, April Peak, Tower Rock, and the bay to the North of it, and Cape Three Points, which is the South entrance of the Gulf of Trinidad.

CAPE THREE PEAKS, or Tres Puntas,* rises to a lofty rocky mountain, nearly 2,000 ft. high, the summit being of peaks and sharp serrated ridges, with a detached mass of rock of pyramidal form at the base, which shuts in with the land on the bearing of N.N.E. § E. true.

Port Henry is 3 miles to the N.E. of Cape Three Peaks. The shore between them is lined for nearly a league off with rocks and islets, of which several scores might be counted in the space of a square mile; but they seem to be of bold approach, and no dangers probably exist that are not above water, or are not shown by kelp.

Bound to Port Henry a vessel should keep on the South side of the gulf; for the northern part is strewed with many rocks, and seemed to be exceedingly dangerous. The soundings, also, are irregular, and the bottom is foul and rocky.

The entrance of Port Henry will be easily distinguished by its sandy beach, since it is the first that is observed on the South shore on entering the gulf. It is a small, light-coloured beach, with a lowish sandy cliff at the back, and a round, rocky, and wooded mount at its western end. The Seal Rocks, also in the offing, are a good mark; they bear N. by W. true, 5 miles from the West point of the entrance, which is about a mile wide. The channel is bounded on each side by low rocks, lying off moderately high, round, rocky islets, that may be approached within ½ cable's length. The soundings are from 20 to 26 fathoms, on a sandy bottom; afterwards they decrease pretty gradually to the anchorage, which is in 9 and 10 fathoms.

When the sandy beach bears S. by E. § E. mag., the fairway of the

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* The discovery of this island is thus described by Sarmiento:—"March 17, 1579. In approaching the shore we saw a great bay and gulf, which trended deeply into the land toward some snowy mountains. To the South there was a high mountain with three peaks, wherefore Pedro Sarmiento named the bay 'Golfo de la Sanctaima Trinidad.' The highest land of the three peaks was named 'Cabo de Tres Puntas o Montes.' This island is bare of vegetation, and, at the water-side, is low and rugged, and lined with breakers: on the summit are many white, gray, and black-coloured portions of ground or rock. Six leagues to the North of Cape Tres Puntas is the opposite side of the gulf, where it forms a large high mountain, backed to the North by low land, and fronted by many islands. This high mountain, which appears to be an island from the offing, was called Cabo Primero."
entrance will be quite open; and a vessel may stand in, keeping the round
mount at the western end of the sandy beach on the port bow, until nearly
abreast of it; she may then proceed up the harbour as high as convenient,
and select her berth; for the ground is quite clear of danger to the line of
rock weed, which skirts the shores and islets. The depth of water is between
12 and 8 fathoms, and the bottom generally of sand and mud.

In turning in there are some patches of kelp on each side, growing upon
rocks that are awash at high water, which must be avoided.

As the squalls off the high land are sometimes very strong, it will be ad-
visable for a ship to anchor as soon as possible, and warp up to her berth;
which, from the smoothness of the water, may be easily effected.

The inner harbour was named Aid Basin. It is perfectly land-locked, and
sufficiently spacious to contain a numerous squadron of the largest ships, in
20 fathoms water, over a mud bottom, and as completely sheltered from the
effects of wind and sea as in wet docks.

It is high water at full and change within a few minutes of noon, and
rises 5 ft. The stream of the tide, however, is very inconsiderable, and
never exceeds half a mile an hour.

The GULF of TRINIDAD separates Wellington Island from Madre de
Dios. It is nearly 10 leagues long, and from 4 to 9 miles wide. Its South
shore, or North coast of Madre de Dios, is very much broken, and probably
contains many ports. None of them were visited by the surveyors excepting
for night anchorages. Under the East side of Division Island is Port de la
Morro, which, with Point Candelaria and Port Rosario, are inserted from
Sarmiento's account.

On the northern shore are two opening-like channels: the westernmost
probably communicates with the Fallos Channel; the other, Sarmiento's
Brazo de Norte, or North Arm, appeared to trend under the base of the
range of mountains, among which Cathedral Mount is a conspicuous object.
From the entrance of the strait this mountain resembles the spire and roof
of a church, and is visible for more than 20 leagues. Between the two
openings is Neesham Bay, in which the Adelaide found a secure anchorage in
11 fathoms. There is also good anchorage for a small vessel in Windward
Bay.

The gulf meets the Wide Channel at its junction with Concepcion Strait,
where the channel is contracted by Topar Island to the width of 1½ mile.
There are several isles and rocks in the gulf, of which the most remarkable
are the Seal Rocks, before mentioned; the Van Isles, opposite the Western
Channel; and a group of numerous isles extending for a league to the
southward of the land to the westward of Neesham Bay. On the South shore
are also several isles, but they are near the coast, and are particularized in
South Pacific.
the chart. The most remarkable is Medio Island, which, with the reef off its S.W. end, is well described by Sarmiento.

**Cape Primero.**—Opposite to Cape Three Peaks is Cape Primero, the South point of the mountainous island of Mount Corso; the land of which may be seen in clear weather, from the southward, at the distance of 10 leagues. It forms the visible northern termination of the coast line. Viewed when bearing North, or any point to the westward of North, its summit makes like a round mount rising conspicuously above the contiguous land, from which a small portion of low coast extends for 2 degrees beyond it to the westward. The land of the northern shore of the gulf makes in mountainous ridges and peaks, the average height of which Capt. Stokes estimated to be about 3,000 ft.

**Mount Corso Island** is separated from Cape Brenton by Spartan Passage. For more than a league off Cape Primero are some extensive reefs; indeed, the whole line of the West coast of Madre de Dios is fronted by rocks, some of which are two leagues from the shore. There are regular soundings in the entrance of the gulf, but the water deepens immediately after passing to the eastward of Port Henry.

**Catopaxi Rock,** discovered in 1875 by the Pacific Steam Navigation Company's ship of that name, lies about 15 miles N.W. from Mount Corso Island. It appeared to have 10 or 12 ft. water over it, but the weather was not suitable for exact observations. Other rocks of similar character may exist in this little known region, thus rendering extreme caution necessary in approaching the desolate coast. In all probability this rock does not break in fine weather.

**Picton Opening and Dyneley Bay** very probably insulate the land that separates them, of which Cape Montague is the S.W. extreme. There are some rocks 8 or 10 miles off the coast to the southward;* but between Cape Montague and Cape Dyer they are more numerous: several are from 8 to 10 miles off the shore; many are dry, some are awash, and others show only by the breaking of the sea.

**Cape Dyer** is in lat. 48° 5' 30", long. 75° 33'. At 5 miles W.S.W. of it is a rocky islet, about 45 ft. high, rising like a tower from the sea, called by Bulkely and Cummings, "The Rock of Dundee," from its similarity "to that island in the West Indies, but not so large; it lieth about 5 miles from the southernmost point of land out at sea." This rock is a good mark for Port Santa Barbara, from which it bears S.W. 1° S., distant 9 miles.

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*Caution:—Several rocks have been recently discovered off the coast to the southward, viz.:—Scout Rocks, 10 miles S.S.W. 1° W. from Cape Santiago; two by the Cordillera, in 1873, 8 or 10 miles from shore, in lats. 60° 59' and 51° 11'; also two by the Magellan, in 1874, one S.W. 2° miles from Cape Sta. Lucia, and another S. 1° W. 12 miles from Cape Isabel.
Port Santa Barbara.—The land about this harbour is similar to that about Port Henry. Its shores are rocky, with some patches of sandy beach, but everywhere covered with trees, or an impervious jungle, composed of dwarfish trees and shrubs. The land, in most places, rises abruptly from the shore to mountains, some of which attain an altitude of more than 2,000 ft., and are quite bare at their summits and on their sides, except in sheltered ravines, where a thick growth of trees is found. These mountains, when we could break off specimens, were of basalt, with large masses of quartz imbedded in it; but on some parts of the shores the rocks were of very coarse granite.

At 1 mile to the North of the rock the depth is 23 fathoms, and gradually decreases on approaching Port Santa Barbara; in steering for which, as soon as Cape Dyer bears South, by compass, you will be close to some rocks, which you should keep on your port hand. Abreast of this rock, one-eighth of a mile off, the depth will be 11 fathoms. The channel here is 1 mile wide, but gradually narrows on approaching the S.W. end of Breaksea Island; and at Wreck Point, the West head of the port, the width is about one-eighth of a mile. There are several rocks in this passage, but as the depth is from 6 to 8 fathoms, the anchor may be dropped, and the ship warped clear of them, in case of being becalmed; calms, however, are of rare occurrence here.

Breaksea Island,* more than 2 miles long, fronts the port, the heads of which are three-quarters of a mile apart. In the entrance of the port the depth is 3½ and 4 fathoms, and gradually decreases to 2½ fathoms, but at the bottom there is a basin with 6 and 8 fathoms in it.† This is a very good harbour, and, from the rare opportunity of anchoring your ship in a moderate depth, is of easy access. It is also readily made out by its vicinity to the Dundee Rock, which serves to point out its position.

*A large island, on the northern side of the harbour, is an excellent watering place, at which casks may be conveniently filled in the boats. It is also an object of great natural beauty. The hill which forms its western side rises to 700 or 800 feet, almost perpendicularly, and, when viewed from its base, in a boat, seems stupendous: it is clothed with trees, among which the light-green leaves of the winter's bark tree, and the red flowers of the fuchsia, unite their tints with darker foliage of other trees. This perpendicular part extends to the northward till it is met by the body of the mountain, which is arched into a spacious cavern, 50 yards wide and 100 feet high, whose sides are clothed with a rich growth of shrubs; and before it a cascade descends down to the deep face of the mountain."—
Capt. Stokes.

† "In the afternoon we weighed anchor and warped into a berth in the inner harbour, where we moored in 3 fathoms. I found, lying just above high water mark, half-buried in the sand, the beam of a large vessel. We immediately conjectured that it had formed part of the ill-fated Wager, one of Lord Anson's squadron, of whose loss the tale is so well told in the narratives of Byron and Bulkeley."—Capt. Stokes, Voyages of the Adventure and Beagle, vol. i., p. 166.
WESTERN COAST OF PATAGONIA.

High water takes place, at full and change, at 11h 45m p.m., and rises 3 to 4 ft. (neaps), 6 ft. springs.

To the N.E. of Breaksea Island are many straggling rocks. The Beagle having entered the port by the western entrance, left it by threading the rocks to the eastward, in doing which she had not less than 9 fathoms. Between the island and the mouth of the port, the depth is from 6 to 7 fathoms, good ground, which renders the entrance and exit very easy.

Flinn Sound is a deep opening to the eastward of the port, it was not examined. Point Bynoe, with the group of islands, Bynoe Islands, extending for 2 miles off it, is the West head of the Fallos Channel, which was explored for 30 miles without offering any interesting feature.

Fallos Channel probably communicates with the sea by Dyneley Bay and Picton Opening; and, beyond the latter, was supposed to communicate with the Gulf of Trinidad by the channel to the West of Neesham Bay.

The GUAIANE CO ISLANDS, 20 miles in extent, are composed of two principal islands and many smaller islets; the westernmost is called Byron Island, and the easternmost Wager Island. They are separated by Rundle Pass, called in Bulkely's Narrative, the Lagoon; on the West side, and at the North end of it, is Speedwell Bay. There is a fair stopping place in the S.E. end of Wager Island; but, unless blowing very hard from the northward, it would be better for a ship to cross to Skyring Harbour.

Rundle Pass is only a quarter of a mile wide, but perfectly clear in the whole extent of its channel, excepting the northern entrance, where it is guarded by many detached rocks, which render the entrance to Speedwell Bay rather difficult. According to Byron's and Bulkely's Narratives, the situation of the wreck of the Wager is near the West end of the North side of Wager Island. Off the western and northern sides of Byron Island are some rocky islets.

The Guianeco Islands are separated from the land of Wellington Island by a clear, but, in some parts, narrow passage. At its S.W. end it is contracted by rocks to 1½ mile, and at the South end of Byron Island is scarcely a mile broad; afterwards, however, it widens to 2½ and 3 miles.

The North part of Wellington Island is Cape San Roman. It is the West head of the Messier Channel, which opens into Tarn Bay.

Tarn Bay is about 5 leagues wide. The Ayautau Islands are 4 miles from the coast, but the interval is occupied by several rocky reefs, between which Lieut. Skyring thought, there seemed to be a "sufficient clear passage." The pilot, Machado, in 1769, however, thought differently.

The Channel's Mouth (the Boca de Canales of the old chart) extends in a S.E. direction for 11 miles, and then divides into two branches; it is merely deep and narrow arms of the sea, running between steep-sided ranges of mountains. The shores are rocky, and afford neither coves nor bights, nor
CAPE MACHADO—KELLY HARBOUR.

even shelter for a boat, and are perfectly unproductive; for no seals or birds were seen, and the shores were destitute even of shell-fish.

Cape Machado, in lat. 47° 27', long. 74° 29', is the North head of this opening. Two miles off it are two rocks, which Machado carefully and correctly describes, as he also does the rocks and breakers which extend off the South head for very nearly a league. The Beagle twice occupied an anchorage under the Hazard Isles, in the entrance, and on both occasions was detained many days from bad weather, with three anchors down. She anchored here in June, 1828, and experienced the most horrible weather. Nothing could be more dreary than the scene around; and there is no doubt that the perilous and arduous nature of the surveying service here hastened the sad termination of Capt. Stokes's existence.

Excepting this very bad and exposed anchorage, there exists none in the channel. Capt. Stokes describes it to be an extremely perilous anchorage. "The anchors," he says, "were in 23 fathoms, on a bad bottom, sand and coral. The squalls were terrifically violent. Astern, at the distance of half a cable's length, were rocks and low rocky islets, upon which a furious surf raged, and on which the ship must have been inevitably driven, if the anchors, of which three were down, had started."

Between Channel's Mouth and Jesuit Sound the coast is more unbroken and low than usual. In lat. 47° 17' are some reefs, which project 2 miles to sea; behind them there was the appearance of a bight, which may afford anchorage. Jesuit Sound, like Channel's Mouth, is quite unfit to be entered by any ship.

Separated by Cheap Channel from the main is Xavier Island, the Montrose Island of Byron's Narrative. It is 11½ miles long, and 4 wide, and is very high, and thickly wooded with lofty trees. The only two anchorages which the island affords are noticed and named by Machado—the northern one, Port Xavier; the southern, Ignacio Bay. The former is by much the better place, being secure from prevailing winds, with 17 fathoms at 800 yards from the shore. The South end of the bay is a sandy beach, backed by tall beech trees. The shore to the South of Xavier bay, for the first 4 or 5 miles, consists of a high, steep, clay cliff, with a narrow stony beach at its base, backed by mountains of 1,200 or 1,400 ft. high, and covered by large and straight-stemmed trees. The remainder of the coast, to Ignacio Bay, is low, and slightly wooded with stunted trees; and its whole extent is lashed with a furious surf, that totally prevents boats from landing. Ignacio Bay affords anchorage in 9 fathoms. The western coast of the island is lined by reefs, extending 2 miles off, upon which the sea breaks high.

Kelly Harbour is situated at the bottom of the N.E. corner of the Gulf of Peñas, in the bay formed between the land of St. Estevan Gulf and Xavier Island. It trends inwards in an easterly direction for 8 miles. The land about the harbour is high, rugged, and rocky, but by no means destitute
of verdure. In the interior are lofty peaked and craggy ranges of snow-covered mountains. The points of the entrances are 2 miles asunder, are thickly wooded, and low, compared with the adjacent land; their magnetic bearing is N.E. ½ E., and S.W. ½ W. Between them is a channel of from 35 to 40 fathoms deep, over a mud bottom, without danger, to a cable's length of the rocky islets that fringe the shore for a quarter of a mile off. On approaching the harbour the remarkably muddy appearance of the water is rather startling; but the discolouration proceeds only from the freshes of the river, and the streams produced from a very extensive glacier that occupies many miles of the country to the North. The course in is E.S.E. by compass, until in a line between the inner North point, and an inlet on the South shore that is fronted by five or six wooded islets. Then haul up along the port side of the harbour, as close to the shore and as far as you please, to an anchorage. The best berth is when the two points of entrance are locked in with each other, and within 1¼ cable of the sandy spit that extends off the western end of a high and thickly-wooded island. The ground is excellent, and so tenacious, that it was with difficulty that the Beagle lifted her anchors. Shelter, wood, and water, however, are the only advantages offered by the harbour.

For knowing Kelly Harbour the glacier is a capital leading mark. It is a large field of ice, lying on the low part of the coast, about 2 miles to the northward of the harbour. The water at the anchorage, at half-tide, was perfectly fresh, but was too muddy to be fit for use.

SAN ESTEVAN GULF.—The entrance of this gulf, which is situated 9 miles North of the N.E. end of Xavier Island, is 4 miles wide. Forollius Peninsula, on the western side, is a narrow tongue of land nearly 5 leagues long. The entrance side of the gulf is a long sandy beach, curving round to the N.W. towards the entrance of the River San Tadeo, between which and Cirujano Island, forming the South (or rather the West) point of entrance, the width is less than 5 miles; and at a league farther to the westward it is not more than ¾ miles across. Here, in the centre, there is a small islet called Dead-tree Island.

Beyond this is St. Quentin's Sound, 10 miles deep; and, at its N.W. corner, Aldunato Inlet extends in for about 8 miles. St. Quentin's Sound terminates in continuous, low land, with patches of sandy beach, over which, among other lofty mountains, the dome of St. Paul's is seen. The shores are thickly wooded with shapely and well-grown trees; the land near the beach, for the most part, is low, rising into mountainous peaks; a little distance in the interior of which, some are 1,500 ft. high, but they are not craggy.

St. Estevan Gulf is one of the best harbours of the coast, being easy of access. The best anchorage is at about 2 miles above Dead-tree Island, in from 4 to 6 fathoms, sandy bottom. This will be at 2 miles from either shore, but the berth is perfectly land-locked; if necessary, anchorage may
be taken up much nearer to it; and as in all parts of the Sound there is anchorage depth, with a muddy or sandy bottom, the advantages offered to shipping would be of great consequence in parts of the world more frequented than in the Gulf of Peñas. Whales were numerous, and seals were also seen.

With reference to a supposed passage through from San Estevan gulf to the Chonos Sea, the result of a recent Chillian expedition entirely disproves the existence of one.

Cirujano Island, above-mentioned, is that on which the surgeon of the Wager was buried. The island is separated from the extremity of Forelius Peninsula by a strait, 1 mile to three-quarters of a mile wide.

The mouth of the River San Tadeo is easily distinguished on entering the gulf, by the sand-hills on each side of its entrance, and the bearing of the East trend of Cirujano Island, S.W. by S., true (by compass S. by W. by W.) A sandy beach extends to the East and West of it for many miles; the land is low and marshy, and covered with stumps of dead trees. It has a bar entrance, much of which must be nearly dry at spring tides.

Purcell Island is separated from the land of Forelius Peninsula by a good channel, 2 miles wide; it is moderately high and thickly wooded, and about 6 miles in circuit. About mid-channel, and nearly abreast of the East end of the island, is a rock only a few feet above the water. The channel to the South of the rock is from 18 to 22 fathoms deep, and the bottom sandy.

Upon the peninsula, opposite the West end of Purcell Island, is an istmus of low, sandy land, scarcely a mile wide; the one over which, it may be inferred from the narrative, the canoes in which Byron and his companions were embarked were carried.

The Beagle anchored in Bad Bay after dark, in 8 fathoms, sandy bottom. Of this place, Capt. Stokes remarks: "At daylight, we found that we had anchored in a small bay about half a mile off a shingle beach, on which, as well as on every part of the shore, a furious surf raged that effectually prevented our landing to get chronometer sights." The mouth of this bay is N.E. by E. by E. (mag.) 9 leagues from Cape Tres Montes, which, in clear weather, may be seen from its mouth. Like all this shore of the gulf, it is completely open to the S.W., and a heavy rolling sea.

Tres Montes Gulf.—To the westward, between Bad Bay and the land of Capes Tres Montes, is an extensive bight, 16 miles wide, and about 12 deep. The centre is occupied by a group of islands, called Marine Islands, upon which the Sugarloof, a mountain 1,840 ft. high, is very conspicuous. It was seen from the Wager the day before her wreck. Upon the main, 5½ miles N. by W. from the Sugarloof, is another equally remarkable mountain, called the Dome of St. Paul's, 2,284 ft. high.

Neuman Inlet, at the N.E. corner of this gulf, extends for 17 miles into the land, where it terminates; but it is of no use, as the water is too deep
for anchorage. It is the resort of large numbers of hair-seals. At the N.W. corner is Hoppner Sound, about 5 miles in extent. At its S.W. end is a deep inlet, extending 7 miles to the S.W., and reaching to within 2 miles of the sea coast, from which it is separated by an isthmus of low and thickly-wooded land. Capt. Stokes walked across it to the sea-beach, from whence he saw Cape Raper. The Beagle anchored at the bottom of Hoppner Sound, off the mouth of the inlet. The mouth of the sound is very much blocked up by the Marine Islands; but the southern channel, although narrow, has plenty of water. On the S.W. side of the Marine Islands is Holloway Sound, in which is Port Otway, an inlet extending for 5 miles into the land in a S.W. direction.

PORT OTWAY.—The entrance of Port Otway is on the West side of Holloway Sound, about 14 or 15 miles distant from Cape Tres Montes, and may be readily known by its being the first opening after passing the cape. Off the mouth are the Entrance Isles, among which is the Logan Rock, having a strong resemblance to the celebrated rock in Cornwall whose name it bears. It is broad and flat at the top, and decreases to its base, which is very small, and connected to the rock upon which it seems to rest. Immediately within the entrance on the West shore is a sandy beach, over which a rivulet discharges itself into the bay. Here anchorage may be had in 9 or 10 fathoms. It is by far the most convenient one the port affords, and contains anchorage all over it, but the depth is generally inconveniently great, from 20 to 30 fathoms. Capt. Stokes says, in his journal:—"Among the advantages which this admirable port presents to shipping, a capital one seems to be the rich growth of stout and shapely timber, with which its shores, even down to the margin of the sea, are closely furnished, and from which a frigate of the largest size might obtain spars enough to replace a topmast, topsail-yard, or even a lower-yard. On each side of the harbour we found coves so perfectly sheltered, and with such inexhaustible supplies of fresh water and fuel, that we lamented their not being in a part of the world where such advantages would benefit navigation."—Vol. i., p. 170.

CAPE TRES MONTES is a bold and remarkable headland, rising from the sea to the height of 2,000 ft. It lies in lat. 46° 38' 57", and is the South extremity of the Peninsula of Tres Montes.

Capt. Stokes says: "At sunset Cape Tres Montes bore N.W. (N. 25° W.) distant 13 miles. In this point of view the cape makes very high and bold; to the eastward of it land was seen uninterruptedly as far as the eye could reach. We stood inshore next morning, and were then at a loss to know, precisely, which was the cape. The highest mountain was the southern projection, and has been marked on the chart as Cape Tres Montes; but none of the heights, from any point in which we saw them, ever appeared as 'three mounts.' The land, though mountainous, seemed more wooded, and
had a less rugged outline than that we had been hitherto coasting since leaving the Strait of Magalhaens."

This was the northern termination of the Beagle's surveys in 1830.

Tides.—High water, at most parts of this coast, takes place within half an hour on either side of noon. The stream is inconsiderable, and the rise and fall rarely more than 6 ft.

THE INTERIOR CHANNELS AND SOUNDS.

The western coast of Patagonia, between the Strait of Magalhaens and the Gulf of Peñas, is formed by a succession of islands of considerable extent, the largest of which, Wellington Island, at the northern end, occupies a length of coast of 138 miles. It is separated from the main by the Messier and Wide Channels; and from Madre de Dios by the Gulf of Trinidad. Madre de Dios, which is probably composed of several islands, has for its inner or eastern boundary the Concepcion Strait. Hanover Island has the Sarmiento and Estevan Channels on its eastern side, and on the South is separated from Queen Adelaide Archipelago by Lord Nelson Strait, which communicates by Smyth Channel with the Strait of Magalhaens.

These inner channels have risen into an importance, which was not foreseen by Admirals King and FitzRoy and the officers employed on the original survey of the Strait of Magalhaens. They have become the great highway for steam vessels passing from either ocean, as by this route they avoid the heavy sea to which the outer coast of Patagonia is liable. For sailing vessels, of course, they cannot be recommended. American mail steam vessels of upwards of 4,000 tons have passed this way; and in the beginning of 1869, Admiral Cloué, the French commander-in-chief, took the frigate Astré through without any difficulty; subsequently also Pacific mail steam vessels have used the inner channels.

From this new accession of interest it was found that the Beagle's surveys were not sufficiently minute to ensure safety, and in the autumn of 1866, Capt. R. C. Mayne, R.N., C.B., sailed from England in H.M.S. Nassau to complete the survey of the strait and of these inner sounds, a good service complete in 1869.

Through the whole extent of the channels the chart and eye must be the principal guides, as it is impossible to give a description of channels so narrow and tortuous with sufficient exactness to guide a mariner without them. Anchorages may always be had if judgment be exercised, and the vessel not pushed on till too late in the day to pick one up; and even should no anchorage be obtained, the shores, excepting in one or two places, are so bold and steep-to, that a vessel may safely remain under way all night.

Smyth Channel, which leads out of Sea Reach in the Strait of Ma-
galhaens, as described on page 42 previously, is the entrance to this interior navigation. It extends in a N.N.W. direction for 45 miles, to Victory Pass, and then 30 miles W. by N. 4 N. to Nelson Strait, which runs in from the Pacific to the South of Cambridge and Hanover Islands.

Cape Philip, at its western entrance, has been before described on p. 42, together with the anchorage of Shell Bay, just eastward of it. At a little more than 6 miles from the cape, on the West shore, is the anchorage of Deep Harbour, the entrance of which is a quarter of a mile wide. The anchorage, in 30 to 35 fathoms, is about half a mile within the first head.

Good’s Bay, the next anchorage, is better than the last, the depth being from 20 to 25 fathoms. It is convenient for vessels going to the northward, but when bound in the opposite direction, North Bay will be better, from the depth being less.

Goods and North Bays are both unfit for long ships, as indeed are all the anchorages between Sholl and Otter Bays, and a vessel going northward should not pass Port Tamar or Sholl Bay without being sure of reaching Otter Bay.

Burgoyne Bay, 4 miles northward of Deep Harbour, and on the opposite shore, has anchorage in it, though it cannot be called good on account of its depth. The bottom was very uneven, varying from 40 to 12 fathoms, but near the shore in some parts anchorage might be had, with a stern hawser to a tree, and, as it is perfectly landlocked, there would be no danger in this. Hugh Head, a barren height, 200 or 300 ft. high over the North side of the bay, marks its entrance.

Pylades Bay, 2 miles to the northward, was not surveyed, but it appeared deep. Antoine Bay has no danger in it, but there is not room for anchorage, except by going to the head and making fast to the shore.

Passing Renouard Island, the course lies between Shoal Island and the eastern of the Evans group, between Richards and Simpson Islands, and then N.W. by N., so as to leave Pearse andAlert Rocks and Shearwater Islets on the starboard hand. Renouard Island may be passed on either side, but as Hull Islets block up the North end of the West passage, it is preferable to pass it to the eastward. From Cape Colworth until Otter Islands are approached there is no danger.

On rounding the West side of Shoal Islands give them a good berth, as the tide sometimes sets strong towards them.

Pearse Rock, lying 3 cables S.W. of Shearwater Islands, is small and awash, surrounded by kelp, and sometimes difficult to distinguish; a good berth should be given to it when passing.

Alert Rock, lying about 3 cables N.W. of Shearwater Islands, is similar to the Pearse Rock, but has three heads showing above water, with a fringe of kelp round it, and is difficult to distinguish when approaching it from the North.
If the weather be thick, and Alert Rock has not been made out, close the land North of Colworth, or stop the engines until the weather clears. Naress Reach is open and free from dangers, with high land on both sides, Sparkes Islands in Retreat Bay on the western side, and Reid Island on the eastern side, being close to the shore, need no description. Mount Stone, Mary and Dashwood Points, being easily distinguished, point out the way to Mayne Channel.

*Retreat Bay* is large and well sheltered, but useless on account of its great depth; the same fault may be found with *Hose Harbour* on the opposite shore, where a depth of 50 fathoms is found within 2 cables of the land all round.

*Tundy Bay*, 3 or 4 miles to the northward, has anchorage for a small craft, as has also *Oaks Bay* on the opposite side of the channel, but with the far preferable anchorage of Otter Bay so near both are valueless.

*Mayne and Gray Channels* are separated by the Otter and Summer Islands. Of these Gray Channel is deeper than Mayne Channel, but narrower and more intricate; in fine weather, however, a vessel may, if necessary, pass through it in perfect safety by keeping clear of the kelp, by which all the dangers are marked.

*Mayne Channel*, about 8 miles in length, leading southward and eastward of Otter and Summer Islands, though the shoaler of the two, is the one which will be generally preferred by vessels not drawing more than 25 to 26 ft. For this channel the chart and a good lookout for kelp will be sufficient guides. Northward of Summer Isles, Long Island should not be approached within three-quarters of a mile.

*Otter Bay*, formed by the three southernmost of the Otter Islands, has very good anchorage in 6 or 7 fathoms, well sheltered, but confined for a large vessel. In entering the bay the eastern shore of the western (Cunningham) island should be kept on board until well inside, when two or three small islets will open on the starboard hand, and the Boat Channel to the northward between Cunningham and Campbell Island will also be open. As soon as the small islets above mentioned show, steer for them and anchor when the N.W. and N.E. ends of Cunningham and Campbell Islands are in line. Very large vessels had better anchor on the bank between Summer and Long Island.

Northward of Mayne Channel the eastern shore is very low as far as the base of *Mount Burney*, which is 5,800 ft. high and covered with perpetual snow. The summit of this magnificent mountain is rarely visible, but should a passer by be fortunate enough to have a clear day, he will not easily forget the magnificence of the scene.

*Hartwell Bay* may have anchorage among its numerous islands, but it is out of the way, and as there is no ship passage to the eastward of Long Island it is practically useless.
Fortune Bay in Beaverstock Island is a fair anchorage for a small vessel, but too confined for a large one.

Isthmus Bay in Zach Peninsula is one of the best anchorages in the strait or channels, and may be known on approaching it from the north-west by a remarkable white patch on the land, about half a mile north-west of Selfe Point, the bay is perfectly safe for the largest vessels. On the western side are several reefs, but they are all marked by kelp; and the Labouchere Rock breaks when there is any sea. By keeping on the southern side the passage will be found perfectly clear, and a vessel may select almost any depth for anchorage.

If not deemed desirable to go far in, a ship passing outside the kelp, which extends a cable off Trivett Point, and steering N. by W. for half a mile, will find good anchorage in 20 fathoms, mud, with Self Point, the western extreme, bearing about S.W. by W.; or, if preferred, she may go a cable or two farther in on nearly the same course. The most secure anchorage, however, is in 14 to 16 fathoms, sand, in the inner bay inside Allen Point; for this continue a N. by W. course from Trivett Point until Hurlow Inlet bears W.S.W., when keep N.W. for about 2 cables until the South extreme of Mallett Bay shows well outside Ives Point, whence N. ½ E. leads to the anchorage.

Mallett Bay is too shoal to be of much use. In Sandy and Inlet Bays anchorage may be obtained, but with Isthmus Bay so near these are hardly required.

Victory Pass, separating Zach Peninsula from Hunter Island, connects Smyth Channel with Collingwood Strait and Sarmiento Channels on the North, and with Union Sound to the S.E. The latter leads to the Ancon Sin Salida (or No Thoroughfare Cove) of Sarmiento, and thence through Kirke Narrows to Obstruction Sound and Last Hope Inlet, which were carefully examined by the Adelaide's officers in the vain hope of finding an opening into Skyring Water.

Brinkley Island, situated on the East side of Victory Pass, has a high, well defined peak near the S.E. end, sloping towards the N.W.; the island is of a brownish colour, with a few stunted trees on it.

The only danger in Victory Pass is Cloyne Reef, a circular rocky shoal, just awash and thickly covered with kelp; with any wind the sea breaks heavily on it, but in thick weather it may not be distinguished until close upon it. As the shore of Brinkley Island is steep-to, a vessel should steer for it until Cloyne Reef is recognised, and then pass between the reef and the island. The passage West of Cloyne Reef, between it and Hunter Island, is only 3 cables across; but when the reef can be distinguished it is perfectly safe, and with a small power vessel, if the wind be down the channel, it is advisable to keep that side, so as not to go further to leeward than necessary.
SARMIENTO CHANNEL.

Bessel Rock, about 10 ft. above water, lies nearly half-way between Bessel Point and Brinkley Island, and is quite out of the channel.

William Bay, in Hunter Island, affords a good stopping place for boats.

Dixon Cove, between the South end of Newton Island and La Place Islands, is about 2½ cables in extent, and has a passage in and out at either end; it is much more sheltered than Columbine Cove, and its only objection is the depth of water, the anchorage being in 24 fathoms, but the holding ground is good, consisting of clay, sand, and mud.

Columbine Cove, 4 miles, northward of Dixon Cove, is fairly sheltered, but at times the williwaws down the steep mountain side over it are furious. When blowing hard the vessel should not go into the cove, the best berth being in 15 to 16 fathoms water, a little outside a line joining Slader and Powlett Points. Excellent wood for steaming purposes may be obtained.

There is an anchorage in Shingle Road under the northern point in 18 fathoms, and 25 a little further out, but with very little shelter.

SARMIENTO CHANNEL, communicating with Smyth Channel, through Collingwood Strait and Victory Pass, stretches 70 miles to the northward, running between Piazzi Island and Staines Peninsula, and then to the eastward of Vancouver and Esperanza Island into Peel Inlet; at the mouth of which it unites with Estevan Channel, and both merge into the Inocentes Channel through the Guia Narrows.

The eastern shore of Piazzi Island was carefully examined by Capt. Mayne. Three inlets or bays were entered towards the southern end, and then the ship was anchored as supposed where the Salamander anchored. This is not a fit anchorage for any vessel; the Nassau got 7 fathoms too close to the island to swing, and then drifted off into 40 close to the shore. There is, however, a large opening inside this which was not examined. The inlet North of this was not examined, but a smaller one about 3½ miles northward was found to be a well-sheltered bay, with 15 to 20 fathoms, mud, in the middle. Two islets to the northward mark its entrance, and there is a large kelp patch, and several small rocks southward of it. In going in keep on the northern shore to avoid a small kelp patch nearly in the middle, and when in, hard a port and anchor in depth as above. About 3 miles North of this again is a fairly sheltered bay which would make a stopping place; it is rather confined and exposed to the northward, but has anchorage in 7 to 9 fathoms, mud. This place is about 13 miles from Cape St. Mateo.

On the opposite side of the channel, South of Cape Gracia, there are two openings, but they appeared full of rocks and kelp, without any promise of anchorage.

H.M.S. Pylades, 1869, found good anchorage in Lecky Retreat, Piazza Island, half a mile off shore in 10 fathoms, fine dark sand. The entrance of the bay bears West about 2 miles from Cape Gracia.

Double Peak Island is a good mark for determining a ship's position, espe-
cially at night, as it shows out well from the back ground; the two peaks lie in a N.W. and S.E. direction, therefore appear as two, only when seen from the S.W., the N.W. peak is 960 ft. high. Double Peak Island lies midway between Capes San Mateo and St. Vincente.

H.M.S. Malacca found shelter for a night under two islets, at the southern end of the second inlet in Vancouver Island, 4 miles from its S.E. point. With Mayne harbour so near, however, a steam vessel would hardly go there.

About a cable off shore, one mile southward of Mayne Harbour, is a rock that covers at high water, also another on which the water breaks, nearly 2 miles northward and westward of Mayne Harbour, about a cable off shore.

Mayne Harbour, in lat. 51° 18' S., has an inner and outer anchorage, of which the inner is preferable, but both are perfectly safe and landlocked. The entrance is eastward of all the islands off its mouth, of which one (Eclipse Island) is large, and four small; a vessel may either anchor in 13 or 14 fathoms water in the outer anchorage, or go on to the inner one, and select a position in 7 or 8 fathoms, mud.

A shelf with 13 ft. water over it, sometimes marked by kelp, extends 150 yards off Lecky Point, on the East side of the entrance to the outer anchorage. Vessels using that entrance should carefully preserve a mid-channel course, not only to avoid Lecky Shelf, but to clear a detached spot off the islands, which was grazed by H.M.S. Fawn in November, 1874.

Wood suitable for steaming purposes can be cut in abundance. Lake William, situated over the head of the harbour, was not tried for fish. Duck shooting may, however, sometimes be had here.

Anchorage may also be had outside the harbour, between Eclipse Island and Richard Point, in 26 fathoms, sand, but without much shelter.

Coming from the North, when abreast of Mayne Harbour, the conspicuous high land of Cape Baltazar will be seen to the S.E., and a round-shaped mountain 1,624 ft. high to the westward of it, the channel lies between the two in a S.E. 4 S. direction.

Puerto Bueno, nearly 20 miles North of Mayne Harbour, on the eastern shore of the channel, in lat. 51° N., is an excellent port in which a ship may find good anchorage in 8 to 9 fathoms in the middle of the harbour, or in 4 to 5 fathoms nearer the shore. Like Mayne Harbour it is divided in two, both being perfectly safe, but the inner one of course most sheltered. The entrance is between Pounds Island and Hankin Point. A small vessel may enter between Hoskins and Pounds Islands, but there is little to be gained by going in that way, and rocks extend some distance southward of Hoskins Island. Hecate Rock occupies an awkward position in this passage. There is a large fresh water lake just above the inner harbour, which empties itself by a small cascade into a little bight at its head.

Schooner Cove, just North of Hoskins Island, is adapted for boats or very small vessels, and has a sandy beach at its head.
GUIA NARROWS—CONCEPCION CHANNEL.

GUIA NARROWS, so called after Sarmiento's boat, are between Hanover and Chatham Island, and communicate with Sarmiento and Inocentes Channels. They are 6 miles long, and from 1 to 1½ mile broad, but there is no danger, the shores being steep-to on either side; sometimes the tide sweeps around the point, therefore it would be advisable to keep nearer the island strongly in passing through. It is high water, full and change, at 2° 10'; and the flood makes to the southward, while in the Sarmiento Channel, and southward of that, the flood makes North.

Ladder Hill, 1,285 ft. high, at the South entrance of Guia Narrows, is conspicuous when approaching the narrows from either end, having the appearance of being cut out in large steps. There is a little cove under Ladder Hill, in which H.M.S. Malacca spent a night, but it is quite unfit for anything but a schooner or gunboat, and not good for these. Unfit Bay is too deep to be good for anchorage, but in fine weather a vessel can make fast with hawsers.

The West coast of Chatham Island has many bights and coves, fringed by islands, among which is Guard Bay, where the Adelaide anchored, but the coast is too exposed to the sea and to the prevailing winds to offer much convenience, or even secure shelter.

Inocentes Island, situated at the junction of Concepcion and Inocentes Channels, rises gradually to a hill, 630 ft. high. On its S.E. end are two islets, and some rocks awash. On the N.N.W. side of the island there are also some rocks awash. Elias Island, formerly supposed to lie 1½ mile S.W. by S. from the South point of Inocentes Island, is said not to exist. Inverted Rocks are two rocks, about 8 ft. high, and 50 ft. in length, distant from each other about 100 yards, lying 1 mile W.N.W. from Inocentes Island.

CONCEPCION CHANNEL, separating Madre Islands from the main land, mences at Inocentes Island, and joins the Wide Channel, in lat. 50° 5' S. On the eastern coast of Madre Island there are several anchorages, viz., Walker Bay, Molyneux Sound, Michael Bay to the northward of Michael Point, and Tom Bay; all of which, being on the weather shore, afford secure anchorage; but the squalls of the high land are not less felt than in other parts.

Molyneux Sound is the best of the four indentations. Vessels on entering should pass to the southward of the two kelp patches, marked in the chart; they are covered with kelp, but when the water is ruffled by wind it does not show well. After passing this, haul up to the northward for the beach, which opens, and 2 to 3 cables off it 20 fathoms, mud, may be had, whilst further out, 24 fathoms will be found, with the N.E. point bearing S. 40° E.

In connection with the anchorages in Molyneux Sound, Navigating Sub-Lieut. Jones, H.M.S. Ringdove, 1869, remarks:—Anchorage may also be had
near an island at the head of the Sound in 21 fathoms, good holding ground, sand and mud, whence the highest hill at the head of the Sound bears N.W. by N. centre of the island W. by S., and the entrance points S.S.E. by E. and S.E. by E. The Sound is about 4 miles long by 3 miles broad.

Fawn Rock, with 9 ft. water, on which H.M.S. of that name struck, in 1870, lies W.N.W., distant 1¼ mile from the northern point of entrance to Molyneux Sound, the South entrance point bearing S.E. by S. The rock is about 50 ft. long S.E. and N.W., and is steep-to, having 28 fathoms within a cable on its northern side, and 20 fathoms at about 50 yards from its southern side; in a N.W. direction from the rock, for a distance of 3 cables, the bottom is level, with 20 and 21 fathoms. The rock is marked by kelp, but the prevailing current prevents the weed from showing itself until about 20 yards distant from the position of the danger. During the twelve hours the Fawn remained at Molyneux Sound, the tide set over the rock to the N.W., running from 2 to 3 hours before low water, with a velocity of 2½ knots.

A temporary buoy, painted red with a white stripe, has been placed to mark Fawn Rock. The buoy lies nearly half a mile W.N.W. from Michael Point, and nearly in the centre of the bay on the North side of Molyneux Sound. It cannot be depended on.

St. Andrew Sound, which runs to the eastward out of Concepcion Strait, is 4 leagues wide; but the mouth is much occupied by the Canning Isles. The principal entrance of St. Andrew Sound is to the North of Chatham Island. It is 5 miles wide, and, at 6 leagues within, divides into two arms; the northern one is 5 or 6 leagues long, and terminates; but the southern channel, which is Pitt Channel, trends behind Chatham Island, and communicates, as before mentioned, with Peel Inlet. Portland Bay, a good anchorage for a small vessel, is at the S.W. end of the northernmost of the Canning Isles. Expectation Bay is a small anchorage 5 leagues within the Sound at the eastern end of the Kentish Isles.

WIDE CHANNEL (Brazo Ancho of Sarmiento) commences at Brazo Ancho Point, the N.E. extreme of the Madre Islands, where Trinidad and Concepcion Channels meet Wide Channel, and extends 38 miles to the northward from Topar to Saumarez Island, with a breadth varying from 1½ to 3½ miles. The navigation of Wide Channel is often impeded by drift ice from Eyre Sound. Numerous large pieces of ice have been seen in this channel in June.

Open Bay, on the eastern shore of Wide Channel, opposite Trinidad Islands, is said to have an anchorage sheltered by two islands, but to be very exposed. Small Craft Bight is merely a slight indentation on the coast. Gage Inlet, about 20 miles North of Tom Bay, has a small anchorage at its head, about 4 miles within the entrance. It is, however, too far out of the way and the inlet is too tortuous to be of much use.

Sandy Bay was not examined by the Nassau, but the Hudson Bay Com-
pany's steam vessel *Labouchere* steamed into it in search of a bay likely to afford anchorage; but, not succeeding in finding one before dark, the vessel had to keep under weigh all night.

*Ringdove Inlet*, an opening between high hills opposite Sandy Bay, in lat. 49° 47′ S., has many small creeks and coves on either side, in which good anchorage may be obtained. The *Ringdove*, whilst experiencing bad and thick weather in the main channel, steamed 4 or 5 miles up the inlet (which appeared to extend some distance inland), carrying from 7 to 12 fathoms water, no kelp being visible, whilst the depth increased as the vessel proceeded. A well sheltered anchorage was found in one of the numerous coves in 14 fathoms. No rise or fall of tide was observed in this inlet, but it is probably the same as in other parts of these channels, viz., from 2 to 4 feet.

*Saumarez Island.*—There is a passage on either side of this island, but Grappler Reach, the eastern, is the wider of the two, passing close to Bold Head, an immense dark mass of rock, rising abruptly from the sea to the height of 1,000 ft.; abreast of this head is the entrance to *Eyre Sound*, which is 40 miles long, with an average breadth of 4 miles. Near its entrance on the eastern shore there was, in the *Adelaide's* days, a large rookery of seals, and another 13 miles farther up on the same side, in lat. 49° 21′ S. *Chasm Reach*, the passage West of Saumarez Island, though narrow, is perfectly clear and deep. In the autumn, when the ice from the glaciers at the head of Eyre Sound comes down in inconveniently large lumps, its navigation would be safer than the eastern passage; even going to Port Grappler it would be almost as short, but except for avoiding ice it has no advantage.

*Port Grappler* is an excellent well-sheltered harbour in the Exmouth Promontory, opposite the N.E. side of Saumarez Island. *Cloué Island*, in its entrance, shows so distinctly that it is impossible to mistake the position of this harbour. There is a passage on either side of the island, but the eastern one is the wider and better. The best anchorage for a large ship is 3 cables inside Cloué Island, in 8 to 9 fathoms, mud; but a small vessel may pass Diamond Island, and anchor in 4 to 5 fathoms off Allard Point. The holding ground all over the harbour is excellent, however, and a vessel may choose her berth where she pleases; but above Diamond Island the shoal water extends farther from the shore, and the anchorage ground becomes confined.

The vessel should endeavour to reach this harbour from Puerto Bueno, if possible, in the day. There is no danger known in steaming slowly along the Wide Channel all night. *The Inocentes Channel* should not be entered at night, unless in very clear weather indeed.

**INDIAN REACH**, 30 miles long between Saumarez Island and the English Narrows, presents no difficulties to an ordinarily cautious mariner. After *South Pacific.*
passing Saumarez Island, the course lies up the East shore for about 8 miles, when the ship will be between Crossover Island on the West side, and 2 or 3 small islets close in shore, joining a sandy beach on the East. Several small rocky islets (Covadonga Group) will be seen nearly in mid-channel from this position, whence the vessel must cross to the West shore, leaving all these islets on her eastern side. After they are passed she should haul out mid-channel to avoid Gorgon Reef, which lies awash off the South entrance point of Eden Harbour. Eden Island, shut in by Greville Point, leads to the N.E. of Gorgon Reef.

**Toro Island**, the northernmost of the Covadonga Group, has 4½ fathoms all round it. A sand bank, covered with seaweed, was discovered in Indian Reach in April 1874, by the French gun vessel *Infernal*. The bank lies N.N.E. ⅓ E. one-third of a mile from Toro Island, and N.W. ⅔ W. from the easternmost of the Covadonga Group. **Penguin Rock**, marked P.D. on the plan of Indian Reach, is situated nearly midway between Toro Island and Vaudreuil Rock.

**Vaudreuil Rock** is nearly awash, with 4½ to 7½ fathoms on the edge of the kelp surrounding it. The rock is a northerly extension of Covadonga Group, and lies three-quarters of a mile N. by W. ⅔ W. from Toro Island.

H.M.S. *Fantome*, in 1874, found anchorage for a night under Fantome Island one-third of a mile S.E. from Crossover Island, on the West side of Indian Reach, in a depth of 28 fathoms, sand, shells, and rock, with the extremes of Fantome Island bearing N.W. ⅔ N. and N. ⅔ W. From an examination it was found that anchorage may be had nearer Fantome Island.

**Port Riofrio** is on the West side of Indian Reach, and nearly 1½ mile north-westward of Toro Island. The entrance to the port is divided into two channels by Covadonga Rock, which is marked, with a perch, the North channel between Covadonga Rock and the South point of Marta Island is the better, being deeper and wider. On the eastern shore of the port, and abreast of the North channel, is a remarkable cascade, which being brought to bear W. by S. ⅔ S. will lead nearly through the middle of the North channel, in 27 fathoms; a vessel may anchor on that line of bearing in 20 to 25 fathoms, mud, about 1½ cable off shore; or further to the N.W., nearer Marta Island, in 18 or 20 fathoms, mud.

A patch of kelp, apparently indicating a shoal, was seen by H.M.S. *Zealous* on her passage to the southward through Indian Reach, in 1873, between Morton Island and Gorgon Reef, a little to the westward of the fairway track. At the time of the course being altered to avoid the patch, Gorgon Reef bore S. ¼ E. 1¼ mile, so that it would be advisable, after passing Morton Island, to keep in the track, until Greville Point bears W. by S., when the spot will be passed.

**Eden Harbour** is formed by a group of thickly wooded islands on the western shore of Indian Reach, about 5 miles South of the English Narrows, and
ENGLISH NARROWS.

has good anchorage in 8 to 12 fathoms. Coming from the northward it may be entered between Morton and Dulce Islands, but the best entrance is South of Charles Island, midway between it and the Hammond Reef. When in the entrance a remarkable tree on Jenkins Hill will be seen, bearing about N. by W. 4 W., and this tree kept half a point on the starboard bow will lead to the anchorage. The best anchorage is between Eden Island and a small beach N.W. of it in 12 to 14 fathoms, taking care not to get too close to Bare Rocks off Eden Island. Farther in is Malacca Cove, which is perfectly sheltered but very confined; the anchorage in it is 7 fathoms, mud.

Lackawana Cove, immediately South of Eden Harbour, and Level Bay, on the eastern side of the channel, with Eden Harbour so near, are quite useless.

ENGLISH NARROWS.—Except when passing Mid-channel Island, the English Narrows present no difficulty, and even there in the narrowest part, 1 cable, there is no danger unless a vessel goes through with wind and tide, which should never be attempted if the wind be strong. After passing Adam Island the eastern shore will naturally be kept on board, and is the best for approaching the Narrows. Kitt Island should be given a wide berth, as there is a small rock lying about a cable off it; and Chinnock Island should be passed about 1½ cable off, as there is a patch (Look-out Shoal), with only 3½ fathoms, about 3 cables N.N.W. of the island. From Chinnock Island it is essential to keep on the East side, as there is foul ground off Croft Island, extending half way across the channel; as this is passed, Mid-channel Island will be plainly seen, and the passage East of it will be opened.

Close to the South end of Mid-channel Island are detached rocks (Hall Rocks) awash, and beyond these kelp extends for some distance.

The channel on either side of the island is safe, but a large vessel should take the western, which is the wider and deeper of the two, and least affected by the tide.

Directions.—After passing the rocks off Croft Island, the vessel should cross gradually to the western shore, and follow it round while passing Mid-channel Island. Should the tide be making to the southward, care must be taken not to let it catch the ship on the starboard bow and cant her head in shore, as happened to H.M.S. Zealous in 1872, causing her to strike on a 17-ft. rock lying 100 yards southward of Zealous Islet, half a mile South of Mid-channel Island. Should the tide be making to the northward, the helm must be ported quickly after passing the island, or the ship will be set on Caution Shoal, which extends off Clio Islet and the South point of Patagonia Island. If the eastern channel be taken the island shore must be kept close aboard, as Danger Shoal extends for some distance off Cedar Point. A shoal, not always visible, and having 18 ft. on it, and 6 to 8 fathoms close-to all round, lies 1½ cable E. 4 S. from Clio Island. The kelp on this shoal does not always show, owing to the strength of the tides.
After Clio Islet and Cedar Point are passed, the channel is perfectly clear the whole way to the Gulf of Peñas, but the tide makes with considerable strength until Cavour and Lamarmora Islands are passed.

In making the English Narrows from the northward, the same care must be taken to avoid the shoal water off Cedar Point and Clio Islet; and, as before remarked, a vessel should not attempt the passage with the wind and tide, if the former be strong, unless she is being navigated by some one possessing local knowledge. At the back of Moat Island there is a remarkable grayish patch, resembling a castle, which, if steered for after passing Direction Islands will lead to the northern entrance of English Narrows.

There is anchorage on either side the English Narrows in mid-channel, where in calm weather a vessel might wait the turn of the tide. The holding ground is indifferent, however, and the ship is sheered about by the tide, so that she is apt to trip the anchor, in the event of which she would probably be set into the narrows before getting steerage-way on.

Tides.—It is high water, full and change, in English Narrows, at 0h 15m; springs rise 6 ft. The tides are very regular through, but have much greater force than elsewhere in the channels. At springs the stream runs 6 knots past Mid-channel Island. The flood and ebb streams are considered to run for about three-quarters of an hour after high or low water by the shore.

Lucas Cove, 2 miles South of Mid-channel Island, is a good anchorage for any but the very largest vessels. There are 4 fathoms in the channel, and no danger if the southern or mainland shore is kept on board. The cove is about 2½ cables wide by 4 cables long, and has anchorage in 10 to 11 fathoms in the centre, with a bottom of mud. A large vessel will find anchorage outside the cove in about 20 fathoms water.

Hoskyn Cove, nearly as far northward of English Narrows as Lucas Cove is to the southward, has good anchorage in the middle of the cove in 13 fathoms, mud. Care must be taken in going out or in, as the tide sweeps rapidly past Loney Islet, and catches the vessel's bow or stern, whilst her other end is in the dead water occasioned by the island.

Just outside the cove the channel is only 1½ cable wide, but both shores are steep-to, and after this narrow part, Messier Channel opens out, extending as far as the eye can reach, between lofty mountains covered with snow.

Messier Channel, 75 miles long in a N.N.W. direction, from the North end of the English Narrows to its outlet at Tarn Bay, in the Gulf of Peñas, is quite open, and free from all impediments. All the inlets may be entered with perfect safety, but the depth of water is far too great for anchorage. The number given, however, will be found amply sufficient to render this navigation perfectly easy in moderately fine weather. The real difficulty of it consists in the almost perpetual rain, thick weather, and strong
gales, with very heavy squalls or williwas, which come down the steep mountain sides with a force which must be felt to be believed.

Entrance Rock is low and flat, situated on the North side of the entrance to Magenta Bay, and 7 cables East of Thomas Island; from the prominent position of the rock it is a good mark for pointing out the direction of the North entrance to English Narrows.

Halt Bay, on the eastern shore, at the commencement of the Messier Channel, has been much used by ships passing through; but the water is very deep, and the space confined, so that Gray Harbour and Hoskyn Cove should entirely supersede it.

Gray Harbour affords excellent anchorage at the head of Liberta Bay, 2 miles East of Halt Bay, where a vessel may lie in perfect security in 16 to 17 fathoms, with a bottom of stiff mud.

The firewood here seems also to be as good as that in Halt Bay, which was highly praised by Captain Painter, of H.M.S. Gorgon. At the head of the harbour is a large fresh-water lake, which may be entered by a boat at high water.

Thornton Island, 20 miles northward of Gray Harbour, is about 5 miles long, with a table-topped mountain in the centre 1,200 ft. high.

White Kelp Cove, in Lion Bay, is very confined, and not nearly so good as Connor Cove, on the same shore, 2 miles North of Lion Bay, where anchorage is in the middle in 13 fathoms, stiff mud. Boyle Rock, which lies rather more than a mile off Connor Cove, is awash at low water, and is well marked by kelp.

Middle Island has two peaks; the North is about 2,200 ft. high, and the South about 2,100, very conspicuous from the northward, being visible as soon as a vessel enters the Messier Channel. Its shores are steep-to, and it can be passed on either side. Waterfall Bay, 12 miles North of Middle Island, affords very poor anchorage.

Island Harbour, on the eastern shore, 20 miles from the Gulf of Peñas, is a small but landlocked anchorage, well placed for vessels entering or leaving these channels, with good holding ground, plenty of wood and water close at hand, and at times abundance of fish. In entering, the island may be passed on either side, but the North passage is the straighter. There is a patch with 2½ fathoms on it about half a cable South of Phipps Island, and a group of rocky islands surrounded by kelp off the South point of the main. The anchorage is in 19 fathoms, rather more than a cable inside Phipps Island, with the extremes bearing S.W. ½ S. and S.E. by S. A small vessel, may, however, go into the inner basin, and anchor close to the large waterfall at the head of the harbour, in 10 fathoms, but her stern must be secured to the trees, as there is not room to swing. There is also anchorage outside the harbour in 15 fathoms, with Point Fleuriais bearing N.W. ½ W., and the South point of Phipps Island N.E. ½ N.
Millar Island, on the West side of Messier Channel, and about 6 miles inside the North entrance, is 2,400 ft. above the sea, and conspicuous when approaching Messier Channel from the North. Fatal Bay, being quite unsheltered with 25 fathoms close to the rocks, does not deserve the name of an anchorage. The highest of the Baker Islands, on the East side of the northern entrance to Messier Channel, is about 3,000 ft. high.

Halo Cove, in which there is perfectly sheltered anchorage in 16 or 17 fathoms, with a muddy bottom, is 10 miles North of Island Harbour. Two remarkable white patches of bare rock, one much larger than the other, on the side of Mount Orlebar, immediately over the anchorage, serve to mark its position well. Anchorage can be had outside the cove, but it is not well sheltered, and the bottom is rocky. Off Hale Cove are three islands named Alert, Scylla, and Scout, and two islets, the northern island Scout Island, being much the largest, and 2,600 ft. high.

Tarn Bay, in which the channels from Magellan Strait open into the Gulf of Peñas, is about 15 miles wide, and has been before described.

Port Ballenas.—If, after reaching Tarn Bay, the vessel should be met by a strong foul wind, or the still more common occurrence of a heavy westerly sea into the Gulf of Peñas, and she has not time to reach Port Otway, a fairly good anchorage may be had in the first deep indentation on the S.E. side of Wager Island. The space is confined and the bottom uneven and rocky, but it is quite sheltered by the island from all northerly and N.W. winds, and no sea can get up there. A depth of 11 fathoms may be had on the West side off a small islet, with just room to swing.

The preceding descriptions of the Inner Channels will be more clearly understood by reference to the Admiralty chart, especially by those improved by the surveys made (1868-69) by Commander B. C. Mayne in the Nassau.

We again resume the description of the outer coasts.

The coast northward of Cape Tree Montes is lofty and weather beaten. It is remarkable for the bold outline of its hills, and the thick covering of forest, even on the most precipitous flanks. There is no outlying danger off it. The water is deep, and the land from 2,000 to 4,000 ft. high.

Cape Gallegos is a bold promontory, barren to seaward, and rising abruptly from the water.

San Andres Bay is 28 miles round the coast to the northward of Cape Tree Montes. Cone Creek, in this bay, is narrow, and will be easily recognised by its proximity to a singular cone, 1,300 ft. high, even more perfectly conical than the famous Sugarloaf at Rio de Janeiro, an unfailing landmark. It is a place difficult to be got out of, and not to be recommended unless in distress. There is also anchorage in Christmas Cove in the S.W. part of the
CHONOS ARCHIPELAGO.

bays. **Useless Cove,** on the northern side of the bay, is well named. Pringle Point is the North point of San Andres Bay, and hence to Rescue Point the land is considerably less high. Stewart Bay and Cliff Cove seemed to promise anchorage.

**Port San Estevan** is 20 miles N.N.E. of San Andres Bay. It is sheltered by Rescue Point, *in lat. 46° 18' S., and terminates in a fresh-water river, or rather mountain stream. Dark Hill, 2,150 ft. high, is an excellent mark for it.

The **Hellyer Rocks** are a very dangerous patch, having soundings around them, and lying 6 miles from the nearest land, in lat. 46° 4', 14 miles N. by W. § W. (*North, true*) from Rescue Point.

**Cape Taytao,** or Taytaohaohuen, *is in lat. 43° 53' 20" S. It is one of the most remarkable promontories on this coast, and forms the S.W. point of the land encircling the Chonos Archipelago. It is a high, bold promontory, and its neighbourhood is an unprofitable wilderness of rocky mountains, woody and swampy valleys, islands and rocks in profusion, and inlets or arms of the sea penetrating in every direction. It makes like a large island, pointed at the summit, and is near 3,000 feet high, rugged, barren, and steep. Several rocks above water lie around it; none, however, a mile off shore. Northward of the cape is Anna Pink Bay, so named by the surveyors from the narrative in Anson's Voyage. Within a cove of this bay the **Anna Pink,** one of Anson's squadron, employed as a victualler, took refuge from westerly gales. She anchored under Ynche-mo Island, but drove from thence across the bay, and subsequently brought up in Port Refuge.

**Port Refuge** is a safe but out-of-the-way place. It is described in Anson's Voyage (chap. 3) in very glowing colours; but it may be remarked, that those who discovered it were here saved from destruction.

**Canaveral Cove,** West of Port Refuge, though small, is very convenient for refitting, or executing any repairs. **Patch Cove** is so small as to be unfit for vessels of any size exceeding 200 tons.

North-east of Ynche-mo, about 6 miles distant, are the **Inchin,** or **Fernando Islands,** and next to them are the **Tonquehuen,** **Menchuan,** and **Puyo Islands,** among which, no doubt, there are many good anchorages, and abundance of fresh water, wood, wild herbs, and fish.

**Chonos Archipelago** extends from the peninsula of Taytao to the island of Chiloe, between the parallels of latitude 46° and 44° S.; it consists of a large number of barren, rugged, and lofty islands, rising to an elevation of 2,000 to 4,000 ft. above the sea.

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* Upon Rescue Point the Beagle found five seamen, who had lived in these solitudes, in excellent health, on seals, shell-fish, and wild celery, for thirteen months. They had deserted from an American whaler, in Oct. 1833, near Cape Tres Montes.
The interior sounds behind these islands have not been thoroughly surveyed, but they are supposed to contain harbours as numerous as the islands. The inner coasts of Skyring, Clements, Garrido, and Isquiliac Islands, are like the outer, high, rugged, and barren, ranging to about 3,000 feet above the sea. In the middle of Darwin Bay, that large bight between Tenquihuen and Vallenar Islands, is a detached and dangerous islet named Analao. Darwin Channel leads from Darwin Bay into the interior sounds behind the Chonos archipelago, and is perfectly safe for the largest ships. When inside, the navigation is comparatively easy. It has also the advantage of an anchorage at either end, Vallenar Road outside, and Port Lagunas inside.

In the different channels of the Chonos archipelago, the dangers are generally marked by kelp, and in the quiet bays it will frequently be found growing in deep water, where the bottom is rocky. A good lookout should be kept from aloft, as strong currents frequently draw the kelp under water. In the channels which have an East and West direction, the flood sets to the eastward, and ebb to the westward. In those having a North and South direction the flood generally sets to the northward, and to the southward.

The prevailing wind is from the westward, the climate healthy, but moist and tempestuous, especially during winter; in summer, occasionally for several weeks together, the heat is so intense, that the small streams dry up and fresh water becomes scarce.

Pilots may be found in any part of the archipelago during the summer, but they should not be depended on, except for pointing out the direction of the channels.

Darwin Channel trends in an E. by S. direction for about 16 miles, whence it turns a little to the northward; a white rocky islet will then be seen standing well out of the channel. This islet must be left on the starboard hand. The channel then turns to the N.E. for about 8 miles, and a deep indentation with several islets in it leading North will be opened. This must be passed, and the coast will now trend about East, until another large island is passed, and then the principal channel northward will be opened, the distance from the entrance being about 40 miles.

On the South side of Darwin Channel, and about 5 miles East of Alfredo Point, is the entrance to William Channel, which is about half a mile wide, and trends S.S.E. for 5 miles to Port Yates, where anchorage may be had in 12 or 14 fathoms, sandy bottom.

Port Lagunas, situated on the West side of the North entrance to Moraleda Channel, is a good anchorage, but rather small.

Vallenar Road, within the Vallenar Islands on the North side of Darwin Bay, is well pointed out by the mountain of Isquiliac, which is 3,000 feet high, rugged, and triply peaked. It is an excellent roadstead, easy of access and egress. The best anchorage is in about 12 fathoms water, near the little
SOCORRO OR HUAMBLIN ISLAND.

islet, which lies off the S.E. end of Three Finger Island. The Beagle lay there during a heavy S.W. gale.

SOCORRO or HUAMBLIN ISLAND lies off the Chonoes Archipelago. Its South extreme is in lat. 44° 55' 50" S. It is a comparatively low and level island, about 300 or 400 feet high, except one hill, which is about 700 feet.

When made from the offing, it is considerably detached from those which seem like Tierra del Fuego, being a range of irregular mountains and hills, forming apparently a continuous coast.

The three outlying and neighbouring islands of Huamblin or Socorro, Ypun or Narborough, and Huaso, or No-man's Island, are thickly wooded, and, as before stated, rather level, compared with their neighbours, and not exceeding 800 ft. in height. There are few, if any others, like them in the Chonoes Archipelago; almost all the rest, however portions of some may resemble them, being mountainous, and very like those at Tierra del Fuego and the West coast of Patagonia, beyond 47° S. The vegetation is therefore much more luxuriant, and there is a slight difference in it, consequent, probably, upon a milder climate. There are some productions, such as canes and potatoes, &c., found, which do not grow near the Strait of Magalhaens. The formation of the three islands is a soft sandstone, which can be cut with a knife as easily as a cake of chocolate.

The whole of the surface of the Chonoes Archipelago, of which little was correctly known prior to the Beagle's survey, is a succession of high and considerable islands, so near one another, that, from the offing, they make like a solid unbroken coast.

ADVENTURE BAY, to the eastward of Huamblin, is bounded by dangerous outlying rocks. Pun and Liebre Islands, in the middle of the bay, are remarkable from their height and conical form, but they afford no shelter. Under Ypun or Narborough Island, however, there is good anchorage in 12 to 16 fathoms, over clay and sand; and Scotchwell Harbour, at the S.E. part of the island, is not only a valuable place of refuge, but a perfectly secure and agreeable place for wooding, watering, or refitting. On these islands were a considerable number of seals.

The Island of Ypun resembles Huamblin in its character, and therefore differing totally from the rest of the neighbouring islands, which are high, rugged, and generally barren to seaward; while these are comparatively low, level, and fertile. Scotchwell Harbour should be approached from the northward, because, although the passage South of it has been examined, and appeared to have no hidden dangers, it is narrow, and there may be undiscovered rocks.

The cluster of islands between Narborough and the Guaytecas offer no anchorages so easy of access to a stranger as those previously mentioned.

Guaytecas Islands.—At the North end of the Chonoes Archipelago, among South Pacific.
the group of islands called Guaytecas, will be found Port Low, an excellent harbour; in approaching it a good berth must be given to the numerous rocks that lie along the N. and N.W. shores of those islands, and allowance made for the stream of tide, which is felt off Huacanec Island, and causes a race off Chaylaimo Point.

In running for Port Low from the westward, the Guaytecas Islands appear in a hummocky ridge, at the N.E. point of which there is a remarkable flat-topped island. This table looks like the N.E. point of a large island, of which the S.W. part diminishes into low land. When seen from a considerable distance, about 20 miles, the flat island, summit-knobbed hill and hummocky ridge are still conspicuous. This hummocky ridge appears to be the middle of the group of islands. On the left, looking to the S.E., is a single-knobbed hill inland, which looks higher and insulated. As far again to the left, is the flat-topped island already mentioned, beyond which there appears to be an opening; the low land to the westward makes like many islands.

Port Low has the usual supplies; water of excellent quality, wood, fish, shell-fish, including oysters, and wild herbs. Of late years, potatoes have been planted by otter-hunting and sealing parties from Chiloe, therefore a small supply may be looked for. This is a port in which a number of large ships might lie conveniently, it being one of the best harbours on the coast.

Melinka Harbour, so called by the Chilian Government, but Puerto Arena by the sealers, is on the S.E. side of the North Guayteca Island, and runs up close to Port Low. There is a small establishment for sealing and cutting railway sleepers in this port. The entrance is round the S.E. point of the North Guayteca Island, on a course of about South, until a few houses on the North side of the bay come in sight, when haul up for them and anchor in 15 to 7 fathoms, stony bottom, with Melinka Point bearing N.E. by E. The holding ground is said to be better farther out in 20 fathoms. This port is completely sheltered.

Huafo Island. — Westward of the Guaytecas Island, distant about 20 miles, is Huafo or No-man's Island, a large island, but without a harbour, except for boats; the highest part is the N.W. head (Weather Point), 800 feet above the sea. Reefs extend 3 miles seaward to the North and West. It is highest at the N.W. end, low in the middle, and high again at the S.E. extremity; it is well wooded, and formerly had many sheep on it, while the aborigines lived there in peace.
CHAPTER IV.

THE ISLAND OF CHILOE.

The Island of Chiloe is the northernmost of that vast chain of islands which fronts the American continent from lat. 42° southward to Cape Horn. From its situation, it is of great importance, and under its former dominion, was considered as the key to the King of Spain's possessions in the Pacific.

It is about 100 miles in length, by about 35 in breadth, and within, or to the East of it, is a numerous archipelago of islands, 63 in number, of which 36 are inhabited. The Island of Chiloe itself, or Isla Grande, is hilly, but not mountainous, and covered with one great forest, particularly cypress, and "alerce," a variety of it; these affording a large article of export, in the form of planks. The interior of the island is not known, and the only road is an artificial one between S. Carlos and Castro. The other articles produced are potatoes, wheat, barley, and hams, for which it is famed. Poultry may be had in abundance.*

The Province of Chiloe, or Ancud, is one of thirteen of the political divisions of Chili, which has besides two colonial territories, one of which is that in the Strait of Magalhaens. Its northernmost limit is the South bank of the Maullin, and it extends southward to Tres Montes, but there is nothing to govern on the Chonos Archipelago. Its name is significant of the origin of its people—"Chili-hue," which means "further," or "new," or "the end of" of Chili. Hence, Chiloe, or Chiloé, as it is sometimes written and pronounced, into which it has been corrupted. It was first discovered by the Spaniards, in 1558, when it was thickly populated by Chonos Indians, or Huyhuen-che. The first Spanish settlement was made in 1566, when the city of Castro was founded. The language used is almost exclusively Spanish.

By the decree of February 28th, 1855, the island was divided into four departments; the principal population, which would appear to be considerable for the districts occupied, are centred at S. Carlos, and in Castro, and Lemui. In 1832, the census gave a total of 43,832 for the population of Chiloe (as in the Island of Lemui), but of an inferior description, like that of Concepcion. It is not true coal—lignite would be a more appropriate term. However, it burns readily.—FitzRoy, p. 382. See hereafter on this subject.

* There is a good deal of coal in Chiloe (as in the Island of Lemui), but of an inferior description, like that of Concepcion. It is not true coal—lignite would be a more appropriate term. However, it burns readily.—FitzRoy, p. 382. See hereafter on this subject.
the province; in 1844 it was 48,912, and in 1854 it was 61,586, having quintupled itself since 1787.

The climate of Chiloe is considered by those who live in other parts of Chili to be rigorous, cold, and damp; certainly there is much reason for such an opinion, particularly in the winter months, when it almost always rains, and the wind, with little cessation, blows hard from North to N.W., and by the West to South; but, notwithstanding the great quantity of rain that falls, the evaporation is great, and it cannot therefore be called unhealthy; indeed, from experience, it is considered quite otherwise.—(Capt. King, R.N.)

There is a marked difference of climate, between the East and West sides of Chiloe, as to the quantity of rain and wind. A proportion of both appears to be arrested (as it were) on the windward side of the heights, so that the neighbourhood of Castro, and the islands in the Gulf of Ancud, enjoy much finer weather than is met with about San Carlos.

The coasts abound in shell-fish, which afford an inexhaustible supply to the inhabitants, and are obtained with the greatest facility. Money is almost unknown, therefore all transactions are by barter. Of the various ports and places we shall remark in the subsequent descriptions.

Among the numerous islands between Chiloe and the main, along the eastern coast of Chiloe itself, there are many excellent harbours where supplies of provisions may be found, except at its southern end.

The PASSAGE inside CHILOE ISLAND, by the Coroovado and Ancud Gulfs, is safe, as evidenced by the Spanish ironclad Numancia and two large frigates passing safely through in 1866. Here the greatest change will be observed by anyone who has come through the inner channels from Magallanes Strait, or instead of the high, bold, rocky shore, sandy beaches will be seen almost everywhere: most of the islands are cultivated, and huts are scattered about all over them. But except to avoid a northerly wind there is little temptation to make the passage inside Chiloe Island; the rain also is almost perpetual. There are no attractions whatever at San Carlos, and the wind, weather, and barometer seem so much affected by local causes that there is frequently bad weather in the port when it is comparatively fine 50 or 60 miles to seaward.

Oysters abound, also poultry, and abundance of good potatoes can be obtained cheap at the small villages, but since a regular packet and trade have been established at San Carlos, such supplies are little, if any, cheaper than at Valparaiso.

Directions.—With strong northerly winds, a vessel having rounded Cape Tree Montes, and intending to pass inside Chiloe Island, should steer so as pass outside Huamblin Island, and then for Huao Island, which latter should be closed to within 5 miles before keeping away into the channel. If this be not done she will be liable to be set down by the strong tides which at
times are said to run from 3 to 4 knots between Huaso and the Guayticas Islands, on to the dangerous lee shore of the latter group; whereas, by keeping well under the southern shore of Chiloe Island, she can haul close round for Port San Pedro, after passing the Canoitad Rocks.

Off Olleta Point, which is the southernmost point of Chiloe, and to the southward of the mountainous island of San Pedro, are the Cadahuapi and Canoitad Rocks, dangerous in the night or during calms. The Canoitad Rocks are 4½ miles from the nearest land, and the tide stream sets towards them.

SAN PEDRO, or HUAMBLIN, ISLAND makes at a distance like a rounded lumpy hill; when near, it appears to be wooded to the very summit, though 3,200 ft. in height. At the entrance of its harbour a white rock, near the N.E. head, may be noted as a mark; care should be taken to avoid the three-fathoms bank, extending two-thirds across the entrance of the harbour, if the tide is low. There are nearly 2 fathoms rise at springs in this place.

A promontory on the North shore of the harbour, in line with the next point to the westward of it, bearing W. by S., leads between the white rock and the shoal off the North side of the harbour. The best anchorage is off a sandy beach on the North shore, nearly one mile inside the white rock, in from 7 to 10 fathoms, sand; with the South point of entrance bearing S.E. ½ E., white rock bearing N.E. by E. ½ E., and the leading mark on.

Bound northward from Port San Pedro, a vessel should keep out E.N.E. 9 or 10 miles before hauling to the northward, as Laytec Shoal with only 3 fathoms water on it extends from 3 to 4 miles S.S.E. from Laytec Island.

The existence of the Numancia Reef seems doubtful, but it is better to give Centinela Point the S.E. extreme of Tranque Island, a good berth in case of its existence; and then haul up to pass between Chaulinec and Quehuy Islands. There is anchorage southward of the latter island. Pass westward of Quenac Island, giving its S.W. point off which there is a kelp patch with 3 fathoms in it, a berth of at least half a mile, then steer to pass to the eastward of Linna Island and between Linlin Island, and the shoal patches with 1½ and 2 fathoms nearly midway between Linlin and Meulin Islands, from thence steer for Tenoun Point, southward of which is another anchorage close off a small village with a church.

Leaving Tenoun Point, the passage West of Changues Islands can be taken, and thence all is clear till Chacao Narrows are entered. If it be deemed desirable to anchor in Oscuro Cove, or Huite, the passage inside Cantonhue Island is deep and clear, and excellent anchorage will be found inside the cove. There is also anchorage south-eastward of Tres Cruces Point, the N.E. extremity of Chiloe Island.

The passage above given is safe for any sized vessel, and the advantage it possesses over the wider one eastward is, that much of the strength of a
northerly wind is avoided by keeping so much under the lee of the islands, as well as a disagreeable chopping sea which gets up in the wider part.

CAPE QUILAN, the S.W. point of Chiloe Island, is rounded and woody; there are cliffs in its vicinity of a light yellowish colour, about 300 ft. in height. From Cape Quilan to Pirulil Head, a similar character of coast line continues; there is no kind of anchorage, scarcely can even a whale-boat find a place of shelter where she could be hauled ashore.

Cucao Bay is bounded by a low beach, always lashed by a heavy surf. Cucao heights are remarkable, as being the highest and most level high land in the island: they are wooded to their summits, and in height from 2,000 to 3,000 ft.

"The district of Cucao is the only inhabited part on the whole West coast of Chiloe. Its Indian population are very secluded from the rest of Chiloe, and have scarcely any kind of commerce, except sometimes in a little oil, which they get from seal blubber."— Darwin.

Cape metalqui is remarkable; the heights over it rise about 2,000 ft., and make from seaward in three summits. Off all this coast from Cape Quilan northward, there are no outlying or hidden dangers. Between Cocutue and Caucahuapi Heads, a low isthmus joins the peninsula of Lacuy to the rest of the main island.

Caucahuapi, Guaban, and Huochucucuy Headlands, are bold, clifffy promontories, needing scarcely any remarks. The latter is a high, steep, bare bluff; these three headlands are the first seen when making the land near the port of San Carlos. In approaching that excellent harbour, the Huapacho Shoal must have a good berth; it lies 1½ mile West of Huapacho Head, which is a light-coloured clifffy head, bare at the top, and broken at the seaward extremity; in the night, more especially, this should be guarded against, the land behind being a low sandy beach, not then distinguishable.

Light.—Corona Point or Huapilacuy Light is a fixed white light, varied every 2 minutes by a flash, at an elevation of 197 ft. above high water, visible in clear weather from a distance of from 12 to 18 miles. This light is seen over the land of Huapacho; vessels therefore approaching Port San Carlos from the southward, after rounding Huochucucuy Head, should continue steering to the N.E., until the light bears S.E. by E., when they can haul to the southward. The tower is circular, 32 ft. high, and painted white. It stands on the part of Huapilacuy S.E. by E. ½ E. 1½ mile from Huapacho Head, with the West point of Sebastiana Islet, bearing N. by E. 4 E., centre of Cochinos Island E.S.E., and Huochucucuy Head W. by S.

PORT SAN CARLOS.—The low extreme of Huapacho is sometimes called Tenuy Point; probably it extended further seaward, and was more remarkable formerly. Off it lie two dangers, Huapacho Shoal, 1½ mile W. by S. ½ S., and the Otorio Rock, of 15 ft. W. ½ N., half a mile from it. There is deep water between these dangers and the point. During the ebb tide vessels
PORT SAN CARLOS.

should give Huapacho Point a wide berth, as the tide sets towards the dangers at a rate of 3 to 4 miles an hour.

Keeping Huapacho Point to the southward of E. by S. avoids the Huapacho Shoal; when the light bears S.E. by E., haul to the south-eastward, and act according to circumstances.

Dangers.—A rock, the position of which is doubtful, is said to exist two-thirds of a mile N.W. by W. ¼ W. from Aguy Point. There is a kelp patch with 7½ fathoms in it at the distance of half a mile N.W. ¼ W. from Aguy Point. *Nunez Bank buoy is red, in 5 fathoms, on the eastern edge of the bank that extends between Aguy and Balcacura Points; from the buoy, Aguy Point bears N. ¼ W., and the N.W. point of Cochinos Island E.N.E.

A bell-shaped buoy, painted red, is moored in 2½ fathoms at low water, on the northern edge of San Antonio Bank, with Aguy Point N.W., 9 cables; the telegraph on mole of Ancud bearing S.E., and the battery on Balcacura Head S.W. ¼ W. On the S.W. end of the same bank is a red buoy, in 4 fathoms, S. ¼ E., half a mile from the North buoy, with Aguy Point bearing N.W. ¼ N.; and the N.W. extreme of Cochinos Island N.E. by E.

*Cochinos Islet, 200 ft. high, has two peaks on it, and a shoal of 2 fathoms water extends about a mile off its East point. *Mutico Point, at 2 miles eastward from Cochinos, has a patch of rocks lying N.N.W., 1 mile from it; and all the bottom in that vicinity is irregular; patches of kelp are seen frequently, but they seem to be attached to large stones as well as rocks. From Pechera Point, 3 miles N.E. of Mutico Point, a rocky patch runs out from a quarter of a mile, and forms the termination of a bank extending from the shore between it and Mutico Point: and is possibly connected with the Yngles Bank.

The Port is on the South side of Lacuy Peninsula. Its entrance, between Cochinos Island, 200 ft. high, and Aguy Point, is about 2 miles across, in an E. ¼ S. direction, and from Cochinos Island the port extends to the westward for nearly 6 miles, with an average breadth of 1 mile.

The Town of San Carlos de Ancud stands on Guihuen Heights, on the South shore of the entrance. It is built on two rising grounds, and in the valley that separates them a rivulet runs into the bay. A mole affords sufficient protection to the boats and periaguas frequenting the port. The houses are generally small, and have but little comfort. The plaza, or square, without which no town in Chili of the least importance is to be found, is situated on a flat piece of ground at the summit of the southern hill, and commands an extensive view. It is about 180 yards space, and has a flagstaff in the centre. Within the last few years some substantial stone buildings have been erected by the wealthy people in the town, an example which is likely to be followed. On the North side, at Punta Arena, there is a strong well-built stone storehouse, and opposite to it is the church, also of stone. The Chilian Government have a store of coal at Punta Arena, and it
can be easily shipped, as the point is steep-to, and the water always smooth. On the cliffs over the sea, near Ancud, very thin veins of coal have been traced, but of inferior quality near the surface.

In 1866 a fort was erected about 500 yards to the northward of the town, built with heavy baulks of timber filled in with earth, not strong enough to resist heavy artillery, but mounted 40 cwt. 32 prs. At Aguy Point, Balcacura Head, and midway between the two places, are also forts similar in strength and construction to the one at Ancud.

A fixed white light is exhibited from the croostrees of the telegraph, situated on the upper part of Aguy Point, which should be seen from a distance of 2 miles, and is useful as a guide to the anchorage.

The anchorage off the town of San Carlos is not safe, but a vessel of not more than 12 ft. draught may stop there for a time in fine weather. In this case the best berth is in 4 fathoms water, sand and mud, with the lighthouse in line with the western angle of the fort on Aguy Point; and the S.E. extreme of Cochinos Island in line with the extreme of the point North of the town.

The best anchorage for a large ship, especially during the Norther season, is off Balcacura Point, in 7 or 8 fathoms, sand and mud; with Aguy Point bearing North, and Punta Arena S.W. by W. For a ship intending to make any stay, the best anchorage is southward of Punta Arena, in 8 or 9 fathoms, stiff dark clay.

Boats should not attempt to land at San Carlos after half ebb, or before half flood, when there is any breeze. Between these times they can go inside a small mole and land in safety, but when the water is low they can only land outside, where there is nearly always a sea with westerly winds.

Dona Sebastiana Inlet, 160 ft. high, lies N.E. § E., 4 miles from Huapa-cho Point; from the islet is a shoal extending 4 or 5 miles westward, called the Achilles Bank, over which there is considerably disturbed water, rippling and swelling during a calm, but during a gale breaking in high short seas. This bank or ridge extends westward, in line with Chocoy Head, in one with the islet; there are 6 fathoms at low water on it, at 3 miles from the islet, and 4 fathoms at 2 miles. The vicinity of both Sebastiana and Carelmapu Inlets, a rocky chain about 2 miles long, to the northward, must be given a wide berth, as the tides sets strongly at times in races near them.

Ingles Bank, lying about 2 miles South of Sebastiana Island, must also be particularly avoided. It is a dangerous shoal, 3 miles long, with only a few feet of water over some parts, the bottom being sand, or sandstone, or of hard tuca, over which the tide runs with great strength. Muller Rock, with 12 ft. water, lies 2 miles S. § W. from the peak of Carelmapu Point.

Chacano Narrows are about 11 miles long, and from 1 to 2½ miles wide, with from 10 to 40 fathoms in mid-channel. On their North sides, that of the mainland, are Carelmapu and Chocoy Heads, steep cliffs, in front of
which runs a powerful stream of tide. The state of the tide, and there being sufficient wind to keep a vessel under command, are the principal points to consider when about to pass these narrows.

After passing Carelmapu Bay, keep along the North shore until Tres Cruces Point bears S.E. 4 S., to pass East of Seluian Rock, when, if going to the southward, a course may be shaped.

Topaze Rock lies 1 mile S. by W. from Carelmapu Point, with Chocoy Head bearing W. by N. 4 N. San Gallan Point, just open southward of Coronel Point, bearing N. by E., leads South of Topaze Rock. The South extreme of Chocoy Head in line with the northern extreme of Dona Sebastiana Point, bearing W. 4 N., leads North of Topaze Rock.

Punoun Point, on the South side of the Chacao Narrows, is low, with a sandy beach. At 2 miles W. 4 N. from the point is Guillermo Rock, a knoll with 4 fathoms, and less near its shoalest part. San Gallan Point, on the southern shore of the narrows, open to the southward of Coronel Point, lies between the Topaze and Guillermo Rocks, but, if overlapping, they lead on the Guillermo Rock.

Nearly a mile to the westward of Punoun Point there is a rock awash at low neap tides, and another rock lies just to the westward: they are called the Periagua Rocks. The Prince of Wales Rock, on which a steamer of that name was lost, is about 1 mile W. by S. 4 S. from the West Periagua Rock, and 1 ½ miles from Punoun Point. It has only 9 ft. over it. The marks for it are the extremes of Quintraquin and Punoun Points just touching, and the N.W. extreme of Guihuen Heights just shut in with the East extreme of Cochinos Island.—Mr. Petch, R.N., 1864.

The rise of tide here is about 11 ft. at springs, and 7 ft. at ordinary neaps; the soundings are very irregular. During the strength of the flood tide there is a heavy tide rip off Puñoun Point, caused by the strong stream running over so very irregular a bottom.

Lacao Bay, eastward of Puñoun Point, is a convenient stopping place for steam vessels, but care should be taken not to shut San Gallen Point in by Quintraquin Point, as the water shoals suddenly, and a reef which dries at low water springs extends nearly 4 cables N.W. by W. 4 W. from the North end of Lacao Island. The berth used by H.M.S. Nassau was, with San Gallen Point just open; Carelmapu Point W. 4 N.; and the North point of Lacao Island S.W. by S.

Petucura Rock, in mid-channel, at the narrowest part, is awash at half-tide. A line drawn from the extremity of Coronel Point to the extreme of San Gallen Point, and a line between the summit of Santa Teresa Point and the summit of Chacao Head, cross each other at the southern part of the rock. Another rock, more dangerous to large ships than Petucura, lies E. 4 S. from it, distant half a mile. On this rock, called the Seluian, there South Pacific.
are 2 fathoms at low water. Round this and the other rock there is deep water, except to the eastward, in which direction a rocky ridge extends a quarter of a mile. The stream runs very strongly over and past them, during ebb, as well as flood tide.

San Gallon Point, on the Chiloé shore, is steep, with a remarkable clump of bushes on its summit, which is about 500 ft. high. The North shore opposite is low, except near Coronel Point, where there are cliffs, about 100 ft. in height. Behind these cliffs the land rises to about 20 ft., and is thickly wooded.

Between San Gallon Point and Santa Teresa Point the distance is just 1 mile: it is the narrowest part of the passage from shore to shore, and half a mile further eastward the rock Petucura divides the channel into two narrow passages, either of which may be used.

Between Huapacho Head and Tres Cruces Point there is deep water, about 50 fathoms; but in Chacao Bay there is excellent anchorage in about 10 fathoms half a mile North of Chacao Head.

Chacao Bay.—When the Spaniards first settled in Chiloé, their head-quarters were at Chacao, and their vessels anchored in this bay.* The state of the tide, and having sufficient wind to keep a vessel under command, are the principal points to consider when about to pass Chacao Narrows. A temporary anchorage may be had on the South side of the Narrows, between Puñon and San Gallon Points, by getting close to the shore; and as the tide, strong as it is, sets to each side of, rather than towards, the Petucura Rocks, the passage of these Narrows is not so formidable as it appears to the Chiloe boatmen.

About a mile South of Tres Cruces there is a stony point, after passing which the tide is scarcely felt; and in the Bay of Manao there is no stream of tide: near the bay the tides usually meet. The nature of the tides around Chiloé will be hereafter described.

Chilen Bluff is a low shingle point, with a remarkable tree on its extremity. About half a mile in shore the land rises suddenly to about 150 ft. Linao Cove, South of the bluff, has good anchorage. Off the N.E. point of Huapilinao Head, to the S.E. of the bluff, there is a reef of rocks extending above a mile from the point. About 4 miles from Huapilinao is the small village of Lliuco. Queniao Point, which follows, is a low stony point, with a remarkable single tree on its extremity. Shoal water extends nearly a mile off the point, 3 fathoms being found at 1 mile off.

Lobos Head, on the island of Caucahue, is a steep bluff, above 250 ft. high;

* This was formerly the principal port in the island; but many vessels having been lost, owing to the dangerous currents and rocks in the strait, the Spanish government burnt the church, and thus arbitrarily compelled the greater number of the inhabitants to migrate to San Carlos.
behind it the land falls suddenly, and is very low for a short distance, after which it rises again.

**Port Huite or Oscuro.**—About 1½ mile from Queniao Point there is a sandy spit, with 2 fathoms of water on it about a quarter of a mile from the shore, when it deepens suddenly to 8 and 12 fathoms near the shingle spit, which forms a small but valuable harbour. This cove may become of great use, as the tide rises in it to about 20 ft.; the water is deep close to the shore, and always perfectly still. The entrance is about 3 cables wide, the point of the spit steep-to; the length of the cove is three-quarters of a mile, and its breadth 3 cables. There are 7 fathoms of water within 50 yards of low-water mark, and from 12 to 16 in the middle, over a bottom of mud and sand. The West side of the entrance is a rocky point, with stones lying off it half a cable's length. A vessel should keep close to the other side. In this cove any ship might be laid ashore, hove down, or thoroughly repaired, with perfect safety and great ease. There is no similar place known on the West coast of South America; the flood tide here runs to the northward, and strongly at spring tides.

**Chogon Point,** a bluff point about 200 ft. in height, lies a long mile to the southward of Quintergen Point, which is low and stony, with a shoal spit of about a quarter of a mile in length. Between them lies Caucahue Strait, and in the entrance there is no bottom with 50 fathoms. Vessels bound to Oscuro Cove from the southward may pass inside Caucahue Island. H.M.S. *Nassau* passed through twice without getting bottom from the chains.

Between the Changues Islands and Quicavi Bluff there are some reefs and a tide race. **Pulmun Bank,** 4 miles East of Chogon, is shown always by its breakers.

The flood tide sets close round Tenoun Point, which has a reef extending half a mile off it, and then across the channel towards the Changues Islands; the ebb tide sets to the S.W. close round the point, and at the commencement of the springs, and at the rate of 2 knots.

About a mile to the southward of Quicavi Bluff, lies the *Laguna of Quicavi,* which is an excellent place for boats, and when inside they can lie afloat at low water, but it cannot be entered until the tide has flowed some time.

**Changues Islands.**—Eastward of this cove, and between the points before mentioned, at the distance of 3 miles, lie the group of islands called the Changues; they are four in number, and separated by a channel, running nearly North and South, and 1½ mile wide in its narrowest parts, in which there are from 48 fathoms to no bottom with 55 fathoms. The western island is the highest, being about 350 ft. high, and forms a ridge East and West; the N.E. island has a round hill upon it, nearly as high as the former, but the other parts are much lower. There are some cleared patches, but they appeared thinly inhabited by Indians.

Between Quicavi Bluff and the Changues Islands a ship may navigate
safely, if a mid-channel course be preserved. *Pulmun Reef*, lying N. by 
W. \( \frac{1}{2} \) W., 4 miles from the western Changues, is said to dry in two places, 
about a quarter of a mile from each other.

*Tenoun Point* is low and thickly wooded, for about a quarter of a mile, 
when it rises suddenly to a range about 200 ft. high. There is good an-
chorage with northerly winds off the village on the South side of Tenoun 
Point. H.M.S. *Nassau* anchored with the extreme of Tenoun Point in line 
with the South extreme of Changues Island, bearing E.N.E., Church 
N.N.W., Calen Point S.W. by W. \( \frac{1}{2} \) W.; or with the church bearing 
N.N.W. three-quarters of a mile there are 10 fathoms.

A vessel proceeding to the southward from Tenoun Point anchorage, 
should keep well on the West side of the channel to avoid an extensive shoal 
neatly midway between Linlin and Meulin Islands, with 8 ft. on it.

*The Island of Linlin*, which lies 4 miles to the south-westward of Tenoun 
Point, is low in the centre, gradually rising to a round hill, terminated by 
a bluff, both to the northward and southward. To the southward of Linlin 
stands the smaller island of *Linna*.

The channel narrows gradually to the westward, as far as the N.W. point 
of Quinchao; it then turns suddenly to the S.W., and is not more than a 
mile wide. On the Chiloe shore there is a small village called *Dalcahue*, with 
its saw-mills; the best water in the channel runs close to the shore of Quin-
chao, and the deepest water is 4 fathoms. The tide runs through it about 
4 knots at springs.

The channel opens out to the southward into a broad bay on each shore. 
On the Chiloe side lies the small cove and village of *Relan*; in the entrance 
of the cove there are 18 fathoms. The ebb tide sets very strongly across the 
Relan Reef to the S.E. towards the channel between the islands of Lemuy 
and Chelin; the springs rise to 19 ft.

From Relan Reef to the entrance of Castro Inlet, the channel is from 2 to 
3 miles wide; the East entrance point of the inlet is low and stony, but a 
vessel may pass at a quarter of a mile off it in 12 fathoms; the western side 
of the entrance is formed by Lintinao Islet, to the southward, of which lies 
the small harbour of Quinched, in which a vessel bound to Castro might 
wait for a favourable opportunity to go up, in case she found the winds 
 baffling in the two first reaches; no anchorage can be found in either reach 
until too near the shore for safety. The village of *Quinched* is about 3 miles 
to the westward of the harbour; the country is well cultivated and thickly 
inhabited for about 3 or 4 miles on either side of Castro Inlet, and the 
houses are numerous, and surrounded with apple trees.

On the outer point of Lintinao Island, which is joined to Chiloe by a sandy 
spit that dries at low water, a stony point runs off about 1 cable to the east-
ward, but the South side of the point is steep-to.

**CASTRO INLET.—** At half a mile above the second reach of Castro Inlet,
the eastern shore may be approached within half a cable, but the other side is flat and shallow for nearly half a mile from the beach, and shoals too suddenly for a vessel to go by the lead; in working up or down, a vessel should keep the former aboard, not going farther than two-thirds the breadth of the channel.

The eastern shore is composed of steep-wooded slopes; the western rises gradually from the beach. Two miles from Castro, on the Chiloé shore, there is a small cove where vessels might anchor, if necessary; but there are 20 fathoms between the points, and it shoals suddenly a little inside of them. The point of Castro is a level piece of land, about 100 ft. above the sea, running out between the small harbour to the northward, and the River Gamboa to the southward; it terminates in a low shingle point, which is steep-to on its North side, but to the southward of it a flat commences, which follows the western shore all down that reach of the inlet. The small harbour to the northward of the point is half a mile in length and one-third of a mile wide; between the points there are 7 fathoms, but it shoals gradually to 3 about a quarter of a mile farther in. The best anchorage is nearest to the South point, as the North side is shoal for about a cable's length off. In running for the harbour, a vessel should keep the eastern shore aboard till she is abreast of it, when she may stand across, and will thus avoid the shoal to the southward of Castro Point, which extends a mile off.

CASTRO stands near the outer part of the level point; "the city" consists of three short streets of 200 wooden houses. There are two churches, one of which belonged to the Jesuits, has been a handsome building, but is fast falling to decay, and shored up on all sides; the other also appears to have been well built, but is now nearly in ruins; altogether Castro has been much neglected, and the people are poor. Between San Carlos and Castro is an artificial road. The road itself is a curious affair; it consists in its whole length, with the exception of a very few parts, of great logs of wood, which are either broad and laid longitudinally, or narrow and placed transversely, the longitudinal logs fastened down by transverse poles pegged on each side into the earth, rendering a fall rather dangerous.—Mr. Darwin.

The tide at springs does not run above 1½ knot in the strongest part, and at neaps it is felt very little.

Opposite to the entrance of Castro Inlet, on the North shore of Lemuy, is Pogueldon, the principal village on the island. The landing is bad; the tide at high water flows close up to the tree; and at low water the shores are very muddy.

Yal Bay and Point.—Off the Point of Yal, on the Chiloé shore, there are two small, low shingle islands; they are connected by a spit, which is covered at high water. A mile to the S.E. of Yal Point there is a bluff head, which forms the North of Yal Bay; and a little inshore of the point there is a remarkable flat mound covered with trees. Half a mile inside the bluff lies
the entrance of the small harbour of Yal. There is no anchorage in the bay
until within a quarter of a mile of the head; it is not a fit place for vessels
to anchor in unless obliged to do so.

The S.W. extreme of Lemuy Island, called Detif Point, terminates in a
perpendicular cliff, about 150 ft. high, surmounted by a round hill 250 ft.
above the sea. About a league to the N.E. of Detif Point the same headland
throws out Abapon Point, with a reef extending to the eastward 3½ miles;
near its outer edge there is a rock always dry, and at low water the reef
uncovers for about a quarter of a mile on each side of it. No vessel should
attempt to cross this reef, although there are 9 ft. at low water, between it
and the shore, because the tide sets over it strongly and irregularly.

Between the S.E. point of Quinchao Island and Abapon Point lie the
islands of Cheli and Quehuy; the N.E. extreme of the latter is called Imeldeb,
and is detached from it by a narrow isthmus. Off this point, for a mile to
the S.E., there is a shingle bank that dries at low water, on which a French
ship struck, and which very considerably narrows the channel between
Imeldeb and Chaulinec. There is good anchorage off the South side Quehuy
Island, in 7 to 10 fathoms, sand, about half a mile off shore with the ex-
tremes of Quehuy Island bearing North, and S.W. by W. and the West
point of Chaulinec Island N.E. 4 E.

About half a mile S.E. of Chaulinec Island there is a reef that breaks
occasionally at low water, on which a schooner was recently lost. Besides
Chaulinec, there are two smaller islands lying to the eastward of Quinchao
Point, called Alau and Apiau; and reefs extend off the North end of both
of them, from the latter as far as 2½ miles. At the S.W. end of Alau, close
to the entrance of the channel, between it and Chaulinec, there is a small
harbour or cove. South-eastward of Linlin and Linna, and midway between
Quinchao and the Changues Islands, lie Mewlin, Queaus, Cachuache, and Ten-
quilil Isles; on Cachuache there is a round hill, 250 ft. high, which com-
mands a good view of the neighbouring islands, and the most cultivated part of
the archipelago. Tiquia Reef, which lies from 2 to 3 miles East of Cachuache,
is about a league in length, N.W. and S.E., half a mile broad, and dries at
low water. To the S.E. of Chaulinec Island, lie the Desertores.

The Desertores.—The largest of these islands is called Talcan; it is 9 miles
long and 4 broad, and has a deep inlet on its S.E. side. Just outside the
entrance, a bay is formed between the points, in which lie several patches of
rocks, which dry at low water; a small channel leads into the bay to the
northward of them, which is visited for fishing in the season.

Many scattered rocks lie off the S.W. and southern part of the island to
the distance of a mile, and off its North point a shoal extends as far as 1½
mile, with 4 to 6 fathoms on it. Two miles from the point there is a rock
about 10 feet above the sea, on which many seals rest. Vessels seeking
Anchorage among these islands should be cautious in approaching them in consequence of the rocks before named.

The smaller islands, Chulin, Chiut, Nihuel, Ymerquina, and Nayahue, do not afford any shelter for vessels, except of the North end of the latter, which is divided into two islands by a narrow channel, with from 2 to 10 fathoms in it, but quite useless except for boats. Some rocks lie half a mile off the S.E. points. On the main land, abreast of the S.E. point of Talcan, there is a remarkable sugar-loaf hill, which rises direct from the water's edge, and is thickly wooded to the summit; to the southward of it there is a deep inlet, with an islet at the mouth of it.

Returning again to the main island of Chiloé, Ahoni Point lies opposite to Detif Point. Leibun Point lies about 4 miles from Ahoni; and abreast of it the shoal widens to nearly 1½ miles, and is covered with patches of kelp. The ebb tide sets to the S.E. about 2 knots at springs.

Aytay Point is low and rocky, and about 3 miles to the southward of Leibun Point. Some rocks of a reef which runs out from it dry about 2 miles from the shore. Quelan Point is a long, narrow strip of land, very low, and covered with trees. Three miles to the eastward of the point is the small island of Aeguy. Centinela Point should be given a good berth in passing, as a rock is reported to lie 2½ miles north-eastward of it.

Quelan.—The channel between Quelan Point and the Island of Tranque is about a mile wide; and the ebb sets through it to the westward about 2 knots at neap tides. After rounding the Point of Quelan, by keeping along the inside of the spit it will lead to the small harbour or cove of Quelan, the entrance to which is about half a mile wide; but the shores on either side should not be approached within a cable's length, at which distance there are 3 fathoms, and 13 in mid-channel.

The cove is about three-quarters of a mile long, and the same broad, but the West side is shallow for a quarter of a mile; the edge of the shoal is in a line with the shingle point, on the eastern side of the entrance; but in every other part of the cove there is good anchorage in from 5 to 8 fathoms, with 5 fathoms a cable's length off the beach.

In the Chiloé shore, abreast of the N.W. end of Tranque Island, there is a deep inlet, called Compu, and a little to the eastward of it a smaller one, neither of which were examined. The flood tide runs close round the points, and then strikes across toward the North shore, outside the small island, within which there is very little tide; in the narrow channel it runs at least 4 knots at neap tides, sweeping round the rocky points.

Off the entrance to the S.W. channel, between Tranque Island and Chiloé, there is a small island called Chaulin. About 1 mile from Cuello Point on the Chiloé shore, in the direction of the West point of Chaulin, there is a stony reef, extending in a N.W. and S.E. direction about half a mile.

Huildad Inlet.—Five miles S.E. by S. of Cuello Point lies the Inlet of
Huildad; its entrance is only 150 yards wide, but is wider within. In the outer harbour there is good anchorage in from 5 to 9 fathoms: the shores are steep-to, except along the bend behind the shingle spit, which is shoal for about a cable and a half from the beach.

The tide at the entrance runs on the ebb at springs nearly 4 knots, but inside it slackens considerably: should a vessel wait in Huildad for a change of wind or weather, the outer harbour would be the best, as N.W. gales blow very heavy down the upper harbour, while in the outer one a vessel would be sheltered from every wind. On the South shore stands the church, with three or four houses round it, the remainder (there were about twenty in all) are scattered along the sides of the harbour.

To the southward of Huildad, between it and Chayhuao Point, a shoal extends above a mile from the shore; it is nearly covered with kelp; the tide at the outer edge of it runs about 1½ knots at springs: the shoal terminates in a long stony reef, which runs off Chayhuao Point to the S.E. There is a channel between the South end of it and the N.E. side of the Caylin island. The reef commences half a mile inside the outer point, and deepens suddenly to 7 and 12 fathoms; at a quarter of a mile inside the reef on the Chiloe shore there are 27 fathoms within half a cable of the beach. The flood tide sets to the East in the channel across the reef at least 3 knots at springs: after passing the reef it meets the outside tide coming from the southward. Between Chayhuao Point and San Pedro passage there is a deep bay, fronted by the islands Caylin, Laytec, and Colita, with the small cove of Yaland to the N.W. of the latter.

Caylin is called here "El Fin de la Cristiandad," the termination of South American christendom. Here is an Indian village, the southernmost place at which provisions can be procured. The village has about forty houses, containing about 250 inhabitants, who were glad to supply Captain FitzRoy's party with sheep and poultry in exchange for tobacco and handkerchiefs; they seemed anxious to know when the king of Spain would retake the islands.

Laytec Island is 2 leagues N.W. and S.E., and about a league in breadth; it is separated from Caylin by a channel 2 miles across; of its S.E. extreme there are a few rocks. A dangerous shoal, on which the least water found by H.M.S. Nassau was 2½ fathoms, and where the sea breaks heavily with S.W. gales, lies 2½ miles off the Laytec island.

The Island of Colita is low and thickly wooded, about 4 miles long and 1½ mile broad; the channel between it and Chiloe is very narrow, and apparently not fit for a ship. Between Colita and Laytec Islands the passage is 1½ mile broad. The tides set about 1 knot through the channel North of the islands.

COLONY OF LLANQUIHUE.—At the head of the Gulf of Ancud is the
COLONY OF LLANGUIHUE.

Gulf of Reloncavi. To the northward of which is a level tract between the Cordillera of the Andes and the coast range, and which contains the principal lakes of this portion of South America, that called Llanquihue being the chief. The shores of the Gulf are densely timbered, and have been the chief source of that material for the northern portions of the republic. The land in the rear is less wooded, and here, in October, 1853, an agricultural colony was established by Don Manuel Montt, the then president of the republic, under the title of the Colonial Territory of Llanquihue, and a portion of the State of Chiloé and Valdivia were separated to form it. A number of German emigrants arrived here in 1853-54 (in the latter year there were 1,344, which, with the native settlers, made a population of nearly 5,000). At Puerto Montt the produce of the colony is shipped. There is a cart road from it to the agricultural settlement. Wheat, oats, potatoes, and vegetables are grown.

Two leagues East of the Chacao Narrows lies the Island of Abtao: it is 2½ miles long and 1 mile broad; the N.W. point is the highest, and ends in a bluff, 80 ft. high, off which a stony flat runs two cables’ length; close to the flat there are 12 fathoms, and a quarter of a mile to the N.E. 30 fathoms; the shoal from the main runs off nearly a mile. From the S.E. end of Abtao a shoal extends 1½ mile, with 5 fathoms near the extremity.

The Lagartija Channel, between Abtao and Carba is marked by two red buoys. One on the S.E. extreme of Abtao Spit, and another on the eastern side of the channel 1½ mile North of it.

The Abtao Channel, navigable, at low water when the banks show, without a pilot, at its northern part is about 6 cables across, and on the western shore is a small bay named Port Abtao, which affords anchorage in from 10 to 20 fathoms. During the year 1866 a small squadron belonging to Chile and Peru found secure anchorage at Port Abtao.

N.E. of Abtao lies the small island of Carba, a round hummock, about 200 yards long, surrounded by a bed of shingle; a shoal extends a mile off its S.E. end; and at 1½ mile to the south-eastward of the island there is a sunken reef on which the H.M.S. Valparaiso was lost in February, 1872. Two miles East of Carba lies lies the N.W. edge of the Bank of Lami, always dry in several places; the North side is about 2 miles long, and runs parallel to the shore, at the distance of about 1½ mile: in mid-channel there are 35 fathoms. The passage between the Islands of Quenu and Calbuco is about three-quarters of a mile wide, with 21 fathoms in mid-channel; the points of both islands are low. A rocky flat runs off the Point of Quenu, but it does not obstruct the channel.

Calbuco (or El Fuerte), situated near the N.E. end of the Island of Quenu, on a steep slope, is about one-third of the size of San Carlos, and superior to any of the other settlements: the church is a large wooden building, but not equal to either of those at Castro; and the land about Castro is better cleared.

South Pacific.
and cultivated. The beach of El Fuerte dries at low water, about a cable's length, and close outside there are 6 fathoms, and a very little further 17 fathoms near it the channel then deepens to 24 fathoms. The best anchorage is abreast of the town, about a third of a mile distant, and in from 20 to 22 fathoms, muddy bottom. The mail steam vessels touch here to and from Port Montt.

**Huito Inlet** is about 4 cables wide at the entrance, and extends from Port Calbuco in a West, N.W. and northerly direction about 4 miles, with a depth of 18 fathoms at its entrance, decreasing gradually to 3½ fathoms at the distance of a mile inside, and nearly abreast of El Rosario on the North shore, off which, and the first projecting point on the South shore of the inlet, are banks extending out, narrowing the channel to about a cable's length across. After passing the shoal water off El Rosario, the depth increases to 20 fathoms, from thence it decreases gradually to the head of the inlet. A vessel may anchor in mid-channel just inside the entrance of Huito inlet in 14 to 17 fathoms. There is also anchorage to the westward of El Rosario in from 12 to 20 fathoms, sandy bottom.

The Island of Puluqui is thickly wooded; on the East side the patches of clear land are very few, but on the West side, where the land is lower and swampy, they are more numerous. **Centinela Point**, the southern extremity of Puluqui, is a low shingle point, thickly wooded; the high land rises about 200 yards in shore, and a flat extends a cable's length from the point: it runs nearly East and West for 3 miles, and then turns to the N.W.; after rounding this point about a mile to the northward there is a small cove, the entrance of which is very narrow, and too shallow for a boat after half-tide, but inside it is half a mile across, with 8 fathoms in one part.

The Island of Chidhuapi, to the westward of Puluqui Island, is low, and nearly all cultivated. The Island of Tabon is composed of a number of detached hummocks of land joined together by low shingle spits, some of which are overflowed at high water. Half a mile to the N.E. of its western extremity, a stony reef runs to the northward, in the direction of the banks of Lami, and is dry at low water three-quarters of a mile from the shore. Another reef runs off more to the westward, and to the distance of a mile.

**Amnistia Bank** is an extensive rocky shoal lying about 3 miles to the southward of Taron Island with 12 ft. on it at low water springs.

**Reloncavi Sound.**—Off Aulen Point, on the main shore, lies the Island of Cullin, about a league East and West, and 2 miles North and South; between it and the S.E. point of Puluqui Island is the entrance to **Reloncavi Sound**, which extends 20 miles to the northward, and about 12 miles across, from East to West. A mile and a half to the northward of Cullin is the Shoal of San Jose, but there is a clear space of a league between it and Puluqui Island.

**Huar Island**, containing a population of 1,000, lies on the West side of the
PORT MONTT.

sound, and to the S.E. of it are two shoal patches, Pucari and Rosario; the eastern side of the latter lies 3 miles from the island. As far as information could be obtained, there is no bottom with 120 fathoms throughout the sound, except in the neighbourhood of the islands and shoals; anchorage may be found under both the former, and doubtless along the shores on either side, according to the prevailing wind. In the entrance between Cullin and Puluqui Islands, there is no bottom with 60 fathoms.

PORT MONTT is the seaport of the German colony above-mentioned, which is chiefly established on the shores of the Lake Llanquihue, 15 miles to the northward. At 5 miles North of Huar Island, above-mentioned, on the West side of the sound, is Mayllen Island, leaving a passage inside it, and at 3 miles North of it is Tenglo Islet, separated from the coast by a narrow passage, at the North end of which is Port Montt. The anchorage is good, but open to the southward. H.M.S. Topaze, in 1869, however, moored in the Dique or passage between Tenglo Island and the main, and remained with a hawser to the shore, having room to swing one way. The road to the colony lies through the Forest of Alerce previously alluded to, which is largely cut and exported. The P.S.N. company's steamers call here every month. The population of the town of Port Montt consisted, in 1869, of 3,000 inhabitants.

The rise and fall of the tide is about 15 ft.

Mr. J. A. R. Petch, R.N., who was here in H.M.S. Shearwater, August, 1864, says of it:

Port Montt is now a flourishing town, with nearly 2,000 inhabitants, 800 of which are Germans. The principal exports are timber. The Shearwater anchored on the bank which extends 1 mile southward of the town, in 17 fathoms, fine dark sand, with the N.E. extreme of Toengoea Island S.W., West extreme of town N.W. § W., and the cemetery N.E. § E. The bank is very steep-to, and should be approached with caution, for the beach at low water springs dries more than 2 cables, and then suddenly drops in 7, 10, and 15 fathoms, and should the anchor be dropped in less than 15 fathoms, with a long scope of cable out, the vessel would probably tail on to the beach with southerly winds.

The mark for being on the bank, and a good one for anchorage, is the low shingle beach at the extreme of the little harbour (formed by the N.E. end of Toengoea and the main) touching the dark house to the southward of it. This little harbour has 4½ fathoms in it, fine sandy bottom, and is sheltered from all winds. The Pacific Steam Navigation Company's steamers always anchor in it, and beach their vessels for repairs, &c. There is no room for moderate sized vessels to swing, consequently they must make fast astern with a hawser to the shore.

Directions.—The following is by a German pilot, Pedro, who took H.M.S. Shearwater through in 1864.
The passage through the Chacao Narrows and to Port Montt should never be taken without a pilot. The route taken by steam vessels, after clearing the Narrows, is between Abtao and Carba Islands, to the North of Lami Bank, then between Calbuco and Quenu Islands, to the town of Calbuco; but at high water between Calbuco and the main; then along the N.W. side of Puluqui, between it and Tantil, and along the West side of Huar to Port Montt, passing East of Mayllen and Toengoes Islands. Sailing vessels after clearing the Narrows generally pass South of Tabon Island and between Puluqui and Cullin; but great care must be taken to avoid the extensive shoal (marked in the chart about 10 miles S.E. of Tabon Island, but which is only about 3 miles distant from that island), with 12 ft. on it, stones at low water springs.

Southward of the reef off the South end of Carba the shoal patches, before described, must be particularly guarded against. The shingle spit off the North extreme of Carba may be approached to 2 cables. The spit does not run off more than a cable from the N.E. extreme of Quenu, leaving a clear passage of two-thirds of a mile between it and the South extreme of Calbuco. Tantil Island is connected to the main by a shingle spit which dries at low water. There is anchorage on the West side of Huar Island, off the high bluff headland, in 13 fathoms, sandy bottom, about one-third of a mile off shore. In passing through the Huar Passage, guard against a shallow spit which extends nearly half a mile from the N.W. side of Huar.

There is a deep inlet on the eastern side of Reloncavi Sound, by way of which and the River Raleon, through Todos Santos Lake, and up the Peulla, a communication was formerly kept up with the Spanish missionaries' settlement on an island in the great Lake of Nahuelhuapi; which mission was abandoned towards the close of the last century.

The VOLCANO of Osorno, or Purrarague, or Huemacu, is 7,550 feet above the sea level, and is 26 miles to the N.E. of the head of Reloncavi Sound. This mountain is most striking in form. It is not only quite conical from the base to the summit, but it is so sharply pointed that its appearance is very artificial. When seen from the sea, at a distance of 90 or 100 miles, the whole of the cone, 6,000 ft. in height at least, and covered with snow, stands out in the boldest relief from among ranges of inferior mountains. The apex of this cone being very acute, and the cone itself regularly formed, it bears a resemblance to a gigantic glass house, which similitude is not a little increased by the column of smoke so frequently seen ascending. It is one of the indications of what is the actual physical condition of the country; and its eruptions and actions are intimately connected with those tremendous convulsions which we shall have to allude to in the description of Valdivia, Concepcion, and other places to the northward.

TIDES.— The tide wave from the ocean sets against Chiloe, looking at the whole island and its vicinity from the westward. The body of water impelled
round the South end of the large island drives the water of the Corcovado Gulf northward into those of the Ancud Gulf, at the N.W. point of which they meet the stream impelled through the Narrows of Chacao. Very little stream is felt in the gulfs, but there is a considerable rise and fall, from 10 to 20 ft., and more or less stream along shore and among the islands.

The tides on the East coast of Chiloe are very irregular, being much influenced by the winds. The time of high water at Castro, and other places, is earlier in going to the southward; yet at Huilidad, which is more than 30 miles South of Castro, it was high water three-quarters of an hour later than at Castro; but at the time it was blowing a heavy N.W. gale at Huilidad. The average time of high water in the North part of the Archipelago is probably about 1 o'clock, on full and change days, which decreases gradually to about 12 15' near the South end. It appears to be never regular, as it was found to vary half an hour in two following tides.

The rise was also very irregular, as the tides often rose higher when they were taking off. The night tides were always higher than the day.

In Port Oscuro the rise and fall at one time at dead neap tides were 18 ft., and the next springs it only rose 16 ft.; by the marks on the shore the greatest rise and fall are at this place, and it is the best for heaving down in the gulf, or for cutting docks, if they should ever be required. The only other place that would answer well for that purpose is the outer part of Huildad Inlet, on the West side of which there are 9 fathoms close to the shore, and the coast is composed of rock, which would answer better than the sand and shingle of Port Oscuro; but the rise and fall are only 15 ft. at spring tides, which would be too small for large ships. Port Oscuro may, therefore, be considered preferable.
The Republic of Chile extends from the ridge of the Andes to the Pacific, from the Island of Chiloé to about lat. 25° 25' S., or at Point Taltal; but its limits are not exactly defined. It is thus, including Chiloé, about 1,100 miles in length, with an average breadth of 110 and 120 miles; area, including Chiloé, perhaps 130,000 square miles. Santiago is the capital; Valparaiso the principal port.

It is divided into thirteen provinces, and two colonies (one of which is the Strait of Magalhaen), and contained, according to the census of the end of 1856, 1,439,120 inhabitants, without reckoning the Indians. In 1865, the population was numbered at 1,819,223, which, together with 80,000 Araucanian Indians and 3,800 Patagonians, makes a total of 2,084,945. For customs jurisdiction the maritime portions are divided into seven districts, having the chief ports as their centres, which need not be here specified.

There is a marked difference in the appearance and climate of the northern and southern parts of Chile. In the South, vegetation is abundant and luxuriant; in the North, the sea-coast has an irreclaimable barren appearance, very repulsive to an eye accustomed to woodland scenery. Chiloé, as before stated, is exposed to an excessive amount of rain. About Valdivia the climate is similar, and must always be an obstacle to cultivation. Northward of Valdivia, towards Concepcion, is one of the finest countries in the world, in a very healthy climate.

In the southern part, the surface is not formed by a series of table heights, (as in the North) reaching from the sea to the Cordilleras; but it is a broad expansion of the mountainous Andes, which spreads forth its ramifications from the central longitudinal ridge towards the sea, diminishing continually but irregularly till they reach the ocean.

The ANDES, which form so important a feature in the physical condition of South America, commence in the South part of continental Chile, the connected chain which extends northward to the furthest extreme of the continent. One of the southernmost peaks in this part is the volcano of Osorno, mentioned on page 124. The range southward of this forms a series of detached peaks along the East side of the Gulf of Ancud, and may
THE COAST OF CHILE.

be traced southward, at a minor elevation, to Cape Horn, which is its South termination, varying here from 5,000 to 9,000 ft. high. North of this, the Chilean Andes attain a mean elevation of 13,000 or 14,000 ft., rising with an extremely sharp ascent from the plain below.

The principal point of interest to the mariner respecting these mountains is their aspect from the offing. Admiral FitzRoy says:—"There is an effect in these lofty mountains, which seem to rise abruptly, almost from the ocean, which charms one for a time. Just before sunrise is generally the most favourable moment for enjoying an unclouded view of the Andes in all their towering grandeur; for scarcely have his beams shot between their highest pinnacles into the westward valleys, when clouds of vapours rise from every quarter, and during the rest of the day, with few exceptions, obscure the distant heights."

The snowy summits of the Andes are seen far off at sea, sometimes long before the lower lands near the shore become visible. And this has a peculiar effect at times, as in 1860, when it was announced that a white island, 15 or 20 miles long, and 200 or 250 ft. high, had been seen 20 miles off, and 85 miles off shore, between Valparaiso and Coquimbo. This must have been one of the peaks which were then at least 170 miles distant.

The principal peaks are Osorno, Villarica, 16,000 ft.; Antuco, at which is the southernmost Chilean Pass; Chillan, Tuponagtati, or Tupungato, Anconcagua, Limari, and numerous others, most of which are volcanoes more or less in activity. Their appearances, when observable from seaward, are noticed hereafter. In the ensuing chapter a brief sketch will be found of this great chain of mountains. From the volcanic nature of the Andes, the whole of this region is liable to earthquakes. Some notice of their devastations are given in subsequent pages; and it may be observed, that through their agency great alterations may be effected, not merely in the actual condition of the harbours and coast, but in the state of the inhabitants.

The rivers of Chile, as will be evident, are unimportant. In the middle and southern provinces they are sufficiently numerous. The North part of the country is scarcely watered by any; and from the Mapu to Atacama, a distance of 1,000 geographic miles, all the streams and rivers together would not make so considerable a body of water as that with which the Rhone enters the Lake of Geneva, or as that of the Thames at Staines. They are quite useless for navigation, but are serviceable for the purposes of irrigation.

From this cause, the southern provinces are those devoted to agricultural industry, cattle breeding, and the raising of grain being the chief employments. In the North part mining is the most important commercial pursuit, and for which Chile is best known. Chile is almost the only Spanish Republic of South America which is improving; and the good administration of the government promises continued prosperity. A great impetus has been
given to the trade in recent years by the construction of railways from the
ports of Caldera, Coquimbo, Valparaiso, and Talcahuano, to the interior,
thus opening up the country to mining and other operations. In 1871 the
exports from Chili to Great Britain were valued at £3,798,361, consisting of
of copper, to the value of £2,370,180; silver ore, £478,504, and wheat
£327,855. The total exports in 1872 were valued at £7,424,492.

The COASTS of the southern part of Chile, comprising the Island of
Chiloe, have been described in the preceding chapter.

Sebastiana and Carelmapula Isles.—Continuing along the coast from
Chiloe, northwards, the islets of Doña Sebastiana and Carelmapu require
another notice, in order that their vicinity may be widely avoided. The tide
sets strongly at times in races near them; and when there is a swell from
seaward with an ebb tide running, the short high sea north-westward of
these islets is very straining to a ship, as well as dangerous to boats or even
to small vessels. Corona Head should always be closed, but Doña Sebas-
tiana avoided. There is water for any ship between Sebastiana and Chocoy
Head, avoiding the sand-bank half a mile from the East point of the island,
as well as to the eastward of the Carelmapu rocks, but should not be
attempted. The Carelmapu Islets should not be approached to the westward
within a league, and it will be but prudent to give them a berth of more
than 4 miles.

Westward from Doña Sebastiana a sandbank extends 4 or 5 miles, and over
it there is considerably disturbed water, rippling and swelling during a calm,
but breaking in short high seas during a gale. About 3 miles westward of
the island are 6 fathoms at low water on this ridge, and at 2 miles about 4
fathoms. This ridge extends westward, in a line with Chocoy Head and
Doña Sebastiana; by some it is called the Achilles Bank.

Between the North extreme of Chiloe Island and Godoy Point, 17 miles
to the northward, lies the Choronades Gulf, into the N.E. corner of which
flows the Maullin River, one of the most important rivers in the Chilian Re-
public, having its source in the Llanquihue Lake, near the foot of the
Andes. The river is navigable for 26 miles from its mouth for vessels of
not more than 9½ ft. draught; but small boats with short oars can go 20
miles beyond. The approach to the river from seaward is a shallow, wild
place, exposed to a heavy breaking sea, and unfit for vessels except during
fine weather.

Port Godoy lies in the shallow bay between Godoy Point and the entrance
of Maullin River. It is badly protected from the prevailing southerly winds,
but accessible in fine weather. The landing place is in the N.W. corner of
the bay. At about ¾ mile north-eastward of Godoy Point is a precipitous
head, called Varillasmo, from which a sandy spit extends eastward with
shallow water, which should not be approached nearer than 1 mile. The
SEBASTIANA AND CARELMAPU ISLES. 129

anchorage is in 4 fathoms, gray sand. Wood, water, fish, &c., can be procured in the house near the landing place.

*Godoy Point* is wooded near its summit, but low and rocky at its base, off of which dangerous rocks extend,* rendering the head dangerous to approach within 2 miles.

From *Godoy Point* the coast trends N.W., 8 miles to *Quillahuaya Point*, thence N.N.W., 17 miles to *Estaguillas Point*, and 9 miles beyond this to *Cape Quedal*, a projecting and bold promontory: under a height which is very conspicuous (a part of the range called *Parga Cuesta*) is a point called *Capitanes*, 10 miles S.S.E. of Quedal.

*Parga Bay*, 1½ mile S.E. of *Estaguillas Point*, is well known for the excellence of the coal found in its neighbourhood. The bay is of little importance, being only of small extent, with the entrance foul, and not more than 55 yards wide. According to the opinion of pilots, it is sheltered from all winds, but being scarcely seen from the offing cannot be entered without their assistance. South of *Parga Bay* is a small creek with a sandy shore, called *Playa del Carbon*.

*Litco Bay*, 3 miles to the northward of *Estaguillas Point*, is exposed to a heavy swell, and without shelter. *Rio Litco*, at the head of the bay, is said to be navigable for a distance of 20 to 22 miles, and contains plenty of fish. The bar at its mouth breaks heavily, and cannot be approached with boats of whatever description.

Natives report the existence of a small creek, called *San Luis*, 5 miles South of Cape Quedal, where boats can find shelter, but the entrance is said to be full of stones, and should not be attempted without local knowledge.

At 7 miles N. to W. from Cape Quedal is Cape San Antonio. Between these capes the coast forms the bay of *San Pedro*, recommended as the only place affording shelter from the prevailing winds along the coast for a distance of 140 miles, or, from the Gulf of Ancud, to Corral. It is of moderate depth, with sandy bottom, but exposed to a heavy swell. The best anchorage is in 7 to 8 fathoms, sand, with the northernmost of *San Pedro rocks*, in the S.W. part of the bay, bearing West. In the bay are four creeks, of which Huayusca and Manzano are the more important. Huayusca is the more central or southern, and has a river terminating in it. At its entrance

* Most of the projecting points on the coast between *Godoy* and *Galera Points*, in lat. 40°, have many detached rocks about them, all close to the shore, and the greater part above water. The land is high and bold, without any outlying danger; but at the same time without a safe anchorage between *Son Carlos* and the Port of *Valdivia*. Soundings extend some miles into the offing, though the water is deep. At 2 miles to the westward of this shore there are usually about 40 fathoms water; at 3 miles about 60 fathoms; and at 5 miles from 70 to 90 fathoms, over a soft sandy and muddy bottom.

*South Pacific.*
is a rock and small shoal. It has been stated that vessels in this creek have
trodden out violent gales. Lluico River, inaccessible to boats, enters the
N.E. corner of the bay.

*San Pedro Point*, the western extremity of San Pedro Bay, is steep and
moderately high. North of it are some sunken rocks, extending 1½ cable off
shore.

Nearly a mile West of San Pedro Point is a triangular group of rocks,
forming with the coast a narrow and clear channel, with 9 to 10 fathoms
water. From the N.E. extremity of these rocks, Cape San Antonio bears
N. by W., and from the southern extremity Cape Quedal lies N.N.E. 4 E.

*Point San Antonio* is a high, bold headland, dark coloured, and partly
wooded; the land hereabouts ranges from 1,000 to more than 2,000 feet in
height.

*Condor Cove*, 8 miles North of Cape San Antonio, affords shelter from
southerly winds, but is exposed to winds from the westward. The best
anchorage for steam vessels is in 9 to 10 fathoms, and for sailing ships a
little further outside, in order to be in a position to weigh from at the first
signs of bad weather. *Chalhuaco River* enters the sea 1 mile North of Condor
Cove. The banks of this river are well wooded, and produce excellent
timber.

*Capes Compass*, rocky, precipitous, and well wooded near the summit, is 3½
miles N.W. from Condor Point, and is the most conspicuous headland be-
tween Cape Quedal and Galera Point. A third of a mile off this cape is a
depth of 12 to 17 fathoms, sand. *Ranu Cove* is immediately East of Cape
Compass, the South side of which offers some shelter for ships during
southerly winds in 10 to 11 fathoms. There is no landing in any part of the
cove. *Muicolpue Cove*, 9 miles North of Ranu Cove, affords good shelter for
vessels, in 11 or 12 fathoms, sand, during southerly winds, but quite exposed
to westerly winds, which cause a heavy sea. *Manzano Cove* is in the bight
North of Muicolpue. The eastern shore of this cove consists of yellow sand.
The roadstead is badly sheltered, and landing dangerous, which is also the
case at Banderas Bay, 12 miles to the northward.

*Covadonga Rock*, on which the sea breaks occasionally, is 2½ miles S. ½ E.
from Pucatrihue Point, and 1½ mile W.S.W. from Pulome Point. One-third
of a mile North, South, and West of the rock, 27 and 28 fathoms were ob-
tained, with rocky bottom.

*Milagro Cove*, in lat. 40° 16', is sheltered from the southward, but the an-
chorage is not good. The best anchorage is in 9 fathoms, sand, with the
southern point bearing S. ½ E., and the East part of the sandy shore S.E.
by E. ½ E.

The *River Bueno* is navigable within, and flows through a valuable tract
of country, but there is a bar at its mouth which excludes all but the smallest
craft. It takes its rise in the chain of lakes lying at the base of the Andes,
and at about 40 miles from its entrance is the town of La Union. The trade of the river has been developed by small steam boats. It is reported as navigable for 50 miles up.

_Lamahupi Cove_, in lat. 40° 12', is well sheltered from the South, but quite exposed to westerly winds, which blow fiercely. It is spacious, has an uniform depth, with good anchorage for many vessels in 6 to 9 fathoms, black sand, and can be made out by a conspicuous wooden building, with a stream to the eastward of it, above the beach. _Huicolla Cove_, 6 miles S.S.E. of Galera Point, is of moderate depth, varying between 6 and 7 fathoms, sand, but of little importance, on account of its being exposed to westerly winds. The point, however, offers some shelter from southerly winds.

_Punta de la Galera_, upon which a _lighthouse_ is to be built, to show a fixed and flashing light, is a point of land with a low hill on it, backed by the remarkable heights called Valdivia Hills, three in number, very conspicuous, pointed at their summits, and about 1,500 ft. in height. Two miles and a half N.N.E. from Galera Point is Falsa Point, a low projection, with rocks half a mile off it, but above water; it is in a line with the ridge of Valdivia Hills, which are excellent marks for this part of the coast.

_Chaihuin Gap_, said to resemble the entrance to Valdivia, is between Cape Falsa and Chaihuin Point, and immediately South of Chaihuin Point is the river bearing the same name, up which small boats can go for 15 miles with the flowing tide.

_VALDIVIA._—From Falsa Point the shore trends north-eastward 13 miles to Gonzales Head, a woody, bluff cliff, immediately behind which is the port of Valdivia. N.E. 2½ miles from Gonzales Head, is _Punta del Molino_, or Mill Point, off which some rocks lie about 3 cables' lengths. Mill Point is rather steep, and covered with wood; between these is the entrance to Valdivia, a port apparently spacious and really secure, but the portion affording sheltered anchorage for large ships somewhat confined.

On the second point from Gonzales Head stands a battery, _Fort San Carlos_, which may be passed close; on the opposite shore, nearly East of San Carlos, is _Niebla Castle_, off which there are 3 fathoms at 2 cables' lengths, 5 fathoms at 3. In mid-channel there are about 7 fathoms at low water, from which the depth gradually increases seaward.

_Light._—A square tower, 24 ft. high, painted white, stands on the western extremity of Niebla Point, from which a _fixed_ white light is exhibited 121 ft. above high water, visible 8 miles off.

_Amargos Point_, which is rather less than a mile from Niebla Point, is low, and has a small battery on it, close to which there is deep water. At 3 cables' lengths South of Amargos Point, and a cable's length off shore, is a _rock_, which is _swash_, and should be carefully avoided. About 1 mile to the southward of Amargos Point, at the further side of a well sheltered cove,
Calvary Cove, 3 or 4 cables square, is the Corral Fort. In this cove is Port Corral.

In a line from Corral Fort to Piojo Point, and midway between them, there is a sand-bank that increases gradually. This bank, the Manzera Shoal, is dangerous to a stranger, because there is but little to indicate its situation in the appearance of the water, which is usually discoloured during the ebb tide by that brought down the river. A buoy has been placed on the western edge of the Manzera Bank, S.W. \frac{1}{2} W. from Piojo Point, and W.N.W. from the West extreme of Manzera Island. Vessels in light winds should be careful of approaching too close to this buoy, as the tide sets across the shoal and runs strong at times.

Port Corral.—About 4 cables S.S.E. from Cape Calvary is Corral Fort; between these is the port of Corral, one of the largest ports of the Republic of Chile, and of considerable importance, due to the progress of the province of Valdivia by European emigration. Mail steam vessels call at Port Corral four times a month. It affords anchorage for 25 to 30 vessels, which should, however, moor North and South, as the currents run strong. A good berth for a large ship, as used by H.M.S. Topaze in February, 1869, is in 6 fathoms, with Amargos Point bearing N.N.W. \frac{1}{4} W., and the North point of Manzera Island E. by N. A heavy sea is said to set in during a norther, otherwise the port is very snug, and is believed to be safe at all seasons. The merchant shipping lie with their sterns hauled close in, thus giving plenty of room in what would otherwise be a limited space.

Fresh and dry provisions can be obtained at moderate prices. Water is excellent and abundant in the West part of the harbour, also timber for shipbuilding; but coal for steam vessels is scarce, and in limited quantities. The articles exported from Corral consist of all kinds of timber, hides, hops, lemons, charqui, fat, salted meat, and many other products of the industrious German colony, on the banks of the Llanquihue Lake. But articles for use in case of vessels requiring repair are scarce.

From an island 300 ft. high, called Manzera, to the south-eastward of the bank, there are three river-like inlets, extending southward, south-eastward, and to the north-eastward; the latter is a river, but winding and full of banks, navigable only for small vessels assisted by a local pilot. About 9 miles up this river, on the South bank, is the town of Valdivia. Water is too plentiful, the climate being almost as rainy as that of Chiloe. Provisions are cheap, but not abundant. The best anchorage is in Port Corral, above described.

* The excellent plan drawn up by Don Jose Moraleda in 1788 does not show this shoal, but gives a depth of 20 or 30 feet over the space. In other respects the plan seems to be as minute in its detail as the later survey.
The river which enters the harbour from the S.E. is the Tonguilien: that from the N.E. which passes the town of Valdivia and bears its name in the lower part of its course, is called the Calla-Calla above. It issues from the Lakes Huanehue, Riihihue, &c., lying in the Llanos or plains West of the Andes, a portion of the chain of which Lake Llanquihue, before mentioned, forms a part. In its upper course it is important to vessels in bringing down the produce of the forests, and it also carries with it the trunks of decaying trees and other matter, which, lodging on the Manzera and other shoals, occasion the decrease in depth in those places to the deterioration of the harbour.

Valdivia was founded by Don Pedro de Baldivia, or Valdivis, in 1551. Eight years afterwards the Araucanians defeated the Spanish troops, and destroyed the town. In 1643, it was taken by the Dutch, who were soon compelled to abandon it. The fortresses erected by the Dutch, afterwards strengthened by the Spaniards, appear at the present day as if of importance, but are in reality almost in ruins. It is 9 miles up the river from the entrance, and has no architectural pretensions. The church was destroyed in 1837, but a new one was commenced in 1851. Its population, by the census of 1865, was only 3,140.

Tides.—It is high-water, full and change, at Port Valdivia at 10° 35'; springs rise 5 ft. The currents at the entrance of Valdivia Bay and adjacent coast are somewhat irregular, depending upon the season, tides, and prevailing winds. The flowing tide generally runs at the rate of 1 mile an hour in mid-channel, increasing off Niebla Point and Peña del Conde to 2 miles per hour. During the rainy season, with westerly winds, the flood-tide is scarcely perceptible, but the force of the ebb-tide, increased by the falling rivers, obtains a velocity of 3 to 4 miles, increasing near Gonzales Head to 5 and 6 miles an hour, which gradually decreases in its course southward, but passing round Galera Point still with perceptible force.

Bonifacio Head is about 8 miles North of Gonzales Head; it is bold, and has deep water near; 2 miles off it are 20 fathoms. Between Molino Point and Bonifacio Head are two landing places, one of them near a mission station. From Bonifacio the coast trends North, about 20 miles to Chancan Cove, at the mouth of the River Mehuin, a tolerably good anchorage for coasters in summer only.

At Cocale Head, 8 miles North of Chanchan Point, the coast changes its character becoming low and sandy, with occasional cliffs; the high lands, which to the southward of this point bordered the ocean, here retreat 5 or 6 miles, leaving a level and apparently fertile country, as far as abreast of Mocha Island. This piece of coast lies N.W. by N., and extends nearly 60 miles. Off its whole extent there are comparatively shoal soundings, 10 fathoms at 2 miles distance, 20 at 4 miles, everywhere a sandy bottom; it is
therefore dangerous to approach at night without the lead going; and a heavy surf breaks everywhere, even in fine weather.

_Menguin River_, emptying itself by a shallow mouth into the sea in Chan-chan Cove, is navigable for about 15 miles with small boats. _Queuli River_, 6 miles to the northward of Chan-chan Cove, enters the sea immediately to the northward of Ronca Point, which shelters it from the S.W. swell. Queuli Bay offers an excellent anchorage East of this point, over a bottom of sand; except during westerly and northerly winds. It is much frequented by steam and sailing vessels, particularly during winter, the latter anchoring farther out in the bay.

_Tolten River_, in lat. 39° 8', is scarcely discernible 2 miles off shore. The depth of water over the bar is 10 feet, and maintains this depth for about half a mile, gradually increasing to 25 ft. farther up the river. The current with the ebb runs at the rate of 5 miles an hour near the mouth, which is only a little over 100 yards wide. The navigation of the river with boats is at times laborious, owing to the strong currents which are met with at every turn. The banks of the river are well wooded with fruit trees, timber for shipbuilding, &c., &c.

_Rio Imperial* or Cauten_ is about 25 miles to the northward of Tolten River. The bank forming its bar crosses the mouth from North to South, leaving a channel S.W. of Mount Cholgui, and another West of it, about 170 yards distant from each other. The depth of the first is 18 ft. at high water, and 170 yards wide; that of the second is 12 ft., and about 110 yards wide. The S.W. channel has at present the best entrance.

In entering the Rio Imperial vessels should keep near the southern shore to avoid the sudden change in its course, and have an anchor ready in case of need. In going up, keep in the middle when about a mile from the lagoon, and steer straight for the hill at the angle where it joins the river. At the base of this hill is excellent anchorage sheltered from the North.

The mouth of the Rio Imperial is now perfectly practicable for sailing and steam vessels, drawing not more than 12 ft. water. During rainy seasons it is navigable for vessels of greater draught. The river is navigable for the same sized vessels for about 18 miles from its mouth. As the influence of the tides reaches to about 21 miles from its mouth, smaller vessels should be

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* The city of Imperial was founded by Valdivia in 1550, and stood on the Cauten River. It has been obliterated by the successful Araucanians, and near its site now dwell the remarkable Boron tribe.—FitzRoy, p. 402. In 1866-7 the Chilian Government took possession of a large portion of the Araucanian territory, and had advanced their frontier to Angol, 12 leagues South of the Bio Bio River. This gave a great impetus to the expansion of wheat cultivation, and brought about an extensive exportation of grain to England and Australia. In the place above mentioned, the Chilian troops took possession of all the ports and landing places between Lota and Valdivia.
able to go much farther; however, the upper part of the river has not been explored.

Ranges of cliffs extend for several miles at a time along the shore between the rivers Tolten and Cauten, and on their level summits, in former years, might be seen troops of the unconquered Araucanian Indians riding lance in hand, watching the passing ships. The summits of the Andes are visible for a great distance, northward and southward, whenever the weather is clear.

Cauten Head.—About 7 miles N.W. of the Imperial stands Cauten Head, in latitude 30° 40', a bold, cliffty headland, about 300 ft. in height, with 20 fathoms 2 miles off shore, and apparently steep-to. From thence cliffs, more or less broken, extend 10 miles to a point bearing East from Mocha, distant 20 miles; 8 miles N.N.W. from this cape is Cape Tirua, the point of the main land nearest to Mocha.

Cape Tirua has a small islet close to it, and in a little bay just to the northward is the mouth of the River Tirua, whence a communication used to be kept up by the Indians of the main land with those who lived on Mocha Island, by means of rafts (Balsas) and large canoes. The channel between Mocha and the main land is perfectly free from danger, the depth varying regularly from 10 to 20 fathoms, over a sandy bottom. The tide runs about a knot during springs, the flood to the northward.

MOCHA ISLAND, a prominent landmark for navigators, is a lofty, hilly island, about 7 miles long and 3 miles broad, its summit 1,250 ft. above the sea. Its South extreme is abrupt, but the North end descends gradually into a long, low point. In clear weather it may be seen at 30, 40, or even 50 miles distance; but no soundings are any guide in its neighbourhood. They are irregular, and indeed not to be got, except very near the land. It should not be approached too closely, however, on its North, West, or South sides, as dangerous rocks lie off it, those from the South end extending 3 miles out. During the flood tide these rocks are particularly dangerous, as it sets toward them from the south-westward. Sometimes the ebb stream is scarcely felt for days together, and then the flood stream has the effect and appearance of a continual northerly current.

Previous to the 18th century it was inhabited by the Araucanian Indians, but they were driven away by the Spaniards, and since that time a few stray animals have been the only permanent tenants. The anchorages are indifferent, one on the N.E., the other near the S.E. point, called by the Spaniards Anegadiza. The landing is bad, and there are now no supplies to be obtained except wood, and with considerable difficulty water, but of excellent quality. The anchorage near Anegadiza is good in northers, in front of the first little hills, in 6 or 7 fathoms, sand; the other, at the English Creek, in 13 to 20 fathoms, over a sandy bottom, nearer the shore is rocky. Were there any adequate object in view, a good landing place might easily be made,
and there is abundant space on the island for growing vegetable produce, as well as pasturing animals.

**Hasslar Bank**, in lat. 37° 52' S., and long. 74° 10' W., of 13 fathoms, was discovered by the U.S.S. *Hasslar* in 1872. The position is N.W. ½ N., 30 miles from Mocha Island.

From **Cape Tirua** to **Tucapel Point** is a wild, exposed coast, totally unfit to be approached; it is incessantly lashed by the S.W. swell, and has no kind of shelter. The only anchorage described is at **Port Quidico**, or Nena, 10 miles to the northward of Cape Tirua, sheltered from south-westerly winds by Nena Point and a rocky bank extending three-quarters of a mile N.E. of it.

**An easterly current** of a mile an hour or more prevails between Chiloe Island and Lota Point; its direction appears to vary between N.E. and S.E., according as the wind is northerly or southerly, but it is always towards the land. Several vessels have been placed in dangerous vicinity to the shore by its effects. In June, 1868, H.M.S. *Nassau* unexpectedly made Tucapel Point with a strong E.S.E. current, the wind at the time being from N.W.

**Molguilla Point.**—At the N.W. end of a long low beach, on which there is always a heavy surf, is Molguilla Point, on which H.M.S. *Challenger* was wrecked in 1835. Eight miles N.W. of Molguilla Point is Point Tucapel, a low, projecting rocky point, flat-topped, and dark coloured. The interior country hereabouts is very fertile and beautiful. Hill and dale, woodland and pasture, are everywhere interspersed, while numerous streams plentifully irrigate the soil.

**TUCAPEL HEAD** is a high, hold hill, 7 miles N.N.W. of Tucapel Point. Between Tucapel Head and Millon Point, a rocky projecting point, 2 miles farther North, there is a cove, into which the River *Lebu* runs. Coasters may find shelter there if the wind does not blow strong from N.W., but it has no defence from that quarter. Boats can enter Lebu at half-tide, when there is not much swell on the bar. In former days there was a settlement called Tucapel Viejo at the mouth of this river. Some coal mines were opened here in 1866, by Mr. Jno. Mackay.

**Maule Shoal** lies about 8 miles N.N.W. from Millongue Point, and 3 miles West of Lacobe Point, is a sunken danger, which appears to extend towards Lacobe Point, but there is sufficient water to pass between it and the shore. Millongue Point is the South extreme of Carnero Bay.

**Carnero Bay** is a wild, exposed bight, unfit for shipping, but **Yanas Cove**, at its northern end, affords anchorage for coating vessels of small size. **Carnero Head** is a clifffy bluff. From thence to **Cape Rumena** and **Lavapie Point** the shore is bold and clifffy, and backed by high land, well wooded; it is a deep-water shore. Cape Rumena was recommended by Capt. Beechey as a landfall in going to Concepcion.

**Piures Cove** lies 9 miles to the northward of Carnero Head, where
of small draught find excellent shelter, but they should not attempt entering
there without a pilot. Two miles South of Cape Rumena, and 1½ mile off
shore, is a shoal or rock, which appears at low-water springs.

SANTA MARIA ISLAND is comparatively low and dangerous, on account
of numerous outlying rocks. It has a clifffy coast, and somewhat irregular
currents.

Caution.—Several rocks have been at different times announced as lying
at the distance of from 1 to 2 miles from Cape Rumena and also as exist-
ing between Lavapie Point and the South point of Santa Maria Island.
The Hall, or Strachan Rock, was not found by the Shearwater. The only
danger being a rocky 4-fathom patch, with Cape Rumena bearing South,
and Lavapie Point N.E. ¾ N., about 1½ miles from the cape, and two-thirds
of a mile off shore. But many commanders have said that it exists further
off shore, and it has been seen to break. The Meteor Rock, of 13 ft., is re-
ported in a Chilian government notice as lying one mile South of the South
point of Sta. Maria Island. A rocky patch of 2½ fathoms lies half a mile from
the East rocky point of Luco Bay, and a rock awash 6 cables N.W. from
Lavapie Point. The Cockatrice Rock lies 3 miles W.S.W. from the South
end of Santa Maria Island.

In consequence of the foregoing reports, it is recommended to observe
great caution in using the channel between Lavapie Point and Santa Maria
Island; also vessels bound to or from Arauco Bay are cautioned not to
approach the shore between Carnero Bay and Lavapie Point within 4 miles,
not only in order to pass outside the reported dangers, but to avoid the foul
ground and kelp which extends a considerable distance off the land. An
easterly current may generally be expected in the above localities, which at times
has been experienced running with a velocity of from 1 to 2 miles an hour.

In passing round Santa Maria, to the eastward, a wide berth must be
given to the shoal which now runs off towards the S.E.; it is not prudent to
go a cable's length to the northward of a line drawn E.S.E. ¾ E. from the
southern point of the island, until 3 miles eastward of that point, where there
are but 4 fathoms at low water. From thence the shoal turns to the north-
ward round Delicada Point, off which the water deepens to 10 and 20 fathoms:
there is anchorage on the N.E. side of the island during southerly winds.
Water is good and abundant; there is also plenty of wood and vegetables,
but little else at present.

Off the N.W. end of the island are many rocks, one of which, the Dormido,
lies 3 miles off shore, and the Vogelborg 4 miles.* They are sometimes

* John Renwick Rock. A statement, which was not believed, was made of the wreck of
the John Renwick, on a rock off Santa Maria, in the night of July 4, 1818, in lat. 37° S.,
South Pacific.
undistinguishable by breakers; and it is not safe to pass between them and 
the island, neither is it prudent to approach the western side of Santa Maria 
nearer than a league.

There is tolerably good anchorage in Luco Bay, to the eastward of Cape 
Lavapie, but not quite sheltered from N.N.W., and liable to heavy squalls 
off the heights over Cape Rumena when it blows strong from the south-
westward: there are 5 fathoms water over good ground.

ARAUCO BAY lies inside Santa Maria Island, and is about 15 miles broad 
and 18 miles deep. It has good anchorage in southerly winds, but is entirely 
open to the North.

For 3 or 4 miles on each side of the River Tubul, the coast is steep and 
cliffy, with high down-like hills. Tubul River was formerly capable of 
receiving vessels of considerable burthen—vessels of 200 tons could pass up 
nearly a mile; but the earthquake of 1835 raised its bar so much as to pre-
vent access to more than boats; but that the bar will remain is unlikely. 
The neighbouring country is very beautiful and fertile.*

Off the N.W. point of the long cliff West of Tubul River, and 1 mile from 
the land, is a rock called El Frayle; but the sea always breaks on it, unless 
the water is unusually still. In southerly winds there is good anchorage 
throughout Arauco Bay, but, except in Luco Bay, it is everywhere exposed 
to northerly winds and sea.

Laraquete Beach extends 10 miles to the N.E. from Tubul Cliffs; and 2 
miles off it are from 8 to 10 fathoms water, over a sandy bottom. The River 
Carampangue is not navigable at its mouth, though deep and rather wide 
2 miles inland; its exit is choked by sandbanks.

Arauco, famous in Spanish song and history, is simply a small collection 
of huts, covering a space of about 2 acres, and scarcely defended from an 
enemy by a low wall or mound of earth. It stands upon a flat piece of 
ground, at the foot of the Colocao heights, a range of steep, though low 
hills, rising about 600 ft. above the sea. In the sixteenth century, Arauco 
was surrounded by a fosse, a strong palisade, and a substantial wall, the

\[ \text{Long. 74° 44' 30" W., bearing N.W. 12 miles from Point Lavapie, and W.S.W. 6 miles from} \]
\[ \text{the North end of Santa Maria Island. She became a total wreck in 24 minutes. Those} \]
\[ \text{well acquainted with the locality disbelieve the statement, and consider that it was Dormido} \]
\[ \text{Rocks on which the wreck took place. Madame Ida Pfeiffer in her work also mentions} \]
\[ \text{the commander in terms which would confirm the disbelief. It is necessary to mention} \]
\[ \text{it here.} \]

* In the river, Adm. FitzRoy saw the remains of the Hersilia whaler, captured by the 
pirate Benavides. He was a most remarkable character, a native of Concepcion, taken 
prisoner at the battle of Maypu, 1818, and for his crimes sentenced to be shot; but, 
though terribly wounded, had the fortitude to feign death, and escaped. He then entered 
the Chilian army, and afterwards became pirate. The particulars of this singular man 
are given by Capt. Basil Hall, in his Extracts from a Journal, &c., vol. i. chap. 22.
work of the Spaniards. This was the first place assaulted by the Indians, after their grand union against the Spaniards, at the end of the sixteenth century. It was surrounded by the hostile Indians, who at first unsuccessfully attacked the fortress; but the Spaniards, seeing that they must be overpowered, escaped in the dead of the night. Thus began the famed insurrection which caused the destruction of seven towns, and drove every Spaniard from Araucania. S.E. of Santa María Island, there is a tolerable roadstead, with from 4 to 8 fathoms of water, over good ground: but the only place now sheltered is quite close to the South point of the above island. Formerly there was good anchorage between this point and Delicada Point, but the earthquake of 1835 raised the land nearly 1½ fathoms: so that where there was a depth of 5 fathoms in 1834, the Beagle found only 3½.

From the River Laraquete to Coronel Point, the coast runs N. by W. ⅞ W., high and bold, free from outlying dangers, and affording temporary anchorage for small vessels, or at the least shelter for boats, in three or four coves; and at the mouth of the little River Chivilingo affords shelter for small craft, excepting during S.W. gales. Puerto Viejo Cove, immediately South of Colcura, is equally exposed to the S.W. and N.W.

LOTA, a little cove just to the northward of Colcura, is the best of the three, but it also is open to the S.W. This port has become of much importance in consequence of its considerable export of coal. It may be known by two long white houses on the hill above the cove, and a long iron jetty, with a wheel and drop on the outer end of it for coaling purposes. Fresh meat and vegetables are to be obtained at a moderate price. Lota was established in a single year, and has all necessary machinery for working the coal mines. A number of Scotch settlers were at first established here, and have served to increase the development of the important resources of this coal district. Mooring buoys are laid down.

Coals.—Good steaming coals were obtained here in 1858, at 5 dollars per ton; it is however quick consuming fuel; 250 tons can be put on board from the drop in one day, under which there is 20 ft. water at low water spring tides. In 1858, 20 vessels were loading at Lota and Coronel Point. The port charges are 4 dollars. The mine is only a few fathoms from the jetty. Good fire bricks are also to be got at Lota.

At Colcura the veins crop out quite close to the sea, beneath which they dip within a very short distance, a fact that has had great influence in their prosecution.

CORONEL BAY, at the north-eastern part of Arauco Bay, and about 3 miles to the northward or Lota Bay, is a place of export for coal. The town is a small place, situated about 1 mile eastward of the Pachuco wharves. There are two piers at Coronel with tramways and waggons; the mines belong to the Pachuco Company, and if need be 800 tons of coal can be furnished alongside any ship in the bay in the space of 12 hours. The P.M.S.
Company steamships take all their coal from Coronel; it is also frequented by H.M. ships for that purpose, and it is not uncommon to see 80 or 90 colliers at anchor off Pachuco, besides steam vessels, taking in coals. In 1872 the cost of coals at Coronel was about half that at Tomé. H.M.S.-

chanticleer in 1871 used coal from the Pachuco mine, Coronel, and found the steaming qualities good, equal to second-class Welsh coal, with a little brown smoke, and to burn clearly without choking the tubes, although it burnt quickly, at the ratio of 12 to 10 of Welsh coal.

A secure berth will be found in 9 fathoms, with Pachuco Point, the N.W. extreme of the bay, bearing West; Lota Bay Point, which separates Lota Bay from Coronel Bay, S. 4 E., Coronel town N.E. 4 E. At this place a strong sea breeze raises a swell which prevents coal lighters from being brought alongside. Under ordinary circumstances a ship may take in about 20 tons of coal an hour.

Coronel Point may be distinguished by its having a small house on its extreme, and just South of it is the old framework of some mining shaft. These are good marks to know Coronel Point, and when abreast of it, and well outside the breakers, two chimneys will be seen very distinctly on Pachuco Point, with some houses just North of the chimneys and a few trees; also shipping standing in or out of the bay, and others at anchor in the offing, indicate your near approach to Coronel Bay. After passing Pachuco Point a ship may be steered for the anchorage off Pachuco Pier, or off the town or village of Coronel.

As the water is reported to shoal some distance farther off than shown on the plan of Coronel and Lota, do not come under 10 fathoms in rounding Pachuco Point.

Vessels likely to remain any time should anchor well in the bay, off the town pier, where they will be well sheltered from North, N.W., and West winds, and not so much exposed to the heavy rolling swell that sets in when blowing hard outside.

Vessels only remaining at Coronel to coal for a few hours can anchor off the Pachuco new pier in 9 fathoms, with the pier N.W. 4 N. and Pachuco Point W. 4 S. At this anchorage coaling can be carried on with great rapidity. The Pacific Steam Navigation Company have placed buoys close in for their ships, to facilitate their coaling, and obviate their being obliged to anchor as they remain so short a time. Great attention is required to the lead in standing into this anchorage, for the deep water runs close up to the 5-fathom line. Landing on the beach is attended with some danger at times, as the sea breaks with violence on it, and should not be attempted, as there are good landing steps at the pier.

Bio Bio River.—The entrance of the great River Bio Bio is not accessible, on account of its sand-banks, and the S.W. swell. Its situation, together with that of Port San Vicente and Concepcion Bay, is well pointed by the
remarkable pointed hills, about 800 ft. high, called the Paps of Bio Bio. There is no danger near them except rocks close to the shore. The town of Concepcion is 7½ miles from the mouth of the Bio Bio, and contained, in 1865, 13,958 inhabitants. Port San Vicente is an exposed bad anchorage.

Tumbes Peninsula.—Close off the Heights of Tumbes, the western promontory of the fine bay of Concepcion, there are a few straggling rocks, some under, some above water, near Lobo Point, Pan de Azucar, and Tumbes Point; this piece of coast trends North 6 miles from Port San Vicente. N.W. 1½ mile from Tumbes Point there is a rock above water, called Quebra Olla, or Break-pot Rock; between it and the point it is not prudent to pass.

CONCEPCION BAY.—Between Tumbes and Loberia Head, 6½ miles to the N.E., lies the entrance to the bay of Concepcion, the finest port on this coast; being about 6 miles deep and 4 miles wide, having anchorage ground everywhere, and abundant space, well sheltered.

LIGHTHOUSE. Quiriquina Island, lying North and South, 3 miles long by nearly 1 mile wide, gives shelter from northerly winds; and near Arena Point, at its S.E. extreme, is a good place for ships to anchor temporarily. The lighthouse, 36 ft. high, with keeper’s dwelling attached, standing on the northern point of Quiriquina Island, is of a round form and white. From the lantern is exhibited, at an elevation of 213 feet above the sea, a bright light, revolving every half-minute, and visible 15 miles off.

Loberia Head may be distinguished even on a dark night, being a high, dark bluff, with several rocks lying off it, against which the sea breaks with great fury during a north-westerly gale; as also along the coast northward to Parra Point. These breakers, with those on Pajaros Niños Rocks, are generally luminous at night, and, combined with the roar, will warn the seaman of his approach.

A stranger making the light on Quiriquina Island at any time may enter Concepcion Bay and get secure anchorage, bearing in mind the lighthouse is a quarter of a mile inside the Pajaros Niños Rock. This can be done by running down with the light S. by E. until Loberia Head bears E. by N. ¾ N., when the course can be altered to S.E. until soundings are obtained in from 17 to 19 fathoms, or the light on Quiriquina Island bears W.N.W.; should the wind be from the N.W. a ship may be hauled to the south-westward, and anchor anywhere under Quiriquina Island, taking care at night not to approach it too closely.

Ships bound to Concepcion Bay from the southward and westward in thick weather should not reduce the soundings under 45 fathoms, nor approach Quiriquina light at night until it bears southward of East; Loberia Head may then be steered for, and the bay entered by Great Channel, as before directed.

There is a passage into Concepcion Bay on either side of Quiriquina Island, but the best for those not locally acquainted, is to the eastward of the island.
The only danger in this channel being the steep and dangerous Concepcion or Lessi Rock, of 19 ft. W.S.W., half a mile from Loberia Head, and Zealous Rock, about 2 miles to the southward, also on the eastern side of the channel, and S. by W. 4 cables from Huily Head. The latter is to be marked by a buoy. Rundle Rock, of 4 ft., lies 5 miles to the southward, 3 cables S.W. of Parra Point, to which it is joined by a shoal bank.

Coal is found and worked abundantly about Concepcion. It is of the same quality as noticed on the preceding page. Some mines are at Talcahuana, where the coal crops out on the N.W. side of a hill near the shore of the bay. It has two veins, each 3 feet thick, separated by a sandstone stratum of 5 yards thick. The coal is very bituminous, and burns with the odour which characterises the lignites. The next mines are those of Dr. Mackay at Tierras Colorados, on the River Andalien or Aldarien. These have produced the best coal, and lie conveniently. Two other veins on the East side of the bay have not been productive. One was near Point Lirquen, close by Old Penco, and another is in Columo Bay.

PORT TALCAHUANA is at the S.W. angle of Concepcion Bay. Until lately this was the only port in the bay, but Penco and Tomé, in the N.E. part of the bay, are fast rising into importance; the former was the ancient port of Concepcion. The railway, 108 miles long, to connect the mines near Chillan with this part of the coast will much increase the importance of these ports. The town of Concepcion, with a population of 10,000, lies on the right bank of the Bio Bio, at 7½ miles from its mouth, and will be reached by this railway.

Near the anchorage off Talcahuana are the Belen, Choros, and the Manzano Banks, but their positions are clearly shown on the chart. On the Belen there is generally a black buoy. This buoy has been shifted to the North part of the shoal, in 15 ft., with the outer end of the principal mole tear S.S.W. ⅓ W., Fronton Point N. ⅔ W., and tower of Tomé church, N.E. by N. Should the buoy be gone, keep Mount Espinoza well open of Talcahuana Head, until the highest hill (to the right of the town) on the southern part of the heights of Tumbes bears W.S.W. or S.W. by W. ⅔ W.

Marinao Rock is awash at low water, and has on it an iron rod, surmounted by a ball, painted black. La Viuda Rock, three-quarters of a cable North of Talcahuana custom house, is awash at low water, and marked by a pole 15 feet high, painted white, which is useful as a guide for making the mole.

About 1½ mile W.S.W. from Lirquen Point, at the S.E. part of the bay, Capt.aid Beechey found a rock, or rocky shoal, with only 15 ft. on it. The Beagle's boats searched for it in every direction near the place indicated by him, but could not succeed in finding less water than 9 fathoms. Nevertheless such authority as that of Capt. Beechey is not to be doubted, and ships should avoid that part of the bay, till the exact situation of this danger is
decided; it is not at all necessary to stand over so far towards the East shore
when working up to Talcahuana.

Supplies.—The country around amply rewards cultivation. Some of the
valleys at the back of the town of Concepcion are very fertile, producing
grain of all kinds in abundance. Beef and mutton are cheap and good, the
former about twopence per pound, the latter one dollar the carcass; pork
and fowls rather dearer. Vegetables of all kinds cheap and plentiful, as
well as fruits in their season; wood plentiful, at two dollars per 1,000 billets.
Good water can be procured from a tank which carries 30 tons, at 1½ dollar
per ton.

Earthquakes are very common in this region, and must considerably affect
the general prosperity of the country. We have before alluded to the awful
earthquake of February 20th, 1835. Its effects were particularly ruinous to
Concepcion. About half an hour after the shock—the sea having retired so
much that vessels which had been lying in 7 fathoms water were aground,
and every rock and shoal in the bay were visible—an enormous wave was
seen forcing its way through the western passage, which separates Quiriquina
Island from the main land. This terrific swell swept the steep shores
of everything moveable within 30 feet (vertically) from high-water mark, and
then rushed back again in a torrent, which carried everything within its
reach out to sea, leaving the vessels again aground. A second wave, and
then a third, apparently larger than either of the two former, completed the
ruin. Earth and water trembled; and exhaustion appeared to follow these
mighty efforts.

This earthquake was felt at all places between Chiloe and Copiapo, be-
tween Juan Fernandez and Mendoza, an area of 700 by 400 miles; and
Mr. Darwin says, we can scarcely avoid the conclusion, however fearful it
may be, that a vast lake of melted matter, of an area nearly doubling in
extent that of the Black Sea, is spread out beneath a mere crust of solid
land. One of the permanent effects of the earthquake has been to raise the
level of the land. It has been shown that the Island of Santa Maria, off
Arauco Bay, was raised 9 ft.; and it is almost certain that there has been
an uplifting of the bottom of Concepcion Bay, to the amount of 4 fathoms,
since the famous convulsion of 1751. Other notices on this subject will be
found elsewhere.

Tome Bay, is at the N.E. part of Concepcion Bay, Huily Head, the
northern limit of the bay bearing from Loberia Head S.E. £ E., distant 2½
miles. The bay is about 1½ mile across, half a mile deep, and affords good
and safe anchorage in from 8 to 12 fathoms.

Should it be required to anchor at Tomé, bring the conspicuous white
church spire (the only one in Tomé) in line with the end of the pier, and
keep them on until the extreme of the land of Huily Head comes in line
with the extremity of Loberia Head; with these marks the best anchorage
can be obtained for a large ship in 10½ fathoms, mud, good holding ground. Great care is required in anchoring here, as the water shoals very suddenly.

These remarks apply to daylight, as it is presumed that no stranger would take up a berth at Tomé at night, without the aid of the moon, and the weather fine. At the commencement of a N.W. gale, a second anchor should be let go, as Huily Head affords little protection.

This thriving seaport has a nice appearance from the anchorage, and the town covers a large extent of ground. There is also a good pier with two cranes at its end, capable of lifting two tons each. There appears to be a good trade here. The chief export is grain. In 1871 the total value of exports from Tomé was £439,460.

COILIUMO BAY.—The highest land in the vicinity of Concepcion Bay is Mount Neuke, 1,790 feet in height, and 5 miles eastward of Loberia Head. Four miles to the northward of this head, which is dark coloured, and has several straggling rocks close about it, at Cullen Point, the coast again trends short round East and then South, so as to form the small Bay of Coliumo, where coasters may anchor in security, but there is not much shelter for large ships during northerly winds. It has always been the scene of smuggling transactions. The best anchorage is close under the height over Coliumo Head, where Rare Cove offers good landing for boats, and a convenient watering place.

From Coliumo Bay, 16 miles North to Boquita Point, and thence 40 miles farther, in a similar direction, to Carranza Point, the coast assumes an unbroken line, without any place for shipping. It is a deep-water shore; the land rises to a considerable height, and is partially wooded.

Fox Bay is the name of the open exposed bight, South of Cape Carranza, and at the southern part of it, at about 100 miles from the cape, is the open roadstead of Curanipe, where ships occasionally remain, and where there are moorings laid down in from 6 to 12 fathoms. In February, 1872, the English ship Bogota was wrecked at Curanipe.

Carranza Point.—Among the rocks at Carranza Point boats find shelter occasionally. It is a projecting and rather low part of the coast, and therefore to be avoided; for about 10 miles on each side of the point there is a sandy or shingle beach.

Cape Humos.—Seventeen miles N. by E. nearly from Carranza Point is Cape Humos, a remarkable headland projecting westward, and higher than other land near that part of the coast; it is bold-to, and there are no outlying dangers in the vicinity.

RIVER MAULE.—Four miles N.N.E. from Cape Humos there is a remarkable rock, called La Iglesia, or the Church, from its appearance, 1 mile N.E. of which is the entrance of the River Maule. There is no mistaking the entrance, for on the South side the land is high and the shore rocky; while on the North side a long, low, sandy beach extends beyond eyesight. Not
far from Church Rock, a remarkable bare space of gray sand may be seen on the side of a hill, but generally the heights between Cape Humos and the Maule are covered with vegetation, and partly wooded; the highest hills in the vicinity range from 1,000 to 1,300 ft.

The western point of the Maule is the high land called the Cerro Mutún, which much resembles the Rock of Gibraltar on a smaller scale. At its North end is the small open cemetery, and off its northern point are two high pyramidal rocks, called Los Ventanas (windows), and Piedra Lobos; the first from its being pierced through, and the second from being the resort of seals. Just beyond the latter is the bar, formed by the river current and the ocean swell, and which is constantly shifting. Vessels drawing more than 15 ft. cannot enter, and frequently ships are detained for some days for smooth water. This difficulty arises from the fact that the prevalent southerly wind is lost on approaching the Piedra Lobos, at the same moment that the river current is encountered, and vessels are thus thrown on the North Spit of the bar.

The annually increasing commerce of the port demands some attention to the increase of its capability. Steam-vessels ply between it and Valparaiso.

A most productive country surrounds it, abounding with internal and external wealth, and the fine river communicates with the interior, and is navigable far inland; besides which, the best pass through the Andes (discovered in 1805) is not far from the latitude of the Maule, being nearly level, and even fit for waggons, the only pass of such a description between the Isthmus of Darien and Patagonia.

CONSTITUCION lies on the West bank of the river, at the base of the Cerro Mutún. At first it was called Nuevo Bilbao, and by the natives usually Maule. It has very considerably increased of late years, and more than doubled its inhabitants. Its streets are parallel, and at right angles, with a plaza in the centre. Its public buildings are not very conspicuous. Very few wells are dug, and there is thus a scarcity of water. Ship-building is carried on to a considerable extent, but the chief trade is in sawing and preparing the timber which is floated or brought from the back country.

A ship may anchor, in fine weather, in from 10 to 15 fathoms, sandy ground, from 2 to 3 miles N.W. of the Church Rock; there is no hidden danger, but an extensive sandbank North of the river shelves out to seaward, and should have a wide berth. Behind this sand, evidently formed by the detritus brought down the river, there is a flat, several miles in extent; this flat, in front of the high ground, the largest on the West coast of South America, reaches to within 5 miles of a very remarkable valley, called the Falsa Maule, from its having been taken for the place of that river.

El Penon Point lies 12 miles North of the entrance of the River Maule, and

South Pacific.
is the northern entrance point of the River Mataquito, which a few years since emptied itself 4 miles to the southward of this point. About 3 miles N.N.W. from El Peñon Point is Lloca Point, rugged and rocky, with a house in ruins close to it. Duao Point, on which the Pacific Steam Navigation Company's steam vessel *Valdivia* was wrecked, lies about 4 miles to the northward of Lloca Point. From Duao Point, the coast extends in a northerly direction for 8 miles to Llico Road, which may be recognized from seaward by the brown sandy heights to the eastward of Llico. The anchorage is in 16 or 18 fathoms, sand and mud, half a mile, N.W. by W. from the outlet of Vichuquen Lagoon. Although the anchorage is exposed to all winds from North round by West to South, the holding ground is good, but during a norther, it would be advisable to proceed to sea. Boats of the place will be sent off when the bar is safe, at a charge of 9 dollars. There are no supplies except fresh meat, which can only be obtained occasionally.

*Lora Point*, 12 miles N. 4 W. from Llico, is rugged, and has no outlying dangers. Between it and *Lobos Point*, which is moderately high, 8 miles to the northward, is the outlet of *Cahuil Lake*. *Pichilemu Point* is a low, rocky point, 3½ miles N.N.E. 4 E. from Lobos Point. The coast between is sandy, and approachable only in fine weather. *Topocalma Point*, 18 miles to the northward of Lobos Point, is an inaccessible bluff promontory, 525 ft. high, with a gully on its East side. The North side of the point is rugged, with several rocks near it; on the South is Peña de Lobos, a high islet close to the shore. There is anchorage in 17 or 20 fathoms, sand and mud, about half a mile North of Topocalma Point, and exposed to all winds from North round by West to South.

*St. Domingo Point*, the summit of which is 334 ft. high, lies N.N.E. 4 miles from Topocalma Point, and is the South point of Tuman Bay, in the South part of which there is anchorage, about half a mile North of St. Domingo Point, in 10 or 12 fathoms, sand, and sheltered from the southerly winds and swell.

*Farallon del Infiernillo* is an island in the form of a pyramid, lying close to the shore, half a mile North of Barrancas Point, and is easily recognized when nearing Topocalma Point, which is the best point for a vessel to make when bound for Tuman Bay. *Pupuya Island* lies 3 miles N. by E. from Barrancas Point, and about a quarter of a mile off shore. The island is a large steep rock, with a flat top, sloping to the W.S.W.

*Metanza Cove*, in lat. 33° 59' S., and about a mile North of Pupuya Island, has several small islands and rocks in its vicinity. The cove may be recognized by a ravine with a small inlet, called Matancilla, on the North side of which is a house, with its North side painted white, and its roof red. The hills North of the ravine are high and green, while those South of it are composed of sand.

North-eastward about 4 miles from this cove is Natividad Bay, but it offers
no good anchorage, and is much exposed. Rapel Point is on the North side of the bay, close to the River Rapel. Three miles N.W. of Rapel point stands Bucalemo Head.

**Bucalemo Head** is a bold cliff, 200 ft. high; and 2 miles West of this head lies the *Rapel Shoal*, sometimes but erroneously called *Topacalma Shoal*. This shoal extends near a mile, and has three rocks above water, on which the sea breaks in all weathers. North from Bucalemo Head is *Toro Point*, close off which are a few rocks. The coast trends north-eastward from Toro Point, forming a bay as far as the River Maypu, which disembogues at a point 10 miles from Toro Point; a bar extends across its mouth, and stretches for nearly 2 miles to the northward, parallel to the shore. Three miles North of the Maypu is San Antonio Cove, a small place affording indifferent shelter to a few coasters, and immediately under a pointed hill. Two miles North of this hill there is a diminutive cove, called *La Bodega*; but large boats frequent it occasionally.

**Cartagena Beach**, 5 miles from the Maypu, is quite exposed to S.W. winds. Tres Cruces Point is low and rocky: and N.W. 5 miles from it is *White Rock Point*, so called from the remarkable appearance of the white rock, a good landmark. A *sunken rock* is said to lie 4½ miles West, true, from the point.

**Algarroba Point.**—Behind Algarroba Point, 3½ miles North of White Rock, there is a cove, where small coasters find temporary shelter during southerly winds. About Algarroba Point the coast is cliffty, but the cliffs are dark-coloured; the land in the neighbourhood is high and rather barren, of a dark colour, generally a brownish hue. In the distance the Andes, stretching from North to South, show their majestic height, and appear much nearer than they are in reality.

**Gallo Point** is a steep cliff, 7 miles North of Algarroba Point; between them are two sandy bights, divided by a rocky point. At the corner of the northern bight, called Tunquen, and close under Gallo Point, a boat might find shelter in a northerly wind, but there is no place for a sailing-vessel. Steep cliffs extend 6 miles North of it. Quintay Cove affords no good anchorage.

**Curauma Head.**—From thence the steep cliffs extend 3 miles to Curauma Head, a remarkable promontory, and one that demands special notice, because it is generally the first land made out distinctly by ships approaching Valparaiso from the southward. The head itself is a high cliff; above it the land rises steeply to the two high ranges of Curauma, the higher one being 1,830 ft. above the sea, and 2 miles inland N.E. of the head. Usually when first made out from seaward, the high part of the range of Curauma appears directly over the head, and, if tolerably clear weather, the Campaña (Bell) de Quillota is seen in the distance, 6,200 ft. high. If the Andes are also visible, *Aconcagua* will at a glance be distinguishable by its superior height of 23,200 ft.
CURAUMILLA POINT.—Projecting 5 miles W.N.W. from the heights of Curauma, the high land over Curauma, is the well known point Curauma, on which it is proposed to construct a lighthouse. Curamilla Point, low by comparison with the neighbouring land, though not so really, is rugged and rocky; two or three islets lie close off it. From Curaumilla Point, the N.W. extreme of the land forming Valparaiso Bay, bears N.E. by N., distant 7 miles; between them is a deep angular indentation of the coast, bordered by scattered rocks on the West side, and steep cliffs on the East.

VALPARAISO is now one of the principal commercial places on the western coast of South America. It has been described by numerous travelers, whose accounts will afford a history of its progress. It lies in the southern part of the bay, behind Piedra Branca, or Angeles Point, on which stands the lighthouse.

Valparaiso Bay is about 2½ miles wide and 1½ deep. It is entirely open to the North, and with strong weather from that quarter there is a very heavy sea sent in, which occasions much mischief. When the barometer falls low, or to less than 29’80, a signal is shown from the Exchange, “prepare for bad weather.” It is a certain indicator. The port has no shelter whatever for the shipping coming here, except what the open roadstead affords.

The city is built on a small triangular plain or strip of land, enclosed by omestas, or radiating ridges of 1,000 to 1,400 ft. high, which in the western part, or the port, leave only a narrow line sufficient to build a row or two of houses, and even these stand on artificial bases formed of the material made by the cutting away of the cliffs in the rear for building purposes. Thus the custom-house is built with two sides against the rock. Much of the foreshore has also been raised by the effect of earthquakes, which may at some time swallow up what it has formerly upheaved. A well built mole extends from the plaza in front of the custom-house and exchange. The port is separated from the larger portion of the city, or the Almendral, by a projecting point, in which was a cave, the Cueva del Chivata, formerly infested by a gang of desperados, and called by the sailors Cape Horn. In the rear of the port are two ravines, which form the districts called the Fore-top, Main-top, and Mizen-top. The West point of the bay is San Antonio Point; on it is a fort and barracks, and a pile of bonded warehouses has been erected at its base, near to which is a ship yard.

Light.—A red and yellow revolving light is shown on the customs’ mole as a guide for landing.

Docks.—There are two docks, both capable of taking vessels of 1,400 tons. The Santiago, one of these, opened in 1865, is 300 ft. long, 62 ft. 8 in. broad inside measurement, and 35 ft. high. These docks were greatly wanted, as heaving ships down was expensive and tedious. The process of heaving down can be done with safety during the fine weather from September to
May. Steam tugs for towing vessels may be had, and for weighing anchors; also for creeping for lost anchors, for which they have all necessary appliances.

Supplies.—Valparaiso is the best port for supplies and repairs on the West side of South America; beef, vegetables, and stores of all kinds are plentiful, and comparatively cheap. Water, generally of good quality, is supplied from steam tanks at one dollar and a half the ton. The water sometimes supplied is brackish and unwholesome, and in the summer of 1868-9 H.M.S. Topaze had to distil water for her own use. Imports, in 1872, amounted to £6,611,698. Exports, to £3,313,060.

Anchorage.—The best anchorage in Valparaiso Bay is close off Fort San Antonio, in from 15 to 20 fathoms, or in the south-west corner of the bay; but the holding ground of sand and shingle is not so good in shoal water, in April, 1867, H.M.S. Reindeer dragged from her berth, in 10 fathoms with Baja Rock N.W. by N., and Fort San Antonio S. by W.; but occupied as that part always is, a vessel must take as good a berth as she can find, the general depth being from 25 to 35 fathoms. During summer, the closer in shore the better; but during winter, on the outside of other vessels, if it can be managed, so as to be safe from their driving during a northerly gale, which sends in a heavy sea.

The railway from Valparaiso is the finest in the country, and is state property. It extends 116 miles to the southward, through Santiago to Curico, and terminates at Peralis, on the River Bio, beyond Curico.

Telegraphic communication is nearly complete between all parts of the republic.

The Pacific Steam Navigation Company have lines of steamers which connect Valparaiso with all the ports between Chiloé and Panama.

The Lighthouse of Valparaiso stands on Piedra Blanca or Angeles Point, at the end of a plain called Playa Ancha, about 3 cables' length from the Baja Rock, and 1½ miles from the custom house of Valparaiso. The tower is circular, and painted white. The light is fixed, elevated 197 ft. above the sea, and may be seen in fine weather at the distance of 23 miles.

To vessels coming from the southward the lighthouse will first appear from behind Curaumilla Point. When it opens from this point it will bear N.N.E. by E., and may then be steered for, on which course a vessel will clear Point Curaumilla, and its dangers, as far as Piedra Blanca, or the point of Valparaiso Bay. To this point the berth of a mile should be given until the lighthouse is brought to bear South, when all its dangers will have been cleared.

The rocks called the Baja lie E.N.E. by E., from the above point of the bay: they are always above water, and are about 55 yards from North to South, and 27 from East to West. After passing the Baja Rocks the vessel may freely enter the bay, and anchor in from 12 to 30 fathoms, sand and mud.
Vessels bound to Valparaiso should make the coast in about 35° 20’ S. lat., during ten months of the year, as the wind prevails then to the southward; but it should be observed that, even in fine weather, the mountains will be seen before any part of the coast can be distinguished, so as to enable a vessel to make the port. Among those the volcano of Aconcagua is conspicuous, from its great elevation, 23,200 ft., and from its summit being almost always covered with snow. The highest or western part of it has an irregular outline marked by several peaks, but the S.E. part is entirely plain and even. When the summit of the volcano (which is 80 leagues from Valparaiso) bears N.E. by E. ½ E., it will be on the line of bearing of the lighthouse.

There is, at 9 leagues from Valparaiso, another remarkable height, called the Bell of Quillota. The middle part of its broken summit is called the Bell, and when it bears E.N.E. it will be on the line of bearing of the lighthouse. As these two peaks are the first seen in making the land, they serve well to direct a vessel to the lighthouse.

Coming from the northward, and having made Quintero Point, which is 18 miles N. by W. from the lighthouse, care must be taken not to approach too near to the coast in the night, as some sunken rocks lie S.S.E. 4 miles from the point. There is a channel between them, but it is too dangerous to be attempted without a skilful pilot.

The Look-out, from whence signals are made, is 3,940 yards inland from the lighthouse, and 1,072 ft. above the sea.

The following remarks on making the land about Valparaiso are by George Peacock, Esq., late Marine Superintendent of the Pacific Steam Navigation Company, and appeared in the Nautical Magazine for June, 1847:

All vessels bound to Valparaiso should endeavour to make the land about Caraumilla Point, which lies 7 miles S.W. of Valparaiso lighthouse; and by no means approach the coast in the neighbourhood of the Rapel or Topacalma Reefs, which lie 15 leagues S. ½ E. of Caraumilla Point, and 7 leagues N. ½ E. of Topacalma Point, as the heavy S.W. swell sets right down upon this highly dangerous part of the coast, as well as the prevailing current, which sometimes runs upwards of a knot an hour round Topacalma Point towards the reefs; and in thick weather, on approaching the land at night, the greatest attention should be paid to the deep sea lead, which ought to be kept ready on deck for immediate use, as soundings may be obtained at from 2 to 6, and even in some places 12 miles off the land, which is not generally known.

South of Caraumilla Point, about 8 leagues, and from 4 to 5 miles off White Rock Point, a sunken rock is said to exist, but I think its existence is very doubtful; nevertheless, it would be advisable not to come in with the land to the southward of the parallel of 30° 15’ S. in the summer, nor 33° S.
during the winter months, i.e., in June, July, and August. I have known the current in these months set to the southward a mile an hour at intervals, and northerly gales are very prevalent during this season of the year.

In entering the Bay of Valparaiso with southerly winds, care must be taken to reef in time, for however moderate and steady the southerly winds may be in the offing, squalls blow from the high land into the bay, which are not to be disregarded. When it is blowing fresh outside from the southward, so as to require one reef in the topsails on a wind, probable treble-reeded topsails without the mainsail will be quite sail enough in the bay; when it is blowing strong in the offing from the same quarter, close-reeded topsails, over reeded courses, or over reeded foresail only, will be quite as much sail as can be carried. Should a ship find it blowing too hard to work up to an anchorage, she had better stand out, and remain under sail off Angeles Point till it moderates, which it does generally in a few hours.

In the event of a ship approaching with a northerly wind, likely to blow strong, she should keep an offing till the wind has shifted to the westward of N.W., which it always does after some hours of strong northerly winds: the best anchorage is close off Fort San Antonio, or in the S.W. corner of the bay; but, occupied as that part always is, a ship must take as good a berth near that part as she can find. During summer the closer in shore the better; and during winter, on the West side of the bay, outside other vessels, if it can be managed, so as to be safe from their driving during a northerly gale, which sends a heavy sea into the bay.

A norther, as it is called, often passes over without doing damage, but at intervals the effects are most dangerous, and all the ill-secured or ill-placed vessels are driven ashore. The safest anchorage in the event of a norther is about a cable off the point next outside San Antonio Point, for vessels here are better protected from the N.W. and westerly swell, which follows the N.W. gales, than further out in deep water. As the edge of the bank at this part (and it may be all along this side of the bay), drops suddenly from 17 or 18 fathoms to 35 fathoms, vessels bringing up here should be careful to let their anchor go on the bank, and not immediately outside, for in the latter case, when the bight of the cable draws up over the edge with any strain on it, the anchor trips, and so the anchorage in this bay gets a bad name.—Mr. Thomas Warr, Master of H.M.S. Alert, January, 1864.

Some prefer riding the shore, on account of the undertow, but in such a position you risk having vessels driven upon you, besides feeling the sea very much. In the summer, southerly gales blow in furious squalls off the heights. Clear weather and a high glass presage strong southerly winds: cloudy weather, with a low barometer and distant land, such as the hill over Papudo, called Gobernador, or Cerro Verde, and the heights over the little port of Pichidanque, called La Silla, or on the coast northwards, being remarkably visible, are sure indications of northerly winds.
On the 11th July, 1870, H.M.S. Satellite anchored in 27 fathoms and 130 fathoms cable out, with Baja Rock bearing N.W. by W. ¼ W., the Signal Hill S.S.W. ¼ W., and custom house tower S. by W. ¼ W., rode out the heaviest norther that had been experienced for 35 years. The following are Navigating Lieutenant J. G. O'Connell's remarks:— "The day previous the usual indications presented themselves. The morning of the 11th was dry and hard, barometer standing at 29-71 inches. In the afternoon a tremendous sea got up, when steam was raised in four boilers, the wind in squalls blowing a whole gale. At 10h 30m p.m., the barometer at its lowest was 29-65; at that time a tremendous sea was running, and so high that a large ship only one length off was hidden from view up to her lower mast. During the gale two vessels were drifted on shore and entirely destroyed. Amongst other damages the whole sea-wall was entirely demolished and the estimated cost of injuries sustained was 800,000 dollars. The sea appeared to run much higher where we lay than it did further in, and I should recommend the best anchorage abreast the custom house, where a great deal of the sea is broken."

It is high water in Valparaiso Bay, at full and change, at 9h 32m, and the rise at springs is 5 ft.

Concon Point and Rocks.—The N.E. side of Valparaiso Bay is formed by alternate beaches and rocky points, as far as that of Concon, behind which there is a cove, where boats can land in moderate weather. Three miles N.N.W. from that point are the Concon Rocks, always above water. These rocks should have a wide berth given to them during light winds, as there is usually a swell and a northerly current setting towards them from the southward.

Quintero Bay is roomy, and during southerly winds sheltered; it is quite open to the N.W. Liles Point, the West extreme of Quintero Bay, should not be passed too close, as Malenas Bank, on which is a heavy sea in bad weather, lies three-quarters of a mile W. ¼ N. from it. The least depth found on this rocky Bank was 6 fathoms, but shoaler spots may exist. A depth of 15 fathoms is found between it and the point. Quintero Bay affords spacious and good anchorage in the summer months, some even prefer it to Valparaiso, and a general opinion exists that it would be a preferable sea port for the capital than Valparaiso. The best anchorage is in 13 fathoms, half a mile East of Liles Point. Some shelter during northerly winds, and fresh water, when the season is not very dry, may be found at the N.E. corner of the bay, under Ventanilla Point. There is a little shoal or rocky patch on the West side, nearly 2 cables' length off shore, and 4 cables from the junction of the cliff and sandy beach at the S.W. corner; this shoal, called Tortuga, is marked by an iron bar supporting a white cylinder. South Tortuga Rock, awash a low springs, lies 2½ cables S.E. ¼ S. from it.
The land between Quintero Bay and Concon is rather high and rugged; and all this coast has rather a barren and weather-beaten aspect, here and there only any trees being visible. During the winter and spring alone is there verdure near the sea-coast.

Quintero Rocks.—N. by W. 4 miles from Liles Point, and 1½ mile West of Horcon Head, are the Quintero Rocks, above water, but low, straggling, and dangerous; they are of a dark colour, and spread over half a mile of space. Horcon Head has a remarkable hole in the extreme point of the cliff; the cliffs are dark coloured, about 80 or 100 ft. high, and the land immediately behind them, though higher, is level. Inland are considerable heights, and in the distance the Cordillera of the Andes.

Horcon Bay.—E.N.E., 1 mile from Horcon Head, there is a landing place between projecting rocks; and good water and plenty of fish may be procured, as well as fire-wood, and fresh provisions in small quantities. The roadstead is good during southerly winds, that is, in effect, during nine months out of the twelve; and there are 10 to 15 fathoms of water half a mile North of the landing place, over a clean sandy bottom. This bay was somewhat unaccountably omitted in all the Spanish charts of this coast.

PORT PAPUDO is 13 miles from Horcon; between them there is no anchorage, the shore is steep, and free from outlying dangers. The high pointed hill over Papudo, called Gobernador or Cerro Verde, 1,020 ft. in height, is an unfailling landmark for this small open bay. Zapallar Point, at the West extreme of this bay, is low, and must have a berth of nearly half a mile. It is safe during nine months of the year, but quite the reverse during the other three. There is a fresh-water stream close to the landing place; wood and small quantities of fresh provisions may be obtained.

Five miles to the northward of Papudo, behind a low rocky point, is the mouth of the River Ligua, not navigable; nor affording anchorage for any but the smallest craft. Point la Cruz de la Ballena and Muelles Point are steep and bold-to; but the Bagota Rock, discovered in 1866 by the P.S.N. Company’s vessel of that name, Capt. Holloway, lies 2 miles W.S.W. of Cruz de Ballena Point, and only breaks occasionally. The trend of the coast from Ligua River to Ballena Point is W.N.W. for 5 miles, then it trends about 5 miles to the northward, and finally West 4 miles to Muelles Point, which is low, dark-coloured, and rocky. The shore round Muelles Bay is sandy, with low rocky points, backed, as all the coast is, by high land.

Pichidanque.—From Muelles Point to the western point of Pichidanque Bay, the broken, dark-coloured, rocky shore runs nearly N. by W. ½ W. for 8 miles. This bay is sometimes called Herradura, from its horse-shoe form. But it leads to some confusion, from the bay to the northward having the same appellation. The high, saddle-topped hill of Senta Ynes, overlooking Pichidanque, is an excellent mark: it is 2,000 ft. in height, and only 2 miles

South Pacific.
from the harbour. The best anchorage here is close to the little island of Locos, on its East side, in about 5 fathoms water. This island, 59 ft. high, has a mast erected on it, as a mark for recognising the port. The mast is 69 ft. high, with a yard across, having a barrel on each end. The whole is painted white, and visible 5 or 6 miles off. Care must be taken to avoid a rocky patch, called the Casualidad, very dangerous, as there is neither ripple nor weed upon it in fine weather, though it breaks when a swell sets in rather heavily. This rock, on which there is said to be only a depth of 9 ft. at low water, is in a line between the North end of Locos Island and a gully at the N.E. part of the harbour, through which a river runs from the neighbouring village of Quilimari, distant 4 cables' lengths from the islet. The tide rises 5 ft. at springs. On full and change days it is high water at 9 o'clock. Pichidanque is used occasionally for loading copper ore, or for smuggling affairs; there are only a few fishermen's huts near the harbour, but at the village of Quilimari, behind the nearest hills, supplies can be obtained. It is not a good place for watering. In sailing along the coast, near Pichidanque, care should be taken to avoid a few outlying rocks, which may be seen by day close to Salinas Point, and those which lie half a mile off shore, 3 miles N. by W. ½ W. from Locos Islet.

Changos Point, in 31° 59' S., is low and rocky, with some breakers off it. Between it and Lobos Point, N. ½ W., 3 miles distant, is Negro Bay, dangerous to approach on account of the constant S.W. swell. It has, however, several landing places for boats in it. Lobos Point should not be approached under a mile, as several islands and rocky shoals lie off it. Between Lobos and Vilos Points is Guereo, useless for landing or anchorage, and 4 cables West of Vilos Point is Huesos Island, rocky, barren, and of a yellowish colour. It has a rock above water, off its S.W. end.

Conchali Bay, which lies between Vilos Point and Cape Tablas, § miles N.N.W. ½ W. from it, has a cluster of three islands in its centre. In it are two anchorages, Vilos Bay and Nague Creek.

Vilos Bay.—At ½ mile N.E. ½ N. of Huesos Island is Chungo Point, sandy, and of a whitish colour, but rocky at its extremity. Between these points is Vilos Bay, with an anchorage, at present much frequented by steam and sailing vessels. The bay is capable of containing many vessels, which lie at single anchor. Sometimes the S.W. swell reaches the anchorage, causing vessels to roll a little. In anticipation of a heavy swell in the winter, vessels should either put to sea or run for Nague Creek, N.N.W. of this bay.

The best anchorage for ships of any size is in 9 fathoms, sand and shells, N.E. of the highest part of Huesos Island, with the flagstaff of the captain of the port at the western extremity of the town bearing South. Vessels of light draught anchor nearer the shore, but the bottom is irregular and sandy, with large stones. Fresh provisions can be obtained; vegetables are good landing place in its S.W. part on a gravel beach. In the middle of the
scarce during the summer season. The water, collected in pits near the village is brackish; that of Conchali is excellent, but only a moderate supply can be obtained. It is high water, full and change, at 9° 44′; springs 4 1/2 ft.; ordinary rise, 4 1/2 ft.

**Nagüé Creek.**—At 1 1/4 mile north-westward of Chungo Point is Penitente Point, precipitous, with a remarkable rock at its extremity. N.N.W. of Penitente Point is Nagüé Creek, about 5 cables wide and the same distance in depth. There are from 4 to 10 fathoms water, sand, decreasing gradually towards the northern shore.

The creek is much too small for sailing vessels, and entirely exposed to south-westerly winds. The landing place in the creek is North of Point Conchas close to the rocks, but should not be attempted in bad weather. *Water* is excellent; fish and cockles plentiful. This creek is of considerable importance, being the only one where vessels find real shelter from westerly winds which prevail during the winter.

**Conchas Point,** the western extremity of Nagüé Creek, is surmounted by a sandy hill 105 ft. in height. Its shores are rocky, from which extends a ridge of sunken rocks towards Verde Island. South of this point is a small creek, and West of it is a second, neither of which can be recommended as landing places.

From Conchas Point the coast extends W.S.W. for 1 1/4 mile, forming the southern shore of a projecting and dangerous clifty headland, 265 ft. high, named Cape Tablas, in lat. 31° 51′ S. It is surrounded with breakers.

**Penitente Rock,** or *Roca Corales,* awash at low water, lies 1 1/4 mile S.S.W. of Cape Tablas, with two other small rocks close on its S.W. side.

In Tablas Bay, eastward of Cape Tablas, the bottom is sand or sand and stones, and the anchorage good, in 12 fathoms, well sheltered, and calm with southerly winds, but westerly winds are very boisterous. S.S.E. of the anchorage is a small rocky point with a white rock at its extremity, eastward of which is the best landing. The place is without resources and water, unless obtained at Nagüé, distant about half a mile; but game is abundant, especially partridges. *Pechonas Point,* forming the northern extreme of Tablas Bay, is rocky and precipitous, 256 ft. high, the breakers extending 2 cables off shore from it.

**Linlenes Island,** 2 miles N.N.E. of Cape Tablas, is high, nearly round, of a greyish colour, and about 400 yards in diameter, and without off-lying danger. Half a mile W.N.W. of Linlenes Island is *Cebollin Rock,* on which the sea breaks at high tide; there are 16 fathoms, with a stony bottom, at less than a cable's distance round the rock.

**Chiguuloco Bay,** between Cape Tablas and Loberia Head, 6 3/4 miles N. 3° W. from it, has no anchorage, being entirely exposed to the prevailing S.W. and West winds.

**Boca del Barco Creek,** bearing N.N.E. 4 1/2 miles from Cape Tablas, has a
creek is a rock, visible, and two more under water N.W. of it. The depth varies from 4 to 8 fathoms, mud. Vessels loading in this creek anchor 3 cables westward of Point Salina in 12 or 13 fathoms, sand and stone. The S.W. swell makes the anchorage uncomfortable, but it is in every way preferable to Chigualoco Bay.

**Chigualoco Creek.**—Between Boca del Barco Creek and the high part of Loberia Point is a rock half a mile off, called Bajos de Chigualoco, united to the shore by a sand-bank. North-eastward of it is the creek bearing this name, but as already stated it is nearly useless and dangerous to approach, on account of the heavy breakers. The anchorage, in 7 to 12 fathoms, sand, is entirely exposed to the southward, but with westerly winds it is said to be sufficiently sheltered by the before-mentioned shoal. The coast is low, rocky, and sloping towards the shore; 1 ½ mile inland the hills rise to a height of 2,000 to 2,500 ft.

N. by W. of Bajos de Chigualoco is a point slightly projecting, of a dark colour, and surrounded with rocks, called La Mula Muerta. Between this point and Loberia Point are two creeks, separated by the small point Las Conchas; the first, being called Mostaza Creek, has a landing place in fine weather, but a pilot is indispensable. S.S.W. of it are breakers extending over half a mile southward of Point Conchas into the sea, and S.E. ½ S. from the rock off Loberia Point. The creek N.W. of Mostaza Creek is of no importance, and unapproachable. The village of Chigualoco is situated N.E. of Chigualoco Creek.

**Loberia Point** is of moderate height, rocky and surrounded with breakers to 1 ½ cable off. Inland appears a mountain range 2,000 to 2,500 ft. high. The coast is precipitous and continues 5 miles in a northerly direction until joining Huenteelaquen Creek, which is sufficiently protected from the southern swell, and though only of small extent may become very important to the provinces Ilabell and Combar-bala, there being no other convenient port known along the whole coast. A small, low and rocky island protects the anchorage against the sea and prevailing winds. Huenteelaquen Creek can only admit vessels of not more than 300 tons, and only two at a time. There is neither drinkable water nor resources of any kind; the neighbouring district is prosperous and fertile.

**Pozo Point** bears from Huenteelaquen Creek N. ½ W. It is precipitous, and numerous rocks extend some distance off. The summit of the point is smooth and barren. Towards the S.E. is a small creek, where boats can obtain a landing in case of need. N.W. ½ W. from Point Pozo, and N.N.W. ½ W. from Loberia Head, is Ventana Point. Between these points the coast makes a short bend eastward, forming Choapa Creek, which is of no importance. Near it Choapa River empties itself into the sea, but the water supply is greatly reduced by the many canals made for irrigating the neighbouring district. The open plain through which the river passes, more
TONGOY BAY.

than 1¼ mile wide, is fertile, well cultivated, and rich in various productions. Ventana Point, N.N.W. ¼ W. from Loberia Head, is low, projecting, and dangerous, on account of some off-lying rocks which are not always visible. Behind the point is a chain of hills, forming the northern limit of the fertile plain of Choapa.

Maitencillo, 22 miles northward of the River Choapa, is a little cove, fit only for balsas; at certain times a boat may land there, but there are many hidden rocks. Its situation is pointed out by a large triangular space of white sand, having an artificial appearance, on the face of the steep cliffs which here line the coast; this mark is made by the sand that is drifted by the eddy winds against the North side of the cove.

From that cove the coast extends in an unbroken line 33 miles N.N.W. to the next opening, which is that of the River Limari, which drains the western slope of the peak of that name; the opening here looks large from seaward, but it is inaccessible. The coast near Limari is steep and rocky. For 10 miles North of Maitencillo the coast is composed of blue rocky cliffs about 150 ft. high; the land above the cliffs rises to between 300 and 400 ft., and then about 3 miles further in-shore the range of hills runs from 3,000 to 6,000 ft. in height.

Mount Talinay is a remarkable hill, 2,300 ft. high; it is 3 miles from the coast, and 7 miles southward of the river; it is thickly wooded on the top, but the sides are quite bare.

About 14 miles northward of Limari there is a small bay, with a sandy beach in the North corner, but a heavy surf. From this bay to the northward the coast is rocky and broken; and about 8 or 9 miles further we come to a small rocky peninsula, with a high sharp rock rising from its centre, and a small deep cove South of it, without landing. This cove is called the Tortoral della Lengua de Vaca.

The Lengua de Vaca is a very low rocky point, rising gradually in-shore to a round hummock about a mile to the southward of the point. There are rocks nearly awash about a cable's length from the point, and at 2 cables' lengths distant there are but 5 ft.

TONGOY BAY.—After rounding the Lengua, the coast turns short to the S.E. into Tongoy Bay, and is rocky and steep for about 2 miles from the point, where there are 15 fathoms about half a mile from the shore. About 3 miles from the point a long sandy beach commences, which extends the whole length of that large bay as far as the Peninsula of Tongoy; the South part of the beach is called Playa de Tanque, and the eastern side of the bay Playa de Tongoy. Off the S.W. end of the beach near Tanque there is anchorage about half a mile from the shore, in from 5 to 7 fathoms; the bottom is a soft muddy sand in some places, but in others it is hard. With a southerly wind the bay is smooth, and the landing good, but a heavy sea setting with a northerly breeze. The village, which is called the Rincon de
Tanque, consists of about a dozen ranchos. The only water to be had is brackish; and about 2½ miles to the E.N.E., where there is good water, the landing is generally very bad, besides which the water is some distance from the beach.

All the way from Tanque to the peninsula of Tongoy there is anchorage in any part of the bay within 2 miles of the shore, in from 7 to 10 fathoms, sandy bottom. There is also good anchorage with a northerly wind, for small vessels, to the S.W. of the peninsula, abreast of the small village on the point, with the Lengua bearing W.N.W., in 4 fathoms, sandy bottom, with clay underneath; but no vessel, however small, should go into less than 4 fathoms, as the sea breaks inside of that depth, when blowing hard from the northward. Even large vessels might find a little shelter there with the wind to the northward of N.W. With a strong south-westerly breeze the sea across the bay would render any vessel unable to remain at anchor in this berth. There is a small bay on the North side of the peninsula, which is completely sheltered from southerly winds. In the S.W. corner of this bay there is a small creek, into which, when smooth, boats can go: it runs about a mile inland, and near its head there is fresh water.

Tongoy.—The village stands on the high point on the South side of the peninsula on the N.E. side of the bay. It is of rising importance, as being the outlet of the great mining wealth of the province of Ovalle, which lies between it and the Limari Peak. It embraces nearly all the basin of the River Guamalata, and copper mines are actively worked. Lapis-lazuli is also worked on the secondary plateau of the Andes near the torrent Mostazal. But the principal metalliferous area is at Tamaya. On one mine of which, the Pique Mine, 4,000 men were employed in 1866, and raised 35,000 tons of ore, yielding 7,000 tons of copper. A railway is in progress which will connect Ovalle with Tongoy, with a branch to Tamaya.

At about half a mile South from the high chimney on the hill there is a rock which is covered at high water, and at low water just awash. There is (or was) nothing on it to mark its position, which is dangerous, as it is just the place where strangers would bring up their ships as in a convenient berth for discharging. There is a good passage inside it.

The Mexican and South American Company had here a smelting work and large ore stations. The furnaces, when at work, can at night be distinguished at sea. The company have embanked part of the shore with copper slug, and have made a mole, alongside of which small coasters load and discharge. The company's copper ships are laden and unladen by launches. A screw steamer of the company runs from here to Herradura, and can be employed for towing. A trade in the shipment of ores to Herradura, America, England, and Hamburgh is carried on here by the company. There are two or three small stores, and ready access to Herradura. In summer time the place is frequented for bathing.
To the northward of Huanaquero Hill, to the N.E. of Tongoy, there is a deep bay, well sheltered from southerly and westerly winds, but open to the northward; between this and Port Herradura there is no place fit for a vessel.

**HERRADURA de Coquimbo.**—From Huanaquero Point it is 13 miles to the narrow entrance of Herradura de Coquimbo, a small landlocked harbour, separated from Coquimbo Bay by an isthmus about a mile in breadth. Vessels, however, of any size, may freely enter with a leading wind, by keeping the southern shore on board, in order to avoid a rock off Miedo Point; and when in may anchor in any depth they please, on a bottom of sand, covering very tenacious marly clay. In the S.W. angle they will find perfect shelter from all winds, and the water so smooth, that they may carry on any repairs with the utmost security. The *Beagle* lay there some weeks refitting, her crew encamped on the beach.

Mr. T. F. Price, in the English barque *Pembroke Castle*, discovered, in 1866, a dangerous rock in Port Herradura, with only 3½ ft. water over it, and 5 fathoms close around it, at low-water springs. It lies near the northern shore, with a conspicuous round hill in the north-east corner of the port bearing N.E. by E.; and the inner eastern point of entrance W. 4° N., distant nearly a cable's length. The *Pembroke Castle*, when entering the port, only just cleared this rock in picking up a berth, and the ship *Knowsley* ran on to it and stove her bows in. The directions given to avoid it are, not to bring Herradura Point to the southward of W. by S., nor the South end of the conspicuous round hill to the eastward of N.E. by E.; but till this danger is further examined, vessels should not come within 1½ cable's length of the inner eastern point of entrance of the port when rounding it.

In 1848 the Mexican and South American Company formed a large establishment at Herradura for smelting copper ores, and a town of about 1,000 inhabitants, English and Chilians, was formed. A boat mole was run out on the Whale Islands, and a long mole, at which vessels of 300 tons can discharge, has been constructed to the northward. For large vessels discharging, launches and peons can be hired. An iron screw steamer is occasionally employed in towing ships in and out. The furnaces are constantly alight, so that the harbour is entered in the night by the company's ships. Herradura is a second-class port, and vessels have, therefore, first to enter Port Coquimbo for a pass. A large trade is carried on by the company coastwise for ores and Chile coals. The foreign trade consists of the import by them of English coals, bricks, clay, iron, &c., and the export of bar-copper, copper regulus, and copper-silver ores to England, the United States, and Hamburg. About 20,000 tons of shipping yearly frequent the bay. The banking operations are conducted by the company, who issue bills on the coast, and on England. The water is brackish, but fresh water is regul-
larly brought from Coquimbo Bay. A large stock of coals is kept in the company's works.

The South Chile coal is used here in large quantities; it is shipped at 5 dollars, and landed on the wharves at 9 dollars per ton, including all expenses. This landlocked and convenient bay would be of much importance if farther from Coquimbo, which has the advantage in size, but not in shelter; for during the winter months the northers are often severe, and send a heavy sea into the anchorage of that place, whilst in Herradura there is good shelter. The only disadvantage is that sailing ships sometimes find difficulty in getting out, as the entrance is narrow, and the wind draws through it into the bay, which, with the heavy swell that rolls on the coast and the deep water outside, makes it rather difficult for a deep-loaded ship, unless with a leading wind, which seldom prevails more than a few hours in the forenoon, and is mostly light and uncertain.

Coquimbo Peninsula, separating Port Herradura from Coquimbo Bay, is about 2 miles long in a N.N.E. direction, and 1 mile across, the highest part near the centre is 517 feet; Flagstaff Hill, at its S.W. part, is 305 feet, and Signal Hill, near the N.E. part overlooking the town and Bay of Coquimbo, is 495 ft. above the sea. Ships approaching Port Herradura, or Coquimbo Bay, are signalled either from Flagstaff or Signal Hill, each hill having a flagstaff with a yard across.

COQUIMBO.—If the lead be kept briskly going, when approaching either the eastern shore or the bottom of Coquimbo Bay, the chart will be a sufficient guide, as the water shoals gradually towards the beach, which is low and sandy. It it necessary, in going in, to give Pajaros Ninos Islets and Rocks a berth in case of falling calm, lest you should be obliged to anchor, for the ground near them is rocky; and for those reasons vessels are advised to pass outside of them.

The LIGHTHOUSE on Tortugo Point on the southern side of the entrance into Coquimbo Bay, is square, built of wood, painted white, 25 feet high. It stands about 300 yards within the extremity of Tortugo Point, and exhibits, at an elevation of 106 ft. above high water, a fixed and flashing white light, showing a flash of five seconds duration, every fifteen seconds, the partial eclipse lasting ten seconds, and in clear weather should be seen from a distance of 12 miles between the bearings of N.E. by E. 4 E., round by South to S.W. 4 W. It is the intention of the Chilian Government to move this light to the Pajaros Ninos Rocks.

The western shore of the bay is high and bold, particularly at its northern end, off which lies an insulated rock, the Pelicanos, at from 40 to 50 yards N.N.E. 4 E., from the highest part of which is a sunken pinnacle rock, now named the Dorsetshire Rock, with 9 ft. on it at low water spring tides, and deep water close outside it. Several vessels have struck on it. Bound to the anchorage off Coquimbo, on rounding or passing Pelicanos Rock, do not
approach it under 1 cable, nor in thick weather come under 15 fathoms, and stand to the eastward towards La Serena until the conspicuous church spire near the centre of the town of Coquimbo comes in line with the extreme of Observation Point, bearing S. 4 W., when she may haul in for the anchorage.

Havannah Rock is a patch of 6 fathoms, on which the lead would not rest, with 9 and 10 fathoms around it, and 12 fathoms between it and the shore, N. by E., 1 1/2 cable from the Pelicanos Rock.

This port may easily be entered at night with the aid of the light on Tortugo Point, and of the constant light shown by the furnaces. Coming from the southward, run along at 3 miles from the land, until the lights at the town of Serena bear E. by N., then steer for them on this bearing, which will clear the Pejaros Rocks, and when the furnace lights open of the Pelicanos Rock bearing S. 4 W., the vessel can haul into the bay, and anchor in 8 fathoms. Should the lights at the town of Serena be obscured by mist, the lights of the shipping at anchor in Coquimbo Bay will sometimes serve as a guide to the anchorage, after losing sight of the light on Tortugo Point.

Fogs are of frequent occurrence, and cause much delay to boats proceeding to and from the ship in Coquimbo; and, as a rule, no boat should leave the ship without being provided with a compass.

Coquimbo is on the western side of the bay, and was founded by Valdivia in 1544. Most of the houses are of slight materials, both from the frequency of earthquakes, and from the absence of rain. But since the increase of the copper trade some better buildings have been constructed. There are smelting works at each end of the town, the larger one having eight furnaces. Besides these there is a church and a custom-house, and the post-office is a building near the mole. All kinds of provisions, plenty of good water, supplied by a tank vessel, and coals can be obtained also.

Copper.—The export of copper from Coquimbo, in 1873, amounted to 15,000 tons, or about one-third of the total export of that article from Chile. The whole of this, with the exception of one small cargo, was sent to the English market, mostly by the steamers of the Pacific Steam Navigation Company, which call here three times a week each way.

The largest copper-smelting establishment, not only in Chile but in the whole world, is at Guayacan, at the head of Herradura Bay, where 30 to 35 furnaces are always going. It belongs to the Chilean firm of Urmeneta and Errazuriz, and employs about 300 hands, of whom 40 or 50 are Englishmen, producing 8,000 to 10,000 tons annually. Other establishments are at Punausillo, 50 miles in the interior, belonging to an English company, and at Campana, 9 miles from the port, which belongs to Mr. Charles Lambert.

The Coquimbo Railway was opened for traffic in April, 1862. It runs to La Serena, and the mines belonging to Mr. Lambert at La Campana.
further extends to Panulillo, passing through the important mineral districts of Andacollo, Tambellos, and Las Cardas, and it was proposed to carry it to the town of Ovalle.

The usual anchorage for strangers is in 8 fathoms, with the extreme North point of the western shore N.W. 1 W., the church at Serena (or town of Coquimbo) N.E., and the houses near the landing place S.W. 1 W. The best anchorage is in 6 fathoms, in the S.W. angle of the bay, and the holding excellent; but a swell usually rolls in and produces such a surf along the beach that landing is difficult, except in a few sheltered spots. The winds at Coquimbo are in general moderate and southerly, or chiefly off shore, during the greatest part of the year, and are interrupted for short intervals only in winter by strong breezes from the N.W. In short, the weather is so uniformly fine, the climate so charming, and the atmosphere so clear, as to have given to the city the name of La Serena. In approaching this port vessels must guard against being swept to the northward by the prevailing swell, current, and wind, which almost always come from the S.W.

The land is remarkable, and easily recognised; and Signal Hill, being upwards of 500 ft., can be easily made out at a moderate offing.

La Serena.—The town of La Serena, with a population of 13,550 in 1865, and 9 miles from the port, is clean, and tolerably well laid out. The streets are straight, and intersect each other at right angles, like other Spanish towns. The houses, to each of which is attached a garden, are shaded by myrtle trees. The town, and its grounds, are supplied with water by canals, cut from the river on its North side; and, by its irrigation, increases the fertility of the place. The houses are mostly of sun-dried bricks, and only one story in height; so built in consequence of the earthquakes to which all Chile is subject. There are seven churches and other public buildings. Mr. Darwin says that “town is remarkable for nothing but its extreme quietness,” a character quite appreciable at the present day; but all travelers unite in lauding the kindness and hospitality of the inhabitants.*

There is no landing at the town of La Serena, in consequence of the heavy surf, except on balsas.

Under the Signal Hill a small town has sprung up. A convenient mole has been built, to the westward of which is a smelting establishment and a wharf for loading and unloading copper, in which metal the hills in the neighbourhood were very rich.

Teatinos, the northern point of Coquimbo Bay, is bold and rugged, the land behind it rising in ridges, which gradually become higher, as they re-

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* A complete system of telegraphic communication is developing itself throughout the country, and La Serena is connected with Santiago, Valparaiso, and Coquimbo. The charges are moderate.
cede from the coast to Cobre Hill, which is 6,400 ft. high. The point, which makes the North extremity of the bay in coming from the northward, is a low rocky point, called Poroito; about 4 miles to the northward of which is the port of Arrayan, or Juan Soldado, but it does not deserve any name, it being merely a small exposed bight. A little to the northward of Cobre Hill is another mountain in the same range, called Juan Soldado, 3,900 feet high. Its northern side is steep, and at its foot lies the small unsheltered Bay of Osorno, which is about half a mile long, but it would not afford any shelter for the smallest vessel. About half a mile to the northward of the bay there is a hamlet, consisting of a few small houses, called Yerba Buena.

The Pajaros are two rocky islets, 150 ft. high, lying about 12 miles from the coast, and 23½ miles N.W. N. of Tortugo light. A reef extends southward from the southernmost. A little to the northward of Yerba Buena, a small hamlet, there is a small island called Tilgo, separated from the shore by a channel about a cable's length broad, but it is only fit for boats. The island, except when very close, appears to be only a projecting point; there is a large white rock on its West point.

Tortoralillo.—About 3 miles to the northward of Tilgo Island is the port of Tortoralillo, which is formed by a small bay facing the North, with three small islands off the West point. In coming from the southward the best entrance for small vessels is between the southernmost island and the point, where there is a channel about a cable's length wide, with from 8 to 12 fathoms water; the dry rock off the point on the main land should not be approached nearer than half a cable, as a sunken rock lies nearly that distance from it. There is no channel between the islets, as the space is blocked by breakers. A vessel may anchor about half a mile from any part of the beach, in from 6 to 8 fathoms, sandy bottom; the landing is not good; the best is on the rocks near the entrance, but nothing could be embarked from thence; the East end of the beach is the best for that purpose. From the land to the northward running so far westward, it is not likely that a heavy sea would be caused by a northerly gale.

The village of Tortoralillo is a straggling untidy place, about 1,900 feet above the sea. The port has a large establishment for the extraction of silver from the ore, and also a large copper ore station and some smelting works of the Mexican and South American Company. They ship the ore for Herradura, Caldera, Swansea, &c., for which purpose a small mole has been built. Launches and peons can be obtained.

Temblador is a small cove in the N.E. side of Tortoralillo, but the landing there is worse than on the other beach, and it is not so well sheltered.

Chungunga.—About 4½ miles to the northward of Tortoralillo lies the small island of Chungunga, at about a mile from the shore, and it is a good mark for knowing the little port of Chungunga: there is a rocky point abreast of it; and a little way in-shore is a remarkable Saddle Hill, with
a nipple in the middle, which to a person coming from the southward appears as the end of the high range that runs thence to the eastward of Tortoralillo, and is from 2,000 to 3,000 ft. high. A little to the northward of Chungunga Point there is a large white sand-patch, which is seen distinctly from the westward; it is at the South end of the Choros Beach, which runs for 7 or 8 miles to the N.W. to Point Choros; a heavy surf always breaks upon it.

Choros Islands.—Off Choros Point there are three islands; the inner one is low, and so nearly joins the shore, that nothing but a boat can pass. About 2 miles West of this island there is another small island, and between them the channel is clear of danger. To the S.W. of the latter, about a mile, lies the largest of the Choros Islands; it is about 2 miles long, the top is very much broken, and the S.W. end resembles a castle; there is a small pyramid off the South point, and rocks break about a quarter of a mile from the shore. The channel between the two outer islands is clear of danger; but about half a mile to the westward of the northern island there is a rock nearly awash. Five miles to the south-eastward of the southern Choros Island there is the very dangerous Reef of Toro, only a little above the water.

Carrisal Point is low and rocky, about 7 miles to the northward of Choros Point, with a remarkable round hummock; to the southward of it is the little Cove of Polillas, where there is shelter for small vessels, but the landing is bad; there are two small rocky islets off the South point of the cove. To the northward of Carrisal Point is the bay of the same name, but it is not fit for sea-going vessels: in the bay a heavy surf breaks about half a mile from the shore. The North side of the bay is formed by a rocky point, with outlying rocks and breakers about a quarter of a mile off all sides of it; there is a landing place in the bay near the S.E. corner, where the rocky coast joins the beach, but in bad weather the surf breaks outside of it.

Chaneral.—Nearly one mile to the northward of the North point of Carrisal Bay is the Port of Chaneral; it is well sheltered from northerly and southerly winds, but the swell sets in heavily from the S.W., which makes the landing bad; the best landing is in a small cove on the North side near the beach; there is also a landing place on the South side of the bay, but it is bad when there is any swell. On the beach, in the bight of the port, there is always too much surf to land, except after very fine weather. About 4 miles to the westward lies the Island of Chaneral or Chanaral; it is nearly level, except on the South end, near which there is a remarkable mound, with a nipple in its centre. There are rocks nearly half a mile from the South point of the island, and one about the same distance off the N.W. point. On the North side there is a small cove, where boats can land with the wind from the southward, and there is anchorage close off it, but the
The land round Chaneral Bay is low, with ridges of low hills rising from the points; their tops are very rugged and rocky, and the land is sandy and very barren. A range of high hills will be seen several miles from the shore, but between them and the coast there are several smaller hills springing out of the low land.

Chaneral, next to Caldera, from which it is distant 48 miles, is the most important port in the northern province of Chile. It owes its rise to the discovery of some rich copper lodes in the neighbourhood, and a large number of mines are now being worked. There were also two smelting establishments in the town in 1873, of six furnaces each. Provisions are scarce, all being brought from Valparaiso. Water is not to be found in the neighbourhood; that used by the residents is condensed from sea water, and sold at 15 cents for an aroba of 8 gallons. Besides copper, some silver mines are being worked at La Florida, 30 miles from Chaneral, and immense deposits of borate of lime have been discovered 120 miles from the port, at a height of 11,000 ft. above the sea. In 1873, 400 vessels visited the port, of which number 269 were British.

Railway.—For many years after the first opening of the mines in 1864 the produce was brought to the port in carts drawn by mules. In the year 1871 a railway was made through one of the valleys leading to the principal mines for a distance of 16 miles to Las Animas, and a branch line extending in another direction for a distance of 22 miles to Salado. From these main lines various branches diverge, to accommodate the mines that may be on the way.

The company purpose extending the line from Salado to a place called Pueblo Hundido, a distance of 18 miles, by which it is anticipated that an important mineral district will be opened up. At Pueblo Hundido, water can be obtained suitable for engine and lavatory purposes.

It is considered an easy matter, as far as engineering difficulties are concerned, to extend this railway from Pueblo Hundido to the Argentine system of railway, and thus connect the South Atlantic and South Pacific trades.

Point Leones.—From the North point of Chaneral Bay to Leones Point, off which are several rocks and reefs, it is about 3½ miles N.W. by N.; the coast between is low, and falling back forms a small bay. Leones Point has several rocks and reefs extending from it to the distance of a mile; there is also a reef, which projects nearly a mile from the shore, a little to the northward of Chaneral Bay. From Leones Point the coast projects N. by W. ½ W. 4½ miles to Pajaros Point, and from thence about North 4 miles to Cape Vascunan.

Cape Vascunan has a small rocky islet off it about 2 cables' lengths from
the shore. The land in-shore rises gradually to a low ridge about half a mile from the sea; the high range is about 3 miles in-shore.

Sarco Bay.—From Cape Vascuñan the coast runs in to the north-eastward, forming a small bay called Sarco, open to the northward, but well sheltered from southerly winds; there is anchorage in from 8 to 12 fathoms about one-third of a mile from the shore, but the landing is bad.

To the eastward lies the Deep Gully Bay, in which there is also shelter from southerly winds. To the northward of Deep Gully Bay the high land comes close to the coast; the sides of the hills are covered with yellow sand; the summits are rocky, and the whole coast has a miserable, barren appearance. To the northward of Deep Gully, about 4 miles, there is a projecting rocky point at the foot of a high range of hills, with a very remarkable black sharp peak near its termination.

Peña Blanca.—At 2½ miles north-eastward of the projecting point is Peña Blanca, which to vessels coming in from the westward will appear like a small sandy bay, as the foot of the mountains just here is sand, but there is very little to be seen till close in, and then only one or two huts. It cannot, however, be mistaken for Sarco (it has been) if a vessel makes out Alcalde Point, which is 8 miles N. ½ W. of Peña Blanca. It is best to moor in about 10 fathoms, placing the port anchor to the southward, the starboard anchor to the westward, and the stern anchor to the eastward, as the swell mostly comes in from the westward.—(Capt. Sweet, barque Pizarro, 1861).

The coast to the northward of Peña Blanca runs nearly North and South, and is very rocky for about 8 miles, when it turns to the westward, forming a deep bay, in the N.E. corner of which is a small beach called Tontado.

To the northward of the bay a high range projects towards Alcalde Point, the extreme point of the bay, which is nearly 8 miles to the southward of Huasco; the point is very rocky with small detached rocks close to it; in-shore it rises a little, and there are several small, rocky lumps peeping out of the sand, one of which from the southward shows very distinctly; it is higher than the rest, and forms a sharp peak, a little in-shore of which the land rises suddenly to the break of the high range.

HUASCO.—At 6½ miles to the northward of Alcalde Point is the point forming the S.W. extreme of the bay in which is the port of Guasco, or Huasco;* it is low and rugged, with several small islands between it and

* At Huasco there is a similar natural feature to that described as existing in the Valley of Coquimbo, the ancient sea margins. "At Huasco the phenomenon of the parallel terraces is very strikingly seen; no less than seven perfectly level but unequally broad plains, ascending by steps, occur on one or both sides of the valley. So remarkable is the contrast of the successive horizontal lines, corresponding on each side with the irregular outline of the surrounding mountains, that it attracts the attention of even those who feel no interest regarding the causes which have modelled the surface of the land."—Darwin, Journal, §c., p. 423.
Port Guasco, one only of which is of any size, and it is separated from the shore by a very narrow channel, so as to appear from seaward to be the point to the mainland; it is covered with low rugged rocks, one of which, on its North side, is much higher than the rest, and shows distinctly coming from the southward, but from the northward it is mixed with the other rocks behind it. The top of the range in-shore forms three round summits, the easternmost of which, being 1,900 ft., is a little higher, and the middle one a little lower, than the other; they are all called the Cerro del Huasco.

**HUASCO PORT.**—Nearly 3 miles to the N.E. of the anchorage, there is another range of hills about 1,400 feet high, on the South slope of which there is a sharp peak, from which it slopes to the valley that conveys the river. The river is small, and a heavy surf breaks outside of it; the water, however, is excellent. The anchorage is much exposed to northerly winds, and a heavy sea then rolls in; but a mischievous norther does not occur more than once in two or three years. The village consists of about 25 or 30 plank and adobe houses, a church, and a custom-house, scattered among the rocks, on the point dividing the old and new ports. The country round presents a more barren and miserable appearance than any part even of this desolate coast.

The port is to the eastward of a second and inner point lying 2 miles from Huasco Point, having two large rocks off it in a N.W. direction, which form the northern shore of the inner port, where vessels lie and receive copper. It is a blind and inconvenient anchorage; it is, however, one of the places at which the P.S.N. Company’s steamers call, as it is the port of Ballenar, a considerable town in the interior. There is a smelting establishment half a mile from the landing place, where a good deal of copper is manufactured, and, with certain kinds of ore, sent to England. The valley, after the rains, is as green and fertile as any spot in England.

On the night of the steamer’s arrival a light is shown above the pier, which should be brought to bear S.E., but care must be taken not to mistake for this the flame from the three tall chimneys of the smelting works which show a redder and more uncertain light, as they would lead a vessel too near to the beach and on to the rocky ground which lies abreast them. Fresh water may be got up the River Huasco.

**Anchorage.**—H.M.S. Reindeer, in 1869, anchored in 7 fathoms, with Outer Rock W. by S., and the landing place S.S.W. Although a safe place for any vessel well found with ground tackle, owing to the moderate depth of water and good holding ground, Huasco is anything but a good place for dispatch. From May to September northerly winds prevail, causing great delay in landing or shipping cargo. Heavy rollers frequently set into the bay, generally at the full and change of the moon, when it is impossible to land or ship cargo. It is high water, full and change, at Port Huasco, at 8° 30′; springs rise 6 ft., neaps 4 ft.
Lobo Point, about 10 miles to the northward of Huasco, is rugged, with several small hummocks on it. To the southward of this there are many small sandy beaches, with rocky points between, but a tremendous surf breaks on them, allowing no shelter even for boats. About 11 miles to the northward of Lobo Point is another rugged point, with several sharp peaks on it.

Herradura de Carrisal.—The Bay of Herradura can hardly be distinguished till quite close. Between it and Herradura, which is distinguished from other Herraduras by the additional name of de Carrisal, there are breakers a quarter of a mile from the shore. Off Herradura Point there is a patch of low rocks, which, in coming from the southward, appears to extend right across the mouth of the bay; but the entrance faces the N.W., and lies between a low patch of rocks and a small islet to the N.E. of it, and there is no danger within half a cable of either of them. The bay curves in about three-quarters of a mile to the eastward of the islet, and is sheltered from both northerly and southerly winds, but with a strong northerly breeze a swell rolls in round the islet; it is rather small for large vessels, and they would not be able to lie at single anchor in the inner part of the cove, but there is room enough to moor across it, about a quarter of a mile above the islet, in 4 fathoms, fine sand. A very serious inconvenience is the want of water. There is a small lagoon, about a mile from this place, in the valley at the head of Carrisal Cove, but it is worse than brackish.

CARRISAL is a small cove, about a mile to the N.E. of Herradura, well sheltered from southerly winds. It has become an important place, as it is near to the copper and silver district of Cerro Blanco, and the company who work these extensive mines commenced, in 1865, to make the railroad which now connects them with Carrisal. This, called the Cerro Blanco Railway, gives direct communication from the coast at Carrisal Bajo to Carrisal Alto, a distance of 70 miles, passing through a desert country, but rich in mineral products. About twenty Englishmen are employed. There is good anchorage, sandy bottom, a reef of rocks acting as a breakwater, and sheltering the shipping at the loading berths. H.M.S. Reindeer, in September, 1869, anchored in 11 fathoms, sand and stones, but experienced a very heavy swell.

About 120 vessels visit this place during the year. The harbour is small, and ships have to moor head and stern. The mail steam vessels have a buoy laid down for securing to. Beef is to be had at about 10 cents the pound. Water can be procured of the Railway Company at one and a half cent the gallon. There is a copper as well as a silver smelting establishment.

To the northward of Carrisal the coast is bold, rugged, with outlying rocks a cable's length off most of the points. About 7 miles to the northward there is a high point, with a round hummock on it, and several rugged hummocks a little in-shore. To the northward of this there is a cove sheltered from the southward, where small vessels may anchor, but it is not fit for large vessels;
there is another cove similar to it about a mile farther to the northward. A little to the northward of the second cove there is a high rocky point, which is the termination of the high part of the coast. To the northward of the point there is a small port which, from the natives, appears to be Matamoras; it is well sheltered from southerly winds, and the landing is good. In the inner part of it a vessel, not drawing more than 10 to 12 ft., might moor, sheltered from northerly winds, in 3 or 4 fathoms, but with a northerly wind there would be a heavy swell.

About 2 miles to the northward of Matamoras, and 10 miles from Carrisal, we come to the low rocky Point of Tortoral, a little to the northward of which there is a small deep bay, at the mouth of the valley of Tortoral Bazo. About 6 miles to the northward of Tortoral there is a remarkable rocky point, with a detached white rock off it, and a hump with a nipple on it a little in-shore.

Pajonal.—About 1½ miles to the northward of this lies the small Cove of Pajonal, which, in coming from the southward, may be easily known by the above nipple. The anchorage is better sheltered from southerly winds than any to the southward, except Herradura. There is a dangerous breaker about a quarter of a mile W. by S. of the South extreme point, which only shows when there is much swell. The best anchorage is about halfway up the cove, near the South shore, in 5 fathoms; near the head it is shallow.

Salado Bay.—At 4 miles to the North of Pajonal Cachos Point appears, with an island and several rocks; both these islands may be passed within half a mile, but there is no passage inside of them. At that point the coast turns to the eastward, forming the spacious Bay of Salado, and close round the point the large Cove of Chasco, which, at a distance, looks very inviting, but a mile from its head there are only 3 fathoms, with rocks all round. A mile to the northward of these rocks there is another recess, which may be called Middle Bay, and which is quite clear of danger, and in the South corner a small cove; there is good anchorage in 7 fathoms, well sheltered from southerly winds, but open to northerly. Salado Point is a steep rocky point, with a cluster of steep rocky islets off it. To the northward of this point the coast is rocky and broken, with rocks a short distance from the shore for about 4 miles; then a rugged point, with a high, sharp-topped hill a little in-shore, which, from the southward, shows a double peak. Directly to the northward of this point there is a deep rocky bay, called the Barranquilla de Copiapó, with a small cove close to the point where the Beagle anchored in 5 fathoms, but half a cable off shore on either side; it is not fit for a vessel. The bay is partly sheltered from northerly winds, but a northerly swell rolls in, and it does not appear to be a proper place for a vessel to enter. There is no fresh water nearer the river of Copiapó, which is about 12 miles South Pacific.
From Barranquilla to Dallas Point the coast is rocky and broken, without any place sufficient to shelter the smallest vessels.

Dallas Point is a black rocky point, with a hummock on its extreme, which, coming from the southward, appears to be an island; the land rises to a range of low sandy hills, with rocky summits.

The Caxa Chica is a small sharp-topped rock, and is the only one of the reefs that shows above water. The patch near Dallas Point was awash, and the channel between it and the Dallas Point appears to be wide enough for any vessel, though the reef off the point projects so far as to show in a high sea a breaker above a quarter of a mile out; but at a quarter of a mile farther there were 11 fathoms. When the swell is not high, the breakers off the point would not show; they appeared to be detached from the reef which joins the point.

Copiapó is a very bad port, now deserted; the swell rolls in heavily, and the landing is worse than in any port to the southward; it may easily be known by the Morro, a hill 850 ft. high, 10 miles to the northward, which is very remarkable, nearly level at the top, but near the eastern extreme there are two small hummocks. The East fall is very steep; the end of another range of hills show to the northward. To the S.W., apparently forming part of the same range, stands another hill, the West side of which forms a steep bluff: in coming from the southward these hills will be seen in clear weather before the land about the port can be made out. The island to the northward of Copiapó Bay, called Isla Grande, is very remarkable, having a small nipple on each extremity.

The chief dangers to be avoided in entering the harbour of Copiapó are the Caxa Grande and Caxa Chica Shoals, and between these and Dallas Point several other small but dangerous patches of rock, on one of which the Anacachi, a Chilian brig, was wrecked. It lies about half a mile N.W. 3 W. from the Caxa Chica, and carries only 10 ft. at low water. The Caxa Grande, the northernmost of the two first mentioned, is a bed of rocks under water, about three-quarters of a mile long and one-third of a mile broad, and lying nearly in a North and South direction; its situation is apparent from the heavy breakers on it, whenever a swell sets into the bay. The Caxa Chica is a small rocky shoal, having in its centre one large rock always above water; it lies South of the Caxa Grande, with a passage between them of nearly a mile in breadth, though appearing much less, from the rollers which extend sometimes across it on the Caxa Grande side. The passage between Dallas Point and the southern shoals should never be taken.

The obvious and best passage is that northward of the Caxa Grande; and to avoid those rocks, when coming from the southward, bring Isla Grande to bear N.E., and steer for it on that bearing till the northern end of the sandstone rocks, to the northward of the ruins of the town of Copiapó bears at least E. by S.; then haul in for that mark. Coming from the northward,
vessels will most probably have to work in; in which case the shore may be approached to half a mile, and Isla Grande to within that distance, and when approaching the Caxa Grande, stand no nearer to it, or any of the shoals, than to bring the western extreme of Isla Grande to bear N.N.W. or the bluff part of Dallas Point to bear S.S.E.

When the Morro de Copiapó, which is so high as to be seen 30 or 35 miles in clear weather, is open of Isla Grande, you are well to the westward of all the dangers off Copiapó.

As above stated, the old town on the bay of Copiapó has been deserted. When the port of La Caldera was established in 1850-51, the government gave sites for buildings in the new town to the householders in the old one, so that they soon commenced to remove to the new port.

Medio Point, on the main to the northward of the Ilha Grande, is very rocky. On the S.W. point there are two rugged hummocks, and several rocks and islets close to the shore, but no danger outside of them. From this to Morro Point the shore is steep and cliffy, with remarkable patches of white rock on the cliffs to the South of the point, which is steep, with rugged lumps on its summit. The Morro rises suddenly a little in-shore.

Port Yngles.—On rounding Morro Point a deep bay opens to the S.E.; there are several small rocky patches in it, and at the North end of the long sandy beach there is a piece of rocky coast, off the North extreme point of which there is a small island. The entrance to Port Yngles is to the northward of this point, round the peninsula of Caldereta, off which there is a rock awash at high water about a cable's length, but it always shows; after passing this rock the land is steep-to, and may be approached within a cable's length. The harbour inside forms several coves, in the first of which, on the starboard hand going in, there is anchorage for small vessels, but the bottom is stony and bad. There is a low island to the S.E. of this cove, to the eastward of which is the best anchorage with southerly winds. The bay in the N.E. corner is well sheltered from northerly winds, and no sea could ever get up in it, but the landing is not good. The N.E. cove is by far the best in the harbour, but it has no fresh water. The South cove is too shoal for any vessel to go higher up than abreast of the projecting rocky point on the East shore. In the entrance there are 18 fathoms close to the shore on both sides.

PORT CALDERA * is close to the northward of Port Yngles. It is a fine bay, pretty well sheltered, but more open than Port Yngles. There is water near the beach on the East side, but it is very salt. The land is entirely

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* Telegraph communication now extends from Santiago, the capital of Chile, as far North as Copiapó, from which city a line extends to this port. Immediately after the arrival of the mail from Panama, any news of importance is telegraphed to Santiago.
covered with loose sand, except a few rocks on the points; the bottom of the bay is low, but the hills rise a little inland, and the ranges become higher as they recede from the coast. The first hill to the eastward is a very remarkable sharp-topped hill, the sides of which are covered with sand, with two low paps to the eastward of it.

A Lighthouse stands on the West entrance point of the port. It is a square wooden tower, painted white, showing a *fixed light*, with *flash* every 1½ minute, at 123 ft. above the sea, and visible 15 miles off.

The town of Caldera is entirely of recent date. When the American engineers landed here in 1850, the only inhabitants were the myriads of fleas which lived in the sand, and the flies which infested the air. Without a blade of vegetation, without water, a desert of sand through which here and there some blackened rocks protruded, the prospect of the success of a town would have appeared hopeless enough, but the mining riches of the interior required a port in such a position to enable them to be worked successfully.

It is to the energy of Mr. W. Wheelwright, F.R.G.S., that the establishment of Caldera is owing. He had previously founded the line of steam vessels which have so greatly changed the relations of these South American ports to the rest of the world, and seeing that the ores and metals from the vicinity of Copiapo could not be made available, he, in 1849, proposed the railroad from that town to the Pacific, which is now in operation. It was commenced, as above stated, in 1850, and completed in July, 1851. It is 50½ miles long, terminating at an elevation of 1,327 ft. above the sea. In 1854 the extension from Copiapo to Pabellon, 25 miles, commenced; and a further line to Chañarcillo, 26½ miles, and reaches an elevation of 4,470 ft. above the sea. From this it is extended to Las Lores about 18 miles from Pabellon and to San Antonio, 20½ miles, in February, 1867. These railroads have proved to be profitable investments, and an extension to the rich copper mining district of Cerro Blanco was proposed in 1865, and is now completed. There is a project on foot for extending this line across the Andes, thus connecting Chile with the Argentine Republic.

The treasures of copper thus brought within reach, and the then unexpected richness of the silver mines of Tres Puntas having been realized, Caldera has flourished and risen in a most extraordinary degree, but, of course, has been liable to fluctuations. The silver ore is brought down on the backs of mules, and the copper by the railroad. There are large smelting, refining, and amalgamation works for both metals at this port, but one of the larger smelting establishments was destroyed by an earthquake in 1859. The railroad is under excellent management.

In 1873, 530 vessels entered at Caldera, the total tonnage being 573,504, of which 449,097 tons were British, mostly P.S.N. Company's boats. Imports from foreign countries, in 1873, were valued at 1,245,430 dollars, and
through Valparaiso $5,069,750\text{ dollars},$ making a total of $6,815,180\text{ dollars.} \text{ Coals are largely imported both from England and Chilian mines. The P.S.N. Company have a depot here.}

The town arose with great rapidity, is well laid out, and has some large and handsome houses and buildings, though, of course, others are not of this character. There is no hospital here, but a good one is established at Copiapó, 50 miles by railway, where sick seamen and other patients are admitted free of charge. The distance is a great inconvenience. The chief drawback was the entire absence of water, a privation overcome by distilling apparatus, which is even used for the water required for the locomotives.

A fine mole is run out from some rocks at the S.E. angle of the bay, into water deep enough for several ships of 2,000 tons to lie against, to load and discharge, and the rail is continued down to the pier-head. A light is shown on the night of the steam packet's arrival at the pier-head.

Provisions, such as fresh beef, &c., can be soon procured by means of the railroad. There are five smelting establishments here, the glare from which shows far to seaward.

They have sometimes strong northers here, which throw a good deal of sea into the South corner of the bay; but in the N.E. corner, which is called the Calderillo, it is always smooth. There are fish to be got in the bay, but only with a net. Near the outer points of these two ports rock fish are to be caught, but there is always a heavy swell in such places.

A sailing vessel approaching with little wind should be cautious, as both swell and current have a tendency to set her on shore.

The CABEZA DE VACA is a remarkable point, about 12 miles to the northward of Caldera; it has two small hummocks near its extreme; inside of them the land is nearly level for some distance, and then rises to several low hills, which form the extremity of a long range. The coast between Caldera and the Cabeza forms several small bays, with rocky points between them, off all of which there are rocks at a short distance. There is no danger within a quarter of a mile of this point. To the northward of it there is a small rocky bay called Tortoralillo.

To the northward of this the coast is steep and rocky for 3 or 4 miles, with a high range of hills running close to the shore; then, a small cove called Obispo, with a white rock on its South point; and to the northward of this the land is low and very rocky, with breakers about a quarter of a mile from the shore. The best anchorage appears to be in the N.E. corner, 2 cables off shore, in 9 fathoms, sand; the house bearing East, or E. by S. Being quite open to the S.W., a heavy sea sets in with the ordinary coast wind, making it bad for boats.

Obispo.—About 2 miles from that cove there is a point with a small white islet off it; to the northward of which the coast trends to the eastward, and
forms the small cove of Obispo, not fit for any vessel. There is a very high sand hill there, with a stony summit.

Flamenco.—To the northward of this lies the fine bay of Flamenco; it is a very good port, well sheltered from southerly winds, and better from the northward, as the point projects far enough to prevent a heavy sea getting up. The landing is good in the S.E. corner of the bay. Flamenco may be known by the white mark on Patch Point. Eleven miles N. of Flamenco is Las Animas, a rocky bay, and 4 miles N.E. of it is the Bay of Chañeral.

Las Animas has no place fit even for a boat to land: the whole bay is rocky, with a few little patches of sand, and a heavy surf always breaking on the shore. The North point of this bay is low; but a little in-shore there is a high range of hills, the outside of which is very steep; and to the northward of this point there is a small rocky bay, which did not, however, appear to be a fit place for vessels, and the landing was bad.

Chañeral de las Animas.—To the northward there is a much deeper bay, which, from the description, must be Chañeral; the South side of it is rocky, with small coves, but the landing appeared to be bad; the East and North shores are low and sandy, and a heavy surf was breaking on the beach. The North point of Chañeral Bay is low and rocky, with a high range a little in-shore. It was visited by Dr. Philippi, in December, 1853, who describes it as consisting of about 20 habitations, with 120 to 150 inhabitants. The copper mines are 3 leagues from the coast, and are numerous, 21 being then at work. A little to the northward is the Cachinal de la Costa, in a narrow ravine, covered with vegetation.

Pan de Azucar, Sugar-loaf Island.—Nearly 9 miles to the northward of the Bay of Chañeral de las Animas stands Sugar-loaf Island, about half a mile from the shore. In coming from the southward there is a similarly shaped hill on the main, a little to the southward of the island, for which it may be mistaken; but the island is not so high, and the summit is sharper. Between Sugar-loaf Island and Chañeral the coast is rocky, and affords no shelter; but there is a small bay to the southward of the island which affords some shelter from northerly winds, though with southerly winds it would be exposed, and the landing is very bad. In the middle of the passage, between the island and the main, there are 5 fathoms in the shallowest part: the water in its northern end is smooth, and a vessel might anchor off the point of the island, sheltered from southerly winds, in 6 or 7 fathoms; but outside of 8 fathoms it deepens suddenly to 13 and 20 fathoms about half a mile from the island. There is a small bay on the main to the northward of the channel, where a vessel might apparently be sheltered from southerly winds. There is a smelting establishment at Pan de Azucar.

Ballena Point.—About 19 miles to the northward of Sugar-loaf Island there is a projecting point, with some small rocky islets off it, which was supposed to be Ballena Point, from the description given at Port Calders.
Between the point and Sugar-loaf Island the coast falls back a little, and is rocky, with a high range of hills running close to the shore. A little to the northward of Ballena Point there is a small bay, with a rocky islet about half a mile off the South point of it; the top of the islet is white, and answers the description given of a port called Ballenita, but it is not worthy of the name of a port; it is very rocky, with two or three small patches of sandy beaches, on which a heavy sea was breaking. A little to the northward of this there is another bay, which seems to be Lavata; the South point has several low rugged prongs from it, and in-shore the hills rise very steeply. There is a small cove, with excellent landing, directly behind the South point; and there was a still better looking port inside.

A little to the northward of Lavata there is a point which, till close, appears to be an island; but it is joined to the shore by a low shingle spit; and several rocky islets, that lie scattered off the point, are named the Tortolas.

Port San Pedro.—Nearly 3½ miles to the northward of them comes the Point of San Pedro, very rugged, and with a high round hummock a little way in-shore. To the eastward of this point there is a deep bay.

Ysla Blanca Bay is very rocky, and does not afford good anchorage; several rocks lie off San Pedro Point, and inside of it there is a reef projecting half a mile from the shore. In the bottom of the bay there are several small white islets, and two or three small sandy coves, none of which are large enough to afford shelter for a vessel.

Taltal.—Ysla Blanca Bay is bounded to the northward by Taltal Point, and hereabout must lie the Agua del Clerigo, a watering place, 1,400 ft. above the sea, at the foot of a mountain; there are some copper mines here, and there is a smelting establishment at Taltal. About 3 miles from Taltal Point there is a white islet, with some rugged hummocks upon it; and a little way in-shore there is a hill of much lighter colour than any in the neighbourhood.

Immediately to the eastward of Taltal Point is a bay 1½ mile across, and three-quarters of a mile deep, named Port Taltal; Hueso Parado, its eastern extreme, bearing from Taltal Point, its western limit, N.E. by E. £ E. Rocks extend 3 cables north-westward from Taltal Point, with 9 fathoms close to them. The port affords secure anchorage, sheltered from the prevailing wind, in 5 to 10 fathoms, from 2 to 3 cables off the beach, in the South part abreast the houses. During winter, water may be procured from a stream that discharges itself just southward of a point near the middle of the port.

Hueso Parado, to the northward of Taltal, is so called from the rib of a whale being placed there to mark the boundary.

Tides.—The only place at which the time of high water was satisfactorily determined was at Huasco, where it is 8½ 30'' at full and change; the rise 4
feet at neap tides, and at springs about 2 ft. more. From the swell on all this coast it is very difficult to get the time of high water at all near the truth: the rise and fall appeared to be 5 or 6 ft. in all parts of it.

At San Pedro Point, or rather at Taltal Point, near Hueso Parado, the coast of Bolivia was formerly supposed to commence; and from thence it sweeps round the Bay of Nuestra Señora to Grande Point, a distance of 17 miles. This point, when seen from the S.W., appears high and rounded, terminating in a low, rugged spit, with several hummocks on it, and surrounded by rocks and breakers to the distance of a quarter of a mile. N. by W. 1/4 W., 9½ miles from it, lies Rincon Point, along with a large white rock, and between these two points, in the latitude of 25° 20' S., stands the village of Paposo.

Paposo is a miserable place. When Dr. Philippi visited it, in 1854, it had only one habitation and a chapel, then closed. In 1834 it contained about 200 inhabitants under an Alcaldé; the huts were scattered, and difficult to distinguish, from their being the same colour as the hills behind them. Vessels touched there occasionally for dried fish and copper ore; the former plentiful, but the latter scarce. The mines lie in a S.E. direction, 7 or 8 leagues distant; but are very little worked. The water was brought from wells 2 miles off, but owing to the swell which constantly set in on the coast, is difficult to embark. Vessels bound for this place should run in on a parallel of 25° 5', and when at the distance of 2 or 3 leagues, the white rock off Rincon Point will appear, and shortly after the low white head of Paposo. The course should be immediately shaped for the latter; for, with that bearing S.S.E., distant half a mile, they should anchor in from 14 to 20 fathoms, sand and broken shells.

Plata Point.—N.N.W. from Grande Point, at the distance of 23 miles, is Plata Point, similar to it in every respect, and terminating in a low spit, off which lie several small rocks, forming a bay on the northern side, with from 17 to 7 fathoms water, rocky, uneven ground.

From this point to Jara Head, which lies N. ¼ W., 53 miles, the coast runs in nearly a direct line; a steep, rocky shore, surmounted with hills, from 2,000 to 2,500 ft. high, and without any visible shelter, even for a boat.

The parallel of 24° S. lat. is the boundary between Chile and Bolivia, as agreed by treaty in 1872.
CHAPTER VI.

THE COASTS OF BOLIVIA AND PERU, FROM PAPOSO TO THE RIVER TUMBES.

The coast described in this chapter was, during the Spanish domination in South America, that of Upper and Lower Peru; but when these states threw off the yoke in 1824, they became separate republics, the former receiving, in 1825, the name of Bolivia, from the Liberator, General Bolivar; and, like many other republics, has suffered much external disorganization, especially since the war with Spain in 1866-7.*

The sea coast of Bolivia extends from a point 7 miles South of Jara Head to the River Loa, in lat. 21° S., but the coast is a desert, and the possession of it is of little importance.

The Republic of Bolivia contains a population of the Spanish and Indian races estimated to number about 2,000,000 in 1875. There were at this time 200 miles of railway completed, and 300 miles of telegraphs. The value of its trade, principally of minerals, nitrate, alpaca and other wools, furs, &c., amounts to about £3,200,000 annually. The capital was Chuquisaca, but has since been placed at Sucre, population 23,979, and the only port of importance is Cobija. A new outlet for its resources has been made in the

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* Peru was formerly the chief seat of Indian civilization in South America. The empire of the Yncas, included not only Peru, but extended South into Bolivia, Chile, and the Argentine Republic; and on the North it included Quito, now Ecuador. One of the marvels of this ancient state was the perfection to which they brought their roadways, or rather pathways, as they possessed no horses, llamas being the only beasts of burden. Paved roads were carried along the coast deserts, and connected the mountainous regions, or sierra, with the coast and also with the montana, or region eastward of the Andes. This, crossing the Andes range by pathways in the time of the Yncas, was as wonderful as the present construction of railways in a country possessing greater engineering difficulties than any other region in the world.—Vide Mr. C. R. Markham's paper "On the geographical position of the tribes which formed the empire of the Yncas," in the "Journal of the Royal Geographical Society," vol. xli., 1871, p. 281.

"South Pacific."
railway, recently constructed, from Port Mollendo to Puño, on the western shore of Lake Titicaca. Steamers are established on the lake, which is elevated upwards of 12,000 ft. above the level of the sea.

The Republic of Peru was estimated to contain, in 1876, about 3,200,000 inhabitants, ethnologically the same as Bolivia. This country has made marvellous progress during recent years, owing to its mineral and other resources, now brought to the ports on the newly constructed railways.

Speaking of the progress of the commerce of Peru, in 1874, Senor Don Pedro Galvez says:—“Thirty years ago, two steamers of 800 tons made monthly voyages along the Pacific coast, whereas now there is a fleet of over seventy steamers, some of which are 3,000 or 4,000 tons, making daily voyages on the coast, and bringing all those ports into constant communication with each other. The communications by the Isthmus of Panama being insufficient, other lines of steamers have been established, via Magalhaens Strait, which more directly connect the coast of the Pacific with the rest of the world. Telegraphs have made progress corresponding to navigation and railways. The telegraphic cable now extends from Europe to Panama, and the Peruvian Government has lent its protection and every possible facility for the laying of a cable between Panama and the coast of Peru, which is to be completed within two years, and connected with the telegraphic communication already existing in the interior of Peru.”

The Railways projected by the Peruvian Government, some completed, have a combined length of 1,281 miles, and will cost, if carried out, a sum of £25,000,000. Including private lines, the length will be 2,030 miles. Of this distance, 600 miles had been completed at the beginning of the year 1874. An important decree was issued at Lima on January 13, 1874, enumerating the lines of railway that are now actually open, as well as those in progress. From the port of Ylo to Moquegua; from the port of Mollendo, by Arequipa, to Puño on the shores of Lake Titicaca; from Pisco to Yca; from Callao to San Mateo (on the way to Oroya); from Chimbote to Taquilpon; and from Pacasmayo to La Viña (on the way to Caxamarca). The lines will be further described with each of the ports to which they run.

Guano, or huano, a most important export of Peru, was first introduced into England by M. Barhoillet and Mr. Bland, of the firm of Myers, Bland and Co., of Valparaiso, who sent several cargoes in 1839—40, but had great difficulty in introducing it to agriculturists. Its value soon became apparent; when these gentlemen, in connexion with another English firm, obtained an exclusive privilege of shipping it from the Peruvian coasts for a term of years. The Ichaboe, or African guano, was, as is well known, introduced through the instigation of the late Capt. Andrew Livingston, of Liverpool, a gentleman well known in the nautical world. The first cargo sent to England from this coast was from Paquiqui in the Charles Eyres. In 1870,
482,299 tons were exported. The stock at the Chincha Islands, originally about 10,000,000 tons has been nearly exhausted, but new supplies have been discovered and examined at Huanillos, Pabellon de Pica, &c., as hereafter described.

Besides the guano and valuable metals, especially silver, which are procured from Peru, there is another branch of commerce of more recent date, that of the saline deposits of nitrate of soda,* and still more lately of borate of lime, which owes its existence to the rainless climate. This has allowed these deposits to remain on the surface without being dissolved, a fact to which the excellence of the guano deposit is also owing.

The Desert of Atacama forms the coast provinces which connect Chile, Bolivia, and Peru, and extends from Copiapo to beyond the Loa. It is a very peculiar rainless region, in this part covered with a dark brown or black moveable sand, absolutely arid and uninhabitable. In other parts it consists of enormous piles of stones, gravel, and angular stones, so sharp that the Chango guanaco hunters have to put hide shoes on their dogs' feet. There are no stationary inhabitants, and the only things to be found are the guanaco, vicuña, &c., and a few birds. To its geographical position it owes these singular attributes. Lying under the Tropic of Capricorn, it is subject to a very long continuance of a vertical sun. From its being to leeward of the Andes, it is screened from the easterly wind which would bring some moisture, but the prevalent S.E. wind passing over the arid plains of the Argentine States, loses much of its vapour, which is nearly all deposited on the East side of the snowy peaks of the Andes, and reaches this region a dry southerly wind.

The prevailing winds on the shores of Peru blow from S.S.E. to S.W.; seldom stronger than a fresh breeze, and not often on certain parts of the coast more than sufficient to enable shipping to make a passage from one

* The nitrate is chiefly obtained from the Tarapaca district, reached by railway from Iquique. Here the area covered by the deposits is estimated at 100 square miles. The mineral called caliche, which appears like half formed sand-stone, is found at from 1 to 10 yards below the surface, and in layers from a few inches to 2 or 3 yards in thickness. It is disengaged from its bed by blasting, and then boiled or steamed to extract the nitrate, which is afterwards crystallised by evaporation. The caliche yields about 50 per cent. of nitrate, 35 to 40 per cent. of common salt, and 10 to 15 per cent. of insoluble matter, containing sulphur. For further particulars of this industry, see a paper in the Society of Arts Journal on “The Saltpetre deposits of Peru,” by George FitzRoy Cole, C.E., vol. xxiii., 1875, p. 875.

The exportation of this article from the ports of the province of Tarapaca is increasing every year. In 1830 the quantity exported was 15,700 quintals (a quintal = 100 lbs.); in 1846 it was 227,362 quintals; in 1860, 511,845; in 1860, 1,370,248; in 1870, 2,943,413; in 1873, 5,768,741; and the whole quantity exported from 1830 to 1873 has been 60,173,729 quintals.
port to another. This is especially the case in the district between Cobija and Callao. Sometimes during the summer, for three or four successive days there is not a breath of wind; the sky beautifully clear, and with a nearly vertical sun.

On the days that the sea breeze sets in, it generally commences about 10 in the morning; light and variable at first, but gradually increasing till 1 or 2 in the afternoon; from that time a steady breeze prevails till near sunset, when it begins to die away; and soon after the sun is down all is dead calm. About 8 or 9 in the evening light winds begin to come off the land, and continue till sunrise; when it again falls calm until the sea breeze after mid-day.

During the winter (from April to August) light northerly winds may be expected frequently, and are generally accompanied by thick fogs, or dark lowering weather; but this seldom occurs in the summer months, although even the tops of the hills are frequently enveloped in mist.

The great feature of this country is, as further South, the great chain of the Andes. "The two great mountain chains of the western regions of South America are not sufficiently distinguished by their respective names; the terms Andes and Cordillera being used indiscriminately for either of them, which confusion of names is done even in Peru. Nevertheless, a strict distinction ought to be observed:—the western chain should properly be called the Cordillera, and the eastern chain the Andes. They stand, in respect to height, in an inverse relation to each other; that is to say, the greater the elevation of the Cordillera, the more considerable is the depression of the Andes. The medium height of the Cordillera, which is of the most importance in the present work, is in South Peru, about 15,000 ft. above the sea, but with particular points here and there which rise to a greater height. The Andes are here about 17,000 ft. In Central Peru the Cordillera is the highest.

"The Cordillera is more wild and rugged, its ridge broader, and its summits less pyramidal than those of the Andes, which terminate in slender, sharp peaks, like needles. The Cordillera descends in terraces to the level heights, and is, moreover, the ridge of division, or watershed, between the waters which flow to the Atlantic and those which reach the Pacific. All the waters of the eastern declivity of the Cordillera work their way through the Andes to the Atlantic, while there is not a single instance of the Cordillera being intersected by a river; a fact more remarkable, because in Bolivia and southern Peru it is the lower chain."*

Some of the more prominent peaks visible from sea are noticed hereafter. The rivers which flow into the Pacific are chiefly used for irrigation; none

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* "Travels in Peru during the Years 1838—42," by Dr. J. J. Von Tschudi, translated by Thomasina Ross, 1847.
GENERAL DESCRIPTION.

of them are navigable, except the Rio Piura, which is so for some months, as far as the town of Piura.

On the coast of Peru each bay or landing place has its own peculiarly constructed vessel, adapted for the surf it has to go through. Thus at Mala-brigo, the fishermen have what they call "caballitos," bunches of reed tied together, and turned up at the bow like a chilian balsa, but much higher. These are so light, that they are thrown from the top of the surf to the beach, when the people jump off, and carry them to their huts. But the most important and best known of these contrivances is the balsa (raft, Spanish), which is formed of seal skins sewn together and inflated; two of these bags, about 8 ft. in length, are fastened together at one end for a prow, and completed by small pieces of wood covered with matting sewed across. It is paddled with a piece of wood with a blade at each end. It is difficult at times to launch, but will land three passengers, besides the steersman, at any time, with great facility.

In Lima the seasons are usually distinguished as spring, summer, autumn, and winter, but the usual division by the aborigines, into wet and dry, are the true distinctions.

"In May the mornings become damp and hazy; and, from the beginning to the latter end of June, more or less drizzly. In October, again, the rains, which, even in the months of July and August are seldom heavier than a Scotch mist, cannot be said to be altogether over, as the days are still more or less wet, or occasionally there may be seen to fall a light passing shower; the evenings and mornings being damp and foggy.

"In November and December, when the dry season may be reckoned to have set in, the weather, except for an interval at noon, is for the most part cool, bracing, and delightful; and April, too, is in this respect an agreeable month; at the latter end of which, the natives of the capital, being so exceedingly sensitive as to feel a difference of only two or three degrees betwixt the temperature of two succeeding days like an entire change of climate, are admonished, by a disagreeable change in their sensations, to protect themselves by warm apparel against the chills arising from an occasional N.W., or from the influence of the common S.W. wind.

"Throughout summer the wind blows almost uniformly, and in gentle breezes, from the South; but the prevailing wind for nine months in the year is the S.W., which, as it mingles with the warmer air along the arid coasts of Peru, tends to moderate the temperature of the atmosphere, and to produce the fog and 'garua,' or thick Scotch mists. During the dry seasons on the coasts, the rains are experienced in the interior of the country and lofty range of the high table lands; especially in the months of January, February, and March, when the rain that falls inland is often very heavy, and, on the most elevated regions, it is not unfrequently alternated with snow and hail. Thus, the dry season of the coast is the wet in the sierra, or
mountain land, and \textit{viae cored}; and by merely ascending higher to the sierra, or descending close to the sea, without any appreciable shifting of latitude, the favoured Peruvians may enjoy, by the short migration of a few leagues, a perpetual summer, or an endless winter; if that, indeed, should be called winter which is the season of natural growth and herbage.—Smith's Peru.

Earthquakes are more common, perhaps, in Peru, than in any other country. Every traveller tells us of his experience of some shocks of greater or less violence. To enumerate them, therefore, would be a very prolix work. These convulsions have effected very evident changes in some parts of the sea-coasts and harbours, and some of their traces have been much speculated on.

In a subsequent part of this volume we shall give some lengthened observations on the winds and seasons of the coasts. The reader is, therefore, referred to them for more full information on these heads.

The survey of this coast was made under Admiral FitzRoy's orders by Mr. Usborne, R.N., whose directions are given in the subsequent pages, as they will be found in Adm. FitzRoy's appendix. To these have been added some observations made by M. Lartigue in the French frigate, \textit{La Clarinde}, Capt. Le Baron Mackau, in 1822-23; other information, especially from the work of Capt. Aurelio Garcia y Garcia, of the Peruvian Navy, will be found as quoted.

Coast.—Colorado Creek, 4 miles to the northward of Plata Point, is about three-quarters of a cable in extent, and affords good anchorage for small vessels in 3 fathoms, sandy bottom, in the centre of the creek; large vessels can anchor in 10 fathoms, sandy bottom, about 2 or 3 cables N. by E. of the creek, but only partially protected from the S.W. swell.

Nearly 1 mile to the northward of Colorado Creek is Buitre Point, about half a mile to the northward of which lies Buitre Rock, with 1 fathom on its shallowest part, and steep-to; midway between the rock and the mainland there are 10 to 12 fathoms rocky bottom. The sea breaks heavily on Buitre Rock.

El Cobre Bay.—A place of export for copper, situated 29 miles North of Plata Point before described, or about midway between Plata Point and Jara Head, is preferable to many of the small ports of Chile, affording shelter from the prevalent southerly winds. The port is formed by a low sandy point, having a remarkable lump about half a mile from its extremity; on the point are some rocky knolls, and it terminates in a cluster of black rocks with breakers 1 cable beyond them. Approaching El Cobre Bay, the shore should be passed at 6 miles distance; a zigzag road on the hill immediately over the port is a good mark. Two miles North of the port are two white-topped islets, and just North of them is a large black point, with a patch of brown sand, to the northward of it. The sandy point forming the port, is also unlike any point near it.
A sailing vessel can load copper from the balsas, with the point bearing S.W. in 14 fathoms, black sand, about 2½ cables off the beach from which the copper is shipped. A stream anchor should be laid out astern to keep the ship's head on to the westerly swell; or for dispatch, a berth may be had nearer the shore, in 7 fathoms; but Landing Point should not in either case be brought to the southward of S. by E. by E. No fresh water is procurable.

**JARA HEAD**, lat. 23° 53' S., is a steep rock, with a rounded summit, and has on its northern side a snug cove for small craft; it is visited occasionally by sailing vessels, who leave their boats to seal in the vicinity. Water is left with them; and for fuel they use kelp, which grows there in great quantity; as neither of these necessaries of life are to be had within 25 leagues on either side. Mount Jaron, 3,990 ft. high, is 4 miles eastward of Jara Head.

**PORT ANTOFAGASTA**, now used as a place of export for nitrate, as also silver ore, and therefore becoming of some importance, lies between Mount Moreno and Jara Head, about 6 miles to the southward of Chimba Bay. The mole is in lat. 23° 41' S., long. 70° 25' W.

A large white anchor has been painted on the ridge at the back of the town, which, brought to bear from East to E. by N., will lead to the best anchorage about 6 cables from the shore, in from 15 to 20 fathoms, on a bottom of stiff blue mud, covered with coarse sand and shells, and forming good holding ground.

The anchorage is unsheltered, and exposed to the heavy S.W. swell, almost invariably experienced on this part of the coast. Neither the swell nor the wind, however, have been experienced of sufficient strength to cause anxiety respecting the safety of vessels at anchor. Vessels moor here with two anchors to the S.W. and one astern; they are loaded and discharged by means of lighters.

Antofagasta should be approached with great caution, on account of the detached rocks off the port; the reefs extend 3 cables from the shore, forming an inner harbour or creek, in which small vessels load, but it is not considered safe on account of the heavy swell on the reefs, and should only be used in case of emergency. A heavy and dangerous sea at times breaks across its entrance, where the depth is from 9 to 18 ft.

The only fresh water to be obtained is condensed and sold at 5 cents the gallon; fresh beef is 20 cents the lb., and vegetables are scarce. The population, about 5,000, are dependent for their supplies on the coasting steam vessels, which touch at Antofagasta twice a week.

**Chimba Bay**, on the East side of Moreno Bay, to the northward of Antofagasta about 6 miles, appears to be a much better anchorage than Antofagasta, capable of affording shelter to a number of vessels, and one in which they could load and discharge in any weather. No fresh water is procurable.
Moreno Bay.—Nearly 4 miles N. 4 E. from Jara Head, the large Bay of Moreno, or La Playa Brava, commences, the intermediate land being high and rocky, with a black rock lying off it; and N.N.W. 4 W. 22 miles from the Head, the S.W. point of Moreno Peninsula, sloping gradually from the summit of Mount Moreno, terminates in two nipples from whence its name of Tetas Point.

Mount Moreno, formerly called Monte Jorge, is the most conspicuous object on this part of the coast; its summit is 4,160 ft. above the level of the sea, inclined on its southern side, but to the northward ending abruptly over the barren plain from which it rises. It is of a light brown (moreno) colour, without the slightest sign of vegetation, and split by a deep ravine on its western side.

Constitucion Cove.—Immediately under Mount Moreno lies Constitucion Cove, a small but snug anchorage, formed by the mainland on one side, and by Forsyth Island on the other. Here a vessel might haul in to the land, and careen, without being exposed to the heavy rolling swell which sets into most of the ports on this coast. The landing is excellent. Neither wood nor water are to be found in this neighbourhood, therefore provisions must be made accordingly. The best anchorage is off a sandy spit at the N.E. end of the island, in 6 fathoms water, muddy bottom; but it would be advisable to moor securely, as the sea breeze is sometimes very strong. Further out the holding ground is bad; and when running in, the island or weather side should not be hugged too closely, as a number of sunken rocks lie off the low clifffy points, some only buoyed by kelp. A mid-channel course would be the best, provided the wind allows a vessel to reach the anchorage before mentioned.

Esmeralda Rock was discovered by the Chilian corvette of that name in April, 1863. It has only 9 ft. on it, and the marks for it are—the Lagartos Bank, E. by N. 4 N., distant 1½ mile; Mount Mexillones N. by E., and Mount Moreno S.E. 4 E., lat. 23° 23' S., long. 70° 42' W. The depth was 7½ fathoms at 30 yards outside it.

N. by W. 12 miles from Constitucion Cove, Mount Jorgino, a steep bluff, terminates the range of table-land which runs in a line from Mount Moreno; on the northern side of this headland lies the Bay of Herradura de Mexillones, a narrow inlet, running to the eastward, but without affording any shelter.

Leading Bluff.—North 9 miles from thence, Low Point is surrounded with sunken rocks; and 5 miles N.N.E. 4 E. of it is Leading Bluff, a very remarkable headland, which, with the hill of Mexillones, a few miles farther South, is an excellent guide for the port of Cobija. The bluff being about 1,000 feet high, and facing the North, is entirely covered with guano, which gives it the appearance of a chalky cliff. There is an islet about half a mile to the N.W. of the bluff, and attached to it by a reef. Three-quarters of a mile N.N.W. 4 W. from the islet facing Leading Bluff is Ablao Rock, having 8 ft.
MEXILLONES BAY—COBIJA, OR LA MAR.

on it; from the rock, Angamos Point bears E.S.E., and Low Point S.S.W. Two other rocks with 23 to 33 ft. on them lie between the Abtao Rock and the shore.

Mount Mexillones is 2,650 feet high; it has the appearance of a cone with the top cut off, and stands conspicuously above the surrounding heights.* In clear weather this is undoubtedly the best of the two marks; but as the tops of the hills on the coast of Bolivia are frequently covered with heavy clouds, Leading Bluff is a surer mark, for it cannot be mistaken; for, besides its chalky appearance, it is the northern extremity of the peninsula, and the land falls back many miles to the eastward of it.

MEXILLONES BAY.—Round this head is the spacious Bay of Mexillones, 8 miles across, but of little use, as neither wood nor water is to be obtained. The shore is steep-to; but there is anchorage on the western side, 2 miles inside the Bluff, and a cable's length off a sandy spit, in 7 fathoms, sandy bottom; at the distance of 3 cables there are 30 fathoms. A decree of April, 1872, opened a port here. Vessels should round Leading Bluff at a distance of at least 1½ mile to avoid the dangers; the Abtao Rock being neither marked by seaweed nor by a breaking sea.

The boundary between Chile and Bolivia, according to the latest information, is near Mexillones Bay, Mount Mexillones being considered in Chile.

Gualagana Cove is in lat. 25° 57' S. and N.E. 12 miles from Leading Bluff. It has good anchorage in 7 fathoms, sand and broken shells. Vessels load with copper ore here; it is brought from the establishment by a tramway to a mole, and is loaded into the boats by a shoot, under which they can be safely moored.

COBIJA, or LA MAR.—From Mexillones the coast runs nearly North and South, without anything worthy of remark, as far as the Bay of Cobija, or Puerto La Mar, which lies N. by E. 30 miles from Leading Bluff. A railroad is talked of from Cobija to Potosi, 180 leagues in length. The present means of transport is by mules. Potosi, the highest city in the world, 13,350 ft. above the sea, is reached in 14 days, a distance of 540 miles.

Scattered for about half a mile along a beach at a base of a lofty range of hills, part of its houses of stone, and others of planks, the town presents a neat and tidy appearance. Cobija has a custom-house, a church, and 1,500 inhabitants, exclusive of the persons employed in the copper mines in the neighbourhood. For their protection a fort stands on a rocky point on the

* In 1862, some large deposits of guano were discovered around the base of Mount Mexillones, and several shiploads were sent to Europe.

South Pacific.
South shore of the open bay. There is no vegetation, and all garden stuff brought is caught up with the greatest avidity. Cattle are driven from the pampas of Buenos Ayres.

There are valuable copper mines in the vicinity, but the products were shipped principally from Gatico or Catica, 6 miles, and Algodon, 28 miles to the northward. They are chiefly owned by English companies, who import almost every necessary.

This being the only port of entry belonging to Bolivia, all vessels must come here first for a custom-house licence, if they are bound for any other place. All towns in the southern part of the republic obtain their supplies through this place. The exports consist of bar-tin, copper barrilla, regulus, and ore, guano, and silver coin. The value of exports from Bolivian ports in 1871 was £269,352, and imports £24,512.

There is good anchorage off Cobiga in 8 or 9 fathoms, sand and broken shells, over a rocky bottom. Mail and coasting steam-vessels belonging to the P.S.N. Company call here, and they have a buoy laid down in 10 fathoms. H.M.S. Ringdove in 1869 anchored in 18 fathoms, with the church bearing S.E. and Rocky Point N.N.E.

Supplies.—Good water is scarce, as rain never falls here, and that from the wells is brackish. There is, however, a constant supply of distilled water. Fresh meat can always be procured; fruit and vegetables are brought from Chile and Peru. A mole is constructed, which renders landing tolerably easy.

If coming from the southward toward this bay, after having passed Leading Bluff (which should always be made), it would be advisable to shape a course so as to close the land 2 or 3 leagues to southward of the port, and then coast along until two white-topped islets, off False Point, are seen; a mile and a quarter to the northward of them is the port. On the slope of Cobija Point there is a white stone, which shows very plainly in relief against the black rocks in the background: a white flag is usually hoisted at the fort when a vessel appears in the offing, which is also a good guide. In going in there is no danger; the point is steep to, and may be rounded at a cable's length, and the anchorage is good in 8 or 9 fathoms, sand and shells. In the bay there are a number of straggling rocks, but they are all well pointed out by kelp. Owing to the heavy swell it requires some skill to wind the boats in through the narrow channel formed by rocks on each side up to the mole. The long kelp is also dangerous if a boat should be swamped, as was the case in 1854, when five men belonging to the French brig of war Obligado were drowned here.

It requires care, however, to make this place; the hills rise directly from the coast and form an almost unbroken ridge of from 2,000 to 3,000 feet high, having no sufficiently marked feature to point out the position of the
town at their base; the white-topped rock would be a good mark were there not now a precisely similar rock some miles to the northward. One of the best marks is a kind of gully, or indentation in the hills, a little to the northward of the town, and another is the road winding up the valley from the port, but neither of them is easily distinguished.

**COPPER COVE, or Gatico Bay,** at 2 miles N.N.E. of Cobija, is a convenient place for taking in the ore, there being anchorage a short distance from the shore. The ore is placed in bags on balsas, and conveyed to boats moored near the shore; in this way 50 tons per day can easily be put on board. All vessels coming here to load are obliged to call at Cobija for a permit. The coast is easy of access and free from danger within a short distance of the beach. The best anchorage is with Cobija Point just touching the extreme of Rocky Point (the West point of the cove), bearing S.S.W., and the pier S.E. ¾ E., in 18 to 15 fathoms (not less than 15 fathoms), fine dark sand.

There are no good leading marks for making Copper Cove, the hills being constantly covered with mist, half way from summit to base. The white church at Cobija is, however, a conspicuous object, and in clear weather will be a good guide. If bound here from Cobija stand to the northward along the coast, about 4 cables' distance, until the pier opens, then round Rocky Point at 1¾ cables, or as convenient, and anchor as above.

If bound from the northward, after making Cobija church, steer for it on a S.E. by S. bearing, until the ranchos on the S. side of Copper Cove are visible, then bring the northernmost detached rancha on with the pier head, E. by S. ¾ S., and stand in, anchoring as above. The ranchos and pier will not be seen until within 3 or 4 miles of the land.

A heavy swell sets into this cove and with the constant light S.W. winds and calms, renders it very difficult for heavily laden sailing vessels to get out. They should never attempt it without the aid of boats to tow, for before they could claw off the land under sail alone, the swell very probably would set them a-shore.

**Huanillo Cove.**—From Copper Cove the coast takes a N. ¾ W. direction, generally shallow sandy bays with rocky points, and land from 2,000 to 3,000 feet high close to the coast; but no place fit for shipping until you reach Algodon Bay, 28 miles from Cobija.

There is good anchorage in 16 fathoms, sand and broken shells, a short distance from the mole in Huanillo Cove, at 6 miles N. by W. from Cobija. The mining establishment and smelting furnaces are near the shore, and the metals are conveyed over a tramway along an excellent mole to a shoot, under which boats can lie with perfect safety at all times. A large distilling apparatus supplies the establishment and the persons engaged in the mines with water.
Punta Blanca, 24 miles northward of Cobija, has on its North side a cove in which vessels occasionally load with copper ore.

Algodon Bay is small and the water deep; the Beagle anchored a quarter of a mile from the shore in 11 fathoms, sand and broken shells, over a rocky bottom. Algodon Bay may be distinguished by a gully leading down to it, and by that of Mamilla to the northward, which has two paps 4,020 ft. high over its North side. For a vessel coming from the southward, the best mark is a broad light stratum on the high land about a mile to the southward of Algodon Point; there is also a white islet off this point.

There are three places in this bay from whence ores are shipped, Bella Vista, Tocopilla, and Duendas, and around are valuable mines in all directions.

Tocopilla, which stands in the southern angle of the bay, contains about 800 inhabitants, and is becoming a place of some importance. In 1862, 1,413 tons of copper regulus, and 4,540 tons of copper ore were exported. The principal mines and the smelting furnaces belong to an English company who have erected a mole, along which is a tramway to facilitate the embarkation of metals, and to convey coal and merchandize to their establishment. Fresh meat can be had at a moderate price, and though there is a spring of good water at the gully of Mamilla, 7 miles to the northward, that generally used is distilled; three large distilling apparatuses supplying the wants of the place. Four coasting steamers belonging to the P.S.N. Company call here monthly. The spring at Mamilla is 1/4 mile from the beach.

Duendas is in the northern part of Algodon Bay, about 1/4 mile northward of Tocopilla. Capt. J. Gales, who visited this place in the ship Florence Nightingale, August, 1860, describes it as an extensive smelting establishment; the copper mines not being more than 1 to 2 miles distant from the works. A mole is run out into 12 ft. at low water, and although a heavy swell sets in at full and change of the moon, and occasionally at other times, landing and discharging cargo can generally be effected. The Florence Nightingale remained there through the two worst months of the year, and lost on an average one day every week through the swell.

There are two dangerous rocks in the anchorage, the Duendas with 15 ft. water, and the Nightingale with 6 ft.; the latter is marked by a large buoy, on which a flag will be hoisted when a vessel is entering the port. The Duendas Rock lies W.N.W., one-third of a mile from the mole. The mole is sheltered by a large white rock, off the extremity of which is a smaller one just awash; the Florence Nightingale anchored just to the southward of the latter rock.

Point San Francisco, or Paquiqui.—About North, 10 miles from Algodon Bay, there is a projecting cape, called in the Spanish chart San Francisco, but known more generally by the name of Paquiqui or Paquica; on its North side, and near its extremity, there is a large bed of guano, which has been
worked for many years. The anchorage is not good, and a heavy surf
breaks on the rocks, so that the landing is dangerous.

N. 4 W. 16 miles from Cape Paquiquilies lies Arena Point, a low sandy point,
with rocky outline; between the two is a small fishing village, near a remark-
able hummock. Anchorage may be obtained under Point Arena, in 10
fathoms, fine sandy bottom. From Arena Point to the Bolivian boundary
at the Loa Gully, the distance is 12 miles to N. 4 E.

THE COAST OF PERU.

The shores of this remarkable country were surveyed by the ever to be
lauded Admiral Robert Fitzroy in the years 1834-36, and the charts drawn
entirely by his own hand appeared in 1840. In the appendix to the interest-
ing account of the Beagle's expedition, the sailing directions, which elucidate
these charts were given, and have been hitherto the only good nautical
account we have.

But at the period of the Beagle's survey, there was no suspicion of the
abundance of the wonderful natural, and mineral riches, which have since
been discovered and added so immensely to the wealth of this otherwise
barren region. On this account the original survey is, in may respects,
incomplete and insufficient for present requirements; insignificant places
have sprung into great importance, and many nameless localities have become
the centres of much trade. From time to time the remarks of various
British officers and consuls have improved our knowledge, but the chief
addition was made in 1866, the "Peruvian Coast Pilot," by Capt. Aurelio
Garcia y Garcia, of the Peruvian navy, which is based on Admiral Fitzroy's
directions, and gives, in addition, accounts of all places of more recent in-
terest. A second edition of this work was published in 1870.

RIVER LOA.—N. 4 E. 12 miles from Arena Point, come the Gully and
River of Loa, in lat. 21°28' S., which forms the boundary line between Bolivia
and Peru. It is the principal river on this part of the coast; but its water
is extremely bad, in consequence of running through a bed of saltpetre, as
well as from the hills surrounding it containing copper ore; but, bad as it is, the
people residing on its banks have no other. At Chacanai, in the interior,
the water is tolerably good. In the summer season it is about 15 ft. broad
and a foot deep, and runs with considerable strength to within a quarter of a
mile of the sea, where it spreads and flows over, or filters through the beach;
but does not make even a swatchway, or throw up any banks, ever so small.
A chapel on the North bank, half a mile from the sea, is the only remains of
a once populous village. People from the interior visit it occasionally for
guano, which is in abundance.

The best distinguishing mark for the Loa is the gully through which it
runs: and that may easily be known from its being in the deepest part of
the bay formed by Arena Point on the South, and Lobo Point on the North; as well as from the hills on the South side being nearly level, while those on the North are much higher and irregular. There is good anchorage in Loa Cove, but rather exposed to the sea breeze, with the chapel bearing North, half a mile from the shore, in from 7 to 10 fathoms, muddy bottom. Landing may be effected under Chileno Point.

False Chipana Point is 5 miles northward of Loa Cove, the land between being high. There is tolerable anchorage in the cove near to the shore in 9 to 6 fathoms. The place is uninhabited. Chipana Point is to the North of the cove and off it are several rocks, one of these is higher than the others, and half a mile beyond them to the North. Keep outside of all these rocks.

CHIPANA BAY.—The best anchorage here is in the Bay of Chipana, 6 miles N.N.W. ½ W. from Loa River. After making the land in the latitude of the Loa, a large white double patch may be seen on the side of a hill near the beach, and a similar one a little to the northward; on discovering these marks (which are visible 3 or 4 leagues) a course should be shaped directly for the southern point, where lies the anchorage in 7 fathoms, sand and broken shells, sheltered by low level ground. No danger need be feared in anchoring; for, though the land is low, it may be approached within half a mile, in from 10 to 6 fathoms. The anchorage inside the long kelp-covered reef might perhaps be preferred; but the landing is not so good there. The first deposit of guano, in coming from the South, is found here.

HUANILLOS POINT, 7 miles to the northward of Chipana Bay, takes its name from the guano* deposit, the second from the southward, found on it. It is the second point North of the low promontory forming Chipana Bay, and may be recognised at a distance of 20 miles by a conspicuous broad white patch facing the sea. The point is steep-to, and with a commanding breeze may be rounded by a sailing vessel at the distance of a quarter of a mile.

* The Guano Deposits recently opened up were thoroughly examined during the year 1874, by order of the Peruvian Government. The quality of the guano was also tested, and reported to be powdery, very dry, and superior to Chincha, owing to the quantity of ammonia it contains. The first important deposit, commencing from the South, is at Chipana, in lat. 21° 23', long. 70° 19' W., on the North end of the table land which extends from the River Loa. Next comes the deposit at Huanillos, an elevated cliff, in lat. 21° 16' S., estimated to contain 900,000 tons. Pabellon de Pica, 1,000 ft. high, has its sides formed of guano deposits, in lat. 20° 55' S., estimated at 4,600,000 tons. The three newly discovered deposits of Huanillos, Puntade Lobo, and Pabellon de Pica, together, are estimated to contain 7,400,000 tons of guano, of good quality, or three-quarters as much as was found on the Chincha group, and valued at £7 10s. a ton, worth £55,600,000.

A curious feature is the scarcity of birds hereabouts. An old resident told Captain Cookson, R.N., who recently was here surveying, that about the year 1850 a plague visited the birds, and carried them off in immense numbers. Previous to this they were very plentiful.
The anchorage is just inside and North of Huanillos Point, in 14 to 16 fathoms, rocky bottom, half a mile from the shore; as heavy rollers set into the cove occasionally, a nearer berth is not recommended. Vessels bound into the cove should endeavour to make the land to the southward of Huanillos Point. The landing-place is at the North angle of Huanillos Point, but the landing is bad in consequence of some rocks on the beach in the vicinity.

Lobos or Blanca Point is bold, 3,090 ft. high, and may be known by the two white Pajaros Islets, about 20 ft. high, situated 1½ mile South of Lobos Point, and half a mile from the shore, and by the bell-shaped peak of Mount Carrasco, 9 miles to the northward of the point. Pajaros Islets and Lobos Point are steep-to, and may be passed at a convenient distance; soundings will not be obtained until near the anchorage, which is about three-quarters of a mile North of Lobos Point, and near some rocks a few feet above water. Midway between these rocks and Lobos Point there is anchorage in 18 or 20 fathoms, rock and shells, half a mile from the shore; in this berth, Pajaros Islets will be shut in by Lobos Point. This anchorage is considered better than that of Huanillos, but is not so capacious. Landing is comparatively good at Lobos Point.

Midway between Huanillos and Lobos Points a long reef extends out 2 miles from a point South of the small fishing village of Chomache. On the outer part of the reef a cluster of rocks show themselves a few feet above water, therefore vessels should not approach this part of the coast too closely at night. In a bight North of Chomache Point, where there are some guano patches, vessels may anchor near the land in from 9 to 13 fathoms.

Water.—The people of Chomache get their water from the River Loa, on balesas, the passage requiring four days.

PABELLON DE PICA, situated directly under Carrasco Peak, is 1,040 feet high, covered with guano, and may be known by its remarkable bell-tent shaped appearance and strong contrast with the barren, sunburnt brown of the surrounding hills. A bay 1 mile across is formed by Pabellon de Pica and a hill, 50 ft. high, to the northward, also covered with guano. East, a little southerly, a few miles in-shore, is the bell-shaped mountain named Carrasco, 5,520 ft. high.

There is anchorage in the bay formed by Pabellon de Pica and the hill, 50 ft. high, in 12 to 18 fathoms, rock, with patches of sand and shells, but it is advisable not to anchor in less than 14 fathoms on account of the heavy rollers that occasionally set into the bay. There is also anchorage in 14 fathoms, half a mile W.S.W. of the landing place, where several vessels may ride.

The only landing place is on a smooth sandy beach, sheltered by four
small islets and several rocks, half a mile North of the hill, 50 ft. high, where lighters may go in, be moored in safety, and load easily.

Patache Point.—N.N.W., 14 miles from Lobos Point, is the low, rugged, projecting point of Patache, with an islet a quarter of a mile in the offing all clear outside, and anchorage in from 7 to 10 fathoms close in shore to the northward of it.

The Coast from Patache Point to Grueso Point, N. ½ W. 28 miles, is low and rocky, the termination of a long range of table-land, called the Heights of Oyarvide, or the Barrancas, from its cliffy appearance. It has numerous rocks and shoals off it, and should not be approached within 3 miles, for the frequent calms and heavy swell peculiar to this coast render it unsafe for nearer approach. Inland of these heights, 28 miles to the northward of Mount Corrasco, is Mount Oyarvide, 5,800 ft. high.

Patillos Islets are 4½ miles northward of Patache Point. They consist of three small and very white rocks close to the land. To the leeward of them is Patillos Cove, in which the depth is 7 to 10 fathoms at one-third of a mile from the coast. The islets are conspicuous, and on the shore are the large white storehouses for the nitrate of soda shipped here. This is the first place for the exportation of the nitrate; and a railway is in process of formation to the nitrate works.

At 2½ miles northward of the Patillos Islets, above mentioned, are the Yapes Islets, high, and projecting from Yapes Point. To the North of the point is a small cove, at which nitrate of soda is shipped; the second place from the southward. The anchorage is in from 7 to 10 fathoms, 2 cables to leeward of the islets. In coming to the cove you must pass very close to the islets to avoid several rocks which are about one-third of a mile North of the cove. Lena Cove is in the same bend of the coast, and Caramucho Cove is 1½ mile North of Yapes. It is unsheltered, and has bad anchorage.

Chucumata Cove is 11 miles North of Patillos, and nearly W.S.W. from Mount Oyarvide. It is sheltered from the South by a small point, and affords anchorage in 7 to 10 fathoms. Ligate Cove is 1 mile North of it, and has no shelter or interest.

Grueso Point is the extremity of Mount Tarapacá, the termination seaward of the Heights of Oyarvide. The mount slopes to the southward, and the point is low, but cliffy, with three white patches on its northern side. Off it are several rocks always visible, which extend above half a mile from the shore. Chiquinate or Cheuranta Bay is 4½ miles north-eastward of Grueso Point.

There is so much sameness in the aspect of the land on this part of the coast, the whole presenting the appearance of a rugged wall rising from the sea, that, unless a vessel is close in-shore, it is difficult to distinguish the various points, especially in the morning, when the sun is over the land.

Molle Cove, at 6 miles South of Iquique, is the third place where nitrate
of soda is shipped. It was at one time sent to the beach by a "flying bridge," two parallel wire ropes, 3,736 ft. long, from the mountain 1,800 ft. high, down which a car containing the nitrate was sent, but it failed from the breaking of the rope. From its proximity, also, to the silver mines of Huantajaya, some of the ores were prepared here. There is no water: the cliffs are formed of thick layers of recent shells.—Bollaert.

Molle Cove is now easily recognized: towards its head, and on the hills at the back of it, the zig-zag road leading down the heights can be quite clearly distinguished at a great distance. There is a wharf alongside of which vessels of 600 tons can lie. The place is quite without resources, but distilled water can be got. Anchorage can be had near the shore in from 4 to 9 fathoms.

IQUIQUE "stands on a little plain of land at the foot of a great wall of rocks, 2,000 ft. in height, which line forms the coast. The whole is utterly desert. A light shower of rain falls only once in very many years; and hence the ravines are filled with detritus, and the mountain sides covered by hills of fine white sand, even 1,000 ft. high.

"The inhabitants live like persons on board a ship, every necessary coming from a distance. Water was brought in boats from Pisagua, about 40 miles to the northward, and is sold at the rate of 9 reals (4s. 6d.) an 18 gallon cask: I bought a wine bottle full for threepence. In like manner firewood, and of course every article of food, is imported."—Mr. Darwin, 1835.

Although thus situated, surrounded by a desert, it has grown to a place of considerable trade and importance. The growth of the nitrate trade, the exports of which, in the outset, were mainly due to the perseverance of Mr. George Smith, has caused a great increase in the place. In 1830, the amount exported was 18,700 cwt.; in 1858, it was 61,000 tons; and in 1872, 180,000 tons. Originally it was the shipping place for the famous silver mines of Huantajaya and Santa Rosa, the former about 6 miles to the S.E. Iquique is now a flourishing town of 5,000 people, with well built houses and warehouses. It is the chief port of Southern Peru, and also for the export of nitrate and borax. An earthquake occurred here in 1868, destroying property to the value of £1,000,000, comprising the commercial portions of the town, and storehouses. The loss of life amounted to 130 or 150.

All kinds of provisions are now to be obtained, though at high prices. Abundance of coal for steam vessels can be purchased at a reasonable rate. The water used is condensed by machinery, the price varying from 2 to 4 cents a gallon.

The railway from Iquique to La Noria, where the nitrate is worked, starts in a northerly direction from the port, making towards the coast cliffs, which it reaches at a distance of 3 miles, and at an elevation of 300 ft.; thence it reverses its direction, and creeps up the hill side on an incline of 3 per cent, South Pacific.
until it attains the summit of the coast cliffs at Molle, 1,630 ft. above the 
sea, and 10 miles from Iquique, thence it is carried inland to Noria.

A mole is in course of construction, and a light proposed at Iquique.

Three lines of steamers call here. Imports, chiefly barley, coal, and cattle,
are carried principally in Chilean vessels.

* * *

Iquique Island is about a mile in length with its reef, and is the burial 
place of foreigners. It was formerly covered with guano. The town stands
on a stratum of broken shells several feet thick, an evidence, among many 
others, of the upheaval of the coast. The island is low throughout, but it 
has a hummock which rises to 50 ft. It is surrounded by reefs.

"The port lies to the North of the island above mentioned which shelters it. It is commodious, spacious, and safe, and embraces an extent of 3 miles. The bottom is of sand and stone in 5 to 6 fathoms water. It is quite safe
with one anchor and two chain shackles. The principal landing place, or that for merchandise, is in front of the wall around the custom-house, in a small creek. To reach this, the channel between the coast and the island should be taken, endeavouring to get nearer the latter, until you are in a right line with the custom-house. There are many low rocks off the coast toward the channel, which are apt to be covered at high tide. Care should be taken not to strike against them, especially at night and during a heavy swell, which is of common occurrence from June to August.

"There are several wooden piers owned by private individuals, and these owners allow their use for landing of passengers without any charge. The one belonging to Mr. Smith is to be preferred, as it is outside the channel, North of the town, and for this reason offers many conveniences at night to ships' officers.

"South of the island there is no safe anchorage, not only on account of the many rocks scattered about that part, but because it is unsheltered.

"Ships bound for the port of Iquique should endeavour to make out the coast from the South, not approaching within 4 miles of it until they discover the bay. Then steer toward the island, which can be distinguished at a tolerable distance, and also for the church steeple,* and in this mode the port will be made. When near the island it is very common to be perfectly becalmed: in such cases it is well to lower the ship's boats and tow them in, for, if not, one will be sure to find himself at break of day leeward of the port: thanks to the strong current."—Capt. Garcia y Garcia, P.N.

The anchorage is good in 11 fathoms, with Piedras Point bearing N.
by W.; the outer point of the island, S.W. by W.; and the church steeple, 
S. by E. † E.

Vessels have attempted the crooked passage between the island and the

* This church was burnt to the ground, but it is believed will be rebuilt on the same site. The cemetery dome at the back of the town is now the best mark.
BAY OF GUAINA-PISAGUA.

main by mistake, and thereby got into danger, from which they were extricated with some difficulty; it is only fit for boats or very small vessels. Balsas are employed to bring off the cargoes, as is the case in most of the ports on this coast.

Piedras Point bounds the Port of Iquique to the northward. It is high and rocky, and off it is a cluster of rocks which give it the name. At 11½ miles North of it is Colorado Point, to leeward of which is the unsheltered cove of the same name. The road to the highlands is seen on the hills.

N. by W., 18 miles from Piedras Point, is the small low black Island of Mexillon, with a white rock lying off it. It may be known by the Gully of Aurora, a little to the southward, and a road, apparently well trodden, on the side of the hills leading to the mines.

Mount Mexillon is an isolated hummock, which projects from the cove into the sea. It is of moderate height, and lower than the coast.

Mexillon Bay is on the North side of the mount. The best anchorage is in 10 or 12 fathoms to leeward of an islet in the centre of the cove in front of the huts. It is a narrow and troublesome place, and when more than three or four large vessels are here, it is necessary to clasp a spring on the cable. Heavy shipments of nitrate of soda are made from this cove, and large storehouses are erected for it, but the place is destitute of all resources.

Junin Cove is 9 miles North of Mexillon, but is slightly protected from the southward by a point, on which there is a jetty for boats. The depth is from 10 to 20 fathoms close in shore; vessels should always moor head and stern to ride to the constant swell from the southward. The mountain road is a good guide, and there is a tower painted white on the cliffs over the anchorage. Junin Cove possesses a large establishment for the export of saltpetre. Water for drinking purposes must be obtained from condensers.

Pichalo Point is 14 miles from Mexillon, and projects 2 miles into the sea. It is the most remarkable point on the coast.

BAY of GUAINA-PISAGUA.—In rounding Pichalo Point, avoid a rock which lies about a cable's length off it; otherwise the point is clear. The Bay of Guaina-Pisagua opens here, and is surrounded by very high hills. In the eastern part, or at the head of the bay, in front of the village, is the anchorage in from 9 to 15 fathoms, near the land, a good berth being with Pisagua Point bearing N. 2 W. A sunken rock, on which the sea does not always break, lies in front of the centre of the village, about a cable's length off shore, which must be avoided. To do this, anchor on the side West of the village until the rock is found.

The bay is liable to very frequent gusts of wind from the hills, sometimes with very great violence, and shifting to different points from one instant to another. For this reason it is necessary in rounding the point to carry but
very little sail, the topsails will be sufficient, and the best moorings should be laid out.

The port contains a small population of 800 people. Fresh provisions and water are to be procured, although dear, having to be brought from a distance. Next to Iquique, it is the chief place for the export of nitrate of soda, and is the sixth point where the article is loaded. A railway has been constructed, leading to the works at Sal de Obispo. Coal can be had in small quantities, comparatively cheap. Fresh provisions and water are expensive. The population is small.

Pisagua River.—North of the village, 2½ miles, the River of Pisagua makes a conspicuous break in the shore; and its water supplies all the neighbouring inhabitants. For a few months during the winter season, when this river attains the greatest strength, it appears to be about 10 ft. in width, but even then has not sufficient force to make an exit for itself into the sea; like the Loa to the South, it merely filters through the beach, or is lost in the parched-up soil around. During nine months of the year no water is found in its bed, though a scanty supply may always be had from the wells dug near it; yet no vessel should trust to renewing her stock at this place, for, besides its unwholesomeness, the difficulty and expense attending embarkation would be very great.

Gorda Point.—From Pichalo Point to Gorda Point, 18 miles, the coast is in low broken cliffs, with a few scattered rocks off it, and ranges of high hills near. Gorda Point is a low jutting prong, where a long line of cliff, several hundred feet high, commences, and continues, with only two breaks or interruptions (the quebradas of the Spaniards) as far northwards as Arica.

These breaks in the cliffs, or gullies, as they are called by the sailors, are remarkable, and very useful in making Arica, from the southward. The first is the Quebrada de Camarones, which lies 6½ miles North of Gorda Point, and is about a mile in width, lying at right angles to the coast, with a small stream of water running down it, and a quantity of brushwood on its banks; it forms a slight sandy bay, but not sufficient to shelter a vessel from the heavy swell.

Madrid Point, at 12½ miles northward of the above gully, is clear, but has nothing worth mentioning, but Cape Lobos, 27 miles North of Camarones, is more remarkable. It projects a short distance from the line of coast, is dark at the base, but has some very clear white patches near the summit. These patches are thin coats of guano.

The Quebrada of Victor is the other gully; it lies 29 miles to the northward of Camarones, and 16 miles to the southward of Arica; it is about three-quarters of a mile in width, and from the high bold point Cape Lobos, jutting out to the south-westward, forms a tolerably good anchorage for small vessels. It traverses the country in a similar manner to that of Cama-
The coast still trends to the northward for 11½ miles. The southern part consists of high, bold cliffs, with table land on the top, varying from 2,000 to 4,000 ft. in height. At the distance above mentioned the coast forms a small bight called La Capilla, which is surrounded by lower hills, and not so steep. To the southward some whitish patches and bends are seen, which are slight coverings of guano.

To the northward of this bight the coast is slightly indented, forming the bay called La Licera, which has good sandy bottom in from 7 to 11 fathoms, but quite unsheltered, though landing can be effected when the sea is quiet.

Vessels bound to Arica should endeavour to make the gully or ravine of Victor, and when within 3 or 4 leagues of it they will see Arica Head, which appears as a steep bluff, with a round hill in-shore, called Monte Gordo. Upon nearer approach the Island of Alacran will be observed, joined to the head by a reef of rocks. To the northward of this island, and round the head, is the port and town of Arica, which is the seaport of Tacna. Alacran Island is low and uninhabited. It is surrounded by rocks; those to the West and North are farthest off, and reach half a cable's length out. The best landing on the island is from the Morro Channel.

A railroad connects Arica with Tacna, a distance of 45 miles, the journey occupying 2½ hours. It has been proposed, and a company formed with a capital of £3,600,000, to extend this line across the Andes to La Paz, in Bolivia, a distance of 108 miles. Should this undertaking be carried out, it will enormously increase the trade of Arica, as the line would pass through the finest mineral districts in Bolivia, the present cost of carriage from which is so heavy as entirely to prohibit the export of any but the richest ores.

Fresh provisions and vegetables, with all kinds of tropical fruit, may be had in abundance, and upon reasonable terms. The water also is good; it comes from the Asapa Valley, which is seen at the head of and beyond the town. It may be obtained from the small jetty recently erected by the new water company, whose works are close to the railway terminus. Fever and
AGUE ARE SAID TO BE PREVALENT; THIS IN ALL PROBABILITY ARISES FROM THE DECOMPOSING VEGETATION, AND BEING SHELTERED FROM THE SEA-BREEZE. THE THERMOMETER RANGES FROM 82° FAH. IN THE SUMMER TO 55° IN THE WINTER, WHICH IS SINGULARLY COOL FOR ITS TROPICAL SITUATION.

THE MOST VALUABLE EXPORTS ARE COPPER BANILIA, AND PERUVIAN BARK; OF THE FORMER, THE VALUE OF THAT EXPORTED IN 1873, WAS £235,408; OF THE LATTER, £120,541. OTHER EXPORTS ARE TIN, HIDES, SKINS, WOOL, COCOA, COFFEE, TOBACCO, &C. IN 1873 THE VALUE OF GOODS EXPORTED WAS £545,206, AND OF BULLION £860,607. IMPORTS CONSIST PRINCIPALLY OF FOREIGN GOODS FOR HOME USE AND TRANSIT TO BOLIVIA, AND EXCEED THE EXPORTS IN VALUE.

THE PORT IS SAFE, SPACIOUS, AND CONVENIENT, THE DEPTH 5 TO 9 FATHOMS, COARSE SANDY BOTTOM. IT ALWAYS SAFE WITH ONE ANCHOR AND 45 FATHOMS OF CHAIN. ON THE SIDE TO LEWARD THE BOTTOM IS ROCKY, AND THEREFORE TO BE AVOIDED. THE BEST AND MOST SHELTERED ANCHORAGE IS NORTH OF THE SMALL ISLAND, AT FROM 100 TO 150 FATHOMS. IT IS ADVISABLE TO MOOR BY THE Stern, WITH THE HEAD TO SEA, IF THE SHIP IS TO REMAIN, AS THE SEA FROM THE S.W. MAY CAUSE TOO MUCH MOTION TO BE PLEASANT; THIS IS ESPECIALLY THE CASE FROM JUNE TO AUGUST.

VESSELS BOUND TO ARICA SHOULD MAKE THE GULLEY OF VICTOR, AS BEFORE DESCRIBED. LEAVING FOR PORTS TO THE SOUTHWARD, THE OFFING SHOULD NOT EXCEED 40 OR 50 MILES FROM THE COAST, AS BEYOND THIS DISTANCE THE TRADE WINDS WILL BE FOUND, THE WIND GRADUALLY DRAWING TO THE EASTWARD, AND CAUSING GREAT TROUBLE IN MAKING THE LAND AGAIN.

THE ANDES.—THE WESTERN CORDILLERA OF THE ANDES BETWEEN COBIJA AND ARICA ATTAINS A VERY GREAT ELEVATION, AND OFFERS SEVERAL SNOW-CAPPED PEAKS WELL KNOWN TO NAVIGATORS.

THE MOST SOUTHERN GROUP OF THESE PEAKS CONSIST OF FOUR MAJESTIC NEVADOS, KNOWN TO THE ORIGINAL INHABITANTS OF THE NEIGHBOURING PROVINCES OF THE INTERIOR BY THE NAMES OF GUALATIERI OR SCHEMA, CHUNGARA, PARINACOTA, AND ANACLACHE. GUALATIERI, OR SCHEMA WHICH MR. PENTLAND THINKS THE MOST ELEVATED OF THE FOUR, IS IN THE FORM OF THE MOST REGULAR TRUNCATED CONE, ENVELOPED TO ITS BASE IN PERPETUAL SNOW. MASSES OF ASHES AND VAPOUR ARE SEEN TO ISSUE FROM ITS SUMMIT AT INTERVALS, SO AS TO LEAVE NO DOUBT OF ITS BEING A VOLCANO IN ACTIVITY. ITS ELEVATION IS ESTIMATED AT 22,000 FEET. NORTH OF GUALATIERI RISE TWO MAGNIFICENT NEVADOS, WHICH, Owing TO THEIR SIMILARITY OF FORM, AND THEIR CONTIGUITY TO EACH OTHER, ARE KNOWN TO THE CREOLE POPULATION BY THE NAME OF MOHIBOS, OR TWINIS, WHILST THEY ARE CALLED CHUNGARA AND PARINACOTA BY THE INDIAN POPULATION. THE MOST SOUTHERN OF THESE NEVADOS FORMS A VERY PERFECT TRUNCATED CONE, WHILST THE MOST NORTHERN RESEMBLES A DOME OR BELL (CAMPAÑA). THERE IS LITTLE DOUBT BUT THAT BOTH ARE OF IGNEOUS ORIGIN AND THAT CHUNGARA POSSESSSES AN ACTIVE CRATER AT ITS SUMMIT, STILL IN ACTIVITY. THE NEVADO OF ANACLACHE IS CERTAINLY LESS ELEVATED THAN THE THREE PRECEDING, AND, PERHAPS, DOES NOT EXCEED 18,500 FT. IT FORMS A RAGGED RIDGE, IN THE DIRECTION OF THE CORDILLERA, OF CONSIDERABLE LENGTH.
Still further North, several snow-capped peaks rise at the back of Arica. The centre of this group may be fixed where the Gualillas Pass, a col or passage of the western Cordillera, which attains an elevation of 14,830 ft., is crossed by the great commercial road from Arica to La Paz, and the interior of Bolivia. The Nevado of Chipicani, which is about the mean elevation of this snow-capped group, is 16,988 ft. high, and consists of a broken down crater, with an active sofata in its centre.

The COAST.—From Arica the coast takes a sudden turn to the westward, as far as the river Juan de Dios, or Juan Diaz; it is a low sandy beach, with regular soundings on which the swell beats heavily. The Valley of Chacayuta adjoins those of Azapa, and extends North of Arica, with a perceptible ascent. From Juan Diaz the coast becomes gradually more rocky, and increases in height till it reaches the Point and Morro of Sama, 3,890 ft. high. This is the highest and most conspicuous land near the sea about this part of the coast, and, at a distance, appears from its boldness to project beyond the neighbouring coast line. On its western side there is a cove formed by Sama Point, bearing N.W. by W. 45 miles from Arica Head, where coasting vessels occasionally anchor for guano; and there are three or four miserable-looking huts, the residence of those who collect the guano. It would be quite impossible to land there, except in a balsa, and even then with difficulty. Should a vessel be drifted down there by baffling winds and heavy swell, which has been the case, she should endeavour to pass the head (as a number of rocks surround it) about a mile to the westward; and there anchorage may be obtained in 15 fathoms.

Point Tyke.—N.W. by W. 9 miles from Sama Point, is a low rocky point, called Tyke, and between those points issues the small River Cumba, or Locumba, with low cliffs on each side; like most of the rivers on the coast, it flows only between February and July, but for the rest of the year it has not strength to make an outlet, but is lost in the shingle beach at the foot of the before-mentioned cliffs. Regular soundings, which continue gradually increasing as far as Coles Point, may be obtained at the distance of 2 miles, in from 15 to 20 fathoms.

W.N.W., at the distance of 3½ miles from Sama Point, is Coles Point; the shore between is alternately sandy beach, with low cliff, and moderately high table-land a short distance from the coast.

COLES POINT is very remarkable; it is a low sandy spit, running out from an abrupt termination of a line of table-land. Near its extremity there is a cluster of small hummocks; and at a distance it appears like one island. Off the point to the S.W., there is a cluster of rocks or islets, but no hidden dangers. The rebound of the sea beating against both sides of the point causes a ripple, and much froth, which leads one to suspect a reef in the vicinity. It is proposed to erect a lighthouse here.

YLO, or ILO.—N.E., 5½ miles from this point, is the village and roadstead
of Ylo. This place, which contained about 300 inhabitants, was entirely destroyed by the earthquake wave in 1868. But little trade is carried on, and that chiefly in guano; a mine of copper has been discovered, which may add to its importance. The inhabitants have full occupation in collecting the necessaries of life, and do not care, therefore, to trouble themselves about luxuries. Some improvement may take place in the trade of this port now that the new railway is completed from here to Moquegua, at the foot of the Andes, which is 65 miles long, and passes through the best wine-producing district in Peru. *Water* is scarce, and wood is brought from the interior, so that it is not on any account, a suitable place for shipping. The mail steamers call here.

The best anchorage is off the village of Pacocha (1½ miles South of the town), in 12 or 13 fathoms, and the best landing is in Huano Creek; but bad indeed is the best, and care must be taken lest the boat be swamped, or hurled with violence against the rocks. Pacocha can be easily recognised by the heaps of yellow guano which are always piled up on the beach, and also by the ruined walls of an old warehouse. In going into Ylo, the shore should not be approached nearer than half a mile (as many sharp rocks and blind breakers exist), until three small rocks, called the Brothers, which are always visible under the Table End, bear East, when the village of Pacocha may be steered for, and anchorage taken abreast of it, as convenient. *English Cove* affords the best landing, but boats are forbidden that cove, to prevent the contraband trade carried on there.

The Cordillera of the Andes, behind Ylo, has not been very accurately examined, it being frequently clouded prevents observations. It is traversed by a road leading from the railway terminus at Moquegua to the interior of Bolivia, along which the merchandise is carried.

The Coast from Ylo trends to the north-westward, with a cliffy outline, from 200 to 400 ft. in height. At 8½ miles N.W. ¾ N. is Yerba Buena Point, to the North of which are the gully and cove of the same name. Near the land off the gully, there is tolerable anchorage.

*Lacoy Point* is 13½ miles N.W. ¼ W. from Yerba Buena. It is high and rocky. The cove of the same name is to the North of it, with good anchorage in from 18 to 20 fathoms, stony bottom. The heaps of guano seen on the shore are for country use. There are but a few huts and no resources. To the North of this the coast is free from danger, there are a few islets near it; the most remarkable of which is Jesus Islet, about half a mile from the land, and covered with a thin layer of guano.

*Cocotea Cove* is to the North of Jesus Islet; it penetrates into the coast with high mountains at its extremities, and a gully at its head. The best anchorage is toward the interior between the Islet of Jesus and the northern coast. The swell is constantly very heavy here. Vessels going there to discharge
MEXICO POINT—PORT MOLLENDO.

may shift by warping up into 5 fathoms in front of the huts. It is only visited by small country vessels for guano.

At 12 miles beyond this the Valley of Tambo, which is of considerable extent, may be easily distinguished by its fertile appearance, contrasting strongly with the barren and desolate cliffs on either side; those to the eastward maintaining their regularity for several miles, while on the other they are broken, and from the near approach of the hills the aspect is bolder. The valley is the only place hereabouts where large fields are seen under cultivation. The quebrada is very wide near the sea, but becomes narrower farther inland. It supports a considerable population, and abounds with resources.

Mexico Point.—The point off this valley is called Mexico; it bears N.W. 1/2 W., 40 miles from Coles Point, and E.S.E. 1/2 E., 21 miles from Islay Point; it is low, and covered with brushwood to the water's edge, and projects considerably beyond the general trend of the coast. At the distance of 2 miles to the southward, soundings may be obtained in 10 fathoms, muddy bottom; from that depth, in the same direction, it increases to 20 fathoms; but on each side of the bank there are 50 fathoms.

In clear weather the Mist or Volcano of Arequipa, 20,200 ft., can be seen at a distance of 100 miles from the coast, through the Quebrada or Valley of Tambo. It is a cone covered with perpetual snow.

Megia or Mejia.—The coast continues high and barren for 10 miles to W.N.W. from the Quebrada of Tambo to a small cove called Megia Cove, in lat. 17° 3' S., long. 72° 0' W. The anchorage is not sheltered in any way. This place was proposed in 1863 as the future port of Arequipa, and the railway, which now starts from Mollendo was to have been constructed here.

On the mountains towards the interior the railway and road leading to Arequipa can be discerned. It is very distant on the hill running along a Gully called Guerrero, which is the best mark by which to distinguish Megia Cove or Mollendo.

PORT MOLLENDO is 5 miles North of Megia Cove and 16 miles westward of Mexico Point. It is the terminus of the Puno-Arequipa railway, and from this circumstance has risen from a small fishing village, in 1870, to a place containing, in 1874, about 1,800 inhabitants, while Islay has proportionately declined.

The Railway, the longest line South of the equator, and the loftiest and most serpentine in the world, extends 107 miles from Mollendo to Arequipa,* and 218 miles from Arequipa to Puno, a town of 5,000 inhabitants.

*Arequipa, the second city of Peru, was founded by Pizarro's orders in 1538. It is a tolerably well built and trading town, standing 7,797 feet above the sea, and a few South Pacific.

2°
on the shores of Lake Titicaca. At present these lines do not pay; only one passenger train a day runs between Arequipa and Mollendo, and only two trains a week between Puno and Arequipa. Goods trains are also few in number. The original intention was to attract the trade of Bolivia across Lake Titicaca by steamers to Puno, and thence via Arequipa to Mollendo.

Provisions are dear. The custom tariff about 30 per cent. on the ad valorem of goods imported. The trade is nearly all carried on by coasting steamers, 215 of the 387 vessels which called here in 1874 being of that class. Exports chiefly wool and Peruvian bark.

Water is supplied to the port from the river at Arequipa by the longest iron aqueduct in the world. The pipe, 85 miles in length, is laid alongside the railway, starting from an elevation of 7,000 ft.; it crosses the desert between that city and Mollendo, discharging 433,000 gallons in 24 hours.

The anchorage is simply an open roadstead without any protection, so that at times when a heavy swell sets in all communication is stopped between the shipping and the shore.

There are no off-lying dangers, but the place being without shelter from the constant S.W. swell and strong current, vessels require strong moorings astern. There are two mooring buoys for the convenience of steam vessels North and South in 20 fathoms, 4 cables from the rocks.

South of the upper buildings, on the cliffs, is an island connected with the shore by the railway embankment, which divides the inner creeks. In the northern of which is a temporary mole inside the small point and detached rocks off shore.

Light.—On a flag-staff erected on the peninsula, a light, 147 ft. above the sea, is shown, and can be seen from a distance of 3 miles.

Vessels bound for Mollendo should steer for Tambo valley, keeping about 3 miles off shore. Sailing vessels when overtaken by a calm cannot find Farther North, bottom is only found nearer the coast. Some of the marks hereafter given for making the Port of Islay will be found useful for making this port.

other anchorage than off Mexico Point, but the anchorage there is bad.

From Mollendo the coast trends westward 5 miles to Islay Point. All this part of the coast is easily recognized: it consists of high barren mountains, sloping towards the sea, and terminating in abrupt nearly perpendicular cliffs. All these mountains are covered by very extensive white patches, some of which are caused by volcanic ashes or whitish earth, deposited by some volcanic eruption in very ancient times.

miles from the volcano of Arequipa, which is 18,300 feet high. The houses are low and massive, on account of the frequent earthquakes from which it has at all times greatly suffered. Its population is about 40,000.
Islay Point is a dark belt slightly projecting under these white patches with some rocky islets under it. A rock, which barely covers, lies a mile South of the point. At 2 miles East of the point is Chiguas Creek, where boats can land in fine weather.

The Albiruri, or White Islets, three in number, are off the North point, and mark the entrance to Islay. They are of moderate height, white, and free from danger.

ISLAY, or Yslay.— Previous to the construction of the railway to Molendo was the Port of Arequipa. It is formed by the few straggling islets and by Flat Rock Point, which extends to the N.W.; it is capable of containing 20 or 25 sail. The town, said only to contain 400 inhabitants in 1874, is perched on the brow of a gradually sloping bluff, without a tree or even a blade of grass to relieve its barren look. It is at the bottom of a little bay formed by the main coast, and a cluster of volcanic islets tossed up from ocean’s abyss. A bold, precipitous and beachless shore, and a constant swell rolling in renders landing difficult at all times. Here it rarely blows home, and ships ride in comparative safety. An iron mole recently constructed has much improved the landing of passengers and goods.

The space for anchorage inside the islands is much circumscribed, and the water very deep; the P.S.N. Company had a buoy laid down in about 30 fathoms. The road up the cliffs is so steep that most of the goods landed have to be carried up and down on men’s backs, almost incredible loads being in this way transported to the plateau at the summit, 300 ft. high, where the custom-house and town are built.

A fountain, supplied with very good water from the hills, is placed in the town; shipping can be supplied, the pipes reaching down to the mole. Fresh provisions may be had.

Islay, while it was the seaport of the second city of Peru, was much frequented, and the following directions will assist in making it. Vessels have frequently been in sight, to the westward of the port, yet from the set of the current—half a knot, and at the full and change often as much as 1 knot, to the westward—have been prevented from anchoring for several days.

Coming from the southward, the land abreast of Tambo should be made, and a certainty of that place ascertained, which, according to the state of the weather, may be seen from the distance of 3 to 6 leagues; the course should then be shaped toward a gap in the mountain to the westward, with a defined sharp-topped hill in the near range, a short distance from it. Through this gap lies the road which leads to Arequipa, and which winds along the foot of the hill from Islay.

The best mark for making Islay are the white rocks which form the port; those to the northward off Cornejo Point, however, are very similar when first seen, but the dark bay to the northward of that point, and the road to
Arequipa, which shows plainly when approaching Islay, will be a sufficient guide to distinguish them. There is also a rather remarkable bell-topped mountain, Mount Islay, 3,340 feet high, to the N.E. of the town, which is useful in making the port when the fog hangs on the low land.

As the coast is approached, the foot of the hills will be seen to be covered with a white powder or ashes. This peculiarity commences a little to the westward of Tambo, and continues as far as Cornejo Point, and when within 3 leagues, Islay Point and the Albizuri or White Islets forming the bay will be plainly observed, and should be steered for.

Care must be taken in closing Islay Point, as a rock, barely covered, lies a quarter of a mile to the westward of the cluster of islands off the point. It is the custom to go to the westward of the White Islands; but with a commanding breeze, it would be better to run between the third outer and next island, which enables a vessel to choose her berth at once; for the wind heads on passing the outer island, and obliges a vessel to bring up and use warps, or endanger her being thrown by the swell too near the main shore.

The mark to run between the third and fourth islets, is the Flat Rock just open of the point North of the town. Pass close to the rock, or you will get off the bank, and anchor directly the town is well open, with Flat Rock S. by E. and point North of town N.E. The mail steamers anchor with the fourth island shut in by the Flat Rock. A hawser is necessary to keep the bow to the swell, to prevent rolling heavily even in the most sheltered part. Moorings for steam vessels are laid down in 30 fathoms, shells, with the landing-place E. % S., and the West end of the largest white island S.W. % S. Vessels from the eastward should observe the same directions, allowing for the N.W. current of 1 mile an hour.

If coming from the westward, run in on the parallel of 17° 5', which will lead about a league to the southward of Islay Point; and if the longitude cannot be trusted, Cornejo Point, being the most remarkable land, and easily seen from that parallel, should be recognised in passing. It lies N.W. by W. % W., 14 miles from Islay Point, and is about 200 feet high, with the appearance of a fort of two tiers of guns, and perfectly white; the adjacent coast to the West is dark, and forms a bay; and on the East there are low black cliffs, with ashes on the top, extending halfway up the hills. If the weather be clear, the Valley of Quilca may be seen, which is the first green spot West of Tambo. Cornejo Point, however, must be searched for, and, when abreast of it, Islay Point will be seen, topping to the eastward, like two islands, off a sloping point. The sharp bell-topped hill before named in the near range will also be seen, if favourable weather; and shortly after the town will appear like black spots in strong relief against the white ground, when a course may be shaped for the anchorage under the Albizuri Islets, as before.
On the N.E. side of Islay Pier is a lofty islet, called *La Fuente*, which separates the port from Matarini Cove.

**Matarini Cove** is at the foot of a Quebrada or Gully, and is the best anchorage in the bay, but is not suitable for vessels which have to discharge at the pier, on account of its distance from it. In front of it is a sandy beach, and the landing is at the foot of a hill. In the middle of the cove is a punched rock, free from danger.

**Mollendito** is 3 miles northward, the intervening coast being perpendicular cliffs; the Gully has good anchorage for small craft in front of it. A few fishermen live here. *Santa Ana Cove*, 9 miles farther North, offers no shelter.

**Cornejo Point**, of a reddish colour, is 2½ miles beyond, the intervening coast being high, rocky, and covered with white. Off the West end of the point are three low rocks or farallones, on which the sea always breaks. On one of these the P.S.N. Company's steamer *Perru* struck, and was much damaged. This point has sometimes been mistaken for that of Islay, but by attention this should not occur.

Westward of Cornejo Point the coast retires and forms a shallow bay, in which are three small Coves, viz., Noratos, Guata, and Aranta.

**Noratos Gully**, 1 mile to the northward of Cornejo Point, is fronted by a cove, without convenient anchorage; however, vessels can moor in 27 fathoms 2 cables from the entrance, and haul to the head of the cove without experiencing the swell, and make repairs in case of need. There are no resources, but fish are in abundance. *Guata Cove*, 3 miles North of Cornejo Point, affords anchorage for small craft. At the head of the creek is a well of brackish water. *Aranta Cove*, 3 miles N.W. of Guata Cove, may be known by a small white islet to the southward of it. The bottom is stony, in 19 to 21 fathoms, ½ cable off shore; there is frequently a heavy swell, and no shelter at any time for a large vessel.

**QUILCA.**—N.W. of Cornejo Point, 13 miles distant, are the Valley and River of Quilca, off which vessels occasionally anchor, under the Seal Rock, lying to the S.E. of Quilca Point. A red buoy marks the best anchorage for steamers. Watering is sometimes attempted, by filling at the river and rafting off, but must always be attended with much difficulty and danger. The valley is about three-quarters of a mile in width, and, differing from the others, which are level, runs down the side of the hill. From the regularity of the cliffs by which it is bounded, it has almost the appearance of a work of art.

When opposite and near to the gully, a small cove will be seen to the North of it, with a narrow entrance, which offers the best anchorage for small vessels in 6 to 9 fathoms, with many facilities for landing. For large ships the best anchorage is South of the cove, between the latter and the
COAST OF BOLIVIA AND PERU.

mouth of the gully, and when nearly at right-angles with the church door and the small island, or farallon, lying to the South. In front of the valley there is no landing, and sometimes a heavy surf runs into the cove.

Arequipa, the capital of southern Peru, is about 45 miles up the river from Quilca. The city is 7,797 ft. above the sea, and towering over it rise three snow-capped mountains, nearly of equal height, viz., Pichu-Pichu, the volcano of Arequipa, or Guagua-Putina, and Chacani. The first and third of these mountains form two elongated serrated ridges, whilst the second presents a very singular volcanic cone, truncated at its summit, and rising to an elevation of 18,300 ft. above the Pacific. This volcano has a deep crater, from which ashes and vapour are constantly seen to rise. The summits are usually covered with snow, but at times, after very warm summers, it disappears.—(Mr. Pentland.)

Camana' Valley.—At 9$\frac{1}{2}$ miles North of Quilca is Pano Point, and W. $\frac{1}{4}$ N. from Quilca, at the distance of 6 leagues, is the Valley of Camana; the coast between is nearly straight, with alternate sandy beach and low broken cliff, the termination of the barren hills immediately above. The valley is from 2 to 3 miles broad (M. Lartigue says 5 or 6 miles) near the sea, and apparently well cultivated. The village stands about a mile from the beach, but, being small and surrounded with thick brushwood, is scarcely perceptible from seaward.

On approaching from the eastward, Monte Fuerte or Camana, a remarkable cliff, resembling a fort, will be seen near the sea; this is an excellent guide till the valley becomes open. There is anchorage in 10 or 12 fathoms, muddy bottom, due South, about a mile; but landing would be dangerous. At one time a port was endeavoured to be established, but all landing had to be effected by balsas. An export of olives is carried on. Water from the river is good.

Ocona Valley.—W.N.W. $\frac{1}{4}$ W., 23 miles, is the Valley of Ocoña, the next remarkable place; it is smaller and less conspicuous than the former, but similar in other respects. An islet lies at its southern extreme, and several rocks near the end of the cliff, on its eastern side.

M. Lartigue says:—“The Valley of Ocoña is very narrow, but fertile, and you must be very near to distinguish it. In general, vessels ought not to anchor opposite to the Valleys of Camaná and Ocoña, only when the breezes are light, and when there is danger of being carried on to the coast by the swell.”

POINT PESCADORES.—W. by N., 12 miles, is a projecting bluff point called Pescadores; it has a cove on its eastern side, surrounded by islets, and off the points, at the distance of three-quarters of a mile in a southerly direction, lies a rock barely covered. To the westward of the point there is a bay, but no anchorage; and the coast then runs in a direct line W. $\frac{1}{2}$ N.,
28 miles, as far as Atico Point, a rugged peninsula, with a number of irregular hillocks on it, and barely connected with the coast by a sandy isthmus. At a distance it appears like an island, the isthmus not being visible far off.

Atico Road.—There is a tolerable anchorage in Atico Road, in 19 or 20 fathoms, on its western side, and excellent landing in a snug cove at the inner end of the peninsula. By keeping a cable's length off shore, no danger need be feared in running into this road. The Valley of Atico lies 1£ league to the eastward, where there are about 30 houses scattered among trees, which grow to the height of some 20 ft. From this point the coast continues its westerly direction (low and broken cliff, with hills immediately above) to the foot of Capa Point; it then forms a curve towards Chala Point; and in these two intervals are several sandy coves, but none serviceable for shipping. Lobos Point is 8 miles North of Atico. It projects but slightly, and its western extremity is formed of black rocks.

Chala Point bears from Atico Point W.N.W. ¼ W., distant 17 leagues; it is a high rocky point, the termination of the Morro, or mount of that name. This mount, 3,740 ft. high, shows very prominently, and has several summits. On the East side there is a valley separating it from another but lower hill, with two remarkable paps, and on the West it slopes suddenly to a sandy plain. The nearest range of hills to the westward are considerably in-shore, making Morro Chala still more conspicuous.

Saguas Creek.—At 30 miles distant from Atico Point is the small creek of Saguas. Bottom is found in 8 to 15 fathoms, 3 cables off shore. There is no shelter from the heavy S.W. swell, which makes landing very frequently impossible. The bed of a dried torrent is seen in the ravine extending from the valley.

Unsafe Cove.—About 9 miles to the eastward of Chala Point is a small cove, with 15 to 20 fathoms, protected by some off-lying rocks, where the Pacific Steam Navigation Company have established a port of call for their steam vessels, but it is a difficult place even for a boat to land. Recently the wharf was destroyed, and no vessel should go within the rocks, as the heavy rollers will sometimes come in without warning, and then it is all broken water. A merchant brig was enticed in by the natives, but was nearly lost before she got out again. Port Chala is the nearest port to the City of Cuzco. Of recent years, business has been opened up with the interior. There are several good veins of copper in its vicinity, some of which are being worked. The place is destitute of all necessaries, even water.

At 18 miles N.W. by W. ¼ W. from Chala Point is Charini Point, which appears like a rock on the beach; between these points there is a sandy beach, with little green hillocks and sand-hills; and two rivulets, running
from the valleys of Atequipa and Lomas. These valleys are seen at a considerable distance.

Tanaca Creek, 7 miles northward of Chala Point, is entirely without shelter, the beach is covered with rocks, the sea breaks heavily, and the holding ground is bad.

Atequipa Valley is 3½ miles W. by N. from Tanaca Creek; through it flows a rivulet, and cultivated fields with herds of cattle extend almost to the sea shore. The beach in front of the valley is low and sandy. There is no safe anchorage, nor good landing for boats, owing to the heavy surf.

Following the coast 2 miles further in its W.N.W. course is the small Ooopsa Creek. The bottom there is rocky, in 7 to 9 fathoms, half a mile from the beach. The country appears cultivated, but the place is without shelter, and the heavy swell makes landing dangerous, and is therefore not suitable for commerce. Lomas Valley, 6 miles W. by N. from Atequipa Valley, is wide, covered with vegetation, and bounded North and South by high mountains. A rivulet flows through the valley, but there is neither anchorage nor safe landing.

Lomas Point projects at right angles to the general trend of the coast, and, like Atico, is all but an island; it may easily be distinguished, although low, from the adjacent coast by its marked difference in colour, being a black rock.

Lomas Road is the port of Acari, and affords anchorage in from 5 to 15 fathoms, and tolerable landing; it is the residence of a few fishermen, and used as a bathing place by the inhabitants of Acari, which is a populous town several leagues inland. All supplies, even water, are brought here by those who visit it; the fishermen have a well of brackish water scarcely fit for use.

There are a few huts which are used as stores for the produce of the adjacent estates, sugar, chancaca (a sort of brown sugar), rum, and aguardiente. The Andes present a magnificent sight all along this part of the coast. Labos Point, surrounded by detached rocks, is 7 miles North of the Port of Lomas.

Port San Juan.—W.N.W. ¼ W., 23 miles from Lomas Point, we come to Port San Juan, and 8 miles further that of San Nicolas. The former is exceedingly good, and offers a fit place for a vessel to undergo any repairs, or to heave down in case of necessity, without being inconvenienced by a swell; but all materials must be brought, as well as water and fuel, none being found there.

The shore is composed of irregular broken cliffs, and the head of the bay is a sandy plain; still the harbour is good, indeed much better than any other on the S.W. Coast of Peru, and might be an excellent place to run for, if in distress. It may be distinguished by Morro de Acari, a remarkable sugar-loaf hill, 1,650 ft. high, rising very steeply from the cliff, on the
North side of the bay; and 3 leagues to the eastward, a short distance from the coast, a high bluff head forms the termination of a range of table-land, and is well called Direction Bluff.

S.W., three-quarters of a mile from Steep or San Juan Point (the southern point of Port San Juan), lies a small black rock, always visible, with a reef of rocks extending a quarter of a mile to the northward; and nearly 2 miles to the S.E. there is an islet that shows distinctly.

Port San Nicolas.—The harbour of San Nicolas lies N.W. ½ N., 8 miles from San Juan, is quite as commodious and free from danger as the latter, but the landing is not so good. Harmless or San Nicolas Point may be rounded within a cable. There are a number of scattered rocks to the southward of it, but as they all appear, there is no danger to be feared. There are no inhabitants at either of these ports, so that vessels wanting repairs may proceed uninterruptedly with their employment. The only vessels which visit this place come for the cotton, cochineal, &c., from the neighbouring estates. Piles of cotton-bales for export are almost always to be seen on the beach. The usual berth is in from 6 to 15 fathoms, on the southern side of the bay, near the shore, where boats may be beached in safety, with care.

Beware Point.—N.W. by W. ½ W., 8½ miles from Harmless Point, is Beware Point, high and cliffy, with a number of small rocks and blind breakers in its immediate vicinity. From this point the coast is alternately cliffs and small sandy bays, for 15 miles to Nasca Point, round which lies Caballos.

Changuillo Gully is 11 miles North of Beware Point. There is some cultivation in it, but there is no anchorage off it. The brig Hector was totally wrecked when anchored here, mistaking it for Caballos, which was her destination.

Nasca Point may be readily distinguished; it has a bluff head of a dark brown colour, 1,020 ft. in height, with two sharp-topped hummocks moderately high, at its foot. The coast to the westward falls back to the distance of 2 miles, and is composed of white sandhills.

Caballos or Nasca Point is round two other small points in the depth of the above bight. It may be known by a landmark, a pole on a small hill, which, however, should not be too greatly depended on. Anchor with this pole bearing S.W. ½ W., 1½ cable distant, in 6 fathoms, coarse sand. This is the most sheltered spot. The best landing place is near the easternmost rocks on the weather shore. Endeavour to anchor here before 10 a.m., as after that the strong South wind sets in, lasting till 8 or 9 p.m. Vessels come here to load cotton, cochineal, and wines from the surrounding estates. There are no inhabitants, but a small hut stands on the South shore.

Generally, strong southerly winds prevail from 10 a.m. till midnight.

South Pacific.
Vessels entering should select the morning, and be prepared for strong
gusts. After rounding two small points inside Cape Nasca, the flagstaff
should be seen; but if it be down, the place where it stood would be a guide
for anchoring, being a small hill or mound on the beach.

The most sheltered berth from wind and sea is in 6 fathoms, sand, with
the flagstaff W.S.W., about 1½ cable distant. Ships should moor with 70
fathoms of cable. The work of loading, &c., must be done when the wind
subsides, and sometimes at full and change of the moon the winds continue
through the night.

N.W. by W. 2½ W., 28 miles from Nasca Point, is Dona Maria Point, and
the rocks called Infiernillo. The point is low and rugged, surrounded by
rocks and breakers. At the distance of 1½ league inland, to the eastward, is
a remarkable flat-topped hill, called the La Mesa or Table of Dona Maria,
2,160 ft. high.

The Infiernillo Rock lies due West from the northern end of Santa
Maria, at the distance of a mile. It is about 50 ft. high, quite black, and
in the form of a sugar-loaf; no dangers exist near it, and there are 54
fathoms at 2 miles distance. It should not, however, be passed under a mile
distance. The Pacific Mail steam-vessel Santiago struck and was nearly lost
on it. Between this rock and Caballos Road the coast to a short distance
West of the small River Yea is a sandy beach, with ranges of moderately
high sandhills. Olleros Point, low and sandy, is 8 miles North of the Yea
River. Off it are two sharp-pointed rocks. Vessels have landed here on the
northern side from the neighbouring estates; but it is too exposed, and has
been abandoned. From thence to the Infiernillo it is rocky.

N.W. 3 ½ W., 10 miles from Santa Maria, is Azua Point, a high bluff with
a low rocky Point off it. Between them, on the lofty range of interior moun-
tains, white patches in the form of belts are seen.

N.W. by W. from Azua Point, and at the distance of 21 miles, is the
Dardo Head, forming the northern entrance to the Bay of Independencia (or
Independencia).

INDEPENDENCIA BAY.—This extensive bay, which is 15 miles in
length in a N.W. and S.E. direction, and 3½ miles broad, was unknown till
the year 1825, and then only by an accidental discovery. The Dardo and
Trujillana, two vessels that were conveying troops to Pisco, ran in, mistaking
it for that place, and were wrecked; and many of the people on board
perished. It derives its name from the fact that here General San Martin
landed with his army, and proclaimed the independence of Peru. It has
two entrances: the southern, called Serrate, is formed by the islets of Santa
Rosa, on the North, and Quemado Point on the South. It is three-quarters
of a mile wide, and free from danger. Santa Rosa Islet is peaked and of a
light colour. In passing it keep on the South side. The Morro Quemado,
3,070 ft. high, is very conspicuous from its proximity to the ocean; it is the
INDEPENDENCIA BAY.

northern end of the lofty coast of a light colour. The northern, or Trujillana entrance, to Independencia Bay is named after one of those unfortunate ships, and is formed by Carretas Head on the North, and the southward by Dardo Head, so called after her consort. It is 4 ½ miles in width, and clear in all parts. The bay is bounded on the West by the islands of Viejas* and of Santa Rosa, and on the East by the main land, which is moderately high, clifft, and broken by a sandy beach, at the end of which is a small fishing village, called Tungo. The people of this village are residents of Yca, the principal town in the province, which is about 14 leagues distant; they come here occasionally to fish, and remain a few days, bringing with them all their supplies, even to water, as that necessary of life is not to be obtained in the neighbourhood.

There is anchorage in any part of this spacious bay; the bottom is quite regular, about 20 fathoms all over, excepting off the shingle spit on the N.E. side of Viejas Island, where a bank runs off that spit to the northward, on which there are 5 and 6 fathoms; this is the best place to anchor, for, on the weather shore near Quemado Point, it blows strong with sudden gusts off the high land, and great difficulty would be found in landing; and there is a snug cove or basin within it, where boats may land or lie in safety at any time. At the southern extremity of Viejas there is a remarkable black lump of land, in the shape of a sugar-loaf, off which lies the white level island of Santa Rosa, the S.W. side of which is studded with rocks and breakers, but there is no danger a mile from the shore. N.W. ¾ N. 6¾ leagues from Carretas Head, is the Boqueron of Pisco, or the entrance to that bay; the shore between them forms a deep angular bay, with the Island of Zarate, dark coloured, near its centre. The Boqueron is formed by the main land on the East, and the Island of San Gallan on the West.

The lofty Carrasco Heights, 3,000 ft. high, are seen towards the eastern part of the bay. The Carretas Mountains enclose its northern side, forming a black rocky promontory, descending in steps southward to a point. From this the coast trends northwardly 4¼ miles to Mount Wilson, 1,460 ft. high.

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* On the mountain on the N.E. coast of the Viejas Island, off where there is good anchorage, there is a large quantity of guano, which has been increased by the birds which abandoned the Chincha Islands when they began to be worked by the Government. It is said that 300,000 tons have thus been added to the former deposits. The place is uninhabited, and therefore destitute of all resources.

† Yca is moderately large and very agreeably situated. The vino is almost the only object of industry, and flourishes with astonishing facility. The fruit is chiefly employed in making brandy, which, from being shipped at Pisco, is called Aguardiente de Pisco. The vale of Yca supplies all Peru, and much of Chile, with this liquor. A superior and much dearer brandy is also made from the muscatel grape, and called Aguardiente de Italia.—Ven Tschudi, p. 224.
very bold, and composed of black rocks. Here the coast becomes lower and forms a spacious bay, terminating 10 miles northward of Mount Wilson.

Sallinillo Cove is to the North of a point which is due East of Zarate Island. It has no shelter whatever, and landing is not safe in the ship's boats. It is the point at which the salt is shipped from the Pisco salt-lakes, 2 miles inland. It is uninhabited, except when those engaged in shipping the salt come here, and it has no supplies of any kind.

Mount Lechuza is seen inland. It is 1,300 ft. above the sea, of a light colour, and peaked at the summit. Cape Paracas is North of Huacas Point, and is the end of that coast. On the East side of the cape there is a bay, with tolerable anchorage in 6 to 10 fathoms. From this bay the high coast trends easterly, terminating on Singular Point, and then runs southward 3½ miles. On the slopes of the mountains, between the two last-named points, are three very large and well-made stone crosses of unknown origin or antiquity. This range of high land forms what is called the Peninsula of Paracas, joined to the continent on the S.E. by a sandy plain 3 miles wide.

SAN GALLAN ISLAND is 2½ miles long, in a N.N.W. and S.S.E. direction, and 1 mile in breadth; it is high, with a bold clffy outline. It is usually the landmark for correcting the position of ships bound to Callao after doubling Cape Horn, or from Australia, of the northern summit, 13° 50' S., long. 76° 31' 15" W. There is a deep valley dividing the hills, which, when seen from the S.W., gives it the appearance of a saddle, the South end terminating abruptly, while its northern end slopes more gradually and carries several peaks. Off this point there are some detached rocks, the northernmost of which has the appearance of a nine-pin, and shows distinctly. S. ¾ E. at the distance of a mile from San Gallan, lies the Pineira Rock, which is much in the way of vessels bound to Pisco from the southward; it is just level with the water's edge, and in fine weather can always be seen; but when it blows hard and the weather tide is running, there is such a confused cross sea, that the whole space is covered with foam, rendering it difficult to distinguish the rock; at such a time the shore should be kept well aboard on either side, and when in a line between the South point of the island and the white rock off Huacas Point, you will be within the rock, and may steer for Paracas Point, on rounding which the Bay of Pisco will open.

PISCO.—This extensive bay is formed by the Peninsula of Paracas on the South, and the Ballista and Chincha Islands on the West. The town of Pisco is built on the East side, about a mile from the sea, and is said to contain 5,000 inhabitants.

The trade and importance of Pisco vastly increased when the Chinchas were so much resorted to. The steamers from Panama, &c., called regularly and the wealth thus brought to it has left its impress on the permanent fortunes of the place. The Pier is one of these improvements. It consists of
iron piers, supporting a wooden platform, extending 2,250 ft. into the sea. Landing may be effected whatever may be the state of the sea at the stair-case at its head, as it reaches beyond the point where the rollers commence, the span between this and the surface on the beach is generally 1,500 ft. or more. This part is called la taza, and many lives were lost in it before the pier was completed. The officers of the coast-guard and the captain of the port are on each side of the pier-head. Iron pipes conduct water for shipping to the pier-head.

Light.—At the end of the mole in Pisco Bay is a lighthouse, 46 ft. above the level of the sea. It exhibits a red light, which can be seen in clear weather from a distance of 3 miles. The light is intended to indicate the landing place and the anchorage at night.

The Railroad to Ica or Yea was built by capital guaranteed by the Peruvian Government. The city is 14 leagues distant from Pisco. The town is built on higher ground inland of the port, a third of a mile from the sea. The principal church, with two white steeples, which can be clearly distinguished, is an excellent mark for making out the port. Preserved and all kinds of fresh provisions and fruit are to be had in abundance. Mr. Elias introduced an extensive trade in wine, which is yearly on the increase; wool and cotton are also exported.

A line of railway is to be constructed to connect Lima with the port of Pisco, a distance of 145 miles, which would open up some of the richest sugar estates on the coast.

The bay affords no shelter from the swell which continually sets in from the S.W. The beach is even and low, forming an anchorage in 4 to 7 fathoms, oazy bottom. The best place to anchor, for receiving and discharging cargo, is on the South side of the pier, 200 fathoms off shore in 4 fathoms. Vessels drawing more than 17 ft. should anchor a little further off, to guard against the frequent heavy swell and the rollers. From 11 a.m. until sunset there is often a strong southerly breeze, known as the Paracas, so called from its blowing over the peninsula of that name. When this is on it is necessary to suspend work, as the boats cannot then land or embark cargo. On this account care should be taken to have a good anchor out with not less than 45 fathoms of chain.

Loading and unloading vessels is done by launches from the shore; they run aground in front of the warehouse on the South side, and are secured by means of a guest warp, one end anchored out, the other fast to the shore.

The best anchorage off the town is with the church open of the road, bearing E.N.E. 3 E. in 4 fathoms, muddy bottom, three-quarters of a mile from the shore.

There may be said to be four entrances to the capacious bay of Pisco: the Boqueron, already mentioned; between San Gallan and the Ballista Islands; between those and the Chincha Islands; and the northern entrance between
them and the main. The Salcedo Rock lies about 7 cables' lengths S.E. by S. from the south-eastern end of the second of the Ballista Islands. It has 4 feet on it at low water, with 4 fathoms close-to.

In coming from the southward, after passing Paracas Point, a course may be shaped to pass close southward of Blanca Island, in order to give a berth to some shoal ground to the N.E. of the head, and then towards the church of Pisco, which will lead directly to the anchorage. Abreast of the island you will have 12 fathoms, muddy bottom; and from this depth it decreases gradually to the anchorage.

In coming from the northward it is all plain sailing; after passing the Chinchas and stands in boldly to the anchorage; the water shoals quicker on this side of Blanca Island, but there is no danger whatever. Vessels having to ballast here, should work up and anchor under Shingle Point; they can lie close to the shore, and boats may land with expedition.

In coming from seaward, this part of the coast may easily be known by the Island of San Gallan, and the high Peninsula of Paracas at the back of it, which make like large islands, the land on each side being considerably lower, and falling back to the eastward, so as not to be visible at a moderate distance. As the shore is approached, the Chinchas and Ballista Islands will be seen, which will confirm the position; there being no other islands lying off the coast near this parallel.*

Pisco River is 24 miles North of the Pisco warehouses. There is plenty of water in the mouth during the summer, but it runs dry in the winter. North of the river are some hills called the Caucato Heights, the only ones hereabout.

Caucato.—To the North of the heights the coast forms a small bend, known as the Port of Caucato. It is an unsheltered anchorage, and the heavy swell renders it impracticable to land in boats; launches are therefore taken from Pisco for the purpose. The beautiful Valley of Chinchas commences here, and the products of its cultivation, sugar, wine, vegetables, &c., are shipped at Caucato. At 9 miles distance along the low and sandy coast is the mouth of the Chinchas River, with abundance of water from January to May; the rest of the year the water is drawn off for irrigating the valley.

Tambo de Mora is just to the North of the mouth of the Chinchas River. It has been opened for a few years as a port for shipping the produce of the Chinchas Valley. The best direction which can be given for finding the anchorage is to note the end of the valley or low beach, and at 1 mile before reaching the cliffs to the North you should anchor. Small vessels are nearly

* Capt. Livingston, when off Pisco, Aug. 26, 1824, in lat. 13° 50' 28" S., long. 75° 30' W., found the water much discoloured, indeed quite green.
always to be found at this anchorage. The small village can be seen on the
beach. The bottom is muddy in from 3½ to 5 fathoms, at half a mile from
the beach, but quite open to the S.W. swell, and, as sudden changes in the
wind occur here, they should be guarded against.

The CHINCHA ISLANDS have been one of the principal points of com-
mercial interest on the South American coast. The guano upon them, which
exceeded greatly in abundance that on the well-known Island of Ichaboe,
similarly situated in respect to the African coast, was the object of a very
considerable shipping trade. They were not very perfectly surveyed by the
Beagle, but are now so well known, that there will be no difficulty in making
or approaching them. The principal danger discovered is a small sunken
rock, named the Peacock Rock, having 5 ft. at low water on it, and 5 fathoms
all round it. It is conical, and the size of a small boat, lying about half a
cable's length off the N.E. point of the island. Mr. George Pescock laid a
buoy on it, in 5 fathoms, a boat's length from the rock North of it. Another
rock lies some 60 yards S.W. of it, which is also kept buoyed. Should the
buoys be gone at any time, the East point of the middle Chinchca kept open
of the South point of the North Island, until the N.W. rock opens of that
island will clear these dangers.

They are three in number. The North Island is in lat. 13° 38' S., long.
76° 27' 30" W., bears N. 73° W., 11 miles from Pisco, and contained the
principal deposit of guano.* It was shipped from two wharves; one on the
North end, the other on the East side up to which the guano was brought
on tramways. The Middle Island is separated from the North Island by
a channel one-third of a mile wide. The South Island, the residence of
the authorities, is divided from the Middle Island by a shoal channel,
which has some dangers in it, and is a quarter of a mile wide. Close to
the westward of the South Island are some high rocks, or farallones, and at
1 mile distant from it is the Goleta or Schooner Islet, and half a mile South of
this a small hummock, or farallon.

Although the depth of water is great, the anchorage may be considered

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* The great deposits on the Chincha Islands, which were used by the coast agricultu-
ralists in the time of the Yncas, are now nearly exhausted. They have been worked for
the European markets since 1846. In 1851 the amount of shipping which loaded at the
Chinchas represented a tonnage of 191,000; from 1851 to 1860 it was 2,860,000, and the
yearly mean during that period was 286,000 tons. Between 1853 and 1872 there were
8,000,000 tons shipped from the North and Middle Islands. The Chincha Islands ceased
to be worked for export to foreign countries in 1872, and now only Peruvian vessels load
guano for use in Peru, at the northern island, where there are still believed to be 160,000
tons. In 1873 the North Island was visited by 35 Peruvian vessels, which shipped 11,634
tons. The population of the three islands was 6,000 in 1868. In 1874 there were 105
persons on the North Island, and none on the others.
secure, as it never blows strong, except from the southward; the breeze from that quarter is termed the "Paraca" (coming from the peninsula of that name), but as the merchant ships usually anchor to the northward of the island, they are consequently sheltered from its violence; the best anchorage is between the North and Middle Chincha, in 18 or 19 fathoms (white sand and shells), taking care to be a little to the eastward or westward of the mangaras or guano hoses, to avoid the dust that is blown from them (when the southerly wind sets in), which is disagreeable and offensive. In proceeding from Callao to the Chincha Islands, it is recommended to stand off the land at night, and towards it during the day, until to the southward of lat. 13°, when it is advisable to keep within 4 or 5 miles of the shore down to Pisco. The currents are uncertain at the Chincha Islands, but generally set to the northward about 1½ knot per hour.—(Mr. W. Dillon, R.N.)

Cerro Azul.—From Pisco the coast, a low sandy beach with regular soundings off it, runs in a northerly direction 13 miles, as far as the River Chincha, and from thence to the River Canete, 27 miles to the north-westward, it is a line of clay cliffs, from 430 to 450 ft. high. From this river to Frayle Point a distance of 7 miles, a beautiful and fertile valley fringes the shore, and to the north-eastward of Frayle Point stands the town of Cerro Azul. The anchorage is W.N.W. from the bluff that forms the cove, three-quarters of a mile distant, in 7 fathoms; nearer the shore the water is shoal, which causes a long swell. The landing place is on the northern side of Frayle Point, on a stony beach, where a heavy surf, however, constantly breaks. A wooden pier connected with the works of Quebrada and Casa Blanca, also affords facilities for landing and commerce. This valley produces rum, sugar, and chancaca, large cakes of brown sugar, for which it is resorted to by coasters.

Point Loberia, somewhat projecting, is 5½ miles northward of Cerro Azul, and at 9 miles farther is Mal-passo de Asia Point, a small cliff detached from a low sandy beach.

There are no objects of interest between this and the Asia Islands, which are distant 17 miles N.W. ¾ N. from Cerro Azul, and are merely a patch of high rocks, projecting about 2 miles to seaward from a very flat sandy beach, having a channel carrying 4 fathoms, but well studded with rocks, which by daylight are easily avoided. Asia Peak is situated in lat. 12° 47' S., and its island (like a white army tent) is about half a mile long by a quarter broad, having no vegetation. There is good landing in a very snug bay, on its eastern side. Between Cerro Azul and Asia Island the coast is dangerous, and landing generally impracticable, but the lead will always afford timely warning.—(Sir E. Belcher, R.N., H.M.S. Sulphur.)

Chilca Point, 20 miles N.W. from Asia Islands, forms a sharp elbow in the land, making a very deep bay, in which a small town was noticed. It is
about 300 ft. high in its highest part. A remarkable peak, called Devil's Peak, rises about 300 feet perpendicularly, and forms the eastern limits. Northerly from Chilca Point 3 miles, lies the Port of Chilca, formed by a large island, which enables vessels of small draught to lie in a complete dock, land-locked, the outer harbour having good anchorage in 10 to 14 fathoms. A small village of huts, with a chapel, is situated on the eastern beach of the inner harbour, and is merely the resort of fishermen, and of those employed in the extensive salt lakes. The whole soil is entirely impregnated with salt.

Lurin is a town one-third of a mile inland at 12 miles northward of Chilca. It stands on a periodical river, and is frequented by the people from Lima at times.

Pachacamac Island.—From Chilca the coast forms a bend to the Valley of Lurin, off which are the Pachacamac Islands. The northern is the largest, half a mile in length, and about a cable's length broad; San Francisco is the most remarkable, being quite like a sugarloaf perfectly rounded at the top; the others are mere rocks, and not visible at any distance. One mile South is the Corcovado Reef, 1 mile in extent. At the northern end of these islands lie Viuda Rocks, even with the water's edge; the group runs nearly parallel to the coast, in a N.W. and S.E. direction, and is about a league in extent. There is no danger on their outer side, but towards the shore the water is shoal, which causes a long swell to break there heavily. This island is one of the most interesting places on the Peruvian coast. At the time of the Spanish invasion it was connected with the main land, and formed a promontory. Possibly it may have been detached from the coast during the great earthquake of 1586. On the summit of a hill on the island is the Temple of Pachacamac, or Castle, as it is called by the Indians, a square edifice of three terraces, built of rock, and covered with sun-dried bricks.

Morro Solar.—From Lurin to the Morro Solar is a sandy shore called Conchan Beach, with moderately high land a short distance from the sea. The Morro Solar, or Salto del Fraile, is a remarkable cluster of hills, 870 ft. high, standing on a sandy plain; when seen from the southward it has the appearance of an island in the shape of a quoin, sloping to the westward, and falling very abruptly in-shore. On its sea-face, however, it terminates in a steep cliff, called Codo Point, with a sandy bay on each side.

Off Solar Point, the S.W. point of the Morro, there is an insignificant inlet, with some rocks lying about it, and off Chorillos Point a reef of rocks projects about 2 cables' lengths; round this reef, on the North side of the Morro, lies the town and road of Chorillos. The former is built on a cliff, at the foot of one of the slopes of that mountain.

Chorillos, 3 leagues to the South of Lima, is the favourite watering place, and frequented by the people of Lima during the bathing season, South Pacific.
January to April. It is only a pleasure resort. Water is now brought by pipes to the public square and other parts. A railroad, 9 miles in length, constructed in 1857-8, connects it with Lima.

Miraflores is 3 miles North of Chorillos, on the same bay, and on the cliff. The Surco rivulet supplies the place with water. The surf on the beach is very heavy. At 5 miles S. 76° W. from Miraflores is an islet called La Horadada, from its being pierced through, lying toward the middle of the bay. The part of the beach lying between Miraflores and Callas Point is called La Mar Brava, from the heavy surf thrown on to it.

Chorillos Bay has very foul ground. A reef lies off from the S.W. point of the Bay (N.W. of the Morro Solar); from the break it seems to extend 1½ or 2 cables' lengths from the point, and a good berth ought to be given to it.

Sailing vessels anchoring in Chorillos Bay should keep Solar Point open of Codo Point; by so doing they will ride in 8 or 9 fathoms, and not have so much swell as there is farther in. Steam vessels may anchor nearer the town in 6 fathoms, but the islet off Solar Point should not be shut in by Chorillos Point.

The landing in the bay is bad; canoes built purposely, and dexterously managed, are the usual means of communication; for though, no doubt, there are times when a ship's boat may land without danger, yet seldom without the crew being thoroughly drenched.

When the swell is not too heavy, landing may be had at the pier, on the end of which there is a flagstaff.

From Chorillos the coast runs in a steady sweep, with cliffs, diminishing in height, till it reaches the Point of Callao, which is a shingle bank, stretching out towards the Island of San Lorenzo, and which with it forms the extensive and commodious Bay of Callao.

CALLAO AND LIMA.

Callao is the port of Lima, the Peruvian capital. The harbour is protected from the Pacific by the Island of San Lorenzo; the town standing on a sandy peninsula, which projects beyond the general line of coast towards the middle of the island.

The Bay of Callao forms a fine harbour. The climate and prevalent winds from the southern quarters render it so. Its northern side is entirely exposed, but there is no danger to be apprehended from that quarter. San Lorenzo keeps off all swell from the shore immediately around the town, but a few miles to the northward the surf breaks heavily on the beach, and effectually prevents all landing.

The small strait separating San Lorenzo from the land will perhaps afford some insight into those remarkable geological changes which have occurred.
in the coast and land of Peru. Mr. Darwin considers that this part of the
land has risen 85 ft. since it had human inhabitants. There are statements
that the land sunk at different periods, among others in 1746, when the great
earthquake swallowed up the city of Callao; the ruins upon the tongue of
land from the fortress, supposed by Darwin to be of this city, are those of
Callao, destroyed in 1630. Subsequently to this it must have been upheaved,
for boys used to throw stones over to the island. At present the distance is
nearly 2 English miles. Another proof of sinking is the shoal between the
coast and San Lorenzo, called the Camotal, which in early times was cul-
tivated, particularly with camoto (sweet potatoes), hence its name. This
occurred perhaps in 1687 or 1630.

Callao, since the accession of wealth brought here by the guano trade and
the railways, has much improved in condition. All vessels are obliged to
clear here on their arrival and departure. The Forts of San Sebastion and
San Rafael still exist, but the castle, long the key of Peru, is dismantled,
and converted into a better use, viz., that of a custom-house.

Docka. — The Port of Callao has been much improved by the construction
of docks, which were commenced in 1871, and completed in 1875. There is
a total length of 4,520 ft. of sea wall, enclosing 52 acres, with berthing ac-
commodation for 30 large vessels. In addition to the dock wall, a long sea
wall has been built round the bay, reclaiming a space equal to 13 acres,
where warehouses have been erected. There are 18 steam cranes, a triple
line of railway along the whole length of the dock wall, a lighthouse, and a
supply of fresh water at eight points for the use of shipping.

Previous to the construction of these docks all goods were landed by
lighters. Three chief moles were used, viz., the old mole, at which the railway,
6 miles long, from Lima terminated; Chaculto mole, on the South
coast, used for the discharge of corn and flour, had the terminus of a railway
from Bellavista upon it; and a new mole has been constructed on the eastern
part of the bay for the terminus of the Trans-Andean railway.†

* Prior to its destruction, the collection of batteries, known under the name of the Castle
of Callao, had an imposing appearance. One of the scenes for which it is best known
to Englishmen is the exploit of Lord Cochrane, who cut out the Esmeralda Spanish frigate,
by means of fourteen boats, on the night of Nov. 5th, 1820, from under its guns, thus
destroying the Spanish naval power in the Pacific, and giving a great impetus to the success
of the Chilians against the Spanish domination.

† The railroad from Lima, across the maritime cordillera of the Andes to Oroya in the
sierra valley Xauxa, is 136 miles long, of which 60 are finished. The work was commenced
in 1870, and Mr. Meigg had undertaken to complete it in 1875. It is thus described by
Professor Orton: "Starting from the sea, it ascends the narrow valley of the once sacred
Rimac, rising the first 48 miles nearly 6,000 ft. Then it threads the increasingly intricate
gorges of the Andes, by a winding giddy pathway along the edge of the precipices and over
bridges that seem suspended in the air. It then tunnels the Andes at an altitude of 16,646
The value of imports, in 1871, was £2,375,528, chiefly in articles for domestic use; exports, £3,971,968, consisting in cotton, sugar, rice, bark, cochineal, oxen, sheep, goat-hides, wool, bullion, &c.

Climate.—Callao may be said to enjoy uninterrupted fine weather at all seasons of the year. The heat is seldom oppressive. The sea breeze from S.S.E. to S.E. sets in regularly between the hours of 11 a.m. and 2 p.m. with the force of a royal breeze, when the anchorage is cool and pleasant; the nights are generally cool. The early mornings are frequently damp and misty.

Occasionally yellow fever occurs. In March, 1868, the number of deaths at Callao amounted to 60 daily, and at Lima from 250 to 280 daily, when Chorrillos was but slightly visited. During that period the weather was unusually hot, being 82° in the shade. In such cases the anchorage at entrance of Boqueron, off the sunk dock, will be found healthy, as there is nearly always a breeze.

The English hospital, situated on Callao Spit, is clean, commodious, and healthy; merchant seamen and the crews of H.M. ships are carefully treated, and the hospital is inspected monthly by the senior naval officer.

The iron floating dock, named St. George's Dock, is moored off San Lorenzo Island, 2½ cables East of the point on which the factory stands. Its length is 300 ft., breadth inside 76 ft. It can be sunk to a depth of 33 ft., and will take in a ship drawing 21 ft., or weighing up to 6,000 tons. The rates for steamers are 1 sol per diem per ton for the first day, 75 centimes for the next four days, and 50 centimes for all subsequent days. Sailing vessels 50 centimes for the first day, 25 centimes for all subsequent days.

Repairs are done by heaving down, which however is liable to interruption by the rollers, at full and change, and during the equinoxes.

LIMA.—The city of Lima stands on a plain, in a valley formed during the gradual retreat of the sea. It is distant 7 miles from Callao, and 420 ft. above the sea; but from the slope being very gradual, the road appears absolutely level, so that, when at Lima, it is difficult to believe that one has ascended some hundred feet. Steep barren hills rise like islands from the plain, which is divided by straight mud-walls into large green fields, having only a few willows here and there, and an occasional clump of oranges and Bananas.—(Mr. Darwin).

The capital of Peru was founded by Pizarro, Jan. 15th, 1535; he is buried feet, the most elevated spot in the world where a piston-rod is moved by steam, and terminates at Oroya, 12,178 ft. above the sea.

* A nauseous smell, usually called the Painter or Barber, is frequently experienced by vessels in this port. It deposits on white paint and whitewash a thick slime of a chocolate colour, washing off from the former, but spoiling its after appearance; it is supposed to proceed from the mud at the bottom of the sea (probably sulphuretted hydrogen).
in the cathedral of this "City of the Kings," as he named it. Its present name is derived from the river which flows through it, the Rimac of the Peruvians, softened into its European form by the Spaniards.

The houses are tolerably built of adobes, or sun-dried bricks, canes, and wood; they are low, in order to stand the shocks of earthquakes. For the climate these houses are, however, sufficiently well adapted. The cathedral, the palaces of government and of the archbishop, the university, several colleges, and some churches, are the most remarkable edifices. The population was estimated at 180,000 in 1873. There are several unimportant manufactures carried on. Its trade in foreign merchandise, and its exports of the produce of the mines, and of the interior, are through the Port of Callao. Its water supply has recently been augmented by the construction of dams at the sources of the Rimac, just below the snow line of the Andes, thus preventing waste during the winter months.

THE ISLAND OF SAN LORENZO is 1,284 feet at its highest part, 4¼ miles long in a N.W. and S.E. direction, and 1 mile broad. Off its S.E. end lies a small but bold-looking island, called Fronton; and to the S.W. are the Palomino Rocks, on which it is proposed to erect a lighthouse. Its northern point, or Cape San Lorenzo, on which stands the lighthouse, is clear, and round it is the usual passage to the anchorage at Callao.

Light.—The lighthouse on Cape San Lorenzo is a wooden octagonal tower, 60 ft. high. It stands on the summit of the cape, and exhibits, at an elevation of 980 ft. above high water, a fixed white light, visible in clear weather from a distance of 12 miles. Between the bearings of N.W. to N., and W. by N. to N., it is hidden by the peak of the island; and when just open on the latter bearing leads through the Boqueron Channel in 4½ fathoms. From its lofty position, however, this light is not always seen, being often enveloped in the thick fog or haze which hangs over the high land, causing it at night to appear like a star only.

In rounding it, however, do not close the land nearer than half a mile, for within that distance there are light baffling airs, caused by the eddy winds round the island, by getting among which you would be more delayed than if you gave the island a good berth, and should have to make an additional tack to fetch the anchorage.

There are no dangers in working in, except the long spit that stretches off from Callao Point towards San Lorenzo Island; part of it, the Whale's Back, however, just shows at the water's edge, and the sea breaks violently along its ridge. Callao Point is very low, and consists of a bank of small round stones, as far nearly as the battery of San Rafel.

Should there be occasion to work to windward to fetch the anchorage, the above shoal with another rock, said to lie off the Galera Point, of the Island of San Lorenzo, are so far to the southward that you need scarcely apprehend borrowing on them. Run or work up close to the shipping, and anchor in from
7 to 5 fathoms, with the old mole head bearing about S.E. and San Lorenzo W. by S. Although the above mark is given for the most convenient anchorage, yet ships may lie with the greatest safety in any part of the bay, and in any depth of water, on clear ground and gradual soundings from 20 to 3½ fathoms up to the harbour works before described.

The Boqueron Channel.—The above is the obvious route to Callao; but there is another which, with common precaution, may be used to great advantage, by vessels of moderate draught coming from the southward, and passing through the Boqueron Channel between the Island of San Lorenzo and Callao Point.

Vessels drawing more than 20 ft. are recommended not to use this channel unless well acquainted with it. A good leading mark for the deepest water is the lighthouse on San Lorenzo Island in line with a factory chimney near the lift-dock, W. by N. § N.; this will lead through in not less than 5 fathoms, passing about a cable’s length westward of the S.W. spit of the Whale’s Back. The lighthouse in line with a large square house near the above chimney leads over the Fronton Shoal in 4 fathoms. Between these marks is the fairway of the channel.

The S.W. spit of the Whale’s Back, composed of coarse white sand and broken shells, is dangerous and steep-to, the water deepening from 22 ft. to 10 fathoms in a ship’s length; the heavy surf also that sets in about full and change frequently alters it, making the channel much narrower.

The directions given prior to the erection of the lighthouse were:—After making Fronton Island, steer so as to keep its southern end about a point open on the port bow; continue on this course until Callao Castle is seen, which has two martello towers on it, and stands on the inner part of the shingle bank that forms the point; then steer for that castle till Horadada Rock (which has a hole through it) comes in one with the middle of the southern sandy bay of the Morro Solar, bearing about E.S.E. with these marks in one, and therefore steering about W.N.W. for the furthest point of Lorenzo that can be seen, you will be clear of all danger; and when the western martello tower in the castle comes in one with the northern part of Callao Point, you may haul gradually round to the northward till that tower opens clear of the breakers on the spit, when a direct course may be shaped for the anchorage; taking care not to come nearer the sand called the Whale’s Back than 6 fathoms. There is no regular tide in this passage, yet a little drain always felt, sometimes to the N.W., and at others the contrary: should the stream be adverse, and it fall calm while in the channel, there is good anchorage in 8 or 9 fathoms, with the leading marks in one.

These marks will also lead clear of the bank that extends three-quarters of a mile to the northward of Fronton Island; and as soon as the rock between Fronton and San Lorenzo bears S. by W., the Fronton Shoal will have been passed, and San Lorenzo may be approached as above directed.
The lighthouse, if seen, affords a better mark for running through the Boqueron. Haul to the N.W. directly it opens, and run through with the South base just touching the high land; when the round islet between Fronton and Lorenzo is shut in, steer N.N.W. till the cliff of Cape San Lorenzo is well open, bearing W. ¾ N., then steer a direct course for the anchorage.

In March, 1849, Captain Thomas Harvey, R.N., worked through this channel in H.M.S. Havanna. The following are his remarks: Finding that the guano laden ships were not allowed to run through the Boqueron, in consequence of reported errors in the charts, and that the loss of sundry vessels was attributed to these errors, or shifting sands, the passage was sounded, and the Beagle's survey of 1835 verified, so far as the channel portion of it was concerned, and found to be correct; Mr. Hull, master, selected such turning marks as would enable ships drawing 24 ft. to work out through the Boqueron.

On weighing from Callao Road, steer for the North peak of San Lorenzo till the Horadada Rocks open of Callao Point; then S.W. ¾ W. for a sandy bay, in which is a lift-dock; and when the cliffs of Fronton and San Lorenzo touch, haul to the wind, and tack when the hole in the Round Islet is shut in by San Lorenzo. When standing towards the Whale's Back, tack directly the cliffs of Fronton and San Lorenzo open; vessels drawing 24 ft. and over should tack a little before, when a conspicuous dark mark on Fronton opens. When the cliff of the Red bluff on San Lorenzo is in line with a saddle on the summit of the island, bearing W. ¾ S., a vessel will be clear of the Callao Shoal, and may stand to the eastward. Very little current was found in the channel, the set is generally to the northward, it is therefore necessary to watch the last-named mark in standing away to the eastward.

This northerly set is, at times, considerable outside Fronton Islet, near which the winds, when light, are baffling and treacherous, it is consequently advisable to give it a berth of at least half a mile. In the narrows, when standing over to the Whale's Back, the first shoal cast gives timely warning to tack. The bold appearance of San Lorenzo has led strangers to suppose themselves nearer to it than they were, and the fear of approaching it has been the cause of getting on the Callao Shoal.

The River Rimac is 2 miles North of Callao, but is almost dissipated before it reaches the sea. The Caraballo River falls into the bay 7 miles farther to the northward. All this part of the coast is very shoal from the sand brought down from these rivers. At 2½ miles farther is an isolated sharp-pointed hill called the Morton de Trigo (wheat-stack) from its form. Bernal Point in front of it is low.

HORMIGAS.—Due West from the North end of San Lorenzo, at the distance of 31 miles, lie a small cluster of rocks called the Hormigas de Afuera; the largest is about three-quarters of a mile in circumference, 25 ft. high,
no sign of vegetation was observed: it is merely a resting place for birds and seals; landing might be effected, if requisite, on its North side, but with difficulty. Being somewhat in the way of vessels bound to Callao from the northward, and of those leaving that port for the West, care should be taken not to approach too closely, for fear of being overtaken by dense fog, so frequent on the Peruvian coast, while in their neighbourhood. The water is deep close-to all round, and no warning would be given by the lead. Several vessels have been lost on these rocks.

The Cordillera of the Andes, on this part of the Peruvian coast, approach it within 60 or 70 miles. Of their elevation we have but few measurements. One singular feature of this part of the range is, that it seems to be rather a continuation of the eastern range, with which it unites at the back of Arequipa, than the western chain of the Bolivian Andes. Several of the peaks to the South rise above the limits of perpetual snow. The best known are the Toldo la Nieve, S.E. of Lima, from which it is seen; the Altunchagua, about 10° South lat.; and the Nevado de Guayllillas above Truxillo, or 7° 50' S.

From Callao the coast is a sandy beach, lying in a northerly direction, until it reaches Dona Pancha Point; it there becomes higher and cliffo, and maintains this character for 4 miles as far as Mulatas Point, round which is the little Bay of Ancon, now rising into importance.

Pescadores.—To the West and S.W. of Ancon lie the Pescadores Islands, the outer and largest of which bears N.N.W. ½ W. from Callao Castle, and at the distance of 18 miles, with the exception of a sunken rock to the eastward of the larger islet, there appears to be no danger among these islands; they are whitish and steep-to, with from 20 to 30 fathoms near them. At 1 mile North of the westernmost of the Pescadores are two steep rocks called the Hormigas de Tierra.

ANCON BAY from the southward is not easily made out until abreast Cape Mulatas, but there is no difficulty in finding it, as the ship's position can be ascertained by bearings of Pescador Islands, and a direct course steered for it. The bay affords shelter from all winds, but those between N.N.W. and West. Anchorage was had by H.M.S. Chanticleer in 5 fathoms, with Cape Mulatas W. by N., and the town of Ancon S.E. by S. when there were eight ships at single anchor with swinging room. A town is being built, a station of the railway from Lima to Chancay is completed, and Ancon is expected to be a flourishing commercial place. Provisions of all kinds can be procured, but water is scarce.

North of Ancon Bay the hills approach the coast, leaving in some places not a path at their base. Several detached rocks lie a distance of 2 cables to the northward of this point. In calm weather boats can make a landing on a small beach.

Bay of Chancay.—N.W. by N. from Mulatas Point, 12 miles distant, is
the Bay of Chancay or Pasamayo and river of that name; this bay may be known by the bluff head that forms the point, and has three hills on it, in an easterly direction; it is a confined place, and fit only for small coasters. The town stands on the plateau 1½ mile distant, and is connected by rail and telegraph with the capital. From Chancay, the coast runs in a more westerly direction, as far as Salinas Point, a shingle beach, with a few broken, clifty points; the hills are near the coast, and from 400 to 500 ft. high.

**POINT SALINAS** is 27 miles N.W. by W. from Chancay Head. It is 5 miles in length, in a North and South direction; off its southern face there is a reef of rocks, a quarter of a mile from the shore; and at its northern angle, called Las Bajas, an islet at a cable's distance; two coves, between these points, are fit only for boats. There is a remarkable round hill 930 ft. high, called Salinas, at a short distance from the coast, and further in-shore, a level, sandy plain; at the South side of which plain lies the Salinas, or salt-ponds, that give the headland its name. These ponds are visited occasionally by people from Huacho.

**Misterioso Rock**, a mile off shore, between Salinas and Baja Point, breaks occasionally. From it Mount Salinas bears N.E. Great care should be taken to preserve a proper offing when in its vicinity (11° 16' S.), as it is directly in the track of vessels bound from Callao to Huacho.

**HUAURA ISLANDS.**—Off Salinas Point, in a S.W. direction, lie the Huaura Islands, the largest of which is called Mazorca or Mazorque. It is 200 feet in height, three-quarters of a mile long, and quite white; sealers occasionally frequent this island, as there is a landing place on its North side.

The next in size is Pelado; it lies S.W. ½ W. 6½ miles from Mazorque, is about 150 ft. high, and apparently quite round; and between these two islands a safe passage exists, and may be used without fear in working up to Callao. Between Mazorque and Salinas stand several other islands, which from their appearance may be approached without danger. Two of the channels between them are used by steamers. The inner one is narrow, between the main and Tambillo, rather a blind object at night; the other, between Mazorque and Pelado, a high conical rock, as seen from the S.E., is much used, being 6 miles wide, and quite free from danger.

**Salinas Bay**, eastward of Bajas Point, is of large dimensions, and affords roomy anchorage. *Plaja Chica* is in the easternmost part of the bay, and affords the best anchorage in 4 to 8 fathoms near the shore. Shipments of the famous Huacho salt are made from here, by means of boats lauding on the beach. The Salinas are 5 miles South of it, and will be connected with this place by a tramway. There is neither water nor provisions.

The island nearest to Salinas is El Tambillo; one mile from this are the two Chiquitana Islets; at 2 miles further are the Bravo and Quita-Calsoner Islets.

*South Pacific.*
Huacho Bay.—From Salinas the coast is moderately high and cliffy, without any break, until you reach the Bay of Huacho, which lies round a bluff, Huacho Head, and is small, but the anchorage is good, in 5 fathoms, just within the two rocks off the northern part of the head. The town of Huacho, with 5,000 inhabitants, is built about a mile from the coast, in the midst of a fertile plain, and in coming from seaward has a pleasant appearance; it is not a place of much trade, but it is increasing. Whale ships find it useful for watering and refreshing their crews. Fresh provisions, vegetables, and fruit are abundant, and on reasonable terms; wood is also plentiful, and a stream of fresh water runs down the side of the cliff into the sea. Landing is tolerably good; yet rafting seems to be the best method of watering.

In coming from seaward, the best distinguishing marks for this place are the Beagle Mountains, three in number in the rear range, and each of which has two separate peaks. They lie directly over the bay, and, on closing the land, the round hill near Bajas Point, as well as the island of Don Martin, to the northward, will be seen; about midway between them is the Bay of Huacho, under a light brown cliff, the top of which is covered with brushwood. To the southward the coast is a dark rocky cliff.

Carquin Bay is N.N.W. 4 W., 3½ miles from Huacho. It is scarcely as large as Huacho, and apparently shoal and useless to shipping; off Carquin Head, which is a steep cliff, with a sharp-topped hill over it, there are some rocks above water, and an islet a short mile distant. N.N.W. 4 W., 3 miles from the islet near Carquin Head, stands the Island of Don Martin, moderately high, white with guano, and round to the northward of the point, abreast of it, is the Bay of Begueta, no place for a vessel.

From this bay the coast is moderately high, with sandy outline, all the way to Atahuanqui Point, distant 8 miles N.N.W. 4 W. This is a steep point, with two mounds on it, and is partly white on its South side; there is a small bay on its North side, fit only for boats. Between this point and the South part of Point Thomas, the coast forms a sandy bay, low and shrubby; with the town of Supé about a mile from the sea.

Supe Bay.—Point Thomas is similar in appearance to Atahuanqui, without the white on the South side. To the northward of this point there is a snug little bay, capable of containing four or five sail; it is called the Bay of Supe, and is the port of that place and of Barranca. There is a fishing village at the South end of the bay. The best anchorage is in 4 fathoms, with Point Thomas shut up in Patillo Point, about a cable's length from the rocks off that point, and rather more than a quarter of a mile from the village. Good anchorage may be obtained further out in 6 or 7 fathoms, though but little sheltered from the swell. In entering, no danger need be apprehended; Point Thomas is bold, with regular soundings, from 10 to 15 fathoms, three-quarters of a mile off it. Off Patillo Point, though there are a few rocks,
yet there is no necessity of hugging the shore very closely, as you can always fetch the anchorage by keeping at a moderate distance when standing in.

To recognize this port, the best guide at a distance is Mount Usborne, the highest and most remarkable mountain in the second range; it bears from the anchorage N.E. ¾ E.; it has something of the shape of a bell, and has three distinct rises on its summit, the highest at the North end.

Barranca Head is 2 miles North of Supé. It is low, and to the North of it is a bay of the same name, useless on account of the surf. A mile N.N.W. of Barranca Head several breaking rocks lie 2 cables off shore. At 3½ miles North of the head is the River and Valley of Patavilea, well cultivated and irrigated. Mount Darwin, or Patavilea Peak, rises inland. It is a very sharp cone, 5,800 ft. high.

From Supé the coast generally is a clay cliff, about 100 ft. in height, to the distance of ¾ league; it then becomes low and covered with brushwood, to the foot of Horca Hill; here it again becomes hilly near the sea, with alternate rocky points and small sandy bays, which continue for the distance of 6 leagues to Jaguey Point and the bay called Gramado. This is a wild-looking place, with a heavy swell rolling in; but it is visited occasionally for the hair-seal, with which it abounds. There is anchorage in 6 or 7 fathoms, sandy bottom, with the bluff that forms the bay bearing S.S.E. about half a mile from the shore; landing is scarcely practicable.

The coast maintains its rocky character, with deep water off it, as far as the Bufadero, a high steep cliff, with a hill having two paps on it, a little in-shore. From this bluff a rocky cliff from 200 to 300 feet high, with a more level country, extends as far as Lagarto Head, round which is the Port of Guarmey.

GUARMEEY, or Huarvey.—In comparison with other places, this may be considered a tolerable harbour, having good anchorage everywhere, in from 3½ to 10 fathoms, over a fine sandy bottom.

Firewood and charcoal are the principal commodities, for which it is the best and cheapest place on the whole coast. Vessels of considerable burden touch here for these articles, which they carry up to Callao, and derive great profit from their sale. There are also some saltpetre works, but little business is done in that line. The town lies in a north-easterly direction, about 2 miles from the anchorage, but is hidden by the surrounding trees, which grow to the height of 30 ft. It has only one street, and cannot contain more than 500 or 600 inhabitants. At the anchorage there is a small house, used for transacting business, but no other building, which is unusual, as at most of these places a small village has been established near the sea. Large stacks of wood are piled up on the beach, ready for embarcation. Fresh provisions, vegetables, and fruit, are plentiful and moderate; but water is not to be depended on.

Lagarto Head is a steep cliff, with the land falling immediately inside it,
and rising again to about the same height. In sailing in, after having passed the Head, a small white islet will be seen in the middle of the bay; steer for it, that you may not border on the southern shore, for there are many straggling rocks running off the points; and when sufficiently far to the northward to shape a mid-channel course bearing this Harbour Islet and the point opposite to it, to the southward, do so, and it will lead to the anchorage. In standing in, in this direction, the water shoals gradually to the beach, but the southern shore must on no account be approached nearer than a quarter of a mile. The best anchorage is in 4 fathoms, with Harbour Islets bearing N.N.W. ½ W., and the ruins of a fort on a hill in-shore, E. ½ N., about a quarter of a mile from the landing place on the beach.

The rise and fall of the tides are very irregular, and the time of high water uncertain; but, generally speaking, 3 ft. may be considered about the extent to which it ranges.

Culebras Cove.—N.W. by N. 7½ miles from the white islet at the North end of Guarmey Bay is Culebras Point, a level projecting point, similar in appearance to Lagarto Head, when seen from the northward. Culebras Cove is to leeward of Culebras Point, and has a depth of 6 to 8 fathoms, 2½ to 3 cables from the South shore. There are some houses, and a flagstaff in front of them. The beach is low, and boats can make a landing in the eastern corner, where the breakers are less severe. Some cotton is exported from here; the place is without resources. From that point the coast is rocky, with small sandy bays, and some rocks lying off it for three-quarters of a mile; there is also a white clifft islet. Cornejos Islet, 5 miles to the northward of Culebras, from whence the coast takes a bend inwards, forming a bay, and then out to Mongoncillo Point. A straight shore, of 10 miles in length, then leads towards the Colina Redonda, a point with two hummocks on it, and when seen from the southward, appearing like an island. On its North side is the Caleta, or Cove, but only fit for boats, and immediately over it the Cerro Mongon.

The Cerro Mongon, 3,900 ft. high, is the highest and most conspicuous object on this part of the coast. When seen from the westward it has a rounded appearance, though with rather a sharp summit; but from the southward it shows as a long hill with a peak at each end. The lower part is often enveloped in fog.

From Mongon a range of hills runs parallel to the coast, which is high and rocky, with some white islets lying off it as far as Casma, where they terminate in Calesario Point, a steep rocky bluff that forms the southern head of that port.

Casma Bay is a snug anchorage, something in the form of a horse-shoe; between the entrance points it is 1½ mile in a N.W. and S.E. direction, and 1½ deep from the outer part of the cheeks, with regular soundings from 15 to 3 fathoms near the beach. The best anchorage is with the inner part
of the South Cheek bearing about S.S.E. a quarter of a mile off shore, in 7 fathoms of water; by not going farther in you escape, in a great measure, the sudden gusts of wind that at times come down the valley with great violence. Captain Ferguson, of H.M.S. Mersey, mentions a rock with 9 feet water on it, on the South side of the bay, half a mile from the shore, that sometimes breaks. Corn, cotton, firewood, and charcoal are among its rising exports. The town is 6 miles from the port. A pier was determined on.

The best distinguishing mark for Casma is the sandy beach in the bay, with the sandhills in-shore of it, contrasting strongly with the hard, dark rocks of which the heads at the entrance are formed.

At 1 1/4 mile off the coast, and W. by S. 3/4 S. from the North head, is the Negra (or Black) Rock; it is of moderate height, and very dark. A sad event makes it memorable—the transport frigate Merida, with 800 souls on board, struck on it on a very dark night in 1854, and instantly sank. Her heroic commander, Don Juan Noel, after saving all he could, perished with 700 of her crew.

From hence the coast takes rather a more westerly direction, but continues bold and rocky. N.W. 1/2 N., 14 miles from Casma, is the great Bay of Samanco, or Guambacho; and midway between them the shore recedes into a deep bight, with the two islands of Tortuga and Viuda in front. At 3 miles beyond the bight is Samanco Point, a sandy beach 1 1/4 mile across, 2 cables off which lie the Chinos Rocks. Bird Island, nearly a mile N.E. of the point, is covered with white guano patches, and rocks extend 2 cables westward of it. Lobo or Seal Island forms the N.W. limit of entrance to Samanco Bay. It is 2 cables from the shore, and bears the same appearance as the coast in its vicinity.

The Bay of Samanco is the most extensive on the coast of Peru to the northward of Callao, being 6 miles in length, in a N.W. and S.E. direction, and 3 miles wide; the entrance is 2 miles across, between Samanco Head on the South and Seal Island on the North, and there are regular soundings all over the bay.

At the S.E. corner, in a sandy bay, stands a small village (the residence of some fishermen), at the termination of the River Nepeña. This river, like most others on the coast, has not sufficient strength to force a passage for itself through the beach, but terminates in a lagoon within a few yards of the sea.

The town of Guambacho is about a league distant, at the eastern extremity of the valley. And Nepeña, which is the principal town, lies to the N.E., about 5 leagues off. There is very little trade at this place. Refreshment may be obtained from the neighbouring towns. Firewood, charcoal, rice, and cotton are exported. The water of the river is brackish and unfit for use, but there are wells on the left bank, a short distance from the huts.
When taken on board this water is not good; but, contrary to the general rule, after it has been some time confined, it becomes wholesome and pleasant tasted. It is high water, at full and change, at 6\(^\text{h}30\text{m}\); springs rise 2 ft.

When at a distance, the best mark to distinguish this bay is Mount Division, a hill 1,800 ft. high, with three sharp peaks, rising from the peninsula between Samanco and the Bay of Ferrol. There is also a bell-shaped hill on the South side of the bay that shows very distinctly. Mount Tortuga, a short distance inland to the eastward, will also be seen; it is higher, and similar in appearance to the Bell Mount. North of Mount Division are three moderately high islands in a line, and 1\(\frac{1}{2}\) mile farther North is Blanca Island, very close to the North shore.

Samanco Head, the South point of the bay, is a steep bluff, with some rocks lying off it to a cable's length. On opening the bay, Leading Bluff will be seen, a large mass of rock on the sandy beach at the N.E. side, that looks like an island. In going in, give Samanco Head a berth in passing; you may then stand in as close as convenient to the weather shore, and anchor off the village in 4, 5, or 6 fathoms, sandy bottom. When rounding the inner points take care of your small spars, for the wind comes off the Bell Mount in sudden and variable puffs.

CHIMBOTE.—At 3 leagues from Samanco, and separated from it by a low sandy isthmus, is Ferrol Bay, 7 miles long and 4 deep, in the N.E. corner of which, between Blanca Island and the main, is Port Chimbote.

The railway, of which 40 miles was completed in 1874, is to be 172 miles in length, and to extend to the mining district of Recuay. It passes up the valley of Santa, then southward along the highlands, and is designed to open up the rich mines of the Ancache province, and encourage the growth of cotton, rice, coffee, cocoa, &c. Telegraphic communication exists with Lima.

The town, of quite a recent growth, stands on the shore, opposite Blanca Island, and has on its seaward side the remains of the old Indian village. Chimbote is now a port of call for the P.S.N. Company's vessels. A pier is constructing (300 ft. long in 1872), to be 1,640 ft. long, and supplied with derricks.

Supplies.—Beef and mutton are as cheap as at Callao; vegetables and fruits scarce and dear. Ships' stores moderate in price. Water brought from Coisa Bay by lighters, costs about 2 cents a gallon, and is as good as Callao water.

Directions.—To the southward of Blanca are the three Ferrol Islands, the passage between the northernmost of which and Blanca, 1\(\frac{1}{2}\) mile wide, is clear of danger, with plenty of water close to both islands. It is the main entrance. The passage between northern and middle Ferrol Island, half a
CHIMBOTE.

... mile wide, is suitable for steamers but not for sailing vessels, on account of the swells. The passages to the southward of this should not be used.

The northern passage, 1/4 cable wide between Blanca Island and Chimbote Point, is used by P.S.N. Company's steamers, but the swell would make it dangerous for sailing vessels.

Blanca Rocks, the only hidden danger, which break sometimes, extend half a mile westward of Blanca Island.

There is good anchorage in 4 1/2 to 5 fathoms, sand and mud, near the mole, which should be steered for on entering. During full and change a swell sets in through the main passage, making it rough at the mole for landing, but never dangerous for vessels at anchor.

As the wind and currents are from the southward, vessels should make the land to the southward of the port, and avoid falling to leeward. The prominent, marks near are Bell Mount and Mount Tortuga, in Samanco Bay, before described; Mount Division, between Samanco and Ferrol; Mount Chimbote, Santa Island and Head to the northward.

Santa Island stands N.W. 1/2 W., 6 miles from the entrance of Ferrol. It is 1 1/4 mile in length, lying N.N.E. and S.S.W., and of a very white colour; just without it are two sharp-pointed rocks, 20 ft. above the sea. Inside Santa Island is Coseca Bay, having anchorage opposite the fishing village, in its S.E. part, in 5 or 6 fathoms. Landing is difficult. Two miles N.N.E. from Santa Island Santa Head makes as a island, and forms the South side of the bay of that name, which, although small, is a tolerable port; the best anchorage is in 4 or 5 fathoms, with the extreme of the head bearing S.W. Care must be taken in entering to avoid a rock which lies a cable of Santa Head, and seldom breaks. Fresh provisions and vegetables may be obtained on moderate terms. It is also a tolerable place for watering, and has an improving trade in cotton, rice, &c.

The town lies about 2 miles East from the anchorage, and the mouth of the Santa River 1 1/4 mile North of it. This is the largest and most rapid river on the coast of Peru; but at its termination it has only sufficient strength to make a narrow outlet through the sandy beach.

This part of the coast may be known by the wide-spreading valley through which the river runs, bounded on each side by ranges of sharp-topped hills. It is one of the most fertile valleys in Peru; and as you approach, Santa Island will be plainly seen, with the Head of the same name; there is also a small but remarkable white island, called Corcovado, to the N.W. of the harbour. No danger exists in entering; the soundings are regular for some distance outside, and you may anchor anywhere between the island and the main, in a moderate depth of water, but of course exposed to the swell.

Viuda Island, a mile off shore, lies 3 miles N.N.W. of Corcovado Island, and 3 3/4 miles from Viuda Island, to the N.W. 4 N., and 2 miles off shore is a low breaking rock with deep water all round it.
Chao Islands.—N.W. 4 N., 5 leagues from Santa, lie the Chao Islands, one mile and three-quarters off the Point and Hill of that name. The largest is a mile in circumference, about 120 ft. high, and, like most of these islands, quite white. Between Santa and Chao the coast is a low sandy beach, which continues and forms a shallow bay, as far as the Hill of Guañape, with moderately high land a few miles in-shore.

Chao Cove.—To leeward of Chao Point the coast bends slightly inwards, and so continues for 4 miles to a small high point. Chao Cove lies North of this. *Chao River*, in the depth of the bight, 7 miles North of Chao Point, has anchorage off it for coasters. It runs through the valley of the same name, in which are large forests of the carob tree, which furnishes the best firewood. The *Virú River*, with very little water, is 11½ miles to the northward.

The GUANAPE ISLANDS consist of a high island with several islets and rocks, or farallones, scattered about within a circumference of 3 miles. The nearest to the main land are 5½ miles S. by W. from Guañape Hill, and 16 miles N.W. by W. from Chao Point. The high island is the southernmost, and rises 540 ft. above the level of the sea. The side facing the westward is very steep-to, and presents a surface of dark rocks with a sharp summit. The northern islets are low, and sprinkled with white patches of guano. They were surveyed by Mr. LeClere in 1873.

The Guañape Islands have been explored and found to contain a considerable quantity of guano of excellent quality. The government has constructed extensive works with the object of facilitating the loading of this article. Vessels obtain permission to load at Callao, and can clear at Payta, or at Callao.

In May, 1870, 1,200 tons of guano a day were shipped from the South island, and it was estimated that at this rate the whole would be exhausted in 18 months. On the North island the shipment amounted to 700 tons a day; at which rate the guano would last for 8 months.

The climate is good and temperate. Fish, birds, and seals are abundant. There is good and safe anchorage on the N.E. side of both islands. The best anchorage is a quarter of a mile off the N.E. extremity of the northern, in 11 fathoms sand and mud, or vessels can moor alongside the coast to load guano. Landing also is easiest on the northern of the islands. On the southern island is the governor's house, a coastguard station and some troops. Fresh provisions and water are easily obtained, the former at a moderate price.

The large rocks N.W. of the North island are called *Sea Lion Rocks*, and are without off-lying danger, but vessels should not pass between these and the island, as the *Goddard Shoal*, of 3 ft. lies one cable N.N.W. ¼ W. from the small islet in the centre of the passage. It should be avoided by boats, as the sea rises or breaks over it suddenly, and when least expected.
During night, or fogs, which are frequent here from January to April, careful allowance should be made for the current, as the Guanape Islands may be passed without seeing them. The current, although generally setting to the north-westward, no doubt varies frequently, and sets to the southward.

The Guanape Islands are the best mark for vessels bound to Huanchaco.

Guanape Cove is situated on the northern side of Guanape Hill, penetrating a little to the eastward. The best anchorage is in front of some huts on a low beach leading from the hill, one-third of a mile off. Heavy swells set in frequently, so that landing in ship’s boats is imprudent. Launches are employed in loading the fire-wood and other products of the neighbouring estates.

From the Hill of Guanape the coast continues a sandy beach with regular soundings, and ranges of high sharp-topped hills, about 2 leagues from the sea, until you near the little Hill of Carretas, which is on the beach, with the Morro de Garita overlooking it.

**PORT SALAVERRY,** midway between Guanape Cove and Huanchaco, is immediately North of Carretas Hill. Anchor in 5½ to 6 fathoms, half a mile off shore, to leeward of the small point extending from the hill. The breakers commence some distance from the beach on account of the tasca, it is therefore not prudent to attempt landing in ships’ boats, but with native aid a more convenient landing is made than at Huanchaco.

Salaverry is already as important a place as Huanchaco, and when the mole reaching beyond the breakers is completed the port can be frequented in safety. A custom house and other large buildings are in course of construction; it is also contemplated to construct a railway to Truxillo, distant 7½ miles.

**TRUXILLO.—** Here commences the Valley of Chimu, about the middle of which stands the City of Truxillo, the white spires of which town are seen from sea, and 5 miles farther North, the Village and Road of Huanchaco. The city of Truxillo is said to contain 8,000 inhabitants. It was founded in 1535 by Pizarro, who gave it the name of his native city in old Spain. The houses are low, in consequence of the earthquakes, and in its neighbourhood are the ruins of several ancient Peruvian monuments. Cotton, rice, barley, chancaca, starch, and bar-silver are among the articles exported.

**THE ROAD OF HUANCHACO** is on the North side of a few rocks that run out from a clifffy projection; sheltering the beach in a slight degree, but affording no protection to shipping.

It lies between the low beach to the southward, and the bold earth cliffs of moderate height near the sea which continue to the northward. It has bad anchorage in from 5 to 7 fathoms, at a mile off the land. There is no shelter.
from the continual cross sea, and when a heavy swell sets in the breakers commence far outside. The town is on a small plain, under the cliff, and the church is on the rising ground, and being painted white is very conspicuous afar off, and is the best mark for making the place.

The best anchorage is gained by passing to one mile from the southern side of the port; then steer for a patch or opening of red earth on the cliffs to leeward. Keep on at the same distance until you can see the light through the front and back windows of the spire, and when these begin to hide themselves, let go a good anchor with at least 60 fathoms of chain. This spot is called El Pozo, and is the safest place in the roadstead. Nearer the land you are within reach of the heavy sea which beats on the weather shore, where there are besides scattered rocks which endanger the anchor.

It is not prudent to land in the ship's boats, even in fine weather. The launches of the place will immediately come off when it is possible to do so. They are manned by nine men, well skilled in crossing the tasca, or span, between the rollers and the surf.*

Capt. Livingston thus describes it.—"The best anchorage is about 1½ or 2 miles off shore, with the belfry of the church open, or in one with the only palm tree in the village of Huanchaco. The church is very remarkable, and the village lies between it and the sea, low down, and, the houses being the same colour on the ground behind, it is rather difficult to perceive it at any considerable distance."

If bound for this road you should stand in on a parallel of 8° 7' (which is a mile to windward), and you will see Mount Campana, a bell-shaped mount, standing alone, about two leagues to the northward, and Huanchaco Peak, which is very sharp, and the first hill in the range on the North side of the valley. Shortly after the church will come in sight, and the shipping in the road. Keep close in with the land at sunset, as the wind then draws off shore.

"The winds on this coast," says Capt. Livingston, "are almost always

* "Landing here is always bad, and often impracticable. No stranger ought to attempt it without having cholas (natives) in the boat; and it generally is advisable to employ the launches kept at the place; several persons were drowned about the time I was there. The Indians will, however, come off to ships in the very worst weather, on what they call caballitos, which are merely bundles of a kind of triangular bulrush, called totora. The caballito is generally formed of two bundles, but some large ones are of three bundles of totora. Some carry two men, and others only one. Their paddles are about 6 feet long, and are merely the half of a split bamboo. With a heavy swell the Indians are frequently washed off the caballitos, but never fail to regain them. They are admirable swimmers, the children seem almost amphibious. They do not swim like persons in England, but paddle with their arms like a dog with his fore feet in swimming. The Indians do not generally sit astride on the caballitos, but generally with both their legs straight out on the top."—Capt. Livingston.
from the southward, though there are instances to the contrary. The current also generally, though not always, sets to the northward. The swell is reckoned always to be heaviest at the full and change of the moon, but, during the seven weeks we lay in Huanchaco Roads, I thought the heaviest swell was generally at the quarters of the moon.

"The ground in Huanchaco Roads is very foul, and there are few vessels which do not lose one or more anchors. A vessel should always come to with a very light anchor, and a long scope of chain, and sight it every day."

The Peak of Huanchaco is a very sharp conical hill 6 miles inland, and very plainly seen from a distance. The Cerro de la Campana (bell mount) is the most remarkable land on this coast. It lies 6 miles North of the port and 5 miles inland. It derives its name from its resemblance to a bell, and is surmounted by some rocks which are like the crown by which the bell is hung. It is 3,450 ft. high, and cannot be mistaken. The upper part is frequently enveloped in haze, which leaves the base and summit clear.

From Huanchaco the coast runs to northward, consisting of nearly perpendicular earth cliffs, leaving but a very narrow beach. At 14 miles these cliffs are interrupted by the pleasant Valley of Chicanca, through which runs the river of that name during the first months of the year.

Brujo, or San Bartolomé.—At 3 miles North of the Chicanca Valley is a cove in front of a village, built on the rising ground, called Magdalena de Cao. This cove has been opened as a shipping place for the produce of the neighbourhood, but the anchorage is rocky, very bad, and without the slightest shelter.

Beyond this the coast continues of the same character for 12 miles, when it becomes low, and trending to the westward, terminates in the Cerro de Malabrigo, which is 790 ft. high. It stands on a projecting point, and at a distance appears like an island.

MACABI ISLANDS.—These two islands, separated by a channel 40 yards wide, lie S. ½ W. 6 miles from Malabrigo Point, with a safe passage of 10 fathoms inside them, and 12 to 20 fathoms within ½ cable outside them. The North Island, with some patches of guano, is about 100 ft. high. The best anchorage is off the N.E. part of the island in 9 to 18 fathoms, sand, half a cable from the North point on account of the heavy swell from the South and S.W. There are no dangers round this island. The South Island, of middle height, is entirely covered with guano, and presents a bronze or dark yellow colour, with several large rocks close to the shore. There is neither anchorage nor shelter near this island.

Vessels visiting Macabi Islands for the purpose of loading guano should always approach from the eastward, and when about one mile off steer for them until the channel between the islands is open, keeping both anchors ready, which let go as soon as the channel is closed. Fresh provisions are brought from Malabrigo. During the day the wind blows generally from
COASTS OF BOLIVIA AND PERU.

South to S.S.E., and during night from S.E. to East. Calms are rare, but fogs occur from December to April.

MALABRIGO ROAD.—This bay, although bad, is considerably preferable to Huanchaco; it is formed by the cluster of hills, projecting beyond the general trend of the coast, forming Malabrigo Point and Hill, which at a distance appears like an island; there is a fishing village at the S.E. side. Several improvements are proposed here. A mole is to be constructed, and a railway is to extend 20 or 25 miles inland, passing through the rice and sugar estates of the Chicama Valley. Telegraphic communication already exists with Lima. The town of Paysan lies some leagues to the S.E., and by the account they gave of it at Malabrigo, must be of considerable extent.

A rocky shoal was discovered in the road, near the usual anchorage, by Commander E. Nares, in 1869. Garcia Rock is the shoalest part of this rocky patch, and is about 2 cables in extent, consisting of pinnacles with sand between. The least water found was 12 ft. with 14 and 18 ft. on other parts of the shoal. The 12 ft. rock is a little more than half a mile from the shore, with the extreme of Malabrigo Point S.W. S.; Observation Point (which may be known by the black rocks off it) S. by W., and a white cross to westward of the village S. E. E.

Vessels may anchor in the road in 4 fathoms, with the centre of the village E.S.E. about three-quarters of a mile, and avoiding the rocky ground by not bringing Observation Point westward of S. E. E. Landing is bad.

The wind blows very fresh with heavy gusts here, from noon to sunset, and the upper sails should be taken in immediately on rounding the point. The village will not afford any refreshments, and vessels can only load during the flood tide, as the water is too shoal for launches.

Arcana or Puemac Point is 12½ miles North of Malabrigo. It projects but slightly, and may be known by a number of wooden crosses standing on it. The point should not be approached within 2 cables.

Pacasmayo Road is N.W. by N. 20 miles from Malabrigo. The coast is low and cliffy, with a sandy beach at the foot of the cliff, and soundings of 10 fathoms 2 miles off shore. Pacasmayo is a tolerably good roadstead, under a projecting sandy point, with a flat running off it, to the distance of a quarter of a mile. The best anchorage is with the point bearing about S. by E. and the village East; you will there have 5 fathoms sand and mud. There is no danger in standing in; the soundings are regular, shoaling gradually towards the shore. Landing is difficult: such launches are used as at Huanchaco. The principal export is rice, which is brought from the town of San Pedro de Yoco, 2 leagues inland. Fresh provisions may also be obtained from the same place; wood and water may be had at the village on the beach, which is principally inhabited by Indians employed by the merchants of San Pedro. Telegraphic communication exists with Lima.

The railway from Pacasmayo to Magdalena, 93 miles long, of which 73
miles were completed in 1874, is to be extended across the Andes to Caxamarcas. It starts from an iron mole half a mile long, at Pacasmayo, thence passing up the Jequetepeque Valley, cultivated with sugar-cane and corn.

To distinguish this road from seaward, the best guide is to stand in on a parallel of 7° 25' to 30', and when within 6 leagues, the Hill of Malabrigo will be seen, like an island sloping gradually on each side; and a little to the northward, Arcana Hill, apparently rugged with sharp peaks, but marked with the wooden crosses before-mentioned. As you approach, the low yellow cliffs will appear (those North of the road the highest), on the summit of which, on the North side of the point, there is a dark square building that shows very distinctly. The best mark for the anchorage is the shipping when any are there.*

Jequetepeque River, which flows through the cultivated valley of the same name, enters the sea at 4 miles North of Pacasmayo: it is almost dry at the end of the year. Sana Point projects considerably and can be plainly seen from Pacasmayo, from which it is distant 15 miles. There are several rocks extending N.W. 3 cables from the point on which the sea always breaks.

Cherrepe Cove.—At 4 miles North of Zaña Point the coast curves slightly and forms the Caleta de Cherrepe. There is tolerable anchorage one-third of a mile off shore in from 5 to 7 fathoms, but a heavy swell frequently sets in. The only signs of life here are some storehouses on the beach.

From Cherrepe the coast continues low, with broken cliffs, 14 miles northwardly to Eten Point. Progreso Creek, 7 miles North of Cherrepe, is opened for exportation of wood, coal, &c., by vessels chartered for this purpose. It has no resources. The anchorage is without shelter, one mile off shore. Landing difficult.

Eten Point is a double hill (the southern one 460 ft. the highest) with a steep cliff facing the sea. The North side of this cliff is white, and shows very conspicuously.

Inland at 7 and 14 miles distance are two peaks respectively 1,900 and 2,450 ft. above the sea. There is anchorage in from 5 to 6 fathoms, gravel, 1½ mile N.W. by W. of the point, with the flagstaff bearing N.E. by E.

A railway, 50 miles long, connects Eten with Monsefu, Chiclayo, Lambayeque, and Ferreñafe. The new harbour has greater advantages than those of Pimentel and San José, the ports of Chiclayo and Lambayeque, on account of its greater depth nearer in-shore, the smaller extent of the tasca and breakers, and the shelter which the bluff and point affords to the mole in

* Pacasmayo is the port for the celebrated Guadalupe fair, which is held during the first nine days of December at Guadalupe, 15 miles distant. The fair is attended by above 15,000 people from all parts of the Republic, and transactions amounting to nearly 1,000,000 of dollars are made.
COAST OF BOLIVIA AND PERU.

238 CONSTRUCTION. A village is building, and water is conducted as far as the mole. A flagstaff fixed on a white pyramid serves at present as a guide to those not acquainted with this part of the coast, and during night a light is exhibited from this flagstaff.

The coast to the northward of Eten is very peculiar. For 85 miles it is formed of a very low sandy beach, on which the surf beats so heavily that the breakers sometimes extend a mile off shore, and then may be heard 8 or 10 miles off. There are regular soundings not exceeding 50 fathoms as far as Lobos de Aftera, and 6 or 7 fathoms at 3 miles from the beach.

The Caleta de Pimentel is 7½ miles N.W. of Eten Point. It is a most inconvenient anchorage, although the steamers touch here occasionally, but the opportunities of loading are rare. Some cane warehouses were built, and other buildings may be seen on the hills. A railway, 45 miles long, extends from Pimentel to Chiclayo, with a branch to Lambayeque City.

LAMBAYEQUE ROAD.—N.W. ½ N., a little more than 4 leagues, is the road of San Josè de Lambayeque, the worst anchorage on the coast of Peru. It lies at a point of the long sandy beach, when it changes its direction, and is simply an open roadstead. In approaching it, it is best to make out Eten Point, and then keeping 3 or 4 miles off shore till the houses are recognized.

The village of San Josè, on the beach, consists of straw and cane huts and stores, which are nearly of the same colour as the beach itself; but the church, which has a small tower and the panteon or burial place, are both painted white, and these are more conspicuous, the latter standing on a hill North of the village, has a green door facing the sea. As soon as the church tower bears E.N.E. ½ E., 2½ to 3 miles distant, let go your best anchor in from 6 to 7 fathoms, with at least 70 fathoms of chain. It is bad holding-ground, and a constant and disagreeable swell from the S.W., so that on the approach of bad weather it may become necessary to slip your cable. Communication with the shore is very frequently impossible for several days.

The village is much troubled with the sand from the surrounding hills, but has a considerable trade. The towns of Chiclayo, 7 miles distant, and Lambayeque, 6 miles off, furnish abundance of fresh provisions; water is not to be procured. Tobacco, sugar, cotton, rum, rice, &c., are exported. The only method of discharging or taking in a cargo (or in fact landing at all) is by means of the balsa. This is a raft of nine logs of the cabbage-palm, secured together by lashings, with a platform raised about 2 ft., on which the goods are placed.

The Lambayeque River entrance is 3 miles North of San Josè, except from January to May it has but very little water.

The coast continues low and sandy, similar in appearance to that of Lambayeque, to the distance of 25 leagues W.N.W. It is the limit of the Sechura desert, which extends for 120 miles North and South, and is quite
without vegetation. An extensive range of table-land of considerable height, with broken rocky points, then commences, and continues to Point Aguja, or the Needle.

LOBOS DE AFUERA.—Fifteen leagues from Lambayeque, in a W.S.W. direction, lies a small group of islands, called Lobos de Afuera or outer Lobos. It consists of two principal islands, separated by a channel, 5 cables long, in a N.E. and S.W. direction, 120 ft. wide and 4 fathoms deep.* They are about 2½ miles long North and South, and 1½ mile broad. A large number of islets and rocks lie around them. They are about 100 ft. high, of a mixed brown and white colour, being covered with guano from the sea-birds which come here from October to April. At its western end a shoal stretches out a quarter of a mile, and close to the N.E. end there is a shoal on which the Peruvian brig Manuel was lost.

There are several landing places, one of which, called by the fishermen the puerto grande, is on the eastern side. The best anchorage here is on the N.E. side of the Southern islet in 8 fathoms. The Southern Island has a chain of islets extending to the N.W. 1½ mile from its western point, and the outer islet of the Northern Island lies N. by W. three-quarters of a mile from its North point. Between these outer islets is the entrance to the western and chief anchorage, 3 miles across. In the middle of the entrance, but slightly on the eastern side just within the points, is a very dangerous shoal of 8 ft. least water, and 150 ft. wide. The anchorage is at the head of the cove, which is 2½ miles deep, in 8 to 20 fathoms, sand, just westward of the channel which separates the islands. Within this cove is a stone landing place, built in 1852.

The southern and western sides are quite inaccessible. There is no danger round the islands, at the distance of a mile; and regular soundings will be found between them and the shore, from 50 fathoms abreast of the island.

LOBOS DE TIERRA.—N.N.W. ¼ W. 10 leagues from Lobos de Afuera, lies the Island of Lobos de Tierra, or inner island, nearly 2 leagues in length, North and South, and a little more than 2 miles wide; when seen from seaward it has a similar appearance to the former islands, and many

* A minute survey of the island was made in 1852, by Capt. Don Ramon Valle-Riestra, which enabled D. A. Garcia to draw up the above description; and a chart by Captain Banner is published in the "Nautical Magazine" for February, 1874, in which the position of the guano deposits is shown. There are nine patches on the southern islet, and one on the northern. These islands have been closed to foreign trade, but there was some probability, in 1874, of the restriction being dropped.
rocks and blind breakers lie round it, particularly to the westward. There is tolerable anchorage on the N.E. side, in 11 or 12 fathoms, sand and broken shells. A safe passage exists between this island and the main, which is distant 10 miles. This island, like the Lobos de Afuera, has a large deposit of guano, the thirteenth, reckoning from the southward, the exportation of which is forbidden by the laws of the republic. A guard in charge reside on the island, and are subject to the custom-house at Lambeyeque, from which place all supplies, even water, are sent. It is also resorted to by the fishermen, as fish is very abundant and easily caught.

At the termination of the low coast, to the northward of Lobos de Tierra, is the peninsula, surmounted by hills of moderate height, of which Mount Illocos, terminating in a very sharp peak, is the most conspicuous.

False Aguja Point is the south-western extremity of this peninsula; it is low and has nothing remarkable. It is 6 miles South of Aguja Point.

AGUJA POINT is long and level, terminating in a steep bluff, 150 ft. high, and has a finger-rock (Aguja or Needle Rock) a short distance off it, with several detached rocks round the point.

Three miles and a half N. by E. of this is Nonura Point, and 5 miles further in a N.E. by N. direction is Pisura Point, the South point of the Bay of Sechura; between Aguja Point and Pisura Point there are two small bays, where anchorage might be obtained if required. The land about this part of the coast is much higher, and has deeper water off it than either N. or S., and may be known by its regularity and table-top.

SECHURA BAY is 12 leagues in length, from Pisura Point to Foca Island, bearing N.N.W., and is 5 leagues deep; on the S.E. side the coast shows low sandhills; but as it curves round to the northward it becomes cliffy and considerably higher. Near the head of the bay is the anchorage called La Salina, off a few huts and salt heaps on the beach. Anchor before these in from 5 to 7 fathoms, 3 miles off shore. A flat extends off nearly that distance.

Sechura.—Near the centre of the bay is the entrance to the River Piura, and the town of Sechura is situated on its banks. The town is inhabited chiefly by Indians, who carry on a considerable trade in salt, which they take to Payta on their balsas, and sell to the shipping. The river is small, but of sufficient size to admit the balsas when laden. There is anchorage anywhere off the river, in from 12 to 5 fathoms, coarse sand; the latter depth being better than a mile from the shore. This place may easily be distinguished by Sechura church, which has two high steeples, and shows conspicuously above the surrounding sandhills; one of these steeples has a considerable inclination to the northward, which, at a distance, gives it the appearance of a tree than of a stone building.

From Foca Point the coast is cliffy, about 120 ft. high, and continues so
as far as Payta Point, which is 3 leagues distant N. E.; between these two
1 1/2 mile from the coast, is a cluster of hills called the Saddle of Payta, 1,800
feet high, thus described by Capt. Basil Hall:—"The Silla or Saddle of
Payta is sufficiently remarkable: it is high and peaked, forming three
clusters of peaks joined together at the base, the middle being the highest:
the two northern ones are of a dark brown colour; the southern is the lowest,
and of a lighter brown. These peaks rise out of a level plain, and are an
excellent guide to vessels bound for the Port of Payta from the southward."

PORT PAYTA.—A few leagues to the northward, as already mentioned,
is Payta Point, round which is the port of that name; and it is, without
exception, the best open port on the coast. The town is built on the slope
and at the foot of the hill, on the S.E. side of the bay; at a distance it is
scarcely visible, the houses being of the same colour with the surrounding
crag. It is the seaport of the province of Piura. The city of San Miguel de
Piura, the first city founded by Pizarro, stands on the banks of the River
Piura, in an easterly direction from Payta, and 39 miles distant. Although
in the desert, and most subject to earthquakes, it has a population of 10,000,
who have much public spirit.

The railway connects Port Payta with San Miguel and the Piura Valley.
It is 63 miles long, and was contracted for in 1872. It opens up several
rich cotton estates, and ultimately is to be extended across the Andes to
Limon on the Marañon River.

Fresh provisions, such as goats, poultry, potatoes, camotes, yams, and
Indian corn, may be had at Payta on reasonable terms, but neither wood nor
water, except at a high price. An aqueduct, in course of construction, will
supply the town constantly with water; coal is supplied for steam vessels
at the rate of £4 the ton. Sea-fish of delicious flavour is caught in great
variety and abundance. In 1872, 202 vessels visited here, 131 were Pacific
steamers, and two others British ships.

There is no danger in entering this excellent port. After rounding the
outer point with a signal station on its ridge, you will open False Bay. This
must be passed, as the true bay is round Inner Point. That point ought
not to be hugger closely, for there are some rocks at the distance of a cable's
length, and the wind baffles often. After rounding Inner Point, you may
anchor where convenient, in quiet still water, with from 4 to 7 fathoms,
over a muddy bottom. The holding ground is excellent, and notwithstanding
the fresh breezes, there is nothing to apprehend. These are constant
every day, setting off the land from 10 a.m. to sunset, but they raise
no swell, as they blow over the high land. In entering the roadstead it is
better to shorten sail before rounding the Signal Point, as heavy gusts
sometimes occur in Tierra Colorada Bay, as well as off that point. It is

South Pacific.
seldom that the anchorage is reached in one tack, but there is plenty of room for working. There are two landing piers, but care should be taken in approaching the largest, as the remains of a vessel which was burnt are to be seen in front of it. There are abundance of provisions and naval stores, but water is expensive, as it has to be brought from Colan at the foot of the cliffs, near the Chira River, 2 leagues distant. Many whalers touch here for refreshment, and steamers take in coal on their trips between Callao and Panama.

When leaving Payta for the southward at night time, care must be taken not to mistake Rocky Point for Foca Island, as they are then much alike, the black rocks of the point relieved by the sandy bay on each side, showing at that time precisely like an island, and should the course be then altered for Aguja Point, it would most likely lead amongst the rocks and foul ground to the northward of the island before the mistake is found out.— (Commander Wood, R.N.)

The Chira River and Valley open to the northward of the town of Colan. The river runs over a very low beach between the cliffs which form the entrance to the valley. The river has plenty of water in the summer, and the valley is very fertile. Large quantities of cotton have been grown on it.

PARINAS POINT, N.W. § N. 9 leagues from Payta, rise to a bluff above 80 ft. high, with a reef out to the distance of half a mile on its West side; between this point and Payta the coast is low and sandy, with table-land of a moderate height at a short distance from the beach, and the Mountains of Amatapé (3,000 to 4,000 feet high,) 5 leagues in the interior. These are called the Brea Mountains, as large quantities of pitch (brea) are obtained on them. After rounding Parina Point (which is the western extreme of South America) the coast trends abruptly to the northward, and becomes higher and more cliffy in approaching Talara Point.

Off Parinas Point a reef extends for nearly half a mile, and on this the steamer Valparaiso struck and remained for two days, owing her safety to the fact of her having her fore-foot on a small sandy spot between the rocks.

CAPE BLANCO is high and bold (apparently the corner of a long range of table-land), sloping gradually toward the sea; near the extremity of the cape there are two sharp hillocks; and midway between them and the commencement of the table-land is another rise with a sharp top. There are some rocks that show themselves about a quarter of a mile off, but no danger exists without that distance.

This cape is noted for the strong breezes which are constant here, not exceeding, however, a double-reefed topsail breeze. They never come on in squalls, but increase gradually from noon to sunset.

At 6 miles North of Cape Blanco, and very near to the shore, there is a lofty cliff, the seaward face of which resemble a row of organ pipes, and it is thus called the Cerros de los Organos. At 4 miles North of this is the Caleta,
or Cove of Mancora, to leeward of a small point. There is tolerable anchorage in it in from 4 to 6 fathoms at 1½ cable off shore. There are some cane and reed huts on the shore, and large piles of carob wood, in which there is a considerable trade with Callao.

From Cape Blanco the general trend of the coast is more easterly, in nearly a direct line to Malpelo Point, which is 21 leagues distant. N.E. by N. 7¾ leagues from the former, is Sal Point, a brown cliff, 120 ft. high; along the coast lies a sandy beach, with high cliffs as far as the Valley of Mancora, where it is low, with brushwood near the sea; the hills being at a distance inland.

Northward of Sal Point the coast is cliffy, to about midway between it and Picos Point; it then becomes lower and similar to Mancora.

Picos Point is a sloping bluff, with a sandy beach outside of it, and another very similar point a little to the northward; behind there is a cluster of hills with sharp peaks, 700 ft. high; from whence arises probably the name given by the Spaniards to the point. From Picos Point the coast is a sandy beach, with a mixture of hill and cliff of a light brown colour, and well wooded. There are several small bays between it and Malpelo Point, which bears N.E. ¾ N, 7¾ leagues distant. One of these is 2 miles North of Picos Point, in about lat. 3° 44' S., and is called the Caleta de Boco de Pan. It has good anchorage close to the land in from 4 to 7 fathoms. The beach is sandy and easy for landing. There are several huts and stores for the orchilla weed from the Mancora estate. At 6½ miles farther, or 3° 40' S.; is another cove called Malpaso, where is the chief establishment for shipping orchilla from the Mancora estate. The cove is surrounded by a steep cliff, and on a ledge about halfway up are a number of store-houses and huts. Below these huts a coal mine was commenced, which promised good results. Petroleum is also found here, and is being extensively worked.

MALPELO POINT forms the southern side of the entrance of Guayaquil River, and may be readily known by the marked difference between it and the coast to the southward. It is low, and covered with bushes, and a short distance inshore there is a clump of bushes more conspicuous than the rest, which shows plainly on approaching. At the extremity of the point the River Tumbez issues, and a reef extends to the distance of a quarter of a mile from the entrance, where they fill their boats from alongside; great care is necessary in crossing the bar, as a dangerous surf beats over it, and renders that operation at all times difficult.

The RIO TUMBEZ is, in some measure, classic ground, for here, in 1526, Pizarro landed with the Spanish army destined to conquer Peru. According to the Spanish accounts there was a temple of the sun, an Inca's palace, and other edifices, at the town of Tumbez, the remains of which are now nowhere to be seen.

The best anchorage is at the head of the Bay of Tumbez, before the river,
and 3 miles distant from it, half a mile off. This place is called El Poto, and is good holding ground. The river is very shallow in some parts, but is navigable up to Tumbez, 6 miles up it. To avoid the delay made by the boats, passengers generally land at the quintas on the western bank, and go on by horseback. Watering is easy by towing the casks for 1½ or 2 miles up the stream. This convenience, and the abundant supply of sweet potatoes and green vegetables, make it the most frequented port on the Pacific coast by whaling vessels. Large quantities of orchilla, carob, and mangrove wood are also shipped here.

The entrance to the river may be distinguished by a hut on the port hand going in, which is perceived immediately on rounding the point. About 2 leagues up the river stands the town of Tumbez. The northern branch of this river is the boundary between Peru and the State of Ecuador.

The prevailing winds on the shores of Peru blow from S.S.E. to S.W., seldom stronger than a fresh breeze, and often in certain parts of the coast scarcely sufficient to enable shipping to make a passage from one port to another. This is especially the case in the district between Cobija and Callao.

Sometimes during the summer, for three or four successive days, there is not a breath of wind; the sky beautifully clear, and with a nearly vertical sun.

* This is the termination of the excellent nautical description given in the appendix to the “Narrative of the Surveying Voyages of the Adventure and Beagle.” As is well known, that most estimable officer and gentleman, the late Admiral Robert FitaRoy, made great personal sacrifices in completing the important surveys of this coast, which, for practical purposes, was the same as if he had first discovered the country. The whole of the charts were drawn by his own hand, and will ever remain a monument to his skill and perseverance.

It is also the end of the “Derrotero de la Costa del Peru,” by Capt. Aurelio Garcia y Garcia. As is stated previously, we have incorporated many of his remarks.
CHAPTER VII.

THE COAST OF COLOMBIA, BETWEEN GUAYAQUIL AND PANAMA.

The country whose western coast, with the exception of Guayaquil and Panama, is imperfectly described in the ensuing chapter, is one of the most important of all the South American territories; but at the same time it is one in which the vast capabilities it possesses have been least tested, and of which we are in many points most ignorant.

The Pacific coast is now the limit of the two separate and independent republics of Ecuador and New Granada, which have thus existed since 1831. The territory called under the collective name of Colombia was the first portion of the new continent discovered by Columbus from the Atlantic side in 1498; hence its name. The Spaniards found more difficulty in establishing their sway over it than in any other portion of America; but eventually, by the middle of the sixteenth century, both the territories now known as Venezuela and New Granada were subjected to their dominion.

There are few portions of the coasts of the world which have been so commercially unimportant as the portion embraced between Guayaquil and Panama. None of its ports are resorted to by Europeans, or for European commerce; and, indeed, nearly up to the present time the whole district has remained a complete terra incognita; though beyond all question in future ages the fine country which bounds on the West must become of great importance. At present the few Indian and mixed breed families at the different ports accessible from the ocean constitute the sole links between it and the civilized world.

The fine surveys of our English Admiralty, conducted under the superintendence of Captain H. Kellett and Lieut. Wood, have made us acquainted with its actual present condition. In our first edition almost the only authority attainable was that of the patriarch of nautical description, William Dampier, who was on this coast on a buccaneering expedition in 1684-5.

ECUADOR, which is the southernmost republic of the present political division of Colombia, is divided from Peru by the Rio Tumbez; on the North it is separated from that of New Granada by the River Mora, in lat. 1° 45 N. Its eastern limits are comparatively undefined and unimportant to our present subject. Prior to the present political state it formed a portion
of the vice-royalty of New Granada; but upon the discontent and rebellion consequent upon the French invasion of Spain in 1808, it separated with that state from the Spanish rule in 1811. In 1819 these states coalesced, and were declared to found one republic of Colombia; but political feeling was very far from settled, and led to fresh warfare. In 1822 the royalists were defeated in Ecuador by General Sucre, while General Bolivar was victorious on the same side, in other parts. In 1823 Ecuador adopted the convention of Cucuta, and remained an integral portion of Columbia until November, 1831, when the territory separated into the present three independent republics before named.

NEW GRANADA, which occupies the remainder of the Pacific littoral to the boundary with the States of Central America or Guatemala, is in many of its interior parts but very little known. Prior to the English Admiralty surveys, before alluded to, the charts of this coast were most deplorable.

The countries are rich in almost every tropical production, and stately timber is met with in perfection in almost all parts. The different features of the coast vary very much; the interior of the country exhibits some of the most magnificent natural features in the ridges of the Andes, which extend along the western part of the continent parallel to, and, in many parts, within sight of the coast.

The Andes of Ecuador increase in magnitude and elevation in advancing northward from the Peruvian boundary. The portion between 54° and 33° S. lat. forms the great mountain knot of Loxa, but which, however, does not rise into the limits of perpetual snow. Here it separates into two principal parallel ridges, which enclose the valley of Cuenca, which extends from 3° 15' to 2° 30' S., and is about 7,800 ft. above the sea. The mountains of Assuay, which form the North boundary of the Valley of Cuenca, and the western extreme of which approaches Guayaquil, rise to the elevation of 15,500 feet, and some of the peaks are above the line of perpetual snow. This transverse ridge is narrow, occupying only about 3 minutes of latitude (2° 30' to 2° 27'). North of this are the valleys of Alausi and Ambato, extending to 40° S., and are about 7,920 ft. above the sea. The summits of the ranges on the East and West, which enclose them similar to those to the southward, are of great elevation, and on the western range stands the famous Chimborazo, 21,420 ft. in height, and its peak covered with perpetual snow. It is a very conspicuous object from Guayaquil and the shores of the Pacific about Cape San Francisco. This majestic mountain, which has been so vividly described by Humboldt, was, from his measurements, considered as the highest summit of the Andes. But the later measurements of Mr. Pentland and others of the Bolivian Andes, have shown that several peaks, as the Nevado of Zorata and the Illimanni, rise from 3,000 to 4,004 feet higher. Chimborazo has every appearance of being an extinguished volcano.
The River Tumbez, as previously stated, forms the boundary between the republics of Peru and Ecuador. Malpelo Point, at the mouth of this river, with Salinas Point, at the S.W. end of the Island of Puna, may be considered as the limits of the southern and principal branch of the entrance to the Guayaquil River.

Guayaquil is the most important port of this section of South America, being the entrepôt of the rich valleys of Ecuador, and the chief outlet of all the produce of the republic.

The extensive estuary, which is much embarrassed with shoals, was however, buoyed, and means were generally adopted, including dredging and the establishment of new lights, to avoid all inconveniences arising from the difficulties of navigation; so that a vessel may now proceed up the river to the city, a distance of 80 miles from the outer entrance, with tolerable facility; though above Puna the depth at low water prevents any great draught being carried beyond, except at the top of spring tides.

The Island of Santa Clara or Amortajada, with its lighthouse, is the best mark for making the river, and is excellently situated for this purpose, lying as it does quite outside of all the points of the river. The island itself is so remarkable, that it cannot well be mistaken; it is high, and on many bearings assumes the appearance of a gigantic shrouded corpse, which it exactly resembles when the centre bears W. $ 8. Thence comes the name of "Amortajada" or "Muerto," given to it by the Spaniards.

The Lighthouse is erected on the breast of the island, about one-third from the head, and has shown, since the new tower was completed in 1873, instead of the fixed light, a fixed light and a flash of 4 seconds every half minute, about 256 ft. above the level of the sea, which is visible, the flash 24 miles off, and the fixed light 18 miles, round the entire horizon. Sailing vessels pay 6½ cents per register ton, and steamers half that sum, for the keeping of the light.

The Amortajada Shoals lie off the South end of Santa Clara, at a distance of 2 miles in a S.W., and 1 mile in a West direction. They consist of rocky patches, some awash, and others with 12 and 14 ft. water, with 4 to 6 fathoms among them, and 7 fathoms on their outer edge. Vessels approaching the island should keep the lead going, and come no nearer than 12 fathoms.

The South Coast of the river N.E. of Malpelo Point recedes so as to form

* Caution.—The light has been at times, even so lately as the year 1866, not shown for several nights together, from the keeper deserting it to procure provisions, and the buoys here described have disappeared. Under these circumstances we cannot but caution all approaching and depending on their existence.
a shallow bay, called Tumbez Bay, the points of which bear N.E. and S.W. from each other, 16 miles apart. The north-easternmost of these points is that of the Tembleque Islands, forming a portion of the low land at one of the mouths of the Tumbez. To the N.E. of this are some extensive shoals, called the Payana Shoals, dry at low water for 2½ miles from the shore, and extend 5½ miles to the N.E. of the point. A black buoy with staff and ball was laid on the Payana Spit, in 4½ fathoms, at the same time as the erection of the lighthouse. The water is deep, 12 to 15 fathoms immediately outside this buoy, and the whole space is clear between it and Amortajada Shoals.

At 12 miles E.N.E. from this buoy is the West point of the entrance to Jambeli Creek, or the mouth of the Santa Rosa River, which runs to the South and has a good depth of water for its breadth. Above this part the depth of the main river becomes irregular, and has much shoal water, though there is a deeper channel over on the West side.

The ISLAND of PUNA, which forms the N.W. side of this part of the river, is about 28 miles long N.N.E. and S.S.W., and 12 miles broad. Its S.W. point is called Point Salinas, and is in lat. 3° 3' S. Shoals extend from it for 5 miles toward Amortajada Island, and northward along the western coast to the distance of 10 miles; but as they lie out of the general track of shipping, and have, moreover, not been amply examined, they will not be approached unnecessarily.

Arena Point Light.—At 9 miles E. by N. ¼ N. of Point Salinas is Arena Point. The shore in the interval is fronted by shoals, which reach 2 or 3 miles off the land. The lighthouse on Arena Point is a square building close to the water's edge, and from it is shown a red flashing light, visible only for 16 seconds in each minute; elevated 59 ft., and visible 12 miles off.

At Arenas Point the coast assumes a more northerly direction, and extends 16 miles to the foot of Mala Hill, a direction mark, making like a moderately high island, visible 16 miles off; 3½ miles further, in an E.N.E. direction, is Espanola Point, from whence the coast trends to the N.E. and North, 4 miles to Mandinga Point, and the town of Puna at the N.E. extremity of the island, and above which a vessel cannot proceed without the aid of a pilot.

The estuary here varies from about 14 miles to 6 miles in width. The space between the island and the main, though containing some good channels, is of irregular depth, and has much shoal water on its eastern side.

Espanola Point and Lighthouse.—Espanola Point is 3½ miles E.N.E. from Mala Hill, and is a remarkable clifffy point, amid the monotony of the mangroves which line the shores. It forms a useful mark to vessels from the southward to clear the Mala Bank. The lighthouse is erected on the summit of the point, and shows a fixed bright light, at an elevation of 131 ft. above the sea, visible 9 miles off.
GUAYAQUIL.

To the westward is the house and plantation of the English Consulate, and about three-quarters of a mile South of the point is a 10-feet patch, with 6 and 4½ fathoms close-to.

**Mandinga Point and Light.**—From Española Point the coast again trends to the North to Mandinga Point, a bold bluff, forming the N.E. extreme of Puna Island. The lighthouse is a square yellow tower, half a mile East of the town of Puna, and from it is shown a fixed bright light, at an elevation of 108 ft. above the sea, and visible 10 miles off.

**Puna.**—Just to the westward of Mandinga Point is the village of Puna, a place famous in the annals of the Buccaneers, by whom it was occasionally sacked, and the inhabitants at last retreated to Guayaquil. It is now frequently the resort of the principal persons of the latter city during the rainy season.

It consists of about fifty houses and a church, the former, like most in this country, are raised on piles, about 10 ft. from the ground. This style of building has several advantages; the houses are in a great measure freed from the noxious exhalation of the earth, better ventilated, and ants and other insects cannot make their inroads so easily. The Island of Puna appears to have been a place of some importance, and well inhabited under the Incas. Here Pizarro met the first check on his march along the coast, the islanders defending themselves with such valour that their reduction cost him six months. The coast from Mala Hill to this village is much higher than any other on the island, presenting a line of cliffs fronted with a beach, forming a pleasant contrast to the swampy mangrove shore to the southward. At Puna the River Guayaquil commences, and no ship should attempt the passage without a pilot, which is easily procured at that place.

**Baja de Mala.**—The principal shoal in the estuary is called the Baja de Mala, and consists of a chain of banks of different depths, extending from off Arenas Point to Española Point. The channels through are only fit for small vessels.

**Three bell buoys** have been moored on the Mala Bank:—No. 1, painted red, near the South point of Mala Bank. No. 2, the middle of which is painted red and white, on the centre of the bank, opposite the mouth of Rio Hondo, and No. 3, painted white, near the North point of the bank.

**Puna Patch** is a small bank 4 miles N. by E. from the position of the North buoy of the Mala Bank, and 2 miles E. by N. from Mandinga Bluff, lying in the route of vessels using the eastern channel bound to Puna for a pilot. It is about half a mile in circumference, with 1 foot on it in the shoalest part, and 4 to 5 fathoms close-to.

**Tides.**—It is high water, full and change, at Santa Clara Island, at 4h, and at Puna village at 6h; the rise and fall at each place being 11 ft. In the gulf the tide stream appears to set in the same direction as the trend of the South Pacific.
shores, from 3 knots at springs to 1 knot at neaps, the ebb stream being the strongest. Off Santa Clara the ebb sets to the South and the flood to the East. In all parts of the gulf, in a sailing vessel, it will be well to anchor with light winds and an ebb tide. Off Puna the flood sets to the N.W., and the ebb S.E. at about 2½ miles an hour at springs.

The CITY of GUAYAQUIL is the only port of the republic of Ecuador, and is therefore its chief point of interest to the mariner. It is the seaport of Quito,* Catacunga, Hambato, Riobamba, &c., &c., and indeed of all the rich valleys between the Andes.

"Guayaquil has no buildings of architectural importance—indeed, few cities in Spanish America possess much interest in this respect. The churches are constructed in a light fantastic style, not unimposing by moonlight, but looking too much like structures of card-paper to please in the day time; in the interior they are decorated in a tawdry manner, without taste or elegance. The streets, as usual in Spanish-built cities, are at right angles; but the plan, though regular, is not perfectly carried out, the area which the town occupies not being half built upon or inhabited. The chief object to admire is the fine Quay or Marina, extending for 1½ mile along the banks of the River Guayaquil. It is 60 ft. broad, coped with stone, and lined with a row of respectable and even splendid houses, which make a fine display from the water, especially in the evening, when the rooms are lighted up. In the morning an immense number of canoes and boats, loaded with fruit, anchor off the quay, and one knows not which to admire most, the great variety of these productions, or the high state of perfection in which they are presented.

"There is some fine land near the town, which from its flatness and the number of cattle grazing, looks much like the fen country in Cambridgeshire and Huntingdonshire. There are, however, some hills and some of the highest mountains in the world in the vicinity of this half-submerged district. To the North of Guayaquil stand three hills, known as the 'Cross Hills,' there being a cross on the brow of each; the eastern hill is 242 ft. above the sea, the middle 326 ft., and the western 284 ft.: tradition points them out as having been the site of a city in the time of the Incas. The population may be about 18,000 or 20,000."—Dr. Seemann.

* The city of Quito, the capital of Ecuador, is in a valley 9,543 ft. above the sea. Eleven snow-capped mountains are in view from it. The volcano of Pichincha is the nearest. It is in some parts regularly built, and has some handsome buildings: as the president's palace, formerly that of the Spanish viceroy, that of the archbishop, the cathedral, &c. Its inhabitants are variously estimated at from 40,000 to 70,000. Earthquakes are frequent, and the climate is a perpetual spring. Its exports are principally corn and agricultural produce to Guayaquil, through which it receives European manufactures. There are roads which lead from most of the chief parts over the Andes to Quito, and the one to Guayaquil extremely steep.
The chief exports of Guayaquil are cocoa and india-rubber; of the former the value exported in 1873 was £503,624; of the latter (22,851 quintals), £114,555. Bark, cotton, hides, straw hats, &c., bring the total value of exports of that year up to £844,661.

Within the last few years many improvements have been taking place at this port. The city is now lighted with gas, and also supplied with good water. In order to clear the channel of the rivers in the province, some steam dredges have been purchased from England, one of which was in working order in the beginning of 1873. The new road from Quito to this port, which has been for some years under progress, is now finished from Quito to Sibambe. From Sibambe the government intend having a narrow-gauge railway to Pueblo Nuevo, a distance of 80 miles, the latter place being reached in 7 or 8 hours from Guayaquil by means of steamers.

The river is about 1½ mile in width, very rapid and muddy, the banks of slimy mud, dotted in every direction with alligators. The scenery is very like that of the rivers on the coast of Africa, and almost as productive of fever. About 10 miles below Guayaquil the river is not more than half a mile wide, and the banks dense mangrove swamps. All breezes are excluded, and the air is insufferably hot, even in the "cool season."

The water for the use of the town is brought from a considerable distance up the river, in earthen jars; from a hundred to one hundred and fifty of which are packed together in a balsa, formed of logs of a very light wood, lashed together with vine, and floated down. The water opposite to the town is fresh at the last of ebb, but is considered as unfit for drinking, passing, as it does, through a mass of poisonous mangroves. Plenty of large timber and firewood are also brought in the same way. Fresh beef and various kinds of fruit are likewise in abundance, and of course cocoa, which is the staple commodity of the place. The mosquitoes are so troublesome, that the ships lying opposite to the town are obliged to send their crews on shore at night.

One the opposite side of the river, on Santay Island, is, or was, a building slip, where several ships of a superior construction have been built,* and there is a gridiron to the northward of the city, on the eastern side of the Cerros de la Cruz, or Cross Hills.

Directions for the Estuary.— Vessels bound to Guayaquil from the south—

* For a good account of Guayaquil, see Stevenson’s Peru, vol. ii. chap. 7. Capt. Basil Hall also describes the state of the political relations, &c., at the time of his visit in 1821—Extracts, &c., vol. ii. chapters 35—37; and of the buccaneer’s attempts, see Dampier, vol. i. p. 164, et seq. See also voyage of the Herald, before quoted, and the diary of Lieut. Henry Trollope, R.N., 1847.

† Puenta.—The only pilot station now in existence at the entrance of Guayaquil River is at the town of Puna, so that although the rate of pilotage from Arena Point has been fixed by the Ecuadorian Government, it is not possible to obtain a pilot there. Good pilots
ward should make the land about Picos Point, which is remarkable, having many small sandy peaks; a few miles farther North is Malpelo Point, low, and covered with trees. Soundings of 41 fathoms, sand and oaze, will be obtained when 10 miles to the N.W. of this point. Coming from the northward Santa Clara Island may be made, which is visible about 16 miles, and at first appears like three hummocks, and Zampo Palo, the high range on Puna Island, will generally be seen at the same time. Santa Clara should not be approached nearer than 2 miles or within the depth of 12 fathoms, the best track being about 5 miles to the southward of it in from 20 to 15 fathoms water, from whence a N.E. ¾ E. course for 25 miles will lead towards Arenas Point, between it and the South buoy * of the Mala Bank. The channel West of the Mala Bank is preferred, Mala Hill forming a good leading mark.

After passing Arenas Point continue on the same course N.E. ¾ E., keeping a good look-out for the South buoy of the Mala Bank, and when Mala Hill bears N. by E. steer for it. On this course you will have from 20 to 9 fathoms water, but northward of Puna Vieja it shoals to 4 fathoms, deepening again after passing Española Point. The water shoals gradually towards the island, so by keeping that on board as near as the vessel's draught will permit, and not going in more than 7 fathoms, which will keep you clear of the Mala Bank, there is no danger, should the hill be hidden. When Centinela Point is shut in by Española Bluff, bearing N.E. ¾ N., haul out N.E., passing about 1 mile South of the bluff, in not less than 7 fathoms, and looking out for the North buoy. When Mandinga Bluff opens of Centinela Point, bearing N. ¾ E., steer along the land until the village of Puna is seen, when you may stand towards it and come to about half a mile to the northward, with Mandinga Bluff bearing S. by W.

The eastern channel is wider and about the same depth, but has no good leading marks, and a ship must trust to her lead. After passing the South buoy of the Mala Bank, steer N.E. by N. 10 miles, and then, N. by E. 8 miles to the North buoy, taking care not to go into less than 4 fathoms, and when the houses South of Española Point are shut in by the same bluff, bearing W. by S., you will be clear of Mala Bank, and may steer for Mandinga Bluff, which may be rounded at the distance of one-third of a mile. This channel may be used by sailing vessels working down the gulf, taking care not to go into less than 4 fathoms, and not to cross the Mala Bank.

A patch, with only 15 feet water on it, caused by the sinking of a ship, lies directly off the centre of the town, 1½ cable from the quay. The marks may be procured at Payta for the Guayaquil River, but H.M. ships usually proceed to Puna before taking a pilot.

* But see the note on page 185 ante.
for it are the clock-tower on the quay, midway between the cathedral and church of San Augustin, bearing W. by S., and the western Cerro de la Cruz open left of the church of San Merced, N.W. 4 W.

The Bar of Guayaquil River lies 6 1/4 miles to the northward of Puna, between the South end of Mondragon and Green Island; it is 2 1/8 miles across, the least depth at low-water springs being 12 ft.

Mondragon and Matorillos Islands are at the entrance to the river, and, although termed islands, are nothing but large banks covered with mangrove trees, actually growing in the water, forming a grove of innumerable pillars, at a distance quite ornamental, but from their monotony soon becoming to a stranger as wearisome as a barren desert, this being the general appearance of the banks of the river, the northward and southward of Mondragon and also of Matorillos, but both are barred at their northern extremes, where they join the main river. The rivers *Naranjal* and *Taura* open into the Mondragon Channel, down which there is considerable trade to Puna.

The western or main bank of the river is of a similar nature to that of the islands, possessing occasionally small cleared spots. *Piedras Point*, 18 miles farther to the northward of Puna, is the most considerable of the cleared spots, and in the time of the Spaniards had a fort; there is a small hill over it, which is remarkable amid the low land. Two miles and a half to the southward of the point, at the entrance of the Mondragon Channel, is a small rock called the Baja, awash at low water. No vessel bound to Guayaquil should leave Puna without a pilot. With a sailing vessel the passage up the river is made easy by the prevailing fair wind; the return is generally accomplished by kedging. It is high water, full and change, off the city of Guayaquil at 7; the rise being 11 ft. The stream runs from 3 to 4 knots, following the trend of the shores.

The *Morro Channel*, to the westward of Puna, is dangerous from the lowness of the lands, the absence of all good leading marks, and the numerous shoals. It leads to the *Estero Salado*, a singular creek, which runs parallel to the river, and nearly up to the city. For navigation it is valueless, but is interesting as being the route followed by General Florez when he took the city in one of the numerous revolutions.

The *COAST* to the N.W. of Puna has not been properly surveyed, but is represented to be fronted by extensive shoals, called the *Shoals of Chanduy*, for 48 miles as far as Carnero Point. Midway between the point and the Morro Channel are the *Heights of Chanduy*, which are conspicuous, but the coast, and the indraught into the Morro Channel should be avoided.

**POINT SANTA ELENA** is 11 miles N.W. by N. from Carnero Point, and 68 miles N.W. 1/4 N. from the Island of Santa Clara at the entrance of Guayaquil River. It is 424 feet high, and forms the southern side of Santa Elena Bay, and is thus described by Dampier. The allusion to the singular
bituminous spring is still correct, and might be turned probably to some useful purpose.

"Point Santa Elena is pretty high, flat, and even at the top, overgrown with a great many thistles, but no sort of tree; at a distance it appears like an island, because the land within it is very low. This point strikes out next into the sea, making a pretty large bay on the North side. A mile within the point, on a sandy bay close by the sea, there is a poor small Indian village, called Saneta Hellena; the land about it is low, sandy, and barren; there are no trees nor grass growing near it. There is no fresh water at this place, nor near it. Not far from this town on the bay, close by the sea, about five paces from high-water mark, there is a sort of bituminous matter boils out of a little hole in the earth; it is like thin tar. The Spaniards call it algatrane. By much boiling it becomes hard like pitch."

The southern shore of the point for a distance of 8 miles is a line of beach and sand-hills, ending in a small creek, on the South shore of which is a rocky bluff; 1 mile to the eastward of this is a rock awash, the only danger on this side of the point.

The BAY OF SANTA ELENA is to the northward of that point. It forms a good anchorage, but at 1 mile N. by W. from the hill is a 4½-fathom spot, which should be avoided; the little town of Santa Elena is 1½ mile from the shore. Landing is easy at its custom-house. The chief trade is a salt made at some salt-pans on the beach. No refreshments or water.

Pelado Islet.—At 20 miles N.N.E. ¼ E. from Santa Elena Point is the little Islet of Pelado, 72 ft. high, in lat. 2° 3’ 55”. It lies 3 miles N.W. off Ayangui Point, the channel between being clear, but a shoal extends nearly a mile off the point. Three miles South of the point, on a small creek, the Estero Balsa, is a large village, well marked by a table hill and Colonche Hill, 6 miles in-land.

The coast hence is clear, and trends in a general N.N.W. direction for 24 miles to Salango Island; but at 10 miles North of Ayangui Point is Montonita Point, off which are some rocks; and 8 miles farther is Jampa Point, also rocks around it. At 2 miles N.W. of the latter, with a clear passage between, are the Ahorcados (hanging islets), a detached bank of rocks and islets.

Salango Island is 524 ft. high, covered with luxuriant vegetation, and about 3 miles in circumference. It forms an anchorage much resorted to by whalers who come for food, water, and fresh provisions, all of which are to be obtained from an extensive plantation in the neighbourhood. The anchorage is to the northward of the island, in 15 to 20 fathoms water, on a line N.N.E. and S.S.W. from the North point of the bay to the East point of Salango Island, and about half a mile from a rivulet on the main shore, which forms the watering place. There are a few rocks off the West point
of the island, but they are steep-to; the passage between the island and the
main should not be used. Large bamboos are found here, and fish are ple-
tiful. The greatest surf prevails with a rising tide.

Callao Point is 14 miles N. by E. from Salango Island; and a mile
to the North of it is Callao Island, a small island only the resort of birds and
seals, having no channel inside between it and the coast. Hence to Cape
San Lorenzo the distance is 21 miles. Off the coast, 14 miles distant, is
Plata Island. The soundings between, as, indeed, they are all hereabout,
are tolerably regular, increasing from 5 to 30 fathoms.

PLATA ISLE was so named by the Spaniards, from Sir Francis Drake
dividing his plunder on it in 1579.* It is of moderate height, and of a
verdant shaggy appearance, from the large bushes or low trees that cover it.
Its length is about 3 miles, and the western side is an entire cliff, of an
inaccessible appearance. A few small islets appear off the South end of it.
The watering and anchoring places are on the eastern side, in a small sandy
bay, half a mile from the shore, in 18 or 20 fathoms water. The bay of
Salango is far preferable.

The channel between Plata Island and the shore is used by steam vessels.
The channel is clear, and the island bears W. by N. 18½ miles from Callao
Point, and S.W. by W. ½ W. from Canoa Point, the nearest part of Cape
San Lorenzo.

This island was a favourite place of resort with the buccaneers, it being
most conveniently situated to watch the Plata fleets to and from Lima.

CAPE SAN LORENZO is the West extreme of a projection of the con-
tinent, the general line of which, in a N.N.E. direction, is indicated by some
hills, of which Monte Chri sto, 14 miles inland of the cape, and 1,429 ft. high,
is the principal. The cape itself is a small tongue, off which, for half a mile
farther, three small islets and some rocks extend.

The bank of soundings off the coast, which preserves a generally uniform
line from Plata Island, is much narrower off the cape, and does not reach
farther off than about 3 miles, and the depth itself immediately off the cape
is much greater than in other parts, irregular from 30 to 70 fathoms.

From Cape San Lorenzo the coast, which is of moderate height, trends to
the eastward, and 14 miles along it is the little Port of Manta. Off the
intermediate points reefs and rocks extend a short distance, and the port in
question lies to the S.E. of one of these projections.

Port Manta, a village 6 miles to the eastward of San Mateo Point, is the
seaport of the town of Monte Christo, situated to the eastward of the hill of
the same name, and said to contain a population of 3,000 in 1847. A fixed

* This can scarcely be correct, as we are told Sir Francis Drake sailed for 24 hours off
the land with his prize the Cacafuego, and then sailed westward.—See page 220 hereafter.
bright light is shown at the North end of the village, visible 9 miles off. The anchorage is to the northward of the houses, in 6 fathoms. Care must be taken of the shoal patches, which extend about three-quarters of a mile from the shore; there is no danger if attention is paid to the soundings. The landing is good, but no water can be obtained, the surrounding country being like Santa Elena, a mere desert; bullocks may be procured by communicating with Monte Christo.

Caracas Bay is 27½ miles to the N.E. of Manta. The entrance is in lat. 0° 34' 30" S. At 2 miles off ita entrance is a rocky reef nearly a mile in extent. It is shoal and difficult of access, but much used by the coasters, there being a considerable trade in cocoa. Santa Marta Bank, a small rocky ledge, lies about 1½ mile N.N. W from Bellacas Point, the West point, with a depth of 5 fathoms in mid-channel between it and the main. The entrance to the river is to the eastward of this bank round Punta Playa, which is low and grassy, with a small rock off it; northward of this are two banks dry at low water. Between the small rock and the southern bank vessels drawing under 12 ft. may enter at high water, but the channel is narrow, about a cable broad, and should not be attempted by a stranger. The village is about half a mile to the southward of Punta Playa, from which the river runs in a S.E. direction for a distance of 6 miles. Fresh water may be procured by sending boats about 3 miles up the river. Bullocks can be obtained at the town, and fish is plentiful. It is high water, full and change, at about 3° 30', the rise being 10 ft.

CAPE PASADO is 14 miles north-westward of Caracas Bay, and is in lat. 0° 21' 30" S. "Cape Passao (PASADO)," says Dampier, "runs out into the sea with a high round point, which seems to be divided in the midst. It is bold against the sea, but within land and on both sides it is full of short trees. The land in the country is very high and mountainous, and it appears to be very woody." A reef of rocks extends half a mile to the northward of the cape, and in the small bay formed by them there is fair anchorage in 6 fathoms, about a mile N.N.E. from the reef. Fresh water may be got here.

From hence to Pedernales Point (Shingle Point), in lat. 0° 4' 10" North, the distance is 35 miles, and the same distance, nearly true North from the latter, is Cape San Francisco. Between these points there is no place of commercial importance. Before the whole of the coast a shoal extends, from 1 to 3 miles off, to the depth of 5 fathoms and under, so that it is advisable to keep 2 leagues off the land, by which all danger will be avoided, and a depth of 10 to 30 fathoms found between Point Pedernales and Cape Pasado.

North of Pedernales Point the coast runs in nearly a true North direction, and is for the most part low and unhealthy. At 18 miles from it the Cogomies Shoals extend from thence to 5 miles from the land, and up to Mangles Point, in lat. 27° 28' N. Twelve miles further North than the latter is Cape San Francisco, with which it forms an open bay.
CAPE SAN FRANCISCO is a high bluff, clothed with great tall trees. Passing by this point, coming from the North, you will see a small low point which you might suppose to be the cape, but you are then past it, and presently afterwards it appears with three points. The land in the country within this cape is very high, and the mountains commonly appear very black. The sea winds are here at South, and the land winds at S.S.E.—(Dampier). Dr. Seemann says that the cape is steep and well wooded, the cliffs in many parts white, and somewhat resembling those of Sussex and Kent.

It was off Cape San Francisco that Sir Francis Drake captured the Spanish ship *Cazafuego*, March 1st, 1579, and steering from the land all day and night, they lay by their prize, taking out her cargo, valued at 360,000 pesos, each nearly equal to 8s. English. The uncoined silver was worth upwards of £200,000.

The town of Cape San Francisco is in a small bay on the northern side of the four rocks, which lie off the River Bunche to the S.W. of Cape San Francisco. This bay having only 2½ and 3 fathoms in it will not permit a large vessel to go nearer than a mile, but by anchoring a quarter of a mile S.W. of the four rocks she would command both the River Bunche and the town of San Francisco.

Water and refreshments of all kinds may be obtained on this part of the coast; the River Bunche perhaps offers the most convenient place for procuring bullocks, pigs, or vegetables. The small bay under the cape is advantageous for watering, the water being very good. Most of the cattle supplied to whalers at Atacames come from these places.

*Galera Point.*—At 12 miles around the coast to the northward of Cape San Francisco is Galera Point. The intervening coast is bold-to, and at the latter point it assumes a more easterly direction. Galera Point is low and shelving. There is a small bay, with convenient landing just to the East of it.

From this point the coast trends to the north-east, consisting, as far as Sua and Aguada Points, a distance of about 11 miles, of low white cliffs, crowned with trees and fronted by beaches studded occasionally with black rocks. *Sua* and *Aguada Points* are remarkable, being small cliffy peninsulas, each connected with the main by a sandy isthmus.

On the sandy peninsula at the mouth of the *Sua River*, which falls into the bay, is the grave of an accomplished young naturalist, Thomas Edmonston, who accompanied Capt. Kellett's surveying expedition. He was accidentally killed here by the discharge of a gun, in January, 1846. At the village, a mile inland, are large sugar-cane plantations. Tobacco, oranges, and pineapples, are very abundant.

*Atacames,* a small town, is about 13 miles from Point Galera. The mouth
of the small river on the East side of which it lies, is, according to Capt. Kellett's survey, in lat. 0° 57' 30" N.

The town of Atacames is small, containing about 500 inhabitants, the construction of whose habitations is somewhat singular, but well adapted to the climate and other localities. They are built similar to those of New Guinea, being elevated on posts about 10 ft. from the ground, and consisting of only one storey—(Morrell.)

Atacames Ledge.—Off Atacames, a ledge which commences at Punta Galera, juts out to the northward, ending in a dangerous ledge of coral, distant 7 miles from the land, lying N.W. by W. and S.E. by E., nearly 1½ mile long by half a mile broad, having an average depth of 12 ft. and only 6 ft. water on its shoalest part. It is high water, full and change, in Atacames Bay, at 3° 37′, the rise and fall being 13 ft. A white bell buoy is placed in 5½ fathoms at low water, on the N.W. point of the ledge, bearing W. by S. from Esmeralda Point 12 miles. From the buoy, Galera Point bears S.W. 15½ miles; Sua Point S. by W., and Isla Aquada Point S. ½ E. 7½ miles; at two-thirds of a cable from the buoy there is 1½ fathom at low water.

This ledge is dangerous to sailing vessels working to the southward out of Panama Bay, as both wind and current generally cause them to make the land about Atacames; care must be taken not to bring Galera Point to the westward of S.W. by S., or not to go into less than 10 fathoms.

At 14 miles N.E. of Atacames is the entrance of the Esmeralda River. The coast is nearly straight, and off Gorda Point, 9 miles from Atacames, there are some rocks.

ESMERALDA RIVER.—This river takes its rise in the Andes, and although of considerable size, is full of shoals, and unfit for sea-going vessels. About 13 miles from its mouth is the town of Esmeralda, a place containing 4,000 inhabitants, mostly negroes and zamboes. Mines of emeralds in the vicinity were formerly worked by the Jesuits. In 1872 a road was in progress to Quito from Esmeralda.

The bottom off the bar of this river is deep and singularly uneven, 84 fathoms being found alongside 7 fathoms, and the stream runs out with great velocity, the water being fresh 2 miles from the mouth. There is a safe anchorage for small vessels just inside the bar, which may be reached with common care. There is a village at the mouth. The principal trade at this port is cocoa and tobacco, the latter said to be the best on the coast; a considerable quantity of grain is grown, cotton is plentiful, and there is a small export of caoutchouc.

* This spit, and the irregularity in the depth off this part of the coast, compared with that to the southward, are remarkable. Perhaps they may be occasioned by the action of the currents, which, as we shall show hereafter, are very strong and peculiar in the vicinity.
VERDE POINT—POINT MANGLES.

A lighthouse, in lat. 1° N., long. 79° 41' W., painted white and red, stood on Coquito Point, West side of the entrance of Esmeralda River. The light was discontinued in 1875, pending its removal to Mount Coquito.

Verde Point, the next remarkable place on the coast, is a clifffy bluff with a hill over it, 13 miles to the eastward of Esmeralda, the light between forming the bay of San Matéo, the land reached by Pizarro on his first attempt on Peru, 1526, and where he again landed in 1531, and marched from thence to the famous conquest. There is is a river one mile to the westward with a bar navigable at high water, and a small town on the eastern bank. From this point the shore is lower, with fewer cliffs, but having several huts and cultivated spots near them, giving the coast a more civilized appearance. The cliffs cease altogether at the River Majaqual, 13 miles to the eastward, at which point the low river land commences, continuing with only two breaks as far as Cape Corrientes a distance of 300 miles.

The coast between the River Majaqual and Point Mangles is a shallow bight, in which are three large openings, apparently the mouths of rivers, forming the entrances to a considerable inland navigation, and leading to the Piles, a deep basin of some extent. The land in this vicinity is owned by the Ecuador Land Company. Santiago, the first of these, 11 miles from Majaqual, is of considerable width, and in December, 1836, there were three passages through the breakers, the southern one being the best, but they probably alter with the freshes. There are several houses on the southern bank, and numerous cattle were seen. About one mile from the mouth is the village of Tola, from which there is an inland communication by a 3-fathom channel for 30 miles.

Posa Harbour, 4 miles from Santiago, is the second of these openings, the coast between being fringed with shoals, extending 4 miles from the shore, on which the sea breaks continually. The passage into the harbour is through these, about 1 mile wide, with a depth of 12 ft. at low water; when inside the harbour is spacious and secure. The breakers extend in the same way to San Pedro, the best of the three esteros, into which the channel is broader, with about the same depth of water. No vessel bound to any of these ports should attempt to enter without a pilot, which can easily be obtained at Tola; the coast being so low and similar that no leading marks can be given distinguishable by a stranger. There are apparently two more openings on the northern shore of the bay, but they were not examined. No vessel should approach this coast within the depth of 10 fathoms, which is generally found at a distance of 4 miles from the land. It is high water, full and change, in San Pedro, at 3° 30' ; the rise being 13 ft.

POINT MANGLES, the northern point of the bay of Panguapi, is low and sandy, forming the S.W. extreme of a low narrow island; the water is deep off it, there being 38 fathoms within half a mile of the point, and 100 fathoms at a distance of 3½ miles. Bullocks and fresh water can be obtained
from a small village close to the point. From this the coast runs in a north-easterly direction for 19 miles, low and intersected with esteros or creeks, said to be the mouths of the River Mira, as far as Boca Grande, which is the largest, and rendered conspicuous by a considerable village surrounded with cocoa-nut trees.

PORT TUMACO, the boundary town of the state of Nueva Granada, lies to the eastward of Boca Grande. The port is formed by the three islands of Tumaco, Viciosa, and El Morro, lying at the mouth of an estero, and may be recognized by the white cliff on the N.E. end of the latter island. There was but little commerce at this port in 1847, although the convenience for transporting merchandise to the interior of the country is well worthy of further attention. The town is a mere village of bamboo huts. It is well supplied with fruit, and exports timber, chiefly mangrove and cedar.

La Viuda (the Widow) is a small rock, lying about 1½ mile to the N.E. of El Morro, useful as indicating the position of the entrance to Tumaco. Farallon de Castillo is a similar rock, off the North point of El Morro, to which it is connected at low water. It is high water, full and change, in Port Tumaco, at 2° 23' N.; the rise and fall being 12 ft. The current in the offing will generally be found setting to the north-eastward.

Vessels bound to Tumaco should make Point Mangles, and then run along the land on a N.E. by N. course for about 25 miles, until the cliff on El Morro is seen; and when it bears S.E. by E. ½ E., shape a course so as to pass midway between the Farallon de Castillo and La Viuda Rock, keeping, if anything, near the former. This, however, should not be attempted by strangers, who should anchor about 1 mile to the northward of the port, in 12 fathoms, with La Viuda bearing East. The chart will be the best guide.

CASCAJAL POINT, a bold red cliff with two hills over it, forming a remarkable feature in this singularly flat country, is nearly 9 miles to the northward of El Morro, the coast between them forming a deep but shoal bay. Southward of this point lies the celebrated Island of Gallo, where Pizarro drew the line on the sand, over which thirteen only of his followers crossed, and with these he remained, while Amagro returned to Panama for reinforcements. From this to Guascama Point, a distance of 45 miles, the coast is a low and thickly wooded flat, forming the delta of the River Patia, which reaches the sea at this point, after a N.W. course of 200 miles. The whole coast between Points Mangles and Guascama should be approached with great caution.

Off GUASCAMA POINT, the bank which fronts the low land extends 4 miles from the shore, and so runs parallel to the coast of the Bay of Choco the whole way to the River Buenaventura, a distance of 110 miles. About 5 miles from Guascama Point is the mouth of the River Sanguinga, into
which there is a passage through the breakers nearly a mile wide, with a
depth of 5½ fathoms in it. The coast from this to the River Buenaventura
is flat and monotonous, with the single exception of Tortuga Peak, a small
wooded hill 21 miles South of the river, and presents a most uninviting
appearance, being low mangrove land converted into swamps by the over-
flowing of the numerous rivers; in clear weather a distant range of moun-
tains may be seen, clothed to their summits with trees.

There are no less than 14 mouths of rivers on this length of the coast.
These streams send a considerable volume of water into the sea. The inha-
bitants, although not numerous, are yet frequently met with, and during the
survey, in 1846, a house was generally in sight, especially at the entrance of
the rivers. Inshore the flood sets N. by E. and the ebb S.S.W., about
1½ mile an hour, but 40 miles from the coast there is generally a set to
the N.E.

GORGONA ISLAND, a place famous in the annals of Pizarro, the Buca-
neers, and earlier voyagers on this coast, is 24 miles to the N.E. of Guas-
cama Point. It lies N.N.E. and S.S.W., is about 5 miles long by 1½ mile
broad, and is remarkable from its three peaks, the highest and centre one
being 1,296 ft. above the sea. Gorgonilla, a rocky peninsula about one mile
in length, lies off its S.W. end, and 1½ mile to the westward of the southern
point of the peninsula is La Roca, a singular sail rock, 60 ft. high. This
part of the island should not be approached by a ship, as it is foul and
rocky, and it is said that the ship Bertha struck on a reef a league South
of it, not on the chart, on December 28th, 1851. Gorgona is a beautiful
island, and forms a pleasant contrast to the low dense wood of the mainland;
it is well watered and productive where it has been cultivated. The anchor-
age is off the watering bay on the East side of the island, in 80 fathoms,
about one-third of a mile from the shore. Water is good and easily
obtained.

BUENAVENTURA RIVER, in the bight of the Bay of Choco, 78 miles
to the N.E. of Gorgona Island, is a broad deep stream, navigable by vessels
drawing 24 ft. as far as the town, a distance of 10 miles from the mouth.
This is a port with great natural advantages, and promises to become a con-
siderable emporium for the commerce of Nueva Granada. The town, situated
on the South bank, at present is a poor collection of houses, with a small
barrack, battery, custom-house, and the residence of the governor, inhabited
by negroes and mulattoes to the number of 1,000. It has, however, a con-
siderable trade, importing salt, garlic, straw hats, and hammocks, and ex-
porting rum, sugar, and tobacco. It is not considered healthy, and provi-
sions are scarce and dear.

Culo de Barca and Vigia de San Pablo are two off-lying islands on the
North coast of the river, which is composed of red sandstone cliffs, crowned
with trees. The Vigia has the appearance of a gigantic wheateaheaf, and is
distant 4 miles from the entrance of the river, with Culo de Barca (boat's stern) 2 miles to the westward.—Seemann.

Basan Point, forming the North point of entrance to the River Buenaventura, is low and wooded, with a few houses on it, at which a pilot may be obtained. There is no regular establishment, but competent men are always to be had by sending a boat up to the town. Soldado Point, on the southern shore, is a little more than a mile from Basan Point, low and covered with mangroves. The river between these points is deep and clear, with the exception of a small shoal with 3 fathoms on it, lying 4 cables S.S.E. from the houses.

Negrillas Rocks are a low and dangerous reef, about 2 miles in circumference, nearly covered at high water, lying 8 miles W. by S. from Culo de Barca, consisting of one large, and several detached rocks, with shoal patches; they are dangerous to vessels bound to Buenaventura in the thick weather so frequently met with on this coast, and no vessel should approach nearer to them than 10 fathoms. In clear weather the Viga de San Pablo, kept open of the land bearing E. 4 S. will carry a vessel well to the southward of the reef.

It is high water, full and change, off the entrance of Buenaventura River, at 4°, but at the town it is said to be at 6°, the rise and fall being 13 ft. Tides are regular, the ebb stream setting right out of the river, and running 2 knots; the first of the flood comes from the northward, and runs little better than 1 knot.

The Buenaventura River will easily be recognized by the red sandstone cliffs to the N.W. of the entrance, the more remarkable as they are the first met with northward of Point Caseajal. Large vessels, bound for Buenaventura, should make these cliffs, and thus avoid the shoal and dangerous bay South of Soldado Point, taking care at the same time of the Negrillas Rocks.

MAGDALENA BAY is a snug bay, 3 miles wide and 20 miles deep, lying to the northward of Piedra Point, about 11 miles from the entrance of Buenaventura. Unlike the rest of this coast, its shores are cliffs of a moderate height, crowned with trees; it was not examined beyond the entrance in the survey of 1846. This bay may be entered to the eastward or northward of Palmas Island, but the passage to the westward between the island and the Negrillas Rocks is rather shoal. The northern is the best, between Palmas Island and Magdalena Point.

Magdalena Bay was visited recently by the Chilean barque Mary, for wood and water, which is to be obtained here, and also on Palmas Island. They found about 20 or 30 naked Indians on the shores of the bay, who collect caoncho and ivory nuts, which they sell at Buenaventura.

Palmas Island is a small bold island, 1 mile long by half a mile broad, 3½ miles from Point Pedra, with detached rocks off each extreme; the eastern
and northern sides appear clear, but the soundings are shoal and irregular in the direction of the Negrillas Reef.

About 2 miles to the northward of Magdalena Point, the cliffs cease and the low river mangrove coast recommences running in a N.N.W. direction to Chirambira Point, a distance of 25 miles, forming the delta of the River San Juan. The water shoals quickly on approaching the coast, 20 fathoms being found 3 miles from the shore.

POINT CHIRAMBIRA, the southern point of entrance to the Chirambira mouth of the San Juan River, is remarkable as forming the only harbour and convenient landing place between Magdalena Bay and Cape Corrientes. The point has nothing to distinguish it, a rounding series of low spits running one into the other being all that can be seen. There is a considerable set from the river, and the bottom off the entrance, like that of the Esmeralda River, is singularly uneven, 3 fathoms and no bottom at 33, being within a cable of each other. There are a few houses on the North bank, and a distillery rather on a large scale, although rough in material. Bullocks, pigs, and vegetables can be obtained here, but are dear, and two or three days' notice is required to send up the river for them.

The SAN JUAN RIVER, whose delta opens at Chirambira Point, is a considerable river, flowing from the N.E. Whether any of its mouths are navigable for large vessels is undetermined. The spot discussed for the inter-oceanic communication between the Atlantic and Pacific was to be by a canal between the head waters of the San Juan and the Atrato falling into the Gulf of Darien.*

The COAST, northward of Chirambira Point, trends in nearly a direct line North (true) to Cape Corrientes, a distance of 73 miles; it is somewhat similar to that of the Bay of Choco, being low land, intersected by numerous rivers. The water shoals gradually, 2 fathoms being generally found within 1 mile of the beach, and occasionally much nearer. There is a low table-land to the northward of the River Usaraga, about midway between Chirambira Point and Cape Corrientes: two low peaks are also seen to the northward of the Usaraga, abreast of the rivers Baudo and Catripe, about halfway to the cape. These are the only elevations, as the mountain range visible in the Bay of Choco was not seen on this part of the coast. Houses

* Captain C. S. Cochrane thus speaks of it:—"After an hour's travelling I came to the rising ground that divides this stream from the one on the Citera side. I particularly inspected it, and found the distance from one stream to the other to be about 400 yards, and the height of the ground necessary to be cut through about 70 ft.; but after digging a very few feet you come to the solid rock, which would make the undertaking expensive; besides which, it would be necessary to deepen each stream for about a league, so that I think the least cost would be 500,000 dollars to make a good communication from the Atrato to the San Juan."—Cochrane, vol. ii, p. 431; but it never can become serviceable from its distance.
COAST OF COLOMBIA.

are frequently met with, especially at the mouths of the rivers; the inhabit-

ants, however, generally avoid communication.

CAPE CORRIENTES, easily known by the dome-like Peaks of Anana,
about 1,500 ft. high, which rise directly over it, is the first high land North
of Monte Christo, and generally makes like an island from the southward.
It is densely wooded from the summit of the peaks to the high water mark,
the almost constant rains giving a bright green colour to the peaks. Alusea
Point, 5 miles North of the cape, forms the northern extreme of this remark-
able promontory; the cape is well named, as there appears to be a constant
northerly set in the vicinity.

Cabita Bay, on the South side of Cape Corrientes, lying to the eastward
of a high rocky point, about 3 miles from the cape, although open to the
southward, forms a good anchorage and capital watering place. Vessels
may lie in 18 fathoms about 7 cables from the stream in the bight of the
bay, with the western horn bearing S.W. by W. About 5 miles to the S.E.
of the watering place is the mouth of the River Jeva, to the southward of
which is a remarkable perforated rock named Iglesia (or Church) de Sevra.
There are a few houses in the bay, but the inhabitants are timid, and in 1847
always avoided the boats of H.M.S. Herald.

The coast from Alusea Point trends to the eastward for 14 miles to the
River Nuki, a mountain stream, the shore between them being alternate
bluffs and sandy beaches, with a few small streams. At this river there
were also houses occupied in 1847 by an Englishman and some Indians.
About 8 miles N.N.W. from Nuki is a cluster of high rocks, 2 miles off the
little River Chiru, and 3 miles to the northward of this group is Morro Chico,
a pinnacle of a similar nature.

PORT UTRIA, 8 miles further, was unknown before the survey of the
Herald, and is a snug creek-like harbour, about 3 miles long by half a mile
broad, with an average depth of 12 fathoms. It is formed by a lofty but
narrow peninsula, with two islets and some detached rocks off its South
extreme. The entrance to the port is to the south-eastward of these, with
no hidden dangers, the shores being steep-to. The eastern side is a sandy
beach, running out to a spit 2½ miles from the entrance. At this point the
harbour is only 2½ cables across, but opens out after passing it, forming a
commodious basin, in which a vessel may rest or heave down. This port
will be easily known by Playa Baia, a beach about 4 miles long, fringed
with cocoa-nut trees, situated to the northward of the peninsula, the land
behind it being low. At its North extreme is the mouth of the little River
Baia, with a rocky islet lying off it.

POINT FRANCISCO SOLANO, 12 miles from the River Baia, is a long,
rocky, tongue-like point, forming the western side of the deep bay of Solano.
The coast southward is high and rocky, with occasional small beaches.
There is a patch of rocks 3 cables from the shore, about 6 miles to the south-
ward, and the water is deep, 40 fathoms being found within a mile of the coast. A reef, consisting of rocky patches, with deep water between, extends 1/2 mile from the point, and should be carefully avoided.

SOLANO BAY, a spacious but deep anchorage formed by Francisco Solano Point on the S.W., and a lofty promontory, which juts out some 3 miles, on the North, abounds in fish, wood, water, and a great quantity of wild cocoa-nut palms. There are also considerable groves of vegetable ivory (Phytelephas, sp.), a beautiful palm-like plant, found in low damp localities, seldom intermixed with other trees or bushes, the ground beneath them appearing as if it had been swept. In 1847 a cargo of these nuts could have been collected with ease, the groves being close to the shore, in the vicinity of the sandy beaches.—Seemann.

About 2 miles S.W. of the northern point is a small chain of rocky islets, nearly 1 mile long, the centre being a remarkable sugar-loaf. They are barren and frequented by large numbers of gannets.

CUPICA BAY (or Tupica), to the eastward of Point Cruces, nearly 22 miles from Francisco Solano Point, is one of the best anchorages on the coast. It is a village with some plantations, from which vegetables can be obtained. The houses, like those to the southward, are built on piles; in fact, this style of building extends from the River Tumbez to Garachine Point at the entrance of the Bay of Panama. Point Cruces is a lofty, straggling point, forming the West side of the bay, with outlying rocky islets extending 2 miles to the southward. It is high water, full and change, in Cupica Bay at 4°, the rise being about 13 ft. Current in the offing sets to the northward.

This bay has been of some celebrity, in consequence of its being one of the points proposed for the junction of the Atlantic and Pacific Oceans. Two expeditions in the year 1873 were sent to examine and report on the practicability of a canal. Both expeditions made their starting place Cupica Bay. The first, under Captain Sefridge, started from Chiri Chiri in 6° 30' N., and examined the route by the Bojeya tributary of the Atrato, and found the highest land 700 ft. above the sea, rendering a tunnel 3 miles long necessary. The total length of canal by this route would be 28 miles. The other expedition, fitted out by the Peruvian Government, anchored off the village of Pajas, in Cupica Bay, lat. 6° 43' N., long. 77° 38' W., and made the starting point in the small Bay of Limon, lat. 6° 40' N., long. 77° 23' W., where the Cordillera rises abruptly from the sea to a height of 600 ft., down which a torrent rushes. By the route examined by them the canal would be 30 miles long, by way of the Napiipi and Limon torrent, and a tunnel 5 miles long required. The Napiipi River joins the Atrato 150 miles above its mouth, and at its junction is 1,500 ft. wide and 30 ft. deep. The descent of the Limon South Pacific.
torrent would require thirteen locks. Further examinations were to be carried out of other routes.

It must be inferred, that the Baron Humboldt (who did not visit this spot himself) was misinformed on the subject.

"A monk of great activity, padre of a village near Novita, employed his parishioners to dig a small canal on the Quebrada de la Raspadura, which is a branch of the San Juan; by means of which, when the rains are abundant, canoes laden with cacao pass from sea to sea. This interior communication has existed since 1788, unknown in Europe. The small Canal of Raspadura unites, on the coasts of the two oceans, two points 75 leagues distant from one another."—Humboldt.

M. Gogueneche, a very intelligent Biscayan pilot, is said to have been the first who turned the attention of the government to this part for communicating between the oceans.

CAPE MARZO.—From Point Cruces the coast trends to the north-westward as far as this cape, which is of a similar nature, having detached islets, and also a bay to the eastward named Octavia Bay, which, although smaller than Cupica, yet, like it, possesses convenient depth for anchoring. In addition to the detached islets already mentioned, there is another patch of high barren rocks of fantastic shapes, lying about 1½ mile to the southward of the last, the passage being deep and clear. The western side of the cape is bold and rugged, but thickly wooded, running in a North direction for nearly 8 miles, and off its northern extreme are also detached islets, lying 1 mile from the coast, with 16 fathoms in-shore of them.

The Coast from these islets trends sharply to the eastward for 2 miles; the cliffs ceasing at the mouth of the Corredo, a small stream, from which a continuous line of beach, with low land behind it, extends to the N.W. for 14 miles, as far as Ardisa Bay, which may be known by a small islet lying off it; several canoes were seen; and some little distance inland is a village called Jarada. From this bay to Point Piñas, a distance of 32 miles, the coast is high, rugged, and thickly wooded, having deep water close to the shore.

PINAS BAY, about 3 miles to the northward of the point of the same name, is the best anchorage between Octavia Bay and Garachine Point, being about 2 miles long by 1 mile wide, with an average depth of 10 fathoms, but open to the S.W., from which quarter there are occasional squalls in the wet season, throwing a considerable swell into the bay. Good water is found in a stream running into the sea at the West extreme of the beach, protected from the swell by a small natural mole on its western side. Off the mouth of the harbour are the Centinelas, two high barren rocks.

GARACHINE POINT, the southern point of the bay of the same name, is 33 miles to the northward of Port Piñas, the coast between being high, bold and wooded. About 3 miles S.W. of the point is Cepe Escarpado, off
GULF AND BAY OF PANAMA.

which lies the islet of Cajualo. The land over Garachine is very lofty, Mount Zapo, a sharp conical peak, rising to an elevation of about 3,000 ft. above the sea.

Garachine Bay, lying to the N.E. of the point between it and Patino Point, is shoal, the shore being low mangrove land, forming the mouths of the River Sambo, with mud banks extending 3 miles from the coast. There is a bank 5½ miles long lying directly between Garachinó and Patino Points, with patches of 15 ft. water on it, having 4 and 5 fathoms inside; and 4 miles N.W. by W. from the former point is a small patch of 4½ fathoms, with 6 and 8 fathoms close-to. Vessels may anchor close off either of these points, the water being deep in their vicinity.

GULF AND BAY OF PANAMA.

Garachine Point on the East, and Cape Mala on the West, may be taken as the limits of what is called in the late surveys the Gulf of Panama. These points lie E.N.E. and W.S.W., true, 103 miles apart. The depth of the gulf within this line is about 80 miles, the City of Panama being at its head. Panama Bay is the space between the main and the Pearl Archipelago.

Until the survey of 1849, by Captains Kellet and Wood, R.N., we were dependent for our knowledge on the excellent Spanish charts, and on the still singularly correct description given by Dampier, nearly two centuries since. But as these surveys, and the accompanying directions, have supplanted them, we give the following from the Admiralty Directions, with additions from other sources.

The BAY of SAN MIGUEL, to the N.E. of Garachinó Point, on the eastern side of Panama Gulf, was well known to the Buccaneers, who used it as the entrance to the Pacific in their overland journeys from the Gulf of Darien, which they generally accomplished under 10 days. Since Dampier's time it has almost been forgotten until 1851, when the idea of a ship canal was suggested to connect it with Caledonia Bay, in the Gulf of Darien. The entrance is 6½ mile wide, between Lorenzo Point on the North, and Patina Point on the South.

Off Lorenzo Point, on the North, is Iguana Island, and 3 miles to the northward the mouth of the River Congo, which Dampier wished to use in his journey. From Iguana Island the gulf opens, being nearly 11 miles across as far as Pierce Point, a projecting rocky point on the North shore.

Buey Bank, an extensive shoal, drying in patches at low water, on which a heavy sea breaks, is 6 miles in circumference, its inner edge lying nearly 1¼ mile from Lorenzo Point, but this passage should not be used, as there is only 10 ft. water in it, and generally a heavy swell. A spit with 12 ft. extends off its S.W. end for 1¼ mile, and 4½ fathoms only are found nearly 5 miles from it; vessels should not stand within that depth. Colorado
Point, kept open of Patino Point bearing N.E., is a good mark to clear this bank, and also for running up the gulf. The western side of the gulf is little known, but is reported to be shoal; the eastern side has plenty of water along it.

Off Patino Point, on the South side, and which is just separated from the main, there is no danger; 2½ miles inside this, in a N.N.E. direction, is Colorado, a bold rocky point, with a conspicuous patch of reddish clay on its face, the coast between forming a bay; 1½ mile further up the gulf the land gradually gets lower, and forms Point Hamilton, it then falls back to the eastward. Washington Island, nearly 3½ cables N.N.E. from Point Hamilton, is densely covered with wood, and lies rather more than a mile from the inner point of the bay just spoken of. The channel up the gulf is to the northward of Washington Island, between it and Jones Island, a conspicuous little rock about 20 ft. high, and covered with grass; these two islands lie N.W. by W. and S.E. by E. 1½ mile from each other.

The coast from abreast of Washington Island takes a northerly direction for about 6 miles to Stanley Island.

Stanley Island, a low wooded island 1½ mile long by 1 mile broad, divides the channel into two passages, both leading into Darien Harbour; the principal one, or Boca Grande, being a continuation of the gulf in a northerly direction past the West and North sides of Stanley Island, and the other, or Boca Chica, between its southern end and Virago Point, on the South shore of the gulf. The latter channel, although much shorter, is too narrow for a sailing vessel to use with safety, on account of the rapid tide in it.

Boca Grande, between the rocks outside the Boca Chica, and Milne Island on the western shore, is 1 mile broad, and continues nearly the same width for 1½ mile between Stanley Island and the shore. After passing the Boca Chica steer to the N.E., and do not approach Stanley Island within 3 cables, as a dangerous rock lies off its N.W. point. The navigable channel at this point is three-quarters of a mile wide, and begins to turn to the eastward round the North end of Stanley Island. The channel then bends back to the S.E. into Darien Harbour.

Darien Harbour, a magnificent sheet of water extending for 11 or 12 miles in a S.E. direction as far as the village of Chapigana, is formed by the junction of the Tuyra and Savannah Rivers. The depth of water from Paley Island as far as the mouth of the Savannah, a distance of 2 miles, is from 10 to 5 fathoms, beyond which there is not more than 12 to 18 ft. at low water springs. The best place for anchoring is off the village of Palma, 1 mile to the southward of Price Point, on the South side of the Boca Chica, in from 7 to 10 fathoms, at about 3 cables from the shore.

The River Tuyra, the Santa Maria of the Spaniards and Buccaneers, rises in lat. 7° 40' N., and enters Darien Harbour near the village of Chapigana. Twenty miles from this point, near the junction of the rivers Chucunaque,
are the ruins of the old Spanish fort of Santa Maria, near which were the
gold mines worked by the Spaniards in the 17th century. The River Chucu-
nague rises in lat. 8° 50' N., westward of Caledonia Bay on the Atlantic; its
course appears to have been the favourite track of the Buccaneers from the
Atlantic to the Pacific.

The Savannah River, which was the one generally preferred for the pro-
posed junction of the oceans, rises in lat. 8° 44' N., and a few miles from its
source meets the River Lara, where the bottom is level with the half-tide. It
is high water, full and change, in Darien Harbour, at 4th, and the spring rise
is said to be 24 ft. The tides in the narrows run proportionally strong, and
great care should therefore be taken.

SAN JOSE BANK, a dangerous shoal, 1 mile long by three-quarters of a
mile broad, in the centre of which is the Trollope Rock, with only 2 ft. water,
lies in the fairway of ships bound to Panama from the southward, being 16
miles from Garachiné Point and 9 miles from Galera Island, the south-
eastern of the Pearl Islands. It is easily avoided either by keeping on the
main shore until Garachiné Point bears to the southward of East, or by
passing nearer to Galera Island, which may be approached as near as 2
miles, taking care of the shoal patch and rocks off its southern side.

The PERLAS or PEARL ISLANDS, also known by the names of Islas
del Rey, Islas del Istmo, and Islas de Colombia, form an archipelago on the
eastern side of the Bay of Panama, consisting of 16 islands and several
rocks. Isla del Rey is the largest, San José, Gonzales, Casaya, Saboga, and
Pacheca are of secondary, and the rest of minor importance. There are from
30 to 40 fishing villages scattered about these islands, containing about
2,000 inhabitants, chiefly engaged in the pearl fishery, which is said to pro-
duce about two gallons of pearls a year; the shells also form a lucrative
article of commerce much inquired after by French vessels. These islands
are low and wooded, the soil fertile, but not much cultivated; most of them
belong to merchants at Panama, who employ negroes to plant and cultivate
them. The numerous cocoa-nut groves, and bright sandy beaches, inter-
sected by small rocky bluffs crowned with trees, give these islands a pleasant
appearance.

Pacheca, Saboga, and Contadora, with the islets of Bartholomew and
Chipre, are a group in the northern part of the archipelago, forming between
them a good and capacious harbour, well suited as a depot for steamers.
Pacheca and Contadora are covered solely by palm trees, unmixed with any
others, which is singular. Saboga, the largest island, on the East side of
which is a considerable village, has a reef extending 1½ mile to the north-
ward, which, with Chipre to the southward, forms the western side of this
harbour. Pacheca and Bartholomew being on the northern, and Contadora
on the south-eastern side; the latter island has 5 fathoms close to its N.E.
shore, which is low and well adapted for wharves.
COAST OF COLOMBIA.

This harbour is about 2 miles long by nearly 1 mile broad, with an average depth of 9 fathoms; it has three entrances, each possessing a 5-fathom channel, which may be used as best suited to wind and tide. It is high water, full and change, at Saboga Island, at 4°, the rise and fall being 14 ft.

Vessels using the Pacheca Channel should pass within half a mile of the small island West of Pacheca, and stand to the southward until the centre of Bartholomew Island bears E. by S. ½ S. Steer for it on this bearing until the northern islets off Saboga open westward of Saboga, bearing S. by W. ½ W., when the vessel may haul to the southward for Contadora. If entering by the Contadora Channel, a ship should pass half a mile to the eastward of Bartholomew Island and not stand to the westward before the nearest islets North of Saboga open northward of Saboga, bearing W. by S. ½ S., which leads through. Care must be taken not to open them too much, as there is a 2-fathom patch to the N.E. of Contadora to be avoided.

Vessels from the eastward using the Saboga Channel should pass half a mile eastward of Contadora, and continue standing to the southward until the outer islet on the reef South of Saboga opens southward of the same island, bearing E. ½ S. Steering on this course will clear the vessel of the sunk rock in this channel, which lies nearly 1 mile to the southward of Contadora, and when Pacheca is shut in by Saboga, bearing N. ½ W., you may stand to the northward, and run through the channel, which is steep-to on both sides. If this harbour were used, a few buoys would greatly assist the navigation.

Chapera and Pajaros lie next to the southward, there is a 4-fathom channel between them, but the ground is foul, and it should not be used. No vessel should attempt the passages South of Chapera Island, between it and Isla del Rey.

Casaya, Bayoneta, and Viveros, with several islets and rocks, are the largest islands on what may be termed an extensive reef stretching off from the N.W. point of Isla del Rey, about 8 miles long by 5 miles broad, the passages between them being foul with occasional strong tides. A shoal 1½ mile long by three-quarters of a mile wide, having only 9 ft. water on its shoalest part, lies nearly 4 miles to the eastward of the North point of Casaya. The whole of these islands should be avoided by vessels bound up the bay.

Isla del Rey, the main island of the group, is about 15 miles long by 7 miles broad, with several peaks on it, the highest being about 600 ft. above the sea. Numerous islets, having deep water between them, lie off its western shore, extending 3 miles from the coast, but they should not be approached by strangers within the depth of 10 fathoms. Cocos Point, its southern extreme, is a remarkable promontory jutting into the sea, 4 miles long by about 1 mile wide, its extreme cliff being crowned (in 1859) by an
umbrella-like tree, which makes it conspicuous. East of this point is the fine Bay of St. Elmo, with convenient anchorage in all parts, and a good stream of water at Lemon Point, in the bight of the bay.

The eastern shore has also islands off it, but they are steep-to, and may be approached within half a mile, with the exception of Canas Island at the eastern point, where there is a 3-fathom patch lying outside a sunk rock, nearly 1¼ mile from the shore.

San Miguel, the principal town of these islands, on the North side of Isla del Rey, is of some size, possessing a conspicuous church; it is, however, badly situated, landing being difficult at low water. Two hills—the Cerro Congo and Cerro Vali—lie to the southward of it, the former being 481 ft. high. Supplies are uncertain and dear, being generally all sent to Panama. Care must be taken in approaching it, as the bottom is irregular, and rocks abundant.

GALERA, a small island, generally the first land made by vessels bound to Panama, is 7¾ miles to the S.E. of Cocos Point, like which it is remarkable for its umbrella tree. A cliff forms its southern side, sloping down to a beach on the North, and to the southward a reef runs off for nearly 1 mile. This island should not be approached within the depth of 10 fathoms, but there is a good passage between it and Cocos Point, by which the vessel will be clear of the San José Bank.

GONZALES lies on the West side of Isla del Rey, with a broad, deep channel between it and the islets before mentioned. It is about 12 miles in circumference, and has on its northern side two bays protected from the North by the Islands of Señora and Señorita. These bays, called Perry and Magicienne, were re-examined in 1858 as to their capabilities for a depot for steamers, and although not so good or so near to Panama as the harbour South of Pacheca, yet still have some advantages. They are divided by the little peninsula of Trapiche, off the East point of which is a rocky ledge, terminating in a shoal with 14 ft. water.

A large stream of water runs into the sea on the western side of Magicienne Bay. This bay, however, is small and shoal, without the advantages of Perry Bay, which is 1 mile wide, and runs back for the same distance.

Gonzales was purchased in December, 1857, by the British Government, of an American citizen for £1,000, the New Granada Government consenting and retaining the sovereignty. No building was to be erected on it, but a vessel was to be moored. It was intended as a watering station for H.M. fleet. Señora and Señorita, including the shoal off their eastern side, are about 1 mile long, and lie nearly the same distance northward of Trapiche, with a 7-fathom channel between, steep-to on both sides.

It is high water, full and change, in Perry Bay, at 3° 50′, the rise being 16 ft. The tide stream is not felt in the anchorage, but there is a considerable
set off the island, the flood setting to the northward, and ebb to the southward, the latter being generally the stronger.

San Jose Island lies 4 miles directly South of Gonzales; the summit forms a tableland. Nearly 2 miles S.E. from the Iguana Point, the northern extreme of the island, is a large waterfall, running into the sea, and forming an excellent watering place.

Passage Rock is a dangerous sunk rock, with 12 and 9 fathoms alongside of it, lying near the centre of the channel, between San José and Gonzales, which otherwise is deep and clear. It is 1½ miles from Gonzales, and 2½ miles from San José. Vessels should keep between the San José shore and this rock.

The COAST.—Brava Point forms, with Lorenzo Point, from which it is distant 2 miles, the northern point of entrance to the Gulf of San Miguel. Both these points are edged with reefs and outlying rocks.

Farallon Ingles is a small but high island, lying at the edge of the shoal off the River Buenaventura, about 5 miles to the northward of Brava Point; 12 and 15 ft. water are found on its western side. Gorda Point, bold and woody, with 4 fathoms close to, lies 4 miles northward of the Farallon; there is less swell after passing this point. The Pajaros are two small rocky islets 4 miles from Gorda Point, with 4 and 5 fathoms to the westward, but only 13 ft. between them and the shore. At these islets the 5-fathom shoal commences, which continues in front of the coast round the Bay of Panama as far as Point Chamé, on its western shore.

The River Trinidad, 2½ miles from the northern islet, has a low rocky point, forming the S.W. point of entrance. A 3-fathom channel was found into this river, extending 1½ mile from the point. Shag Rock, a barren islet, frequented by birds, with shoal water round it, lies 2½ miles from this entrance. Mangue and Majaguay, 7 miles from the River Trinidad, are high, wooded islets at tide time. There is a depth of from 10 to 12 feet water to the westward of them. River Chiman, to the northward of these islands, is wide at the mouth, but shoal, being nearly dry at low water. On the eastern side, under a hill, is the small town of Chiman. This was the spot to which Pizarro retired in 1525, after beating about for 70 days with much danger and incessant fatigue, without being able to make any advance to the southward. He was here joined by Almagro, and the following year they sailed again for Peru.

Pelado Islet, W. by N. 4 miles from Mangue Islet, directly off the mouth of the River Chiman, is a flat level islet of small extent and about 60 ft. high; it has no trees, but is covered with a coarse prickly shrub; is steep-to on all sides, and forms a useful mark to vessels bound up the bay for Panama, who need not go inshore of it.

Chepillo Island, 31 miles from Pelado, is described by Dampier as the most pleasant island in the Bay of Panama; it lies off the mouth of the
River Chepo, about 2 miles from the coast, and is 1 mile long by one-half broad, very fertile, being low on the North side, and rising by a gentle ascent towards the South, over which is a remarkable tree. This tree also forms an excellent mark to vessels bound up the bay; the southern point may be approached within a mile, but the other sides are shoal, a reef running off its northern point in the direction of the river. The coast between this island and Pelado is low river land with mangrove bushes.

The land North of these rivers is of some elevation. Column Peak and Asu Ears, about 12 miles North of Chiman, and Thumb Peak, at the West extreme of the range, are conspicuous.

Chepo River extends some distance into the interior of the isthmus, having its rise near the head of the Savannah River. The entrance is to the eastward of Chepillo Island, through a 10 ft. channel, about 3 cables broad. Vessels should stand no nearer than 6 fathoms between Chepillo and Panama.

PANAMA is one of the "Gates of the Pacific," and from the very earliest times has held an important position in the connection between the Old World and the Pacific. For within a year of the discovery of the great ocean a town was established in its vicinity.* During the Spanish occupation of these regions, it was periodically the scene of much activity, as the plate-fleet from Lima, with numerous merchant vessels with goods and treasure, came every three years for their transport across the isthmus to Porto-Bello. This continued, more or less, to the downfall of the Spanish power in America, but was also seriously affected by the establishment of a regular commerce round Cape Horn. With the growth of trans-oceanic steam navigation it began again to revive, but the gold diggings in California suddenly brought it into prosperity, which was wonderfully enhanced by the completion of the railroad in 1855.

The site of Panama has been once changed. Where the old city stood, which is about 3 miles East of the present situation, was already, when the Spaniards first reached it in 1515, occupied by an Indian population, attracted to it by the abundance of fish on the coast, and who are said to have named it "Panama" from this circumstance, the word signifying much fish. They were, however, speedily dispossessed, and even so early as in 1521, the title and privileges of a city were conferred on the Spanish town

* "Nata, on the West side of the Bay of Panama, was the first town built by the Spaniards on the coast of the South Sea. It was founded in 1617. The following year they established themselves at Panama."—Herrera, Historia, de las Indias Occidentales, dec. 2, lib. iv. chap. 1.

South Pacific.
by the Emperor Charles the Fifth. In the year 1670 it was sacked and reduced to ashes by the buccaneer Morgan; and it was only after this built where it now stands.

Its present position is on a tongue of land, shaped nearly like a spear-head, extending a considerable distance out to sea, and gradually swelling towards the middle.

Immediately about Panama, East along the coast, and N.W. from it, the land is low and flat, but West and N.E. the mountains approach it closely; and from a hill called Cerro Ancon, about a mile West from the city, and 540 feet high, an excellent bird's-eye view is obtained of the whole adjoining country, including the city, the island in the bay, the neighbouring plantations, the mountains of Veragua, the Pearl Islands, the flat country towards Chagres, the elevated chain between Porto-Bello and Panama, the Rio Grande, the low land along the coast towards the Pacora and Chepo, Panama Vieja, &c., all which come successively under review, and together constitute a landscape beyond measure beautiful.

The city consists of two parts, the city proper of San Felipe, occupying the peninsula, and the suburb of Santa Ana on the isthmus. It contains a population of 12,000, 2,000 being foreigners, who form the business portion. It has an imposing appearance from the sea, and is lighted with gas. There is a fine cathedral, built about two centuries ago.

Panama affords the usual supplies which are to be obtained in tropical regions, but are generally dear; provisions of excellent quality may, however, be obtained from the United States by ships requiring them; and, when time will admit of it, getting such from the States is far preferable to purchasing in the markets of Colon or Panama.

Water can be obtained at Panama from the tank of the United States' mail steamers; but it is cheaper at Taboga, where it may be purchased at two dollars a ton. Coal* may be bought here at times from the mail companies, but it is generally dear. The cost of coal imported into Panama by way of Cape Horn being 16 dollars per ton, and by the railroad 15. Consuls of all nations reside at Panama.

On board ship Panama is by far the most healthy place on the coast of Central America. Vessels of war have remained here many months at a time, their crews continuing in a healthy state, excepting those men who had the will and opportunity to indulge in the vile spirit (aguardiente) of the country, which is cheap and easily procured. The yellow fever that existed at the Morro of Taboga in the early part of 1859 was confined to that spot, and; with few exceptions, the victims to it were men of drunken habits, and

* Some coal beds are reported to exist on the banks of the River Indio, lying between Aspinwall and Panama, which may become of importance.
for this reason commanders should avoid giving liberty to their crews at Panama.

The railway was commenced in January, 1850, and finished on January 28, 1855, under the able superintendence of Colonel G. M. Totten. Its total length is 45 miles 3,020 feet; it runs on the right or easterly bank of the Chagres from the Atlantic terminus, as far as Barbacoas, whence it crosses the river by a wrought-iron bridge, 625 feet long, in six spans. This is exactly midway between the two ends. The highest point is 37½ miles from the Atlantic, and 263 ft. above the mean sea level. The total expenditure on the railway was 7,407,553 dollars—about £1,500,000 sterling. The fare across the isthmus is (or was) £5 4s. 2d. sterling, or 2s. 2½d. a mile; only one class, one of the dearest travelling roads in the world. The time occupied is 4½ hours. The northern terminus, Aspinwall, or Colon, as it is termed in England, is a busy, thriving New England town, in great contrast to the Spanish Pacific terminus. The Panama Station is to the eastward of the city, and is connected with an iron pier, 450 feet long, up to which the smaller steamers come for the transport of passengers and merchandise between the shore and the ocean steamers at Perico and Flamenco. About 20,000 passengers a year pass across by the railway; the number in 1873 being 21,966. A longer pier and docks are very much wanted at Panama.

A fixed red light is shown from the railway wharf a quarter of a mile northward of the city.

Petillo Point, to the East of Panama, is a black rocky promontory with two small hills over it; rocky ledges extend from this point for 1½ cable, and off their extreme a depth of 10 feet may be found. A great portion of this bay, between this point and Panama, is dry at low-water springs, yet at its entrance there is a depth of 8 feet. It is termed El puerto, or port of Panama, and it is here that most of the minor trade of the gulf is carried on by means of bongos, large canoes made from trees of such dimensions that some of them formed from a single trunk have measured 12 tons. Buoy Point, only seen after half-ebb, forms the southern horn of this bay; the long rocky ledges extend 3½ cables from the N.E. bastion, 5 cables from the S.E. bastion in an easterly and 2½ in a southerly direction, forming a bay southward of Buoy Point, in which is easy landing after half-flood, on a sandy beach in front of the Monk's gate. The general landing, however, is round Buoy Point, at the market place on the northern side of the town. These ledges around the city, composed of rock with sand patches between, although now irksome and often dangerous to boats, afford every facility for erecting substantial piers and improving the port. As yet there is no attempt at works of this description.

The S.W. part of the Panama Road is embarrassed by rocks and shoals. Although these dangers are mostly above water, yet this part of the Bay of Panama should be avoided.
Perico and Flamenco, with the outlying rock of San José, are a group of islands forming the South side of Panama Road. Ileñao and Culebra, the western and southern parts of Perico, are connected with it by an isthmus of beach and rocks; but at high water these present the appearance of three islands. Perico is the head-quarters of United States mail steamers, the bay on its northern side forming a convenient anchorage, while on the isthmus, which is sandy on that side, steamers of 2,500 tons have been easily beached. Vessels using this anchorage after passing Flamenco should keep close round the North end of Perico, and anchor when the isthmus opens. Large vessels drawing over 20 ft. may coal at Perico by passing West of the group at half-tide, with Ancon Hill (which on that bearing makes like a cone), just open of Ileñao, N.N.W., pass about a cable's length from Ileñao, and anchor off its N.W. end in 24 ft., when Perico opens. In both cases attention must be paid to the time of tide.

Danaide Rocks, a patch of conical rocks on the eastern ridge of the road, with only 12 and 15 ft. on them, surrounded by 3½ and 4 fathoms, lie E. by S. 2½ miles from the S.E. bastion. These rocks are awkwardly placed, lying in the track of vessels standing for the anchorage, keeping their luff with the land breeze. It is a favourite fishing place, and vessels should avoid canoes seen in that vicinity, as they are probably fishing on the rocks. Sulphur Rocks, a dangerous reef, one mile to the N.W. of the Danaide, have a rock awash in their centre. Knocker and Taboga Rocks are two sunken rocks, with only 6 ft. water on them; the former has a red buoy, with staff and flag on it, and lies nearly one mile E. by N. from the S.E. bastion; the latter lies a little more than 2 cables to the S.W. of the buoy, with 16 ft. water between and 12 ft. inshore of them, but no stranger should attempt to pass West of the Knocker Buoy.

Tides.—It is high water, full and change, in Panama, at 3h 23m. The springs range from 18 to 22 ft., and the neaps from 6 to 10 ft. The ebb sets South from 1 to 1½ mile an hour, and is stronger than the flood which runs to the north-west.

Directions.—Sailing vessels bound to Panama should endeavour to get within 3 or 4 miles of Chepillo Island, especially between December and June, and so have all the advantages of the prevailing northerly wind. From this point Ancon Hill will be seen, and should be kept a little on the port bow, as the wind hauls to the westward on approaching Panama. Vessels drawing over 18 ft. should pass South of the Danaide Rocks, by not bringing San José on with the West point of Taboga (the largest of a group of islands about 9 miles South of Panama), bearing S.S.W. until the cathedral towers are open to the eastward of Ancon. Having passed the Danaide the ship is fairly in the road and may anchor according to her draft; if no more than 18 ft. she may have Tortola just shut in by Ileñao, bearing S.S.W. ½ W., and San José open East of Taboguilla, the eastern of the group above.
PANAMA.

mentioned. Larger vessels, drawing 24 ft., may come to North of Perico, with the peak of Urava, the centre of the Taboga group, on with the East point of Flamenco, bearing South, taking care not to open Changarmi northward of Perico. If it is necessary to work up the road to an in-shore berth, tack on the western side just before Perico and Flamenco touch, and in standing to the eastward do not open San José of Taboga Island.

Vessels drawing 14 ft. may pass North of the Danaide and South of the Sulphur Rocks, with the Hermanos Rocks on with right side of the peak, between the rivers Grande and Falfan, then San José on with the peak of Taboguilla bearing S. ¾ E., leads between Sulphur and Knocker Rocks, and they may anchor North of the buoy in 16 ft., keeping it between Perico and Flamenco, with Gabilan, a rocky peninsula West of the town, just shut in by the S.E. bastion. During neap tides they may anchor more to the N.W. Panama Road, although shoal, may be considered secure; the ground being muddy holds well. A sailor, resident in Panama for five years, remarks, that during that time there was no known case of a vessel being driven from her anchor; and with good ground tackle and common precaution a vessel might lie there all the year round with one anchor down. Attention to the tides and soundings of the roadstead will enable a vessel to lie close in at times for the discharge of cargo.

TABOGA ISLAND, with those of Urava and Taboguilla, forms a pleasant group of islands, about 4 miles long by 2 broad, lying 9 miles to the southward of Panama. Taboga, the highest and largest, 930 ft. above the sea, is well cultivated, with a considerable village on its N.E. side. To the northward of the village is the Morro of Taboga, a small hill, connected with the main island by a low, sandy isthmus, covered at high water. This place is the head-quarters of the Pacific Mail Company, who have here a steam factory and coal stores, also a gridiron, 300 ft. long, on which H.M.S. Magicienne, a vessel of 1,255 tons, was repaired in 1858.

Vessels visit Taboga from Panama to procure water and supplies, both of which are more readily obtained than at the city. Water can be procured from the company's tank at 2 dollars per ton. The anchorage formed by the Morro is convenient, being about 3 cables from the shore in 10 fathoms, with the peak of Urava on with high cliff at Taboga and the church from S.W. ¾ S. to West. Vessels coaling at this island should avoid giving liberty to their crews.

Urava is a small, lofty island, separated from Taboga by a narrow and shoal channel; off its southern extreme is the small islet of Terapa. Taboguilla, 710 ft. high, also well cultivated, with some islets off its S.W. extreme, forms the N.E. islands of the group, with a wide and deep channel between it and Urava, in the centre of which is a sunk rock with 8 and 14 fathoms close to.

The Coast from Bruja Point to Chamo Point, a distance of 46 miles, forms
a shoal bay, with several outlying banks and rocky islets, and vessels bound to Panama should keep near the islands of Taboga, and not approach this shore within the depth of 5 fathoms. About one mile to the N.E. of Vique Cove is a lofty treble-peaked hill, called Cerro de Cabra, forming a conspicuous object to vessels bound to Panama, and frequently mistaken for Taboga by those coming from the eastward.

Chame Bay, at the head of which is a small river of the same name, is nearly filled up by large banks, of which the largest is the Cabra Spit, lying in the middle, with Tabor Isle on it. On the southern side is Chamé Point, a singular, low, woody promontory jutting into the sea, 5½ miles long by half a mile broad. Between this and Cabra Spit is a convenient harbour, 2 miles in length by about three-quarters of a mile in breadth, with from 3 to 8 fathoms water in it, and from 16 to 18 ft., close to the beach of Chamé Point. To the N.W. of the river is a high range called Sierra Capéro, and to the southward are the Cerro Chamé, a group of wooded hills.

Melones Island is a small rocky islet 2½ miles to the N.W. of Taboga, with a rock above water, lying about half a mile to the northward of it. Chamé Island, with the Perique Rock, are of a similar nature, situated about the same distance southward of Taboga. Valladolid is a large rock, nearly 2 miles to the S.W. of Chamé Island, with 9 and 10 fathoms close to it.

Otoque and Bona, with Estiva Island and the Redondo Rock, lying 6 miles to the S.E. of Chamé Point, form a group similar but somewhat smaller than Taboga and Taboguilla, being cultivated, and having a considerable village called La Goleta, in the bay on the western side of Otoque. Anchorage, in from 10 to 14 fathoms, may be found in any part of this group, and all dangers are above water.

Parita Bay, large and open to the eastward, is nearly 20 miles across, lying 45 miles to the S.W. of Chamé Point. The coast between is a continuous beach, called Playa Grande, in front of a low wooded bank. Vessels from Parita Bay should pass about 2 miles to the southward of Bona. The mud flats are found again on the western side of Parita Bay.

Iguana Island, a little higher than the adjacent coast, and thus forming a conspicuous object, lies about 9 miles to the northward of Cape Mala. The island is steep-to, except at its South and East points, with 15 fathoms in the channel between it and the main. It is high water, full and change, at Iguana Island at 4°; the rise and fall being 15 feet.

Cape Mala, which forms the western point of entrance to the Gulf of Panama, is a low but cliffy point with outlying rocky ledges having deep water close to them. The land from the N.W. slopes gradually down to the sea at this point from a considerable distance, making the exact cape difficult to distinguish, unless the breakers are seen. On opening the gulf round this a strong southerly set is generally experienced, especially in the dry season.
SECTION III.

THE ISLANDS OF THE SOUTH PACIFIC OCEAN.

Having in the previous pages described the coast line which bounds the Great Ocean on the East, we come to a far different order of features in the "cloud of islands" which are distributed over the wide expanse of water separating the eastern and western worlds.

Before commencing this task, it will be better for the casual reader of these pages to dismiss from his mind any notions of the magnitude and extent of the land which thus dot the surface of the Pacific that may be gathered from the representations of them. An ordinary chart or map, particularly on a small scale, gives a very imperfect idea of the actual relative sizes of the greater part of these singular natural features. The necessary exaggeration of the scale of the minute but important specks in such a representation would greatly mislead. Another point, too, is that the names attached to these islands add to their apparent magnitude; and thus, what is in reality but a mere point on the ocean—scarcely discernible at a few miles distance—becomes, in appearance, on the chart of as much importance as a spot very many times greater in magnitude. As an example, the Caroline Archipelago, which makes such a formidable array of land and names, extending over 27° of longitude, would not, if all the land composing its various groups, with the exception of the two islands which are volcanic, cover a greater surface than is occupied by St. Petersburg and its suburbs. This remark will equally apply to the whole of the coral groups, which are the distinguishing features of the great world of waters.

The islands of the Pacific are to be separated, generally, into two classes, those of coral structure, and those of volcanic formation. In a later part of this work we will give the distinctive features of these two great classes of islands. It is a subject which has received very much attention from the naturalists of the present day, and in the foremost rank of this honourable array stands the name of Charles Darwin, Esq., who accompanied Captain FitzRoy in the *Adventure* and *Beagle* during their arduous services. Some outline will be given of this gentleman's views on the volcanic and coral group of the Pacific. Another prominent name is that of Jas. D. Dana, Esq., who accompanied the United States' Exploring Expedition. It is needless here to dilate on these points; they will be referred to in their proper place.
The order that has been chosen for the accompanying description differs in some points from that followed by Admiral Krusenstern in his invaluable work, and to which, it cannot be too often repeated here, we owe so much in our pages. In the Memoirs Hydrographiques the islands and shoals are described in the order of their longitudes in the South and in the North portions of the Pacific. In this work, on the other hand, the islands and shoals have been arranged in zones of latitude, which arrangement is presumed to be simple and easy of reference, and more readily understood.

To these prefatory remarks may be added, that they commence with the southern land and proceed westward, and thus extend to the northward in the same order.

The separate islands of a group will all be given under the head of the group to which they belong; but detached islands, or those not depending upon any other, will be given in separate sentences.

One important point in these regions of shoals and detached specks of land is the amount of accuracy with which their position has been ascertained and transferred to our charts. This is very various: in many cases whole degrees remain in doubt; in others we may suppose that much less than a mile is the utmost amount of variation from the truth. It would be impossible to give a synopsis of this: attached to the notice of each island is generally some remark as to the accuracy of the position given; but, in general, all the older observers have been found to err greatly from the truth. Many ships, furnished with instruments and chronometers of the first order, have traversed the Pacific Ocean of late years, and have furnished a series of stations, so to speak, from which the seamen with inferior equipments may do great service to navigation by measuring from. In too many instances it is owing to the use of separate and independent observations, which are necessarily made at considerable intervals, thus opening a chance for the multiplicity of error, that so much confusion has arisen in the geography of the Pacific.

With all our knowledge of its different regions, there is still a rich harvest to be gathered, and in one important particular, that of verifying or ascertaining the exact character and locality of older discoveries.
CHAPTER VIII.

SOUTH SHETLAND.

This inclement country forms a part of the eastern portal of the Pacific. Its discovery has been of great service to the mercantile world, from the vast amount of sealing and other marine produce that was subsequently drawn from it. This pursuit, so eagerly followed, was succeeded by the natural consequence—the diminution of the animals that rendered this knowledge valuable.

For the first notices of the discovery of this archipelago the world is indebted to Mr. William Smith, commander of the brig Williams, of Blythe, by whom the land was first seen in the month of February, 1819. On a subsequent voyage from Monte Video to Valparaiso, in October of the same year, the Williams again made the land, coasting westward along the North side of the range from what was afterward named Livingston Island to Smith Island.

"The weather becoming thick and squally, we made sail to the westward, having sailed 150 miles to the W.S.W. The weather moderating, saw another headland, bearing by observation E.N.E., distance 10 leagues: very high. Observed in lat. 62° 53' S., and long., by chronometer, 63° 40' W. of Greenwich: called this Smith's Cape. He then found the land to extend from the latter cape in a southerly direction. Then shaped the course for Valparaiso."

Captain Cook's description of the Isle Georgia well applies to South Shetland. The country consists of numerous islands, without a vestige of vegetation. A species of moss only is found upon the rocks near the shore; eternal snows covering the more remote parts, which are mountainous. Nature in these regions assumes the most sterile and forbidding features: the thermometer was at no time below the freezing point; but the melting snows near the shore so completely saturate the soil as to check all vegetation. A species of coal was found in abundance, which burnt very well, thus affording the means, if wanted, of replenishing the fuel. The rise and fall of the tide is about 12 ft. Shrimps and Penguins beyond all conception numerous. The islands, headlands, &c., have been named, and observations ascertaining the latitude and longitude repeatedly made. Part of an anchor-stock,
evidently Spanish, being bolted with copper, and bearing certain marks, was found on shore, and is presumed to be the only vestige now remaining of a 74-gun ship of that nation which sailed from Spain, bound to Lima, in 1819, and has not since been heard of.

Several United States' vessels have visited South Shetland; and an American states that some of the harbours are very good, vessels in them being land-locked. Of the first three months of the year 1821, the mildest experienced there was March; but the seals had mostly retired to the water. A solitary spot or two of something like grass were the only marks of vegetation. No field-ice was seen, but innumerable islands were floating about. The flesh of the young seals was often eaten, and was not disagreeable.

An early account of South Shetland stated that sperm-whales were seen about the coasts; and it cannot be questioned that such whales may be occasionally here; but we have the authority of Capt. Laurence Frazier for stating that the whales hereabout are mostly fin-backs.

About twelve months after the first discovery of South Shetland, the British naval commander-in-chief on the South American station directed a further exploration; and for this purpose a hired brig, the Slaney, was sent, under the command of Mr. Edward Bransfield:—"We sailed," says the reporter, "from Valparaiso on the 20th of December, 1819, but did not arrive on cruising ground till the 16th of January, 1820, having been almost constantly harassed with baffling winds and calms till we arrived in a high southern latitude. On that day, however, we had the good fortune to discover the land to the south-eastward, extending on both bows as far as the eye could reach. At a distance its limits could scarcely be distinguished from the light white clouds which floated on the tops of the mountains. Upon a nearer approach, however, every object became distinct. The whole line of coast appeared high, bold, and rugged; rising abruptly from the sea in perpendicular snowy cliffs, except here and there where the naked face of a barren black rock showed itself amongst them. In the interior the land, or rather the snow, sloped gradually and gently upward into high hills, which appeared to be situated some miles from the sea. No attempt was made to land here, as the weather became rather threatening, and a dense fog came on, which soon shut everything from our view at more than 100 yards distance. A boat had been sent away, in the meantime, to try for anchorage; but they found the coast completely surrounded by dangerous sunken rocks, and the bottom so foul and the water so deep, that it was not thought prudent to go nearer the shore in the brig, especially as it was exposed to almost every wind. The boat brought off some seals and penguins, which had been shot among the rocks; but they reported them to be the only animated objects they had discovered. The latitude of this part of the range was found to be 62° 26' S., and its longitude 60° 54' W."

"Subsequently we traced the land 9° or 10° East and West, and about 3°
North and South, and found its general appearance always the same; high, mountainous, barren, and universally covered with snow, except where the rugged summits of a black rock appeared through it, resembling a small island in the midst of the ocean; but from the lateness of the season and the almost constant fogs in which we were enveloped, we could not ascertain whether it formed part of a continent, or was only a group of islands."

*A full description of the sea-elephants and seals of these regions, with their peculiar habits,* is given by Capt. Weddell in the relation of his voyage, pp. 134—142; in conclusion, he observes:—"The quantity of seals taken off these islands by vessels from different parts, during the years 1821 and 1822, may be computed at 320,000, and the quantity of sea-elephant oil at 940 tons. This valuable animal, the fur-seal, might, by a law similar to that which restrains fishermen in the size of the mesh of their net, have been spared to render 100,000 furs for many years to come."

**SOUTH-WESTERN LANDS.—** On the 12th of February, 1832, Capt. Biscoe, in the *Tula,* was advancing from the westward, and in lat. 66° 27', long. 81° 50', many birds were seen—albatrosses, penguins, Cape pigeons, &c., with several hump and finned-back whales; and no fewer than 250 ice-islands were counted from the deck. On the 15th, land was seen, bearing E.S.E., but at a great distance. Latitude of the ship, 67° 1', long. 71° 48'. On the following morning the land was ascertained to be an island, and called *Adelaide Island,* in honour of her Majesty; and, in the course of the ensuing fortnight, it was further made out to be the westernmost of a chain of islands, extending E.N.E. and W.S.W., and fronting a high continuous land, which Capt. Biscoe believes to be of great extent. The range of isles has since been called *Biscoe's Range.*

The main land was named by Captain Biscoe *Graham's Land,* but it is unquestionably the same which was marked in the old charts by the name of *Greritz Land,* it having been discovered in 1599 by Dirk Greritz, of the *Good News* yacht, one of the five Rotterdam ships which doubled Cape Horn, and which he reported to lie in 64° S.*

*Adelaide Island* is described as having a most beautiful appearance, with one high peak shooting up into the clouds, and occasionally appearing both above and below them, and a lower range of mountains extending about 4 miles from North to South, having only a thin covering of snow on their summits, but toward their base buried in a field of ice and snow of the most dazzling brightness, which slopes down to the water, and terminates in a cliff of 10 or 12 ft. high, riven and splintered in every direction to an extent of 200 or 300 yards from its edge. At a distance of 3 miles no bottom could be found with 250 fathoms of line; and around all the islands the water

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* It is also the *Clarence Land* of Capt. Foster, 1829, who seems not to have been aware that this name had been given to a principal isle of the group to the north-eastward.
was considerable. One island, in lat. 66° 20', long. 66° 35', has many bays; and forms, with the main land behind, a good harbour for shelter, but the bottom is rocky. No living animal was found on any of these isles, and not many birds, although only a few miles to the northward they were very numerous.

On the 21st of February Capt. Biscoe succeeded in landing on the main land. The highest mountain in view he called Mount William, after his Majesty. The place was in a deep bay, in which the water was so still, that had any seals been found, the vessels could have been easily loaded, as they might have been laid alongside the rocks for the purpose. The depth of water was also considerable, no bottom being found with 20 fathoms of line almost close to the beach; and the sun was so warm that the snow was melted off all the rocks along the water line, which made it more extraordinary that they should be so utterly deserted. The latitude of Mount William appeared, from observation, to be 64° 45', longitude 63° 51'.

Capt. Biscoe after this repaired to the South Shetland Islands, where he was driven ashore, lost his rudder, and very narrowly escaped shipwreck.

The northern point of what was considered as the main land by Captain Biscoe was seen by him, at the distance of about 10 leagues, on the 27th of February, 1832; and the appearance of a range of islets, probably eminences on the main, continued in a north-westerly direction to the distance of 10 leagues further, and not remote from a spot previously visited by the Chanticleer, in lat. 63° 26' S., and long. 64° 6' W., January, 1829. To this point Capt. Foster imparted the name of Cape Possession, having here taken formal possession in the name of King George the Fourth. The coast, from the cape, takes a south-westerly direction, until lost to the eye on the horizon, where it appears to terminate in a mass of islands, of a bleak and dismal aspect, the same which were afterwards seen by Capt. Biscoe.

Early in the morning of the 5th of January, 1829, H.M.S. Chanticleer, from Staten Island, came in sight of Smith's Island, the westernmost isle of South Shetland. Fine weather of several preceding days was now succeeded by snow storms, which added not a little to the inhospitable appearance of the island. The vessel was also surrounded by icebergs; but with daylight, and no night, she was enabled to thread her course among them. The island was covered with snow, excepting on the sides of the precipices and the faces of the rocks, where it could not lie; and these, from their black appearance, presented a striking contrast with the high snow-clad land.

Capt. Weddell, in his notice of South Shetland, states that he was the first person who landed upon Smith's, by him called James' Island, the highest and most forbidding of all. The summit he estimated to be nearly 2,500 ft. above the level of the sea.

This island was seen, as above mentioned, by Capt. Foster, in the Chanticleer, who named its summit Mount Beaufort, in respect to Captain Beaufort,
SOUTH-WESTERN LANDS.

R.N., hydrographer to the Admiralty, &c. This summit he states to be about 6,000 feet above the level of the sea, and to have been seen at the distance of 85 miles.

Captain Foster adds, that the position of Mount Beaufort being tolerably well ascertained, may afford to those who, having met with adverse winds off Cape Horn, are compelled to pass its meridian to a high southern latitude, the means of ascertaining their longitude with tolerable precision, either by its bearing when on a known parallel, or by bearings from two stations sufficiently apart for that purpose, and connected by means of a self-registering log; and thus may be obtained the position of the ship.—Webster, vol. ii., p. 275.

On the 7th of January, 1829, after passing Smith's Island, the Chanticleer was coasting, with fine clear weather and an easterly breeze, the coast called Trinity Land, to the southward of South Shetland. It appeared to be of considerable extent, with mountains of 6,000 or 7,000 ft. in height, and covered with eternal snow. The day was fine, and numerous whales (fin-backs) were spouting up columns of water, and blowing about in all directions; while flocks of variegated petrels, or pintadoes, were circling around, and sedulously watching these leviathans of the deep for the purpose of obtaining some sort of food or aliment from their slimy exuviae; and penguins innumerable were popping up their heads here and there, skipping and starting out of the water in the full enjoyment of their gambols. From the deck of the Chanti- cleer 84 large icebergs were in sight.

The first chart of these islands, for the use of navigators, was constructed by the late Mr. George Powell, commander of the ship Dove, and published by Mr. Laurie in 1822. In the composition of it, exclusive of his own observations and sketches, Mr. Powell was materially assisted by several intelligent commanders, both English and American, and he has added to the islands properly South Shetland, another group, considerably more to the East, which he discovered on the 6th of December, 1821. The latter lies between the parallels of 60° and 60° 48', and between the meridian of 44° and 47°. About it were innumerable icebergs and ice-islands. These isles appear in the chart under the name of Powell's Group, or South Orkney, and to the principal isle Mr. Powell imparted the name of Coronation Island; but Pomona, or Main Land, has since been proposed by Mr. Weddell as a more appropriate name.

Capt. Weddell has given an imperfect sketch of Powell's Group under the name of South Orkneys. These islands he fell in with on the 12th of January, 1823; and he describes their coasts as, if possible, more terrific in appearance than those of South Shetland; the tops of the islands, for the most part, terminating in craggy towering peaks, which look not unlike the mountain tops of a sunken land. The loftiest of these summits, towering up to a point, in a clear day may be seen at the distance of 15 leagues.
By observations made on the 14th, it appeared that Saddle Isle, one of the easternmost islets of the group, lies in lat. 60° 37' 50", and long., by mean of three chronometers, 44° 52' 45". Mr. Powell placed this isle in lat. 60° 36' S., long. 44° 32' W.

Winds.—Nearly all the misfortunes that have happened in South Shetland have been in gales of wind from the eastward, which frequently prevail here, and blow with tremendous fury, generally accompanied with heavy falls of snow. No less than seven vessels have been lost, and all with easterly gales, excepting the Clothier, an American, which struck on a sunken rock.

In the years 1820, 1821, and 1822, nearly four-fifths of the gales were from the eastward; though we had all looked for harbours sheltered from the westward, being under the impression that we should have most to fear from that quarter.

In fine weather the winds from the S.W. and N.E. are about equal, not keeping long in either quarter. Indeed, with very few exceptions, the winds are always along the land, which renders this coast far less dangerous when under sail than it would otherwise be.

The South-westers here, much like the North-westers at home, are attended with a fine clear sky, and generally sweep away all the fog and sleet of the light North-westers. In two seasons I recollect only one gale from the N.W. which was very heavy. I was then in Blythe Bay, and it was perfectly smooth, though the sea outside was in a manner overwhelming.

It would appear, if a parallel may be drawn from these two seasons, that gales of wind on the land are very unfrequent. I have noticed that the wind on the land is generally light, with thick dirty weather; however, the gales of wind after the middle of February begin to increase in strength, and it is then not worth any one's while to stop longer on the coast. Were I bound round Cape Horn, and to meet with adverse winds, I would not keep hugging the wind, and going about with every slant, but check the topsail yards in, and keep my reach to the southward, when I should be sure to be not long without an easterly wind, with which I could soon get sufficient westing (the degrees of longitude being so short), and such an offing from the western part of Tierra del Fuego, as to make for me a S.W. wind a fair one.

The danger of falling in with ice is almost chimerical, there being no low drift ice on the North side of Shetland; and in two seasons I saw only three ice-islands.—(Capt. Robert Fieldes, of Liverpool.)

Tides.—The tides on the North coast of South Shetland are very irregular, it being sometimes high water for twenty-four hours together; at others it flows tide and half-tide, and remains for about three or four hours high water, and then ebbs again; though there is, in general, one flood and one ebb every twenty-four hours. Gales of wind raise the tide sometimes much above its natural level; which may account, in some measure, for many
skeletons of whales, which lie in many places 12 or 14 feet at least above high-water mark, and many yards from the sea-shore. In Blythe Bay (Desolation Island) I have frequently noticed an easterly gale to raise the water considerably above its common height; and the brig Lady Troubridge, of Liverpool, that drove on shore on Christmas day, 1820, was found in the next season, forced up nearly high and dry. This was on King George's Island.

Near the mouths of the straits the tides run very strong, and in various directions, which renders the navigation in light winds both unpleasant and unsafe. The flood tide on the coast sets to the eastward.

I have been informed that, when the brig Williams was on the survey, they found the current running always strong to the eastward. In a S.W. gale I have seen the tide run directly to windward, a full league from the coast, at the rate of 2 or 3 knots, and vice versa, to the eastward again, when the brig Williams and the ship Indian were at once blown out of Blythe Bay with a gale of wind from the eastward. The Indian, which I was on board of, drove 10 leagues to the westward; and the Williams, though lying-to, drove up 7 leagues to the eastward, and dead to windward two-thirds of the way; which evidently showed that the two vessels had received the impulse of two contrary streams.

From all the observations which I have been enabled to make, I think the flood and ebb, in moderate weather, runs backward and forward in the offing as far as 2 leagues from the outer points of the land, taking the sweep of the bays; but, be it understood, that it sometimes runs much longer both ways, and likewise stronger than it does at others. Its distance from the coast always varies outside these limits. I have found the current run at least a knot, in the same direction as the wind blows.

From these remarks it will appear that it is not easy to give any satisfactory account of the tides, so as to reduce them to anything like a regular theory.

DECEPTION ISLAND.—The best harbour is formed by Deception Island (lat. 62° 56', long. 60° 35'), which island, or shell of an island, is certainly one of the most singular productions of nature; the land is high, and bold on every side, with a narrow opening, of about a cable's length, on its S.E. side, leading to a very capacious basin. The isle is a volcanic production; its shores on either side are bold; and pumice-stone, with other substances, indicate its origin. There are several hot springs, some of which are of a temperature sufficient to boil an egg. The basin is 5 or 6 miles across. At its mouth you will have 3, 4, and 7 fathoms of water, and increase very rapidly as you enter; from 7 fathoms you increase to 10; then 18, 27, 32; and then a little within this you will get no bottom at 60 fathoms. On the N.W. side of the basin there is a very fine cove, capable of containing several vessels, in about 4 or 5 fathoms of water, and a bottom of good clay. From the entrance of the basin up to the cove the course is N.W. by W.
Deception Island was one of the pendulum stations of the late Captain Foster, and a copious description of it is given by Mr. Webster, in his vol. i. pp. 144—165; and by Capt. Foster, in vol. ii. pp. 277, 280. Its situation is lat. 62° 56', long. 60° 35'; and from the latter the longitudes of the other islands have been inferred.

The following remarks on Deception Island, &c., have been given from a journal of the expedition.

"Among ice-islands in a boisterous sea, attended with fogs, rain, and gales of wind, the little Chanticleer had no easy task to get to South Shetland. On the 10th of January, 1829, the Island of Deception was discovered, and a safe anchorage in the interior of it was shortly found. This island is justly entitled to its appellation, and is one of the most extraordinary productions of nature. Its formation is entirely volcanic, the principal part being composed of lava, ashes, and ice. The shores rise to an elevation of some hundred feet, particularly on the North side, which is considerably higher than the South; and being circular, of about 7 miles in diameter, it appears from a distance to be one large mass, from shore to shore. In searching for a harbour to receive the Chanticleer an opening was discovered, about 200 feet wide on its S.E. side; and on further examination, it was soon found that a large circular basin, of about 5 miles diameter, occupied nearly the whole interior of the island, the external shores forming a perfect barrier or wall, thereby affording the utmost security within. The depth in the centre of this basin was 97 fathoms, rather too much for anchorage, but a small cove on its eastern side gave ample security to the Chanticleer.

"The external as well as the internal shores of this island, from the friable nature of the materials, present some very remarkable appearances. The eastern side is entirely faced with cliffs of ice, about 300 ft. in height, which the constant washing of the sea forms into singularly fantastic shapes. Similar cliffs are also found on the South and S.W. sides, and their base is bounded by a beach of ashes and lava, which extends round the whole island at low water. The examination of the basin was attended with considerable difficulty, arising from the small ashes and dust which were carried into it from the island. Seals and their companions, penguins, and sea-leopards, were the only inhabitants found in this desolate island, which affords not the slightest verdure. Streams of water, at a temperature of 140° and 160° of Fahrenheit, were found issuing in some places from the sides of the hills, and running into the basin, the water of which was scarcely above the freezing point. It is generally supposed that this basin was formerly the crater of a volcano, and that the sea has found its way into it by washing out the narrow passage by which the Chanticleer entered. How long it has been resorted to by sealing-vessels is unknown."

Bridgman's Island.—Near the centre of the Shetland Group is Bridgman's Isle, in lat. 62° 4', long. 57° 0', apparently another volcanic production.
Captain Weddell, on passing within 200 yards of it, observed smoke issuing through the fissures of the rock, and apparently with much force. The figure of the island is nearly round; it is very small, but 400 ft. in height, partaking of the form of a sugarloaf.

On advancing from the northward toward Livingston's or the Main Island, the land will appear in mountains of a vast height, and covered entirely with snow; the base of them terminating in perpendicular ice-cliffs. The whole has an awfully grand, though terrific and desolate appearance; the snowy mountains showing themselves, one over another, far above the clouds.

On this side of the group, in lat. 62° 20', and long. 59° 45' is a small isle, named Table Island, which is by far the most remarkable hereabout, and will always be an infallible mark for any one approaching, as it is not possible to mistake it for any other land. All strangers, therefore, should make this their landfall, particularly in the early part of the season, for then the land is not so easily made out, it having a great quantity of snow upon it, which may, at times, deceive those best acquainted. Its top appears as level as a bowling-green, and its sides resemble a wall. In the upper part of the N.E. end of it is a chink, or division, which from situations may be seen.

Louis Philippe Land, Joinville Land, Etc.—To the southward of the South Shetland group is the land discovered by the late Admiral D'Urville, of the French marine, and named by him as above. From a letter, addressed by him to the French minister, contained in the Bulletin de la Société de Geographie de Paris, 1838, page 275, we copy the following notice of his exploration:—

"On the 27th of February, 1838, after a long stretch towards the South, through much ice, we came upon these mysterious lands; and in spite of the complicated obstacles against which we had to contend, both on account of the continued bad weather, and from the fog and ice, in the space of about 120 miles, between 63° and 64° South latitude. The land, which is crowned with immense peaks (Mount D'Urville is 3,060 ft. high), is covered by continual snows, of unknown depth. Were it not for the blackish rocks, rendered visible by the melting of the snows which form their limits on the coast, one would often be scarcely able to distinguish them from the numerous fields of ice which surround them. The principal of these places has received the name of Louis Philippe Land, in honour of the king, who first conceived the idea of making these explorations towards the South Pole. Other islands have received the names of various persons who have exhibited an active interest in our expedition, more especially of that illustrious statesman who arranged the plan of our voyage. Lastly, the mountains, capes, and islands, will recall the memory of the officers who took part in our dangers."

South Pacific.
PETER I. ISLAND.

The Island of the Emperor Peter I. was discovered by Capt. Bellinghausen in January, 1821. From the description he has given in his journal it is 8 leagues in circumference. He determined its lat. to be in 68° 57' S., and long. 90° 46' W. The height of the island is more than 4,000 ft., and the variation of the compass, at the time of its discovery, was ascertained to be 36° 6' easterly. Captain Bellinghausen's voyage was made in the Russian Imperial ships, Mirny and Vostok; and the account of it, still in the untranslated Russian language, was published in the year 1819; we can, therefore, give no further account of this point, or of the next.

ALEXANDER I. LAND,

was also discovered some days after the previous island by Captain Bellinghausen. He determined the North point of this island to be in lat. 68° 51' S., and long. 73° 9' 46" W. The ships were prevented by the ice from approaching its southern point, and thus its position could not be determined.

These two detached portions of land may be presumed to form portions of the great southern continent; although the continuity has not been traced, yet certain indications lead to this. The southern part of Graham's Land, that is, the portion of it seen by Captain Biscoe in February, 1832, from Adelaide Island, is not above 100 miles distant from it, and this again forming a portion of the South Shetland range. The continent may be reasonably traced here through an extent of 250 leagues.

There is also reason to believe that the Islands of Peter I. and Alexander I. are connected by some hitherto undiscovered land; for Captain Bellinghausen, in his traverse from one to the other, met with several signs of land, as, for example, some birds, which from their formation seemed to be land-birds, and he even perceived a change in the colour of the water. Now, although the vacancies remain hitherto unfilled, the later discoveries of Sir James Ross to the westward in such high latitudes lead to the inference that continuous land exists in those inaccessible regions. This inference has had greater weight since the discoveries recorded in the succeeding paragraphs.

ANTARCTICLANDS.

On all the early maps of the world we find a terra australis incognita marked as surrounding the South Pole. This is one of the most ancient ideas of speculative geography, and its existence was supposed to be necessary to counter-balance the arctic lands. It was not until after the later voyages of Kerguelen, Cook, and others, that it entirely disappeared from our charts.
The first of these navigators pushed to the southward, with the idea of determining its existence, and discovered, in 1772, the island now bearing his name. One of the great objects of the second voyage of our great navigator, Cook, was also the solution of the same problem, as explained in the introduction to the account of that voyage; and with this object Cook penetrated as far as lat. 71° 10' S. on the meridian of 107° W., but without succeeding in his object. Some slight indications of the existence of land had been seen by him in lat. 61° 30', S., long. 95° E. The result of these explorations led to the obliteration of these supposed lands from our representations.

The revival of the ancient speculations in recent times is due to the enterprise of the eminent and spirited merchants, the Messrs. Enderby, of London. A vessel despatched for the southern whale fishery, the brig Tula, commanded by Captain John Bisoe, discovered the coast, lying on the antarctic circle, to the South of Madagascar, and to which the name of the munificent proprietors was attached. This is, however, beyond our present limits, nor have we included the land described in the preceding article, South of Cape Horn, which, as before alluded to, is very probably a portion of a much larger extent of land, perhaps connected with that to be described presently.

Between these southern lands, that is, to the South of Australia, and on and to the South of the antarctic circle, is a range, or perhaps a range of coast, the merit of the discovery of which has been the subject of angry dispute; but the order of discovery is summed up in few words. First, Capt. Balleny discovered the islands bearing his name, February 9th, 1839, and the spot which he considered to be land, Sabrina Land, March 2nd, 1839. Next, Capt. D'Urville examined the Land of Adelie from January 19th, 1840, and the supposed Côte Clarie, February 7th, 1840. Third, Commodore Wilkes states that he saw what he supposed to be land January 16th, 1840, but did not verify his discovery until January 30th, 1840. Fourth in order is the exploration of the incontestable Victoria Land by Capts. James Clark Ross and Crozier in 1841-2. This will be presently described. It has even been stated that Capt. Wilkes did not put forth his pretensions until after his return to Sydney, on finding that the French had landed on January 22nd on the coast. The outlines of this painful controversy may be gathered from a paper by M. Daussy, in the Bulletin de la Société de Géographie, 2nde série, No. 109. See, also, Sir James Ross's Account of his Antarctic Voyage; the Narrative of the United States' Exploring Expedition, vol. ii., chap. ix; some papers by M. Biot, in the Journal des Savants, November, 1848, pp. 672—687, and December, 1848, pp. 710—728, &c.

To the general navigator, these regions are of minor importance. In one view they are valuable. It would appear from the relations of D'Urville, Ross, and Balleny, that whales, chiefly of the fin-back species, were met
with in some parts in abundance. The peculiarly hazardous nature of the navigation, surrounded by the immense icy obstacles, of course render their pursuit one of no ordinary difficulty. The ever-changing character of the floating icebergs and fields partake of the usual features belonging to it in other regions.

BALLENY ISLANDS.

This is the earliest discovery, and, as before mentioned, was made by Capt. John Balleny in the schooner Eliza Scott, of 154 tons, accompanied by the dandy-rigged cutter Sabrina, Mr. H. Freeman, master, belonging to Messrs. Enderby, and well equipped for the enterprise. They quitted London on July 16th, 1838.

As this group is one of very considerable interest in the history of the antarctic lands, we will extract, with some abbreviations, the account of its discovery:—“February 9th, 1839—At 11 a.m. noticed a darkish appearance to the S.W., lat. observed, 66° 37' S. At noon saw appearance of land to the S.W., extending from W. to about S.; ran for it, and at 4 made it out distinctly to be land. At 8 p.m. got within 5 miles of it, when we saw another piece of land of great height, bearing W. by S. At sunset we made them out to be three separate islands of good size, but the western one the longest. February 10th—At 2 a.m. bore up for the middle island, and got within half a mile, but found it completely ice-bound, with perpendicular cliffs. February 11th—At 11 a.m. the weather cleared; saw the land bearing about W.S.W., and of a tremendous height, I should suppose at least 12,000 ft., and covered with snow. February 12th—At 6 a.m. went on shore on Young Island, in the cutter’s boat, at the only place likely to afford a landing; but when we got close with the boat, it proved only the drawback of the sea, leaving a beach of 3 or 4 ft. at most. Captain Freeman jumped out and got a few stones, but was up to the middle in water. There is no landing or beach on this land; in fact, but for the barren rocks where the icebergs had broken from, we should scarce have known it for land at first. But as we stood in for it (Buckle Island), we plainly perceived smoke arising from the mountain tops. It is evidently volcanic, as specimens of stone, or rather cinders (scoriæ and basalt, with crystals of olivine), will prove. The cliffs are perpendicular, and what in all probability would have been valleys and breaches, are occupied by solid blocks of ice. I could not see a beach or harbour, or anything like one.”

The group consists of five islands, three large and two small, the highest of which, named Young Island, was estimated by Capt. Balleny, as well as by his mates, at 12,000 ft. above the sea. It rises in a beautiful peak, which may be called Peak Freeman, as being on the island on which the commander of the cutter Sabrina landed. These islands and peaks were named respectively after Messrs. Young, Borradaile, Buckle, Sturge, Brown, Row,
VICTORIA LAND.

This, the most southern known land, is the discovery of Capt. Sir James Ross and Commodore Francis R. M. Crozier, in January, 1841. The Erebus and Terror, having quitted Hobart Town on November 12, 1840, proceeded to the Auckland Islands and Campbell Island, and then advanced to the southward to reach the South magnetic pole. On January 11th land was seen ahead, and as the land is best described by Sir James Ross himself, we will extract some passages from his narrative.

The land rose in lofty peaks entirely covered with perennial snow; it could be distinctly traced from S.S.W. to S.E. by S. (by compass), and must have been more than 100 miles distant when first seen.*

The highest mountain of this range I named after Lieutenant-Colonel Sabine, R.A. It is in lat. 71° 42' S., long. 169° 55' E.

At noon we were in the highest latitude (71° 15') attained by our great navigator in 1774, during his several attempts to penetrate to the South. We had by this time run 15 leagues directly towards Mount Sabine, and still it appeared to be very distant; more land came in view as we advanced, mountainous ranges extending to the right and left of that we first discovered. At 6 p.m., when we had closed the land 70 miles, we were about 2 leagues from the shore, which was lined with heavy pack ice. We steered close along the edge of it towards a small bay, where we hoped to effect a landing, but, the wind being on the shore, and a high sea beating heavily along the pack edge, we found it quite impracticable. The cape which forms the southern promontory of the bay was named Cape Downshire, after the late marquis. Its northern point was called Cape Adair, after Viscount Adair.

* The northern point seen of the Victoria Land was passed on the return of the vessels in 1841, and was named Cape North; a low point, with three projecting knobs, like the tops of mountains, was seen at a great distance beyond Cape North, whence the land trends considerably to the South of West, but a dense body of ice prevented the following the coast any further.
294 SOUTH SHETLAND.

lat. 71° 18', long. 170° 45' E. It is a remarkable projection of high, dark, probably volcanic, cliffs, and forms a strong contrast to the rest of the snow-covered coast. Some rocks that were observed to lie several miles to the North and West of Cape Adair, showing their black summits conspicuously amongst the white foam of the breakers, were named *Dunraven Rocks*; we obtained soundings in 165 fathoms, and several small black stones, which came up with the lead, tended to confirm my conjectures of the volcanic origin of the newly discovered land. Cape Adair at the time bore N. 52° W., distant about 5 or 6 miles. It was a beautiful clear morning, and we had a most enchanting view of the two magnificent ranges of mountains, whose lofty peaks, perfectly covered with eternal snow, rose to elevations varying from 7,000 to 10,000 ft. above the level of the ocean. The range of mountains extending to the N.W, was called Admiralty Range.

The dip had increased to 86°, and the variation amounted to 44'. These observations place the magnetic pole in lat. 76° S., long. 150° 20' E., therefore in the S.W. (true) from us, and distant above 500 miles. But the land interposed an insuperable obstacle to our direct approach to it, and we had to choose whether we should trace the coast to the N.W., with the hope of turning the western extreme of the land, and thence proceed to the southward; or follow the southerly coast line round Cape Downshire, and thence take a most westerly course.

The ceremony of taking possession of these newly discovered lands, in the name of our most gracious sovereign Queen Victoria, was immediately proceeded with. The island was named *Possession Island*. It is situated in lat. 71° 56', and long. 171° 7' E., composed entirely of igneous rocks, and only accessible on its western side.

January 15, 1841.—Early this morning we had a fine view of a magnificent chain of mountains that we had seen stretching away to the southward some days before. These mountains were also completely covered to their sharply-pointed summits with snow, and the elevations, that were measured roughly, varied from 12,000 to 14,000 feet. They were named after the eminent philosophers of the Royal Society. Observations placed us at a distance of 90 miles from the mountains, which we still saw clearly.

January 19.—At four o'clock in the morning we had 170 fathoms; at eight, 210 fathoms; and at noon the depth of water increased to 270 fathoms, although we had closed the land more than 40 miles since midnight. Coulman Island, which we had only seen by refraction, now formed the southern extreme point in view, and a new range of mountains was observed stretching away to the S.W. from Mount Northampton, forming a kind of crescent-shaped ridge. A remarkable conical mountain to the North of Mount Northampton was named *Harcourt*; another, *Mount Lubbock*, to the southward of Mount Brewster; and two other mountains still further to the southward, *Murchison* and *Phillips*. Making all sail to the South, steering...
direct for Coulman Island, which still formed the eastern extreme of land in sight, having a broad passage between it and the main land, a deep bight was observed to the southward of a remarkable cape, high, black, and cloven at the top, further to the North, Cape Wheatstone, the right-hand point of an apparent inlet, had the whole of its precipitous face quite clear of snow, though it thickly covered its rounded summit. Soon afterwards we perceived that the ice extended from the North Cape of Coulman Island (Cape Wadworth) several miles to the northward, and the whole space between it and Cape Jones was filled with a solid field of ice that appeared as if it had not broken up this season. We sounded in 320 fathoms, the deep sea calms coming up full of a stiff green mud, sand and small stones, some fragments of star fish, and pieces of coral. A strong ripple indicated a tide or current, and we found the ship was drifting to the South, by the lead and bearings of the land, at the rate of three-quarters of a mile per hour.

We stood off; and on standing in again land was distinctly seen; a high peaked mountain, bearing true West, was named Monteagle; and one of very great elevation, the highest by estimation we had yet seen, was named Mount Melbourne, the form of which had a general and striking resemblance to Mount Etna, but its elevation must be very much greater. The land ice, although not more than 4 or 5 ft. above the surface, blends so imperceptibly with the snow that descends from the mountains, and extends far into the sea, that it was impossible to form any idea of the exact position of the coast line. To the N.W. the space between Coulman Island and the main land was occupied by a similar kind of land ice, that appeared not to have been broken away for many years.

The icy barrier proved a sufficient obstacle to any attempt to reach the magnetic pole.

In their further progress to the southward, that is, to the South and East of Coulman Island, they had seen but very few whales, which was the more remarkable on account of the very great numbers they met with not more than 60 or 70 miles to the northward.

Franklin Island, which was reached January 27th, is in lat. 78° 6' S., and long. 168° 12' E. It is 12 miles long and 6 miles broad. The northern side presents a line of dark, precipitous cliffs, 500 or 600 ft. high. Not the smallest trace of vegetation was visible—not a lichen or piece of sea-weed on the rocks. A high cliff of ice projects into the sea on its South and West sides, and renders it there quite inaccessible; and a dangerous reef of rocks extends from its South cape 4 or 5 miles. We stood to the southward close to some land which had been seen since the preceding noon, and had then been called High Island. It proved to be a mountain, 12,367 ft. high, emitting flame and smoke in great profusion. The discovery of an active volcano, in so high a southern latitude, cannot but be esteemed a circumstance of great geological importance and interest: I named it Mount Erebus,
in lat. 77° 33' S., long. 166° 58' E.; and an extinct volcano to the eastward, little inferior in height, being by measurement 10,884 ft., was called Mount Terror.

The seat of the southern magnetic pole, upon which it was the most anxious wish of the commander to plant a flag, as he had done on that in the northern hemisphere, must be in some very lofty mountain to the westward of this portion of the vessels' tracks. The coast in front of them, for they were very distant, was not seen. They were named the Prince Albert Mountains.

A small, high, round island, which had been in sight all the morning, was named Beaufort Island (lat. 76° 55' S., long. 166° 58' E.), after the great hydrographer. At the foot of these two volcanoes the only two conspicuous headlands are separated by a bay of inconceivable depth. The western promontory was called Cape Bird; the easternmost, Cape Crozier; after the officers and esteemed friends of the commander. To the eastward of Cape Crozier a remarkable vertical wall of ice extended from 150 to 200 ft. high, over which some distant mountains could be seen extending to the South from Mount Terror, and named Perry Mountains. Along this solid and impenetrable barrier they sailed to the eastward. From its height above the surface it must have been more than 1,000 ft. in thickness; and this immersion had a most magical effect in quieting the undulations of the sea. On February 2nd, they attained the highest latitude gained that season, 78° 4' S., and 250 miles from Cape Crozier. In the next season this mighty barrier was traced for above 450 miles distant from the same point, maintaining the same unvarying character.

We will conclude this most imperfect series of extracts on this interesting region with the following remarks of Captain Ross:—"I have no doubt but that these seas, in the summer season, might be penetrated to a great distance; and it is very probable that eventually the South magnetic pole will be attained by persevering to the S.W. through the vast track of ocean which separates Victoria Land from the Balleny and other islands or lands, discovered near the antarctic circle, by Biscoe, Balleny, Wilkes, and D'Urville. We saw a great many whales whenever we came near the pack edge, chiefly of a very large size; and I have no doubt that, before long, this place will be the frequent resort of our whaling ships, being at so convenient a distance from Van Diemen's Land, which affords every means and facilities for their equipment; and thus we may hope to become, by degrees, through their exertions and enterprise, better acquainted with this part of the antarctic region, which the setting in of the winter so much earlier than we expected had prevented our accomplishing so satisfactorily as we wished."
ADELIE, CLARIE, SABRINA LANDS, ETC.

We again return to the northward, and then proceed to the westward along the line of the icy barrier, which has been passed by the English, the French, and the American navigators, as described in the introductory remarks to this section of our work. Within this barrier lies the continent, or land, which has been the subject of so much dispute. We shall not again enter into this, but briefly extract what each navigator has said concerning his progress, and thus beginning first the westward of the Balleny Island.

Ringgold's Knoll is the first discovery which is claimed in the "Narrative" for the United States' squadron, vol. ii., p. 292. This, it is there stated, was made on January 16, 1840. They saw "over the field ice an object, large, dark, and rounding, resembling a mountain in the distance; the icebergs were all light and brilliant, and in great contrast."—"The mountains could be distinctly seen over the field ice and bergs, stretching to the S.W. as far as anything could be discerned. These eminences must be from 1,000 to 2,000 ft. high."

Cape Hudson was seen by the Peacock, January 19, 1840, far beyond and towering above an ice island that was from 150 to 200 ft. in height. It bore from them about S.W., and had the appearance of being 3,000 ft. in height. To the West of it was an inlet into the main body of the ice, named Peacock's Bay. Off its West Point, called Point Emmons on Wilkes' chart, the Vincennes passed a remarkable collection of tabular icebergs, for whose existence they could account in no other manner than by supposing them to be attached to a rocky islet which formed a nucleus to which they adhered. To the West of this group again a deep indentation was called Disappointment Bay, in lat. 67° 4' 30" S., long. 147° 30' E. Piners Bay, to the westward of this again, was made to be in lat. 66° 45' S., long. 140° 2' 30" E. Here the ships approached within half a mile of the dark volcanic rocks, which appeared on both sides of them, and saw the land gradually rising beyond the ice to the height of 3,000 ft., and entirely covered with snow. It could be distinctly seen extending to the East and West fully 60 miles. Although no mention whatever is made in the American narrative of the fact, this Piners Bay must have been the same land as that landed on by the French on January 21st previously.

Adelie Land.—On December 12th, 1839, two French corvettes, the Astrolabe and Zélée, with their crews sadly reduced, and in a deplorable state of health, cast anchor at Hobart Town. They had left Toulon under Dumont, D'Urville, and Jaquinot, on September 7th, 1837. After a short respite, they again started on their perilous enterprises, and sailing due southward South Pacific.
by compass, on the 19th of January they descried land, but caution led them to defer judgment until the 20th, when all doubts were dispelled. On the 21st they saw the land not more than 3 or 4 miles distant. It extended from N.E. to S.W., and beyond the limits of vision. It was from 3,500 to 4,000 feet in height, entirely covered with snow, which showed in ridges like the sands of the desert. No part of the ground was visible, and only its great elevation was an evidence that it was not a vast bank of clouds. During the close examination of the interesting land, the summits of some black pointed rocks were perceived; this was the signal for the boats to advance, and they accordingly landed from both ships, and took possession January 21st, 1840. The land was named by Capt. D'Urville after his wife, Torre Adelie. They escaped from the dangerous labyrinth; and on the 29th a sail was perceived, which, by its colours, was seen to be an American man-of-war; it was the United States' exploring ship the Porpoise: and then occurred the incident which has been so differently related by the two commanders. The ships passed without speaking to each other; perhaps it so best suited the American.

Clarie Coast (Côte Clarie) was inferred to exist by D'Urville from induction only. On his approach, January 30th, 1840, he states that before him was an immense wall of ice, continuous, without fissures, and from 100 to 150 ft. in height. He coasted along it for 20 or 25 leagues, without finding a termination. From being so close to these icy cliffs he was unable to see if there was land beyond them. They only presented the fact from which it might be presumed that this boundary of ice, so solid and so extensive, could not be formed and maintained with such continuity, without resting against some great land. This supposition is never expressed but with this reserve; and in this chart of 1840, D'Urville marks it as "ice cliffs, steep and uniform, supposed to envelop a solid base."

Sabrina Land, the part under consideration, was thus named by Captain Ballony after the cutter which accompanied his vessel. His journal says:—

"March 1st, 1839:—Standing to the westward, passed several icebergs and numerous flocks of penguins, petrels, and mutton-birds. March 2nd:—Strong winds; saw a great many birds. At noon, lat. obs. 64° 58', long. 121° 8' E. At 8 p.m., the water becoming smooth all at once, hove to. Saw land to the southward, the vessel surrounded by drift ice."

Knox's High Land, of the United States' Exploring Expedition, was approached on February 14th, 1840. The longitude at noon was 106° 18' 42", lat. 65° 52' 40" S.; variation, 57° 5' W. The extent of coast in sight was 75 miles, and, by approximate measurement, 3,000 ft. high. It was entirely covered with snow. On running in for the land, several icebergs, greatly discoloured with earth, were passed, and they landed on one of the largest. In it were imbedded, in places, boulders, stones, gravel, sand and mud, or clay. The larger specimens were of red sand stone and basalt. There was
no doubt but that it had been detached from the land about 8 miles distant.

The *Vincennes* then coasted along the icy barrier to the N.W. and West, passing a vast number of whales and sea-birds on and around all the icebergs. The western extreme attained was in a large bay in the barrier, which was named *Repulse Bay*, long. 97° 37' E., and lat. 64° 1' S.; variation, decreasing, 56° 21' W. Appearances of land were also seen to the S.W., and its trending seemed to be to the northward. It is called *Termination Land* on the American chart. Hence the barrier trends to the northward, and was not traced to the westward by the United States' Expedition. But it may be observed, that Capt. Cook found the ice and evidences of land in about lat. 61° 30' S., long. 95° E., in February, 1773.

This concludes the description of the lands, which may be properly said to form the southern bounds of the Pacific. From the field its discovery may have opened to our whale-fishers, and the great interest attached to it in a scientific light, it certainly is most important, and deserves a larger notice.

DETACHED ISLANDS SOUTH OF LATITUDE 40° S.

Between the western coast of South America and New Zealand, and the vast groups of coral islands forming the Low Archipelago, and other similar collections of minute spots of dry land to the North, and the eternal ices which enclose the land or the sea about the South Pole, we have an immense expanse of ocean, in which, as far as has been hitherto discovered, no portion of the earth's surface rises above the level of the waters; so that the mariner, in traversing this immense extent, comprising more than 110° of longitude, and 45° of latitude, has no fixed point to direct him as to his exact position, other than those drawn from the heavens. The only group stated to exist, that was discovered by the *Nimrod*, seems to be of very doubtful character.

In proceeding from the eastward, it is not until we reach the vicinity of New Zealand that we encounter any lands; and these consist of a series of small isolated rocky groups, which are arranged in a general N.E. and S.W. direction, rearing their rugged peaks to some height, but at considerable intervals from each other. Upon reference to the chart it will be seen that they form a line of islands parallel to the general trend of the New Zealand ranges of mountains, and also the principal mountain ranges of New South Wales. There may be some connection between these conformities, and the character of their geological formation tends to the same conclusion. Most, if not all, of these islands are of volcanic formation. New Zealand is eminently so, as will be shown hereafter. With this view it may be considered that, should any fresh discoveries be made, they will lie in this
Following the principal we have set out with, we commence with the southernmost and easternmost of the groups.

NIMROD ISLANDS.

A group of islands stated to have been seen by Capt. Henry Eilbech, in the ship *Nimrod*, in 1828, on her passage from Port Jackson to Rio Janeiro, round Cape Horn. They were placed by him in lat. 56° 30' S., long. 158° 30' W., and appear to have been seen at a considerable distance: although numerous birds and amphibious animals, with a great quantity of marine vegetables found in the vicinity, indicated their real existence.

Capt. Biscoe sought for the group in 1831, but the search was ineffectual. This may arise from the variation of the positions given. The latter stated them to be in lat. 56° 3', long. 157° 50', which, should the first-named be correct, would not certainly disprove their existence. The water here, however, looked discoloured, as though on a bank, but no soundings could be obtained. On January 14th, 1832, in lat. 56° 26' S., long. 156° 48' W., many birds were seen, and much sea-weed was floating about.

DOUGHERTY ISLAND.

*Dougherty Island* is one of the most isolated spots in the ocean, being in the most open space of the great world of waters, was supposed to be seen by a whale ship, the *James Stewart*, Captain Dougherty, on the 29th of May, 1841, and is unconnected with any other known system. It appeared to be an island 5 or 6 miles in length, running N.E. and S.W.; with a high round bluff on the N.E. end, with low land to the S.W.: between the N.E. and S.W. ends there appeared a valley covered with ice and snow. He passed it within a quarter of a mile, going at least 10 knots. The position was only gained approximately. Lat. 59° 20' S., long. 120° 20' W. Its character and the circumstance of its not having been again encountered, led to the inference that it was an ice-berg.

But it has again been seen, and therefore its existence may be said to be confirmed.

Capt. E. Keates, of the *Louise*, of Bristol, on his passage from Melbourne to St. John, New Brunswick, on the 3rd of September, 1859, passed two icebergs; and on the 4th discovered a round island, about 80 ft. high, of a dark colour, with a large iceberg aground on the N.W. side of it. From the appearance it was thought that the ice had driven on or foul of it, as the prevailing winds were from the N.W. The S.W. end of the ice was low, the N.E. very high, and lying broadside to the wind. I mention these circum-
stances more particularly, as I saw several icebergs, and every one of them with the low part to the wind's eye, and the high end to leeward, which, I think, will confirm the opinion that the above-named must be land. Capt. Keats's good observations place it to the eastward of Capt. Dougherty's approximate position, and in lat. 59° 21' S., long. 119° 7' W.

Emerald Island (?)—This supposed island, in lat. 57° 15' S., long. 163° E., was announced by Capt. C. J. Nockells, to whom the nautical world is indebted for several useful observations in the Atlantic. The following extract from a communication to Mr. Purdy will explain all:—"At 11 a.m. on the 13th of December, 1831, in the ship Emerald, lat. 57° 30' S., long., by chronometer, 162° 12' E., we saw the resemblance of an island bearing E. by N., about 25 miles distant. It appeared very high, with peaked mountains. Direction, N.E. and S.W., about 30 miles."

The supposed site of Emerald Isle (lat. 57° 15' S., long. 162° 30' E.) was passed by the United States' Exploring Expedition, January 9th, 1841, without seeing it or any other indication of land. It was therefore inferred not to exist in the locality laid down.

MACQUARIE ISLAND.

This island was discovered in the early part of the present century by a colonial vessel, and received the name of the governor of New South Wales, a name which has been sufficiently distributed in many parts of this region. It is stated that the discoverers left a party on it, and the persons employed in shooting killed not fewer than 80,000 seals. It was visited, April, 1811, by Mr. T. Garbutt, in the brig Concord, and again in February, 1812, and at both periods found the winds and surf very strong. On both occasions his ship drove, and on the second his boat was upset in the surf, and it and all hands lost. Captain Bellinghausen, of the Russian navy, visited it in 1820, and Lieut. Langdon, R.N., in 1822; both of these officers have given charts of the island, but they differ considerably from each other. According to the English chart, it is 38 miles in extent from North to South, and its North extreme, called North Head, is in lat. 54° 19' S., long. 158° 56', and its South end in lat. 54° 56'. According to the Russian surveyor, it is but 19 miles in extent, and its centre in lat. 54° 39' S., long. 158° 41' E. Agreeably to this the North point is 11' South of that given by Lieutenant Langdon. But these observations may be considered as superseded by those of the United States' Exploring Expedition hereafter noticed.

Both the English and the Russian descriptions agree in giving it a breadth of 5 or 6 miles throughout. On the English chart, soundings of from 10 to
90 fathoms are marked out all along the eastern side at the distance of 3 miles off shore: also two anchorages, but which are open. The northernmost of these bears the name of Buckle, Bagster, and Buchanan Bay; the other, at 2 leagues from the South point of the island, is called Lusitanian Road. The North point is surrounded by rocks, which are named Elliot Rocks on the chart.

The South end of this island is placed by Capt. Wilkes, of the United States' Exploring Expedition, in lat. 54° 44' S., long. 159° 49' E. Off this end a reef of rock extends for three-quarters of a mile. The island is high and much broken; it is apparently covered with verdure, although a long tufted rank grass was the only plant seen by those who landed.

The Bishop and his Clerk are some islands or rocks which lie to the southward of Macquarie Island, according to Capt. Bellingshausen, in lat. 55° 15' S., long. 159° 0' E.; but if the American longitude be correct, it must be placed more than a degree further to the East.

The Judge and his Clerk, two large naked rocks, lie about 8 leagues N. 20° E., true, from the North end of Macquarie Island; or, according to Bellingshausen, in lat. 54° 22' S., long. 158° 46' E.; the latter subject, however, to the same question as raised in the previous instance.

CAMPBELL ISLAND.

This island was discovered by Captain Fred. Hazelburgh, of the brig Perseverance, belonging to Mr. Robert Campbell, of Sydney, in 1810. According to his account, the island is 30 miles in circumference; the country is mountainous; and there are several good harbours, of which two on the East side are to be preferred. The southernmost of these two he named Perseverance Harbour, and in it Sir James Ross anchored in the Erebus and Terror, December, 1840.

The highest hill seen from the harbour is on its North side, and has an elevation of 1,500 ft. The shores on either side are steep, and rise abruptly to between 800 and 900 ft. The hills, from being less wooded, have a more desolate appearance than those of the Auckland Islands; and though there is abundance of wood in the sheltered places, the trees are nowhere so great as in those islands. These trees especially indicate, by their prostrate position, the prevailing power of the westerly storms. This occurrence of sudden
and violent rushes of wind is a remarkable characteristic phenomenon of all the islands about this latitude. It is observed at Kerguelen Land, at Auckland, and especially here.

Sir James Ross had been advised at Van Diemen's Land to take his ships into the harbour near the N.E. point, but from the entrance it appeared so exposed to winds from that quarter, that he bore away for the southern harbour.

**Perseverance Harbour** is about 4 miles in depth, running for more than 2 miles in a W.N.W. direction; and thence, after passing a shoal point, with a warning bed of seaweed off it, on which the *Terror* grounded, about W.S.W. to its head.

In the outer part of the harbour the water is too deep for convenient anchorage; but in the upper part, which is completely landlocked, there is abundant room for a hundred ships to lie in the most perfect security, and excellent water can be had in any quantity. The observation spot on the beach, near the shoal point, was found to be in lat. 52° 33' 26" S., and long. 169° 8' 41" E., dip. 73° 53''. High water, full and change, at XII', but presenting the same irregularities as at Laurie Harbour, Auckland Isles. The rise and fall, at neaps, was 43 inches.

H.M.S. *Cossack* anchored in Perseverance Harbour in February, 1873, in 10 fathoms, with Beeman Hill N.W. by N. During three days' stay of the ship it blew hard from North to N.N.W., ending in S.W., heavy squalls coming down from the hills; in one of these the ship dragged her anchor; shifted berth farther out, anchoring in 12 fathoms, Beeman Hill N.W. by W. by W.

After leaving Perseverance Harbour, and when about 10 miles distant from the land, with N.E. point of the island bearing W. by N., the S.W. point S.W. by W., and Erebus Point S.W. by W., the entrance to the harbour, was immediately under what appears to be the highest part of the island.

There is a depot of provisions, kept up by the New Zealand Government for the use of shipwrecked mariners, in Perseverance Harbour, the position of which is marked by a white staff. Water is abundant at the head of the bays in the harbour. No pigs were seen, but geese and wild duck were seen at the head of the harbour.

**North Harbour**, or Penguin Bay, on the East side of Campbell Island, may be known by Cossack Rock, a small round island which lies off the North point of the entrance; the bay extends to the westward for 3 miles, and increases in width towards the head, terminating in two creeks, the southern of which inclines to W.S.W. At the head of the bay is a fine valley, through which runs a considerable stream of water, the largest in the island. Vegetation appears more healthy here than elsewhere on the island, on account of it being less exposed to westerly winds. Penguin Bay
is easier of access than Port Perseverance, and easterly winds seldom blow there; it seems more frequented than the other anchorages by the whalers, of whom there are many traces. There is anchorage in all parts of the bay, the depth being from $5\frac{1}{2}$ to $8\frac{1}{2}$ fathoms.

The western side of Campbell Island has a desolate and storm-beaten appearance, and the only bays, Boat Harbour and Monument Harbour, afford no shelter. H.M.S. *Cossack* noticed several isolated rocks, about 300 ft. high, off the N.W. point of the island, and off the S.W. end another remarkable isolated rock 600 ft. high. Within these rocks are other small detached rocks, one of which, lying N.W. from the S.W. islet, has the appearance of a cloaked figure on a pedestal, and probably supplies the name of Monument Harbour to the indentation in the coast near it. The rocks were passed at 2 miles distance, and no outlying dangers seen.

AUCKLAND ISLANDS.*

The first knowledge of this group is due to the commercial enterprise of British merchants. They were discovered by Capt. Abraham Bristow, in the ship *Ocean*, a vessel belonging to the late Samuel Enderby, Esq., during a whaling voyage, August 16th, 1806. This was in his third voyage round the world, and the following extract from his log-book, quoted by Sir James Ross, announces the discovery:—"Moderate and clear; at daylight saw land, bearing West by compass, extending round to the North as far as N.E. by N., distant from the nearest part about 9 leagues. This island or islands, as being the first discoverer, I shall call *Lord Auckland*’s (my friend through my father), and is situated, according to my observation at noon, in lat. 50° 48’ S., and long. 166° 42’ E., by a distance I had of the sun and moon at half-past ten a.m. The land is of a moderate height, and from its appearance I have no doubt but it will afford a good harbour in the North end, and I should suppose lies in about the latitude of 50° 21’ S., and its greatest extent is in a N.W. and S.E. direction. This place, I should suppose, abounds with seals, and sorry I am that the time and the lumbered state of my ship do not allow me to examine it."

Capt. Bristow visited them in the following year, 1807, in the *Sarah*, also belonging to the Messrs. Enderby, when he took formal possession of them.

* Between the Macquarie and Auckland Islands, which apparently lie in the same line, or continuation of the volcanic ranges of New Zealand, a submarine earthquake was apparently felt on board the ship *Orient*, from Adelaide, Captain Harris, on November 17th, 1865, at 7.15 a.m., in lat. 51° 44’ S., long. 160° 49’ E. Weather fine. The ship commenced trembling violently, as if she were passing over a rough bottom, in shallow water; at the same time the bells began to ring. The violent trembling lasted two or three minutes, with nothing visible, and no bottom with the deep-sea lead. All on board concluded that it was the effects of a submarine volcano.
for the British crown, and left some pigs there, which afterwards increased to a surprising extent.

The islands remained untenanted during the subsequent years, being visited occasionally by vessels in search of whales and seals, the former coming into the bays to calve, during the months of April and May, and the latter consisting chiefly of sea-lions.

In the year 1840 it was visited by the vessels of three nations—the English ships Erebus and Terror, under Sir James Ross and Capt. Crozier; the French corvettes, L'Astrolabe and La Zélee, under Dumont D'Urville; and the United States' Exploring Expedition. From the narratives of these voyages we have chiefly derived the subsequent particulars.

They were, as above mentioned, without permanent inhabitants during all the periods of the above visits; but subsequently a body of New Zealanders, about seventy in number, came over from Chatham Island in a whale-ship, and were landed on the N.E. or Enderby Island. Bringing with them their warlike spirit, their quarrels soon led to an outbreak, and some fighting and loss of life ensued.

From the eminent services rendered to geographical science, and to further those commercial enterprises in which the Messrs. Enderby, for several generations, had so largely engaged, the group was granted by the British government to Messrs. Charles, George, and H. Enderby; and on the formation of the Southern Whale Fishery Company, Mr. Charles Enderby took possession of his domain in the early part of 1850, finding the New Zealanders before mentioned in possession of a portion of the land. But the company was not successful, and after a few months the colony was abandoned, and there has not since been any permanent inhabitants. This, then, is the brief history of this remote island, which promised to become a most conspicuous point in the wide world of waters which this book describes.

Of late years the group has risen into undesirable importance from the reported wreck of several vessels, who, pursuing courses in high latitudes in the Australian voyage, have encountered its stormy shores.

Though the group has been visited by the four principal navigators above mentioned, we have but an imperfect notion of the entire group, even as regards its dimensions. For from the cursory examinations made by Mr. Enderby, it would appear that the island must be considerably broader than is represented on D'Urville's chart. Of course, the very imperfect sketch given by Bristow cannot be taken as giving a correct idea of the island.

Mr. M'Cormick, the naturalist to Sir James Ross's Antarctic Expedition, remarks that the formation of the Auckland Islands, as well as Campbell Island, is volcanic, and constituted chiefly of basalt and greenstone. He also calls attention to Peas Head, in Laurie Harbour, North of Shoe Island, as being of great geological interest, exhibiting fine columns, 300 ft. high, South Pacific.
which are highly magnetic. The loftiest hill Mount Eden, at the head of Laurie Harbour, attains an elevation of 1,325 ft., is rounded at the top, and clothed with grass to its summit.

Provisions.—Depots of provisions have been established by the Colonial Government of New Zealand, for the benefit of shipwrecked people, at the following places:—South side of Erebus Cove; Sandy Bay on Enderby Island; Saddle or Norman Inlet; and at Carnley Harbour. Numbers of rabbits were seen on Enderby Island in 1873, at the time of the visit of H.M.S. Cossack, but no ducks there or at Port Laurie. Rock cod were caught in February, 1873, off these islands by the crew of H.M.S. Blanche. The bodies were then found full of worms, but at other seasons of the year these may disappear, and the fish be good for food.

Water, as an article of consumption, is very abundant. The stream which falls into the head of Laurie Harbour had sufficient water to form a noble cataract after a month's dry weather, and indeed abundance of streams are to be met with at all parts. The nature of the soil is such that, whatever quantity of rain falls, it very quickly sinks below the surface, and then probably percolates away on the volcanic and impervious rocks beneath. From the moisture of the climate, and the igneous character of the rocks, this peaty formation arises. Great difficulty was found in forming a foundation for the observatory at the time of the Erebus and Terror's visit; they had to dig 12 feet through the peat to gain the solid rock on which to erect the instruments.

The magnetical observations made here were found to be singularly affected by the nature of the island. These phenomena lead to the opinion that the island may be taken as one great magnet itself.

Climate.—No very accurate knowledge of the general climate of the group has been yet acquired. It has been supposed to be similar to Chiloe, which has been described in a former page of this work. To this, therefore, the reader is referred. But it is also very probable that that account, to coincide with these islands, must be somewhat modified in one particular— the strong winds to which it would appear they are subject. The trees are an evidence of this, as they bend from the general western direction of the violent squalls. Mr. Enderby experienced one very remarkable phenomenon, in the early part of 1850, at the station in Port Ross. A most violent gust of wind struck, with the force of a solid body, the spot near where he was, and this not for any continuous period, or over an extended space, but only for about five seconds of time and a few yards in diameter. After passing onward the percussions of the repeated shocks could be heard at short intervals as it went. There was no apparent cause for it, and the intervening spaces were comparatively calm. This is a very important consideration with vessels unprepared for such a visitation when at anchor, and it is pro-
bale that many accidents, including that to the *Grafton* schooner, may be attributed to this.

The Auckland Group, according to Sir James Ross, consists of one large and several smaller islands, separated by narrow channels. The largest island he states to be about 30 miles long, and 15 miles in extreme breadth; but this cannot be considered as exact, as before mentioned. It contains, he continues, two principal harbours, whose entrances are both from the eastward, and whose heads or termination reach within 2 or 3 miles of the western coast.

**ENDERBY ISLAND** is the north-eastern island of the group. It forms the northern side of the entrance to Laurie Harbour, or Port Ross. It is upon this island that the principal portion of the stock landed by the Whale Fishery Company was kept. They immediately began to improve in their new position, an evidence of the good quality of the land. The island is 2 or 3 miles in length. One portion of the New Zealand tribes was established here, and raised vegetables, turnips, potatoes, cabbages, &c. Every part of the island is densely covered with vegetation. Some trees are 70 feet in height, though generally from 15 to 20. Numerous small birds of three or four species. The island is not high, and is well supplied with water.

As is frequently the case, the tidal currents meet off Enderby Island; and on this Sir James Ross says:—"On rounding the N.E. cape of Enderby Island we passed through some strong whirlpools, occasioned by the meeting of the tides off the point; and although we did not find soundings with our ordinary hand lines, it is by no means improbable that some shoals or rocky patches may have some influence in producing these strong and dangerous eddies."

**Laurie Harbour, or Port Ross.**—Captain Bristow, the discoverer of these islands, who also drew the first sketch of the group, named this, the principal harbour, Laurie Harbour, after the gentleman who first issued this knowledge to the world in 1810. On a chart of the Western Pacific, by Captain Butler, and published by Mr. Laurie, this sketch will be found. There are two surveys of this excellent harbour, the one by Sir James Ross, the other by Admiral D'Urville. That of the latter is the most complete, and exhibits more in detail the character of the locality.

The entrance to the harbour is between Enderby Island on the North side, on which is the above-named pilot-station, and Green Island, or Ewing Island of Sir James Ross, their distance apart being rather above a mile.

**Dundas and Green Islets,** 1½ mile apart, and connected by a reef, lie 1½ mile S.E. of Ewing Island, on the South side of entrance to Terror Cove. Approaching Port Ross from the eastward, this danger should be carefully avoided. **Ocean Island** is three-quarters of a mile West of Ewing Island, and is connected by shoal water to the S.E. point of the harbour. **Rose's Island,** which forms a continuation of the North side of the entrance, lies to
308 AUCKLAND ISLANDS.

the N.W. of Ocean Island; and from between these the harbour runs 2½ miles to the S.W., having a depth of 10 to 20 fathoms over it, and the shores bold-to.

*Deas Head,* to the S.W. of Rose's Island, is an interesting feature, formed of basaltic columns 300 ft. high, which are highly magnetic.

*Shoe Island,* in the middle of the harbour, and three-quarters of a mile South, *true,* of Deas Head, is a bold and picturesque island; it is highly magnetic, and is bold-to.

*Terror Cove* is to the West of this, and is separated from Erebus Cove to the South of it by a projecting point of land. Sir James Ross's Observatory was in Terror Cove. In former charts this is called the *Harbour of Sarah's Bosom,* being thus named by Captain Bristow, after his ship, when he came here on his second visit in 1807. In his brief account he states that "ships may lie safely landlocked all round. Here may be had plenty of fine water, wood in the greatest abundance, winged game, &c. The islands are annoyed by the most powerful gales in winter."

The result of the observations made by Sir James C. Ross at *Sarah Harbour,* or Terror Cove, gave for the observatory, lat. 50° 32' 30" S., long. 166° 12' 34" E. * High water, full and change, at 12h; the highest spring tides scarcely extended 3 feet. A remarkable oscillation of the tide, when near the time of high water, was observed; after rising to nearly its highest, the tide would fall 2 or 3 inches, and then rise again between 3 and 4 inches, so as to exceed its former height rather more than an inch. This irregular movement generally occupied rather more than an hour, of which the fall continued about 20 minutes, and the rise 50 minutes of the interval.

In October, 1865, numerous trees, such as the ash, oak, and pine, with seeds of the turnip, carrot, lettuce, parsnip, pumpkin, &c., were planted on the South side of Erebus Cove, by Capt. Norman. Four goats (three females and one male) were also landed. No traces of pigs were seen here, or northward of Chambres Inlet, as they appear to keep about the middle of the island, but a dog was seen.

The establishment of the Southern Whale Fishery Company was fixed at the South side of Erebus Cove, but nothing now remains but the ruins of the buildings. This cove is bounded on the South side by a small peninsula, projecting in an E.N.E. direction (*Pik Point* of Bristow), and connected by a narrow isthmus.

From this part the head of the harbour extends nearly 2 miles farther in a W.S.W. direction to its head, on to which a fine and copious stream of fresh

* The position would be thought to be beyond the means of an ordinary merchant vessel to correct, yet in 1868 it was announced that the ship *General Grant* was wrecked on them, because they were 26 miles from the correct position on the charts—a vague assertion, for which there is not the shadow of an excuse.
AUCKLAND ISLANDS.

water falls. In its upper part Mr. Enderby found a large and valuable bed of cockles, little inferior to oysters.

The eastern side of the island is but little known. From the chart by Admiral D'Urville, it has several most excellent harbours, a fact confirmed during subsequent visits. That one will be found superior to Laurie Harbour is not likely, but they may prove of great service. One of them was named Chapel Bay, from a rock, the form of which gave the appellation, near its entrance.

Adam's Island, the southernmost of the Auckland group, rises about 2,000 feet above the sea, and faces the South end of Auckland or the main island, forming between a channel the whole breadth of the islands called Adam's Strait, or Carnley Harbour.

Carnley Harbour.—The western entrance to Carnley Harbour is very narrow and only fit for small steamers; there is a large whirlpool in the narrowest part. Soundings vary from 13 to 3½ fathoms.

Carnley Harbour (eastern entrance) makes in about 4 miles to the eastward of the South Cape, and the entrance is formed by two bluff points, from which to the head of the lagoon the distance is 15 miles. The passage is above 2 miles wide, and entirely free from danger within 25 fathoms of each shore. It runs in first N.N.W., then N.N.E., forming at the head of the lagoon a beautiful basin, with sufficient room for half-a-dozen ships to moor; the least water from the entrance until we came near the anchorage was 25 fathoms mid-channel; we anchored in 4 fathoms, clay ground.

"The western side of this island is a perpendicular bluff iron-bound coast with deep water within 100 fathoms of the shore, while the eastern coast is principally lined with a pebbly or sandy beach, behind which are extensive level plains, covered with beautiful grass and refreshing verdure, extending back about 5 miles, and then rising into elevated hills."

The western side of the island, according to Captain Bristow, is very high precipitous, and may be seen, in clear weather, 16 or 17 league off. Towards the northern part are two remarkable natural pyramids or columns, called the Column Rocks.

The N.W. cape is a very remarkable headland, with a rocky islet and a curious conical rock just off it; just to the eastward of it is a dark-looking promontory, called Black Head, with a deep cavernous indentation at its base; this was afterwards found to be only a short distance from the westernmost part of Laurie Harbour. It was reached by Mr. McCormick and some other officers, by following the stream, which empties itself into the head of the harbour, and whose source is in the hills above Black Head; these hills are from 800 to 900 ft. high.

Disappointment Island lies off the western side of the island, and is shown on Bristow's chart.

Bristow Rock, which must be very dangerous, is shown on Bristow's chart.
ANTIPODES ISLAND.

as lying one mile North of Enderby Island, just even with the water's edge.
H.M.S. Cossack saw it break, and placed its position as 2½ miles from the
North extreme of Enderby Island. This rock does not always break, and
requires great caution. The tide rips extend a long way off, sometimes to
12 miles N.E. of the North point of Enderby Island. The flood sets N.N.E.
and ebb to the southward. This will close our remarks on this important
group. The charts will furnish all additional information.

ANTIPODES ISLAND.

This small and isolated group is but an imperfect representative in the
South, of London in the North hemisphere; from its geographical position
the name was given to it, in 1800, by Capt. Waterhouse (?); but as it does
not occupy the precise spot that this name would indicate, it has sometimes
been called Penantipodes Island. Its position given was latitude 49° 32' S.,
and its longitude, according to Lieut. O. H. Wilson, R.N., is 178° 42' E.;
but, according to Krusenstern, it is in 179° 40' E., possibly a misprint, which
was followed by Lieut. Raper and others.*

Capt. W. Parfitt, who passed it in the Holmesdale, August 24, 1865, made
the lat. about 49° 55' S., long. 178° 55' E.

But in 1846, Capt. B. Darley passed them on April 27, and by the means
of two chronometers, and several good lunars, he confirmed Lieut. Wilson's
longitude, viz., 178° 40' E., and the latitude found was 49° 40' S.

They were visited by Captain W. H. Norman, in the steamer Victoria, in
November, 1865, on a fruitless search for shipwrecked people. He describes
it as having perpendicular cliffs all round, rising to heights varying from 200
to 600 ft. On the N.W. cape is an immense cave, about 120 ft. high; there
are also several small islets from 150 ft. to 200 ft. high on the North, N.E.
and East sides; none of them are more than a mile off the main island; and
all of them appear safe to approach or to pass between. The highest part
of the largest island is apparently about 1,100 ft. high. No landing-place
was seen, unless on the E.N.E. corner, where some rocks jut out a few yards,
but at the time we passed the sea was running too high to make the attempt.
The only vegetation seen on this island was some long grass and fern or scrub
of a dark colour, on the top and sides of the hills.

Captain Parfitt, who was here in the Holmesdale, in 1865, says that there is
a remarkable high and large pillar-shaped rock off the West end.

* See Nautical Magazine, March, 1840, p. 145. Lieut. Wilson, who has given a view of
the island, says that in running on a parallel between lat. 49° 50' S., and 53° 0' S., from
the longitude of 172° 0' E. to 162° 0' W., they observed tangles or trumpet weed daily
floating past.
Captain Norman's position, lat. 49° 42' S., long. 178° 43' E., agrees very well with those above quoted, but the particular point is not named on either.

This little group derives its name from a well-known vessel of the Pacific, that commanded by Captain William Bligh, in 1788. They were seen on his passage to Tahiti, and he thus records their discovery:—On the 19th of September, 1788, we discovered a cluster of small rocky islands, bearing E. by N. 4 leagues distance from us. We had seen no birds or anything to indicate the nearness of land, except patches of rock-weed, for which the vicinity of New Zealand sufficiently accounted. The wind being at N.E. prevented our near approach to these isles; so that we were not less than three leagues in passing to the southward of them. The weather was too thick to see distinctly; their extent was only 3½ miles from East to West, and about half a league from North to South. I could not observe any verdure on them; there were white spots like patches of snow, but they may be of white stone or marble. The westernmost of these islands is the largest; they are of sufficient height to be seen at the distance of 7 leagues from a ship's deck. When the easternmost bore North, I tried for soundings, being then 10 miles distant from the nearest of them, and found bottom at 75 fathoms, a fine white sand; and again at noon, having run 6 leagues more to the E.S.E., we had soundings in 104 fathoms, a fine brimstone-coloured sand.”

The Bounty Islands were visited by the Victoria in November, 1865. Captain Norman says that there are some outlying sunken rocks, very dangerous to approach, about 3½ miles off the W.N.W. side, and the sea was breaking over them with great fury.

Lieut. B. J. Jackson, of H.M.S. Rosario, 1870, counted 20 islands in all, but half of them were not more than 10 or 15 ft. out of water; the largest, which is the westernmost but one, covers from 8 to 10 acres. The group might be divided into two clusters, with a passage between them; there is a rock nearly in the centre, over which the sea breaking and the spray thrown up, presented a grand appearance; there is also a blow hole in one of the western cluster which throws clouds of spray some 300 ft. high. The sea was seen breaking from 3 to 4 miles to the westward, probably over the sunken rock reported by Commander Norman of the colonial steamer Victoria.

There is also a sunken rock, to the southward of the group, bearing from the western extreme of the group S. ½ W., and from the eastern extreme S.W. ½ S., distant 3½ miles, or about 2½ miles off shore. These rocks are exceedingly dangerous, and great care should be taken in approaching the islands in thick weather, as they sometimes do not break for 5 or 10 minutes.
312 CHATHAM ISLANDS.

The eastern islet, which is one of the highest, is 280 ft. high. Lat. 47° 46' S., long. 178° 56' 44" E.

CHATHAM ISLANDS.

This group was discovered by Captain Broughton, attached to Vancouver’s expedition, in the armed tender Chatham, from whence the usual name is derived, on Nov. 27, 1791.

Captain Broughton afterwards landed, and took formal possession of the islands, in the name of His Britannic Majesty. The people were like those of New Zealand. From the period of their discovery they had not been settled or visited, except by the whalers, who came hither to refit, or follow the shore fishery, until 1840, when the purchases of land in New Zealand by the British Company having suddenly ceased, in consequence of a proclamation, a vessel, the Cuba, was despatched hither by that Company with Mr. Hanson as agent, and Dr. Dieffenbach as naturalist, to purchase the territory of the native chiefs. This, it was stated, was done; and it was resold to a Hamburg merchant for a large advance on the cost, but nothing was done to colonize them.

The present population is as varied and motley an assemblage of people as can well be imagined. There are Mariorias (natives), Maories, Kanakas, Negroes, Chinese, Spaniards, Portuguese, Danes, Germans, English, Irish, Scotch, Welsh, &c.*

The ensuing account of the Chatham Islands is that given by Dr. Dieffenbach:— "The natives of these islands were found by Captain Broughton to be a cheerful race, full of mirth and laughter, dressed in seal-skins or mats, and courageous enough to resist his landing. The sealers who first visited the island—and I had met with some who had been there ten years ago—found the natives numerous and healthy, in number at least 1,200, and they were received by them with a hearty welcome. What a wretched change has taken place in the short interval which has since elapsed!—a change occasioned by the importation of about 800 New Zealanders, brought thither by a European ship in 1830 or 1831. Not 90 of the original natives now survive in the whole group.”

We have no very recent estimate of the number of survivors of these ill-fated people: but their conquerors, with the jealousy and rivalry peculiar to the New Zealanders, were in almost continual warfare with each other, and a portion of them emigrated to the Auckland Islands, and were found there by Mr. Enderby at the commencement of 1850.

The ensuing is extracted from Dr. Dieffenbach’s account:—

The whole group consists of three islands: a large one, called Ware-kauri.

by the natives, and Chatham Island by its first discoverer; a smaller one, named Rangi-hamte, or Pitt's Island; and a third, called Rangatiri, or South-east Island. In some charts an island is laid down, called Cornwallis Island, but I have been repeatedly assured that no such island exists; and that a rock, called, from its shape, "The Pyramid," must have been mistaken for it. There are also, to the N.W., Rangitutahi, or the Two Sisters; to the East, the Forty-fourth Degree Isles; and some reefs, which will be described hereafter.

WARE-KAURI has nearly the form of a horse-shoe, or rather that of an indented square, the four sides of which are directed towards the four points of the compass. On its West side, where ships coming from New Zealand will generally first make the land, it stretches in a semicircle from S.W. to N.W., so as to form a deep bight.

Petra Bay.—The land has there an undulating surface of small elevation, and is overreached to the North and N.W. by higher insulated hills, which have either regular pyramidal forms, or are irregular and massive in shape. With the exception of two hillocks at the S.W. point of the island, which the natives name Wakkaiova, no hills are visible in that direction; but the land rises gradually from the shore, which is rocky, and clothed with verdure to the water's edge, and at the top of the slope spreads out into a level or undulating surface. On advancing towards the inner part of the bight, a red cliff, or rather bluff, becomes visible, which forms the southern headland of a smaller inlet into the larger bight, the northern head of which is a bluff of the same description. The distance between these two bluffs is 3 miles; the beach between them is sandy, and bordered by low hills. This inlet has a very regular, semicircular form; and under the southern bluff is the principal harbour, called Waitangi. From the northern bluff the beach becomes again sandy for some miles, and afterwards rocky, which it continues to be to the N.W. point of the island, being indented by four small bays, three of which are close together, the fourth being near to the N.W. point. These bays are open to the S.E. by E.; and two of them, though small, are good harbours.

The direct distance, in a straight line from the S.W. to the North point of the island, is 25 miles; measured along the beach the distance is about 40 miles; whence it appears that the bight forms a deep curve.

The northern side of the island runs nearly from West to East, for about 40 miles, and forms several wide, open bays; to the westward the shore is flat, and the headlands of the bays run out in long, wooded tongues of land. About 10 miles from the N.W. point there is a group of irregular hills, which terminates in a rocky precipice towards the sea, from the foot of which runs out a spit with a level beach. These hills are called Maunga-nui (the
high mountain), although they are of very inconsiderable elevation.* In the middle of this bight, four needle-shaped rocks lie off the shore, from which they are distant about a cable's length. The beach itself consists of a fine sand. On the other side of the headland the shore retreats again, and runs for about 15 miles to the eastward, with a broad beach and low wooded hills. Although the beach is sandy, rocks spread along the shore are left uncovered by the sea at low water; this beach is terminated by a long point, behind which, very near to the N.E. end of the island, there is a small bay, *Kainga-roa*, with an entrance partly obstructed by rocks. Its N.E. end is extremely rocky; and its outermost point is formed by an island, or rather a peninsula, called *Wakuru*, as the channel which separates it from the main island is dry at low water.

The coast continues to be rocky on the East side of the island, which is about 24 miles long, when it again forms a bay nearly 2 miles long, enclosed by a broad sandy beach and low wooded hills. Rocks, most of them only visible at low water, are everywhere scattered along the shore. The southern head of this beach is perfectly rocky, and from thence a long, deep bay extends to the S.E. point of the island. Sand-hills are thrown up along the coast, and stunted shrubs cover them on the weather side. The S.E. point is formed by a hilly promontory covered with wood.

The southern shore is abrupt and precipitous; the land on the summit of the cliffs is level, and covered with trees. Small streamlets trickle down the cliffs, and clothe their face with herbage.

Geologically speaking, the Island of *Ware-kauri* belongs to New Zealand; and this is still further confirmed by its plants and animals. The whalers say that soundings can be obtained between New Zealand and Chatham Island, a remarkable phenomenon, if correct.

The surface in the northern half of the island is generally undulating, deep, and boggy. This promises to be highly productive, and equally fit for grain or pasturage. Wherever the superfluous water has been carried off by a natural outlet, a rich vegetation of fern and New Zealand flax (*phormium tenax*) has sprung up, giving additional firmness to the soil by decayed leaves, and yielding a rich harvest to the native planter. This is particularly the case on the low hills above the sea-shore, which are well wooded, and encircle the island with a verdant zone. Where these hills are

* On making the Great Chatham Island from the westward, Mount Maunganui is very conspicuous, being a high rugged hill, with a broken irregular outline, appearing to form the North extreme of land; but, on approaching nearer, Patterson Point, a long low projection, off which there are dangerous reefs extending a mile or more, will be recognized. Mount Dieffenbach will be seen to the right of Maunganui, which is a sharp-pointed pyramidal hill, said to be the highest on the island, but Maunganui looks higher. There are other peaks resembling Dieffenbach, but lower.—Captain C. W. Hope, R.N., H.M.S. *Brisk.*
sandy, the decayed leaves cast by the trees have formed a light, black soil, which the natives prefer for agriculture. The conical hills, which rest on a volcanic rock, have a very rich soil in their neighbourhood, which is generally covered with a vegetation of fern and trees, agreeably mixed together, and these fertile spots are like so many oases rising from the surrounding bog. On the West side of Wanga-roa Bay, and at other places between Maunganui and Eno-kawa, the soil has been set on fire by some cause or other, and is burning slowly beneath the surface; the temperature also is raised, although neither flames nor fire are visible. The northern part of the island presents a remarkable feature, viz., several lakes, usually surrounded by gently sloping hills. They are most frequent near the northern coast, and are usually 1 or 2 miles in circumference. There are some also not far from the beach near the western coast; the largest of which is at the head of Waitangi Bay, and about 6 miles in circumference. A river, named Te Manga-pe, from 6 to 8 yards broad, drains this lake, and is tributary to another river, which enters Waitangi Harbour.

This lake is separated by a range of low fertile hills from Te Wanga, the largest lake in the island, which is, however, brackish. It is about 25 miles long, and 6 or 7 broad, and therefore occupies a very large portion of the whole island. It is surrounded by hills either wooded or boggy. On its eastern side it is separated from the sea by low sand-hills, about 100 yards broad. In 1837 this barrier was broken through; in 1840 it was entire; in 1841 a channel again formed what appeared to be, but was not, accessible for boats. At first the lake diminished in size, but afterwards it increased, and partook of all the movements of the tide.

The larger and better part of the island is that to the southward of Waitangi Harbour. It has an undulating surface, and is not so boggy as the rest. In general the soil is extremely fertile, and preferred by the natives to that of New Zealand.

PETE & BAY.—Capt. Hope, H.M.S. Brisk, says that the only anchorages to be recommended in Petre Bay, are Wangaroa or Port Hut, and Port Waitangi, the other bays on the North side being exposed to South and S.W. winds. On steaming along the southern shore of Petre Bay nothing was seen of the Heaphy Shoal, and it was stated that it had no existence. There was a heavy swell running, but no appearance of a break anywhere off this shore, except upon the Jenny Reef, which appears to be rather less in extent than the chart shows.

PORT WAITANGI is the principal place in the Chatham Islands. It is in lat. 45° 58' S., long. 176° 38' W. The resident magistrate lives here, as also several other Europeans. Fresh meat, poultry, and vegetables may be obtained in abundance and very cheap; the potatoes, for which these islands are celebrated, are very fine, and at times a large quantity is exported to New Zealand and Australia. The land in the neighbourhood is excellent;
wheat is cultivated, and answers well, and all kinds of English fruits and vegetables come to perfection. The lakes abound with wild ducks, and there are also curlew, plover, and pigeons, with abundance of wild pigs all over the island.—*Capt. Hope, R.N.*, 1865.

Though exposed to the N.W. winds, the force of the swell is broken by the N.W. end of the island, and also by a short reef, which runs off from the southern bluff, and may be doubled by ship's of any size to half a cable's length. From the south-westerly winds which prevail during a great part of the year, this harbour is completely sheltered. Its general depth of water is from 7 to 12 fathoms, and the best anchorage is in 5 fathoms, off the southern bluff, where the bottom is a firm sand. If a ship anchors further to the northward, she is more exposed to the swell occasioned by long north-westerly gales; and the danger increases if she anchors too near the shore.

The tide in this place comes from the southward, but is very irregular, generally recurring only once in twenty-four hours; and at changes it rises to about 6 ft. If easterly and southerly winds have long prevailed, the tide cannot be perceived at all, and its force is hardly ever perceptible at any time.

Captain Hope says:—The anchorage at Port Wa'itangi is not a safe one for large vessels during westerly gales. Vessels drawing not more than 12 or 13 ft. may ride out S.W. gales by anchoring close in with Hanson Point bearing S.W. or S.W. by W.; they will then be in a measure sheltered from the heavy sea, but will experience a rolling swell that will try their cables.

With a gale from N.W. this is decidedly a dangerous anchorage. The *Brisk* experienced a heavy S.W. gale while at anchor here in May, 1865, with Clatchie Point bearing W.S.W. in 6 fathoms, fine black sand, and was in a very critical position. A shoal, having 5 fathoms on it, is said to lie 1½ mile to the northward of the anchorage, but the exact spot is uncertain. It is, however known to the natives, who go there to fish.

**PORT WANGAROA** is to the northward of Waitangi. This bay is an oval, nearly a mile deep, its extreme points being half a mile distant from each other. The best anchorage is about two-thirds up the bay, somewhat nearer to the western than to the eastern shore, in 6 fathoms water, with a soft sandy bottom. The anchorage is protected from N.W. winds by the land, and from S.W. winds by the lee of the western side of the harbour. The tides here are also irregular.

Captain Hope says:—Port Wangaroa is sheltered from all winds, but it is very confined, and as with strong West and S.W. winds there is a heavy sea at the entrance, a vessel should anchor as far in as possible. With the nib or hummock on Mount Iwa Kawa open to the eastward of Maunganui, the harbour is open, and the white sandy beach at its head will be seen.
There are likewise sandy beaches at the head of the two bays to the eastward of Wangaroa, therefore care must be taken not to mistake between them.

The sea breaking on the rocks on either side of the entrance to Wangaroa marks the dangers, and it is only necessary to keep midway between, and steer straight in on a N.W. by W. course. A patch of floating kelp stretches partly across the entrance from Napper Reef, but there is deep water where it lies, and the Brisk passed through it. The reef off Gordon Point must be avoided, but the outer edge of the kelp there marks the deep water.

H.M.S. Brisk anchored inside the line from Gordon Point to Evans Point in 6 fathoms, coarse sand and shells, with the centre of the little cove behind Evans Point bearing N.E. There is a stream of excellent water at the N.W. corner of the harbour, but no firewood or supplies of any kind are to be had here. The only habitations are two Maori huts on the West side at Howard Bay.

The two harbours to the eastward of Wangaroa, called Wanga-moe and Wanga-teho, are nearly similar to Wangaroa, and perhaps offer the same advantages; but there is nothing particular to recommend them.

The bay to the westward of Wangaroa, Pohauite, has nearly the same shape, but is more sheltered. The land around it is also richer and more cultivated. It was formerly the principal resort of vessels in quest of seals; and, as a large French whaler, the Jean Bart, was captured there by the natives, it evidently has a good anchorage.

The northern shore of the island is much exposed, and could only serve as a roadstead. It has, however, one sheltered bay, 6 miles from the north-eastern extremity; its name is Kaingaroa. The eastern and western extremities of this bay are rocky promontories, each terminated by a spit of reefs, over which breakers are continually seen. The outermost rock of the eastern point is below the surface, but occasionally covered with breakers. The rocks above water, off the western point, extend to the middle of the entrance of the bay, and are also terminated by a sunken rock, 500 yards distant. A ship can enter with a northerly wind between the two sunken rocks, and would be sheltered from all winds by the western point, where there seems to be the best anchorage.

The best anchorages on the eastern shore are about 6 miles from the N.E. extremity, where a boat can land at all times, and at Oinga, where the hilly foreland offers some protection. But easterly winds often set in suddenly.

None of the hills are more than 800 ft. in height. The westernmost is called Mata Rotaki, or Mount Patterson. Two or three miles from it there is a small group of hills, separated from each other by ravines, called Maunga-nui.

Three miles distant from Maunga-nui, near the head of Wangaroa Bay, there is another hill of small elevation, called Emo-kawa; 3 miles from
which, near the head of Wanga-tehe Bay, is Maunga-wakai-pai, the most regular pyramid, and apparently the highest of all. Only a few miles from it is Waipapa, likewise pyramidal. The last in the series, and that from which the original name of the island is derived, is Ware Kauri. It is situate about 2 miles from the northern shore, and 15 miles from the N.W. end of the island. It consists of several deep declivities, and is wooded. I had no opportunity of ascending it; but it is not higher than the others, and is apparently of the same structure. The only hills on the island, Maunganui, Mount Dieffenbach, have been before mentioned, but there are two hillocks at its S.W. end, called Waka-kaiwa, which are an excellent seamark. Capt. Cecille, of the French marine, calls the S.W. point Cape Eveque (Point Beaufort), from this hill resembling a bishop's mitre.

At 5 miles S. 20° E. from Cape Eveque is a rock under water, called the Sentry (or Solitaire by Capt. Cecille), upon which the sea breaks violently, but it is all beneath the water.

PITT ISLAND, or Rangi-haute, from the description by Captain Hope, R.N., and its surrounding islets and rocks, are most incorrectly laid down on the chart; in fact, with the exception of Sentry Reef, the entire chart South of Capes Eveque and Fournier is erroneous. The North end of Pitt Island is placed 5 miles too much to the northward, and the shape and outline of its shores are altogether different.

The North end of the island forms a bay about 1½ mile wide and half a mile deep, where there is good anchorage with all southerly winds. From the centre of this bay Eveque Point bore W. 4° N., and Cape Fournier N.W. by N.; and assuming that these two capes are correctly laid down on the chart, this point in the bay would be in lat. 44° 13' S., long. 176° 29' W. This latitude is at all events nearly correct, as it agreed with observations taken at noon. Mr. Hunt, an Englishman, who has resided for 25 years on the island, lives in this bay; he farms a great portion of the island, and gains his livelihood by supplying whalers with fresh provisions of all sorts. He also acts as pilot to them, and it is chiefly from him that Captain Hope derived whatever information did not come under his own notice.

On the East side of Pitt Island there is an anchorage much frequented by whalers, where vessels may ride well sheltered from westerly gales; and on the West side there is good anchorage with northerly and easterly winds in a bay behind a very high and precipitous island, called by the residents the Castle. This island, which is probably that named in the chart the Fort, occupies more nearly the position of the Outposts as there laid down; this latter, a very remarkable sharp-pointed serrated rock, is further to the S.W.; and the extreme rock of this group, called the Sail Rock, from its extraordinary resemblance to a boat with a gigantic lug sail, lies considerably to the S.W. of its position on the chart. This group of rocks is very remarkable; the Castle is flat-topped, with perpendicular precipitous sides,
300 or 400 ft. high. The Brisk was too far off to judge of the positions of the rocks off the South end of the island.

**Supplies.**—Abundance of fresh meat, potatoes, and vegetables may be obtained at Pitt Island, as also poultry, milk and butter. The island is thickly wooded, the soil very fertile, and, as at the great island, all kinds of European fruits, &c., grow and thrive. Wheat is also cultivated, but not in quantity sufficient for exportation.

Three rocks, of remarkable form, which run about S.W. and N.E., lie to the westward of the South point of Pitt Island.

A round rock, at about 4 miles S. 11° E. from the South point of Pitt Island, and E. 42° S. from Point Beaufort or Cape Évêque, has all the appearance of a bell.

At 4 miles N. 32° E. from the Bell Rock is a danger near the water’s edge, upon which the sea breaks.

At 18 miles East from the Bell Rock are three rocks, whose position is doubtful.

At 17 miles E. 29° N. from the Bell Rock is the Star Quay Reef, whose position is also doubtful. Captain Hope, B.N., says they occupy quite a different position; but Dr. Dieffenbach saw these rocks, and says that they were marked by high breakers.

At 12 miles N. 28° E. from the Bell Rock is Round Islet (Captain Hope says this is 4 miles too far to the N.W.) There are some dangers between Round Islet and the point, but there may be nevertheless a passage between them.

There are many small sunken rocks to the South of Pitt Island, and four above water. The rocks are not above 2½ miles from the island.

At about 14 miles West of Chatham Island are the Bertier Rocks. These are, one large and four small rocks, lying in a straight line East and West. Capt. Hope says that the rock is laid down 6 miles too far to the N.W. It is a flat-topped islet, about 150 ft. high, lying on the parallel of 44° S., and hence is called The Forty-four.

The “Western Reef” is a range of rocks lying off the N.W. end of the island, once a favourite resort of seals. The Cuba passed between this reef and the main, and found a clear channel.

*Rangi-tutahi,* or “the Sisters,” are two pyramidal rocks, about 100 feet high, covered with scanty bushes, and frequented by countless numbers of sea-birds. There is a long line of breakers running westward from these islets, which forms the “North-west Reef.” All these rocks were formerly much visited by sealers.
CHAPTER IX.

NEW ZEALAND.

This very important country, one of the greatest interest in the southern hemisphere, was not correctly known to Europe until very recent times. Its first and imperfect exploration is due to Tasman. On December 13th, 1642, at noon, he saw a great and high land at 15 miles to the S.S.E. On the 14th, at noon, he was within 2 miles of it, in 55 fathoms, gray sand. He could not see the summits of the mountains, as they were hidden by the clouds. He sailed along the coast for several days, and on the 19th anchored in a bay, probably somewhere on the South side of Cook's Strait. The natives put off, and approached the Zeehaan, his vessel, and on sending off his boat, it was instantly attacked, and four of the crew killed. He then left this bay without landing, and named it Moordenaar's (Murderer's) Bay. He continued on the coast until the 6th of January, 1643, proceeding to the northward, and attempted to procure water from a small island, but was prevented by the hostile appearance of the natives on it, and the violent surf. He named it Drie Koningen Eyland (Three Kings' Island), because it was the feast of the Epiphany. He then sailed for the Friendly Islands.

The great imperfection of geographical knowledge, mixed up as this was with the fabulous, led Tasman to the belief that he had discovered a portion of the Terra Australis Incognita; and with this idea he considered that it might be connected with Staten Land, to the East of Tierra del Fuego, then recently discovered by Schouten and Le Maire, and accordingly named this Staten Land, in honour of the States General of Holland. But, soon afterwards, this continuity being disproved, its present name of New Zealand, after the Dutch province, was applied.

It was not until our immortal Cook returned from his first voyage in 1769, that we were made acquainted with the true character of the group. In this, and in his two subsequent voyages, he completely examined their shores, and passing through the channel now bearing his name, established their insular nature. Although Cook's surveys and remarks, in many instances, do not approach to the accuracy and amount of detail required by the present times, yet they are still very interesting to the mariner.

The other early navigators, who have transmitted accounts of their visits to New Zealand, are Capt. Surville, of the French ship Le St. Jean Baptiste,
in December, 1769, that is, at the same time as Cook; then the unfortunate Capt. Marion came here to refit in March, 1772, but was killed and eaten by the savages in the Bay of Islands, June 12th, 1772.

As early as 1793 its harbours began to be frequented by whaling ships, but the intercourse reflects little credit on humanity. To remove this reproach, the Rev. Samuel Marsden, colonial chaplain of New South Wales, in 1814, established a church mission in the Bay of Islands, under the protection of New South Wales. In 1839 the New Zealand Land Company was formed, unsupported by the government, and consequently purchased the sovereignty of the land of the native chiefs. The first detachment of emigrants arrived at Port Nicholson about the end of January, 1840. The government had taken means, by following up Cook's claim of sovereignty for the British, by sending Capt. Hobson to the Bay of Islands as consul and lieutenant-governor. He established the seat of government, first at Russell in the Bay of Islands. This was but just in time, as four days later a French expedition arrived to take possession of Banks's Peninsula as a penal settlement.

Thus New Zealand dates, as a British colony, from May, 1840, as a dependency of New South Wales. In May, 1841, it was proclaimed a separate colony, under an independent government, the seat of that government being at Auckland.

The New Zealand Company received a royal charter February 12th, 1841. The affairs of the company did not flourish, and, from various causes, their efficiency diminished, and, according to an agreement with the government, they abandoned their projects in April, 1850. Such are the particulars of the first colonization of New Zealand. Since that period the chief colonizing operations have been the establishment of Canterbury, in 1850, on Banks's Peninsula, by a Church of England Association, and that of Otago by the Free Church of Scotland, in 1847. It was erected into a British colonial bishopric in 1841. The metropolitan see is Auckland, and in addition to this there are the four sees of Christchurch, Nelson, Wellington, and Waipu.

The islands of New Zealand, as is well known, consist of three principal ones; the two northern of which are separated by a strait (Cook's Strait), varying from 4 to 25 leagues in breadth. The general trend of the land forms an extensive curve facing the W.N.W., and are together about 930 miles in length, extending over more than 13° of latitude.

The names by which the islands have been distinguished are involved in some doubt. Cook says, with some uncertainty, that the principal were Tovey-Poenammoo and Eahi-No-Mauwe. This was afterwards found to be correct, as far as the country on either side of Cook's Strait is concerned. But it is considered that there is some error in the transcription of Cook's
manuscript as regards the latter name, which, according to Mr. Kendal, should be Ika-Na-Mawi, the name of the South island being more properly Kai-Mohoura (lobster-eaters). The orthography usually adopted is Tavai-poennamoomoo and Ika-na-mawi.

The natives of New Zealand have been so often described, that it is needless to repeat much here. Their ferocity and cannibalism distinguished them, but their many redeeming qualities place them high in the scale of human nature, as is evidenced by the great change which has taken place in their general character since they have become christianized. It is much to be regretted that their interests not having been sufficiently studied, it should have led to outbreaks and warfare, which have periodically desolated some of the settled regions. The total number of natives, from a close estimate by Mr. E. Halswell, in 1841, amounted to 107,265. According to a government estimate in 1857, it was only 56,049. By the census of Dec. 19th, 1867, they had decreased to 38,540, and the census of 1872 gave the number as 36,359, so that they are disappearing very rapidly. They have been almost extirpated in the middle island, from a cruel native warfare, before the times of the British occupation, and now number about 2,500. The most thickly peopled parts are North of Poverty Bay, around Whangaroa, and the Bay of Islands.

New Zealand is pre-eminently a volcanic country. In the North Island are seen native volcanoes of great height, and some very singular localities and phenomena existing in its centre. No active volcano is said to exist in the South Island, but the chain of lofty peaked mountains on the western side, rising above the limits of perpetual snow, are of the same character. Earthquakes are of very common occurrence in the vicinity of Cook's Strait, and their frequency and intensity do not appear to have been sufficiently noticed in the early accounts of the colony.

In consequence of the great quantity of moisture the vegetation is remarkably vigorous. One of the productions most interesting to mariners is the famous kauri pine, or, as it has been called, cowdy, with its straight and even trunks, sometimes rising to the height of 90 ft. before any branches shoot out, furnish some of the most excellent masts in use. The kauri gum or resin was at first sent but as a curiosity. It is found only in the province of Auckland, and in a fossil state. In 1852, 117 tons were sent, worth £265; in 1857, 2,521 tons were exported, worth £35,250.

The preparation of flax as an article of commerce is making steady progress. In 1867, the value exported was £4,256; and in 1871, £90,611. At the end of the year 1870, 161 mills were in operation for its preparation from the plant Phormium tenax, which was formerly in the way of the farmer, and is now in many places cultivated. The principal items of export in 1872 were gold valued at £1,730,992; wool, £2,537,919; grain and flour, £118,733; kauri gum, £151,167; flax, £99,405; hides and tallow, £90,551;
and preserved meats, £161,840. The total value of the export of New Zealand produce in 1872 amounted to £5,107,186.

Coal exists in many parts of the colony, notably in Otago and Southland, Nelson and the Waikato, Drury and the Bay of Islands. Some companies are formed for working the deposits. The Nelson coals of the Grey, Buller, and Massacre Bay, and those of the Malvern Hills in Canterbury, appear likely to be useful for steaming purposes. Bay of Islands coal is hereafter described.

The railways, 90 miles of which were open for traffic in July, 1874, 583 miles in course of construction, and 337 miles proposed, will be described with the description of each port from whence they start, viz., Auckland, Napier, Wellington, Picton, Port Littleton, Port Chalmers, and Invercargill.

The population of the colony, the area of which is estimated at about 100,000 square miles, was by the census taken on March 1st, 1874, 335,901; of these, 36,359 were natives, and 4,796 Chinese. In 1843, the European population consisted of 7,264 males, and 5,924 females; in 1861, 61,062 males, and 37,958 females. The proportion of males to females above 21 years of age, in 1871, was as 37 is to 19.

The coasts had been partially surveyed by various officers, among whom may be enumerated D'Urville and the officers of the New Zealand Company; but these incomplete and unconnected representations have been quite superseded by the later and complete charts of our Admiralty.

The islands have been surveyed by Captains J. Lort Stokes and Byron Drury, R.N., in H.M.S.S. Acheron and Pandora, and from the information derived in the surveys, between 1848—1855, as furnished chiefly by Capts. G. H. Richards, R.N., and Fred. J. Evans, R.N., we have derived much of the following descriptions. It is manifest that a full account of the coastlines of the islands, more than 3,000 miles in extent, and exceeding that of Great Britain, could not be compressed into a single chapter. It would require a whole volume to fully describe it. For this work it has not been thought necessary to go into the minute details which the “New Zealand Pilot” gives, and which, if required, must be sought for in the work itself.

Before entering upon the detailed description, it may be premised that the three principal islands were, at the time of the proclamation of the British government over the group, directed to be called New Ulster or North Island; New Munster, or Middle Island; and New Leinster, or Stewart, or South Island. The first appellations in this proclamation have not come into very general use, neither have the native names.
GENERAL SIGNALS FOR ALL NEW ZEALAND PORTS (1868).

TIDE SIGNALS.
Flood tide.—Two balls vertical at mast-head, not less than 6 ft. apart.
Last quarter flood.—Three balls vertical at mast-head, with not less than 6 ft. between each.
Ebb tide.—One ball at mast-head.

BAR OR DANGER SIGNALS.
Bar signals will be distinguished by their being arranged horizontally.
Wait for high water.—A ball at each yard arm, and one on mast half the length of the yard below the yard.
Stand on, take the bar.—Four balls horizontal on the yard, two on each side the mast.
Bar dangerous.—Three balls horizontal on yard, two on any one side of mast, and one on the other.
Put to sea.—Two balls horizontal on yard, on either side the mast.

Note.—Semaphore arms are to be used for piloting vessels over all bars where a pilot establishment is maintained, when pilots are not put on board, and the vessel being piloted is to be steered in the direction towards which the semaphore arm is pointed. When the semaphore arm is dropped, the vessel is to be kept steady as she goes.

Manukau Harbour having several channels, special regulations have been issued, as described hereafter.

Signals to be made from vessels entering or in harbour as required.
Exempt from pilotage.—White flag at the main.
Pilot required.—Union jack at the fore.
Steam tug required.—Telegraph flag at the peak.
Mails on board.—Commercial telegraph flag at the main.
Health or boarding officer wanted.—No. 8 of commercial code at the main.
Gunpowder on board.—Ensign at the mizen.
Medical assistance wanted.—Union jack over ensign at the peak.
Custom boat wanted.—Union jack at the peak.
Clearing officer wanted.—White flag at the fore.
Police wanted (by day).—Ensign at the main.
Police wanted (by night).—Two white lights vertical at the peak, or at the same height where they can be best seen, 4 ft. apart.

In addition to the above, every pilot station is to be provided with a set of the commercial code of signal flags, which will be used as required.

NIGHT SIGNALS FOR OPEN ROADSTEADS, ETC.

From Shore.
A boat will come off.—Two white lights, vertical (as to a steamer coming in).
Boat cannot put off.—Two lights vertical, upper red, lower white.
Wait till daylight, boat will put off then, weather permitting.—Two lights vertical, upper white, lower red.

Keep to sea, or put to sea.—Two white lights, horizontal, with a red light between them, to be used for vessels approaching or at anchor.

From Vessels.
Will wait till daylight.—Two lights vertical, upper white, lower red.
Cannot wait.—Two lights vertical, upper red, lower white.
Cannot keep to sea, or cannot put to sea.—Two white lights, horizontal, with a green light between them.
THE NORTH ISLAND.

The North Island is 465 miles long, and of very irregular figure, its chief feature being the remarkable peninsula formed by the adjacent inlets at its North end. This coast-line is 1,500 miles in length, and, for this length, its harbours are not numerous, and these are chiefly on the N.E. coast. All the harbours on the West coast have shifting sand-bars at their entrances.

It contains four of the nine provinces into which New Zealand is divided. Each of these provinces has a local government, consisting of a superintendent and a provincial council, subject to the governor appointed by the Crown, and the general assembly of two houses, the one elected by the people, the other appointed by the Crown.

Auckland occupies the northern part of the island, North of the parallel 39° S. The capital and former seat of government is advantageously placed on an arm of the Hauraki Gulf, on the East coast, and is also as closely approached by the harbour of Manukau on the West.

Taranaki lies on the westernmost promontory, surrounding the great volcano, Mount Egmont; though the smallest, it is considered to be the most fertile province of New Zealand. New Plymouth, its chief town, has only an open roadstead at present.

Hawkes Bay abuts on the great bay of the same name on the S.E. coast. It is of great natural fertility. The chief town, Napier, has a small harbour.

Wellington Province embraces the southern portion of the North island. Its chief town, and seat of government of the whole colony, stands on the shore of the spacious and excellent harbour of Port Nicholson, and, from the advantage of its being the outlet of a very fertile district, it is the commercial depot of a large extent of country.

In the following description we commence with the N.W. end, and proceed down the East coast southward; afterwards describing the West coast in the same order.

The THREE KINGS, or Manawa Tawi, are the northernmost appurtenance to New Zealand. They were discovered and named by Abel Tasman, on January 6th, 1643, as previously noticed. Cape Morton Jones, the N.E. extreme, is in 34° 6' 20" S., 172° 9' 45" E.

These islands have a barren aspect, of considerable height, the principal island being 995 ft., and may be seen on a clear day at the distance of 25 miles. They lie in an angular position, in a North, South, and East direction. The eastern island is the longest, and may be a mile in length; the other two are equal, both in size and height, and may be about a quarter of a mile long. At the S.E. end of the western island, adjoining, are several high rocks, which, at a distance of 7 or 8 miles, have the appearance of
separate islets; these rocks extend 5 or 6 miles to the E.N.E., with the sea breaking a little without them.

They are uninhabited, and landing is dangerous. There are good springs of fresh water, some goats, and abundance of wild celery. These islands do not occupy more space than 7 miles from North to South, and nearly the same from East to West. There is no danger to be apprehended at the distance of 2 miles on the South side, and the only danger is an uncovered rock, three-quarters of a mile East of the Great Island.

Admiral FitzRoy says, while in sight of these islets, on New Year’s day, 1836, he passed through several tide-races, one of which was rather heavy, and would have been impassable for a boat. These races moved toward the North, while they could trace their progress. The temperature of the water fell 6° after passing through the principal one. The next day it was found that the ships had been set much to the southward, so that it was inferred that they were regular tide streams rather than constant currents.

The northern extremity of the North Island of New Zealand consists of a peninsula united to the main island by a long sandy neck.

CAPE MARIA VAN DIEMEN is its N.W. point, and the direction of the North coast of this portion, between this cape and Cape Otou, the N.E. point, is E. by N. It is steep, and 420 ft. in height. Joining it on the N.W. is a double islet, which is in lat. 34° 28' 30" S., long. 172° 38' 40" E. The cape is composed of detached rocks, of a hard conglomerate. Inland of this the land is sandy, and sand-hills run for a distance of about 4 miles along the coast to the eastward, when the shore again rises into cliffs. The sand, driven by strong westerly gales, which prevail here a great part of the year, has made great encroachments on the land, and, in fact, has nearly overwhelmed the whole of it. The sand-hills near the cape are separated by swampy valleys, from which streamlets descend into the sea.

The Pandora Bank, of 5 fathoms, hard sand, lies 6 miles S.S.W. \( \frac{3}{4} \) W. from Cape Maria Van Diemen; it is steep-to on each side.

Reinga, a spot held sacred by the natives, lies somewhat to the eastward of Cape Maria Van Diemen; it forms one extremity of a cliff of conglomerate rock, which cannot be approached from the seaside, and which lines the coast for about 9 miles, and terminates to the eastward in a conical hill, Te-wanga-ke, whence the coast is lined by a sand-beach, to about the middle of the northern shore. It is here that the New Zealander believes there is a cave or passage through which the departed descend into the nether regions, placed at the limit (Te-muri-wenua, or land’s end) of the world as known to them. The cliff above mentioned is the escarpment of a steep and narrow ridge of moderate elevation, which runs inland towards the harbour of Parenga, presently described. Off this part of the coast is the Columbia Reef, extending 2 miles to the westward, which constantly breaks. There is a small passage for coasters inside it. In former ages the kauri pine grew
CAPE OTOU, OR NORTH CAPE. 327

abundantly here, but it is now nearly extinct; the destruction of the forest has allowed the sand to encroach, and has sealed the doom of this portion of the island.

From Wanga-ke the North coast sweeps again in an open bay for some miles to the eastward. The eastern extremity of this bay is formed by a rocky peninsula, insulated at high water, which was formerly the stronghold of the Hapouri tribe. The highest of the hills, called Hairea, is visible at some distance from the eastern coast, and an arm of the estuary of Parenga-renga extends to within 3 miles of its base. The whole of this place is called by the natives Kapo-wairua (a spirit which has become night, or is annihilated). The coast hence to the North cape is very rocky, alternating with small sandy bays. The general aspect of the coast here is that of steep cliffs undermined by the sea, and their summits terminating in a sort of even table-land. Otaha Point, the principal projection between the two capes, has a similar aspect. As must be evident, all the bays and anchorages on this part of the coast must be exposed to the North. The bay next to the North Cape is known as Tom Boscome Bay.

CAPE OTOU, or NORTH CAPE, is in lat. 34° 25' 7" S., and 173° 4' 30" E. It forms part of a peninsula of 5 or 6 miles in circumference. The promontory itself is 740 ft. high, and bold, presenting very steep sides to both the North and East coast; but a flat and swampy land of about 3 square miles in extent runs from the northern to the eastern coast, and separates this promontory from the hills at Kapo-wairua. The cape itself may be seen at 8 or 10 leagues distance. Moudi-motou, a small peaked islet, lies off the eastern part of North Cape, and is connected with it by a chain of rocks, even with the water's edge.

The eastern coast, from the North Cape, runs South for the distance of about 6 miles, to the harbour of Parenga-renga. It is formed by perpendicular cliffs of volcanic conglomerate. In some parts is a hard gray sandstone, in which Dr. Dieffenbach found a small layer of good coal.

PARENGA-RENGA does not appear upon any of the early charts, although it is an extensive inlet. The harbour, or estuary, as it should be more properly called, is from 6 to 8 square miles in extent, and sends several branches in different directions, for some distance inland, all which are navigable for boats at high water.

The northern head, Kohau, or Coal Point, of Parenga-renga, is a black water-worn bluff, by which the entrance is easily distinguished, as the southern head, Fox Point, is a spit of dazzling snow-white sand, which stretches toward Mount Camel along the coast, and extends for some miles inland.

Parenga-renga is a bar harbour, and has a shoal sandy spit extending from either entrance point; the northern spit runs from Coal Point southeasterly for 1 mile, with 9 ft. water on it; the southern spit extends from
Fox Point in an E. by N. direction, and has less than 1 fathom. The channel lies between these spits, and is nearly a quarter of a mile in width, with 15 feet at low water, which deepens to 5 fathoms as soon as the bar is passed. This bar generally breaks, and, until buoied, the deep water will be best seen from aloft.

The best directions that can be given for entering are, to bring the outer extreme of Coal Point to bear N.W., and at a little more than a mile distant from it, when the depth will be 10 fathoms; when—being guided as well from aloft—a vessel should steer West, or for the inner North entrance point, which is low and sandy, and difficult to recognise from seaward, until a low sandy point on the South side of the river, 1½ mile inside Fox Point, is in line with Koti Kau, a clifftop point 20 ft. high, nearly a mile beyond the low sandy point, bearing W.S.W.

GREAT EXHIBITION, or Sandy Bay, the extensive bay which is formed by the coast to the southward of that just described, was named by Cook Sandy Bay; he found bottom in it at a great distance off the land. Its S.E. limit may be taken as being at Cape Kara-kara, but the straight sandy beach runs S.S.E., nearly 11 miles from the South point of Parenga-rena, and terminates in a culminating point named Paxton. From Paxton Point to Granville Point the coast trends S.E. by E., 7 miles; immediately to the North of the latter point is Henderson Bay, a sandy beach 2 miles in extent. Off this point also are two small islands, Simmond's Islands, bearing North, half a mile and 1 mile distant from it.

Mount Camel, or Ohoura, is remarkable. Its first appellation was given by Cook. It stands isolated, in the midst of low land, bordered on the coast by the sand downs previously mentioned, the dazzling whiteness of which fatigues the eye. The land itself consists of low hills or swamps, here and there interrupted by bluffs and basaltic rock.

Mount Camel itself is not connected with any chain of mountains, but forms an isolated hill, and rises to the height of 820 ft. above the sea. It has been erroneously called Mount Carmel by many late writers. This mountain protects a deep inlet, Ohora Bay, which at its head branches off into several shallow channels, and forms a perfectly sheltered harbour for vessels, with anchorage close to the eastern shore; the entrance to this harbour is not more than 40 or 50 yards broad, allowing vessels of 15 ft. draught to enter.

Cape Kara-kara forms the eastern point of Rangaounou Bay, and is an offset of a hilly ridge which separates Doubtless Bay from Sandy Bay.

Rangaounou Bay extends 12 miles from East to West, and is 6 miles in depth; across its entrance there are from 20 to 25 fathoms water, and 10 fathoms within a mile of the shore. The river Rangaounou or Awauni lies in the depth of it.

The eastern head of this river, Blackney Point, has some rocks above water,
Doubtless Bay.

stretches half a mile to the N.W. of it—Motu Tara—and one two-thirds of a cable off it, awash. This head bears from the outer Moturoa Islet (which latter may be rounded close) S. by W. 4 W., 6½ miles.

South-east of Cape Kara-kara, 5 miles distant, is Knuckle Point, the western entrance point of Doubtless Bay. Matai Bay is midway between the two, and is divided by a narrow peninsula into two inner bays, Ohunga-hunga and Waikate. The western, Ohunga-hunga, has the best anchorage, in 5 fathoms, sand bottom; the eastern, Waikate, is full of rocks. The only danger in entering Matai Bay is a rock in mid-entrance, just covered at high water, which has 25 fathoms round it. Orurua Bay is immediately to the N.W. of Knuckle Point; it has also a rock at its entrance, bearing N.N.W., little more than half a mile from the point.

Doubtless or Lauriston Bay, the Oudou-oudou of the natives, received these names from Cook and Surville, who singularly were here at the same time, without knowing of each other’s presence. Surville anchored here in the St. Jean Baptiste, December 17th, 1769, and named it Lauriston Bay, after the name of Governor Laws. He experienced a violent storm while on shore, in a cove which he named Refuge Cove (Anse du Refuge). Here he was received with the greatest kindness and hospitality by the native chiefs, which, unhappily for the credit of humanity, met with but a sad recompense, for on his departure he took his friendly host, bound a prisoner, with him, and set fire to the houses and villages, and burnt all the canoes on the beach. This unprovoked attack led to the disastrous result of the murder of the unfortunate Capt. Marion, who came into the Bay of Islands afterwards.

A depth of 24 fathoms will be found across the mouth of Doubtless Bay, and the only dangers are the Albert Rocks and the Fairway Reef, on its eastern side; the former are two rocks nearly 2 cables’ lengths apart, well out of water, with 10 fathoms between them. They lie W. by S. ½ S., 2½ miles from the Flat Head Islet. Fairway Reef is nearly one-third of a mile in extent, partly above water and partly awash; it lies S.W. ½ W. 4 miles from the Flat Islet, and 1½ mile S.W. by S. from the Albert Rocks. There is a channel of more than a mile in width between these dangers and the eastern shore of the bay, any vessels bound to Monganui Harbour from the eastward always pass inside them.

Monganui Harbour is more adapted for small than for large vessels, although it has afforded shelter for several whale ships together. It is 1½ cable’s length wide at the entrance, and carries an average width of nearly 2 cables’ lengths for a distance of three-quarters of a mile in a S.E. direction; it then expands into extensive mud flats.

The least depth between the heads at low water is 4 fathoms, and they may be passed within 50 yards; on the hill over the South head is a signal staff. Large vessels must anchor in the centre of the stream, and should

South Pacific.
moor; 4 fathoms will be found 3 cables' lengths within the heads, the water then shoals to 3 fathoms, and deepens again immediately above some rocks which extend above water on the North shore little more than half a mile inside the North head. These rocks narrow the width of the channel to 2½ cables' lengths; above them is the best and most sheltered anchorage for a vessel going to make any stay. She should drop her anchor in 4½ fathoms, just after passing the rocks, and moor; 2 cables' lengths above them the water shoals very suddenly.

Coasters may lie in 10 ft. at low water abreast White's Point, but not so high up as to open out the magistrate's house, which is on the upper South point of the harbour, nearly half a mile above the rocks, and 1 mile from the entrance. There is good anchorage outside the harbour in 6 and 7 fathoms, in moderate weather.

It is high water, on full and change days, at 8h 15m. The range of tide from 5 to 9 ft. The tides run in the harbour from 2 to 3 knots, and with N.W. winds a swell sets into the entrance.

In a sandy bay immediately to the westward of the harbour coal is found in seams, but it is of very inferior quality. There is a rock above water a quarter of a mile off the West point of this bay, 1 mile from the harbour's mouth; and on either side of it, East and West, at the distance of nearly 2 cables' lengths, is a rock awash at low water.

Stephenson's Island (Mahinepua), whose S.E. oxtreme bears N.N.E., 2½ miles from the entrance, is an excellent mark for it. It is high, and tapers gradually to its N.W. extreme, when it is nearly divided. It affords considerable shelter to the bay, and good anchorage within it. False Head, a remarkable straight bluff, is 1 mile West of the entrance.

**Wangaroa Bay and Harbour.**—From Flat Head or Point Surville to the entrance of this harbour the coast is cliffy and steep, consisting of fragments of volcanic rock, very firmly cemented together into conglomerate. The entrance into Wangaroa Harbour is formed by towering perpendicular rocks of the same description, and is only 250 yards broad. The entrance looks as if the solid rocks had been rent asunder by an earthquake, and the steep opposite sides had undergone a continued friction before they parted. Deep fissures penetrate the coast, and high cubical masses are piled one above the other in-shore, to the height of several hundred feet. The water in the entrance is of great depth close to the rocks, and there is no sunken rock or other hidden danger below the surface. The South side of the harbour is likewise rocky and much fissured. The harbour itself is very spacious and deep, possesses anchorage for the largest fleet, and is sheltered from all winds. As a harbour, it ranks with the best in New Zealand.*

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* Dieffenbach, vol. i. p. 235. Wangaroa was the scene of a dreadful tragedy in 1809, the massacre of the crew of the *Boyd*, an event well remembered in New Zealand. This
WANGAROA BAY.

The most convenient anchorage is in Kaouou Bay, on the western side of the harbour, immediately inside the entrance. There are two rocks in this bay, nearly awash at high water; they are a cable's length apart, with 9 fathoms between, and deep water all round. The outer one bears from the inner western entrance point, which is a small rocky peninsula, W. by S. ¾ S., nearly 4 cables' lengths. These rocks may be passed on either side.

Peach Island, a high, remarkable looking island, lies in the centre of the harbour half a mile from the entrance, at the entrance of Owanga Bay on the East side; there is deep water all round it. The most remarkable objects in this singular harbour are two cupola-shaped hills, Mounts St. Peter and St. Paul; they lie on opposite sides of the harbour, 2 miles from the entrance. St. Paul, on the eastern shore, is a striking feature, resembling the dome of that cathedral, hence its name. The water at the head of the harbour within the line of this mount is shallow, and mud flats dry for a mile off the shores.

On the West side at the head of the harbour is the French Roman Catholic mission establishment. Vegetables and fruit, including grapes, peaches, &c., are cultivated here to a considerable extent, and with much success. Fresh water may be had from the streams in any of the bays.

At 8 or 9 miles to the East of Stephenson Island is a group of about fifteen islets of 5 miles in extent, the largest of which, not more than 4 or 5 miles in circuit, is called Motu Kawa, and the next, very much smaller, is named Panake. They are the Cavallis of Cook.

Between this group and the land there is a channel, with 17 ft. least water, half a mile wide, practicable for small vessels; but there is a rock awash at high water in mid-channel, between the Great Cavalli and the main road, M. Blosseville states that you may anchor in 8 or 9 fathoms under the largest of the islands.

At 16 miles E. by S. from the entrance of Wangaroa is Point Ngatokararangi, which may be recognized by three needle rocks lying under the land. At 4 miles farther on is Cape Wiwiti or Wivia, one of the entrance
points of the Bay of Islands. Against this cape are three small islets, the outer one of which, called Tiki-Tiki, or the Ninepin, is only a black rock, bare, and placed on end like a pyramid.

The BAY of ISLANDS, during all the early intercourse of Europeans with New Zealand, was the principal rendezvous in the group. But since the establishment of other settlements this has proportionately declined, though its many natural advantages and coal supply will still cause it to maintain some importance.

The opening of the bay is not less than 10 miles in extent between Capes Wsokiki or Pococke, and Rakaou or Bret, and it has an average depth of 8 miles. It would have but little shelter, from its being open to the N.E. winds, if it were not from the numerous islands and peninsulas dispersed throughout it, and forming excellent anchorages.

On the North side is the small cove of Raungihoua, very commodious for small vessels. Then comes the Teapa or Tippahi Islets; next the Port of Ti Paona, much better sheltered than the preceding; on the western shore the Kidididi or Keri-Keri River follows, unpracticable for ships, but exceedingly useful for canoe communications with the interior. The island of Motu Roa, with the naked islets to the East of it, lies to the S.E. of the entrance. To the South of this is the Brampton or Favourite Bank, surveyed, as has been the whole of the bay, by M. La Place, in 1831. To the South of this is the mouth of the River Waitangi; then, to the South of this, is the mouth of the Wai Kari River, a projecting peninsula, forming good anchorage in its western side, in the Bays of Kororarika and Mata-Uki, and which terminates in Points Tapeka and Wayhihi. To the East of this is Pa Roa Bay, fit only for boats; but Port Manawara, to the East of this again, is very safe and commodious for vessels not exceeding 300 or 400 tons, for the sand-banks off its mouth prevent the approach of larger vessels. Another and very narrow peninsula separates Manawa Bay from Raucita Bay, where Marion first anchored. This forms an extensive basin, sheltered from the winds from the offing by the islands of Motu-Arohia, Motu-Rua, Motu-Keke, and a crowd of others, which caused Cook to apply the name to the bay.

During the colonization of New Zealand there was considerable discussion as to the eligibility of the site of its future capital, and one of these sites was that of Russell, North of Paheha, which was named as the temporary seat of government, but which was deserted at the erection of Auckland as the capital.

Paheha, or Paihia, is, or rather was, the principal episcopal missionary establishment. It is pleasantly situated on the bay opposite Kororarika. It is too much exposed to afford good harbour for shipping.

Kororarika may be termed the principal commercial settlement in the bay, but scarcely deserved the name of a town in its early days. It then consisted of about twenty poor houses, and numerous shanties, inhabited by
A low and lawless race, and acquired the cognomen of "Blackguard Beach." A small town sprung up, but the difficulty of land communication was a serious drawback to it. But in 1845 it was totally burnt and plundered by the natives, during John Hekē's rebellion.

As has been observed, the number of whaling and other vessels coming hither for refreshment very much decreased on the regular colonization of New Zealand. This was chiefly owing to the increase of Europeans, who consumed the scanty produce of the region.

**CAPE WIWIKI**, as before mentioned, forms the western entrance point of the bay, is a steep bold headland, its summit, Mount Pococke, being 843 ft. high. It is a dark coloured mountain, rising abruptly on its northern and eastern sides, with the southern slopes well wooded nearly to the summit.

Immediately off it, scarcely half a cable's length distant, is Motu Galakek, or the Sentinel, a small island of moderate height, and beyond this the Nine-pin (Tiki Tiki), a high black pinnacle rock, 40 ft. high, half a mile N.E. of the island, with a passage between 3 cables' lengths in width, and 12 fathoms water. This isolated and very remarkable rock is an excellent guide for a stranger, and may be distinctly seen from a distance of 12 miles.

One mile southward of Cape Wiwiki is Howe Point, and midway from the coast between them projects a high round-topped cliffy peninsula, connected with it by a low neck. Between Howe Point and the island Motu Roa, the latter situated 2 miles South of the former, is the passage to the western anchorages of Port Tepuna and the Keri-Keri River.

Off the northern and eastern ends of Motu-Roa lie the Black Rocks, so called from their colour; they are a remarkable group of smooth flat-topped rocks, about 15 ft. high, steep, and with no dangers about them.

South-west from Howe Point a quarter of a mile is a small rock above water; and ½ mile westward of the point is Tepuna or Rangihoua Bay. Here the first missionary station was established in New Zealand, and there are still the houses of settlers. There is anchorage in this bay in 5 and 6 fathoms, sandy bottom, but it is open to easterly winds. Immediately to the westward of Rangihoua Bay are the Tepahi Islands, four ragged looking islands, with shoal water between. A round rock, well out of water, and nearly 2 cables' lengths in circumference, lies half a mile to the eastward of them; and between this rock and the West point of Rangihoua Bay, a quarter of a mile from either, is a sunken rock which breaks at low water.

**Onslow or Howe Rock.**—The only danger to be avoided is the Onslow or Howe Rock, which lies in the outer entrance, between Howe Point and the Black Rocks; it has 17 ft. on it at low water, and is a perfect pinnacle, with 15 fathoms close-to. This rock lies S.S.E. three-quarters of a mile from Howe Point; when on it, the extreme of the projecting peninsula midway between that point and Cape Wiwiki, is in a line with the low western
neck of Galakek Island, bearing N. ½ W., and the extreme of Parae-nui Point bearing S.W. by W. ½ W., is seen to the northward of the North end of Cocked Hat Island, a low triangular shaped island, three-quarters of a mile beyond it.

There is a passage of nearly three-quarters of a mile wide between Howe Point and this rock, with 16 fathoms water, and the point may be passed as close as is convenient.

When abreast Porae-nui Point, which has an isolated hummock on it, surmounted by a remarkable tree, Port Te-puna runs to the W.N.W., its entrance being between it and the middle point, which latter is W. by S. three-quarters of a mile from Porae-nui; the Keri-Keri River taking a westerly direction, and having the low stony triangular Cocked Hat Island lying in the centre of its entrance.

The Brothers and Slains Castle Rocks are between Porae-nui Point and Cocked Hat Island, rendering the approach with a working wind somewhat difficult for large vessels. The Brothers are two rocks more than half a cable's length apart, awash or breaking, and are consequently easily avoided; they lie S. by W. from Porae-nui Point, the northernmost rock being 2 cables' lengths distant from it, with a rocky patch of 17 ft. extending half a cable to the northward.

The Slains Castle Rock is sunken and dangerous; it lies W. ½ N., a quarter of a mile from the centre of the Brothers, in a line between them and the Middle Point, and S.W. by W., 4 cables' length from Porae-nui Point.

Port Tepuna is a spacious and well-sheltered anchorage, though rather shallow for vessels of large tonnage to enter far. It is more than half a mile in width at the entrance, and a short distance within expands to a mile. The deepest water in Port Tepuna is on the southern shore, where there are 5 or 6 fathoms for half a mile above the Middle Point, 4 fathoms more than a mile above, and again for another mile, above 3 fathoms at low water.

River Keri Keri, although apparently an extensive sheet of water, is only navigable for boats above the anchorage just mentioned, that is, three-quarters of a mile above the Cocked Hat Island.

Tapeka Point.—From the easternmost Black Rock, Tapeka Point, the northern extreme of the Kororarika peninsula bears S.S.E. nearly 2 miles; several detached rocks well out of water, and on which there is generally a break, extend for nearly a quarter of a mile from it; they are all visible, and may be passed within half a cable's length in 6 fathoms.

Between Tapeka and Manawaroroa Points, which latter is directly West of the former, 1½ mile distant, is the entrance to Kororarika, and the southern anchorages; this entrance, however, is contracted to little more
BAY OF ISLANDS.

more than three-quarters of a mile off Manawarora Point or Flat.

_ Brampton or Favourite Bank._— The southern limit of this bank commences at the South point of Hume Creek, which is 3 cables' lengths South of the southern part of Manawarora Point or Flat, and its northern at more than half a mile from the North end of the flat. The depth of water is from 6 to 15 ft., and it shoals suddenly from 5 fathoms to the latter depth. The outer extreme of the easternmost Black Rock, in a line with the Ninepin, bearing N. ½ E., leads directly on the tail of the bank, and the extreme of the Black Rock in a line with the outer extreme of Motu Galakek clears it 1½ cable's length outside in 6 fathoms.

KOBORASIKA BAY and Anchorage.— A vessel entering with a leading wind should keep a quarter of a mile outside the rocks off Tapeka Point— as also the point next to it—and Kororarika Point, as off these points rocks lie scattered above water. On passing the latter point the town will open out, and the best anchorage is in the centre of the bay in 4 fathoms mud, with the rocks off Kororarika Point bearing N.W. ½ N., and the western end of Montu-roa Island well open of them; with Motu-roa Island shut in, there is only 15 ft. water.

Off the South point of Kororarika Bay is the small rocky islet Kairaro, or Observatory Islet; it is 60 ft. in height. This islet can be advantageously used as a leading mark to clear the Brampton Bank. Working up for Kororarika anchorage, a vessel may stand to the westward without fear until Observatory Islet is just opened out to the southward of Kororarika Point, when she will be in not less than 6 fathoms, and must tack to the eastward.

_Hermione Rock_ is another danger which must be avoided in working up. It is a patch with 2 ft. water on it at low springs, and which very rarely breaks; from it Mr. Busby's house, a prominent object on the North side of Waitangi River, bears S.W. by W., and it lies from Kororarika Point, S.W. by W. ½ W., 11 cables, and off shore 4 cables' length.

_Motu Mea Island._— A narrow island, one-third of a mile in length, lies off the entrance of the Waitangi River; it is connected with the main land by a ridge.

_Waitangi River_ is S.W. 1½ mile from Kororarika Point. Small vessels enter this river, and they must either pass between Hermione Rock and the shore in 3½ fathoms, or between the rock and Motu Mea; 5 ft. is the least water at the entrance at low springs, and 12 ft. inside. Vessels can proceed a very short distance up; with strong N.E. winds a swell sets into the river. It is high water, full and change, at Motu Mea Island, at 7° 15'; springs rise 9 ft.; neaps 6 ft.

PAIHIA VILLAGE (the Church mission station) is in a sandy bay to the southward of Motu Mea. There is no good anchorage in the bay, as the
water shoals for a considerable distance, and it is exposed to northerly winds. The lights of Paihia village at night will be found a guide to clear the Brampton Shoal; when they are seen to the eastward of Motu Mea, a vessel is to the eastward of the tail of the bank. To the northward of Mana-warorora Point, however, they would not be available, as a vessel may stand far enough to the westward to open them out westward of the island.

The small island of Motu Arahi, or Paihia Islet, lies about a cable's length off the South Point of Paihia Bay, and on the opposite shore is Toré Toré Peninsula. The distance between these two points is 4 cables' lengths, and they may be said to be the entrance points to the upper anchorages.

**WAHAPU BAY.**—On the eastern shore above Toré Toré Peninsula are two deep bights, Wahapu and Pipi-roa. The former, which is immediately round the peninsula, is the military station of the district, and there is anchorage off the barracks for vessels drawing 8 ft. The latter is a shoal double bay; the South point, Okiato, will be known by a large wooden house being built over it.

From Toré Toré to Tapu Point, the North entrance point of the rivers, or more properly speaking the inlets of Waikari and Kaua-Kaua, is 1½ mile in a S.E. by S. direction, with a narrow deep channel.

**Waikari River.**—Tapu Point, the northern entrance point of the inlets, is a rounding flat-topped grassy point, of peninsula formation; the distance between it and the southern entrance point being a quarter of a mile, with 11 fathoms water between them. From here the Waikari turns to the eastward for 2½ miles, being navigable for coasters for that distance, when there is a small island lying in the middle of the stream.

H.M.S. Basilisk, in 1873, anchored in the Waikari River for the purpose of obtaining coal off the mouth of the Kaua Kaua River in 10½ fathoms, with Waikari Island E. by S. 3 S., and Waimangaroa Point S.W. by W. The passage to this anchorage from Kororarika Bay is narrow and intricate for large ships, but may be rendered easy if buoyed. A government pilot is stationed at Kororarika. The coal mines in the Bay of Islands are situated about 5 miles up the Kaua Kaua River; the river is shallow and full of mud banks, only available for small coasters at high tide. The coal is brought alongside the ship in lighters holding from 80 to 100 tons. The price charged is sixteen shillings per ton.

The coal is small, but generates steam rapidly; it produces a thin clinker, and little ash. The tubes rapidly become choked from the great deposit of soot. The smoke is very dense and dirty as compared with Australian coal; the following results were obtained on board the Basilisk:—Average distance run per ton of coal—Newcastle, New South Wales (which costs 40 to 50 shillings a ton here), 10 miles; Bay of Islands, New Zealand, 7½ miles.

**KORORARIKA** is the only place in the Bay of Islands at present of any
THE RAWITI. 337

commercial importance, and ships requiring supplies must proceed to this anchorage. A resident magistrate, as well as several European settlers, are established here. Vessels requiring refit may obtain almost any stores they may stand in need of, in addition to live stock, provisions, and refreshments. Water may be had from a stream at the North end of the bay, but not so good, and with less facility, than at the stream above the Toré Toré Peninsula. Oysters abound on the rocks, below high-water mark, in all parts of the bay, except in the immediate neighbourhood of the settlements, and indeed on the whole extent of the East coast as far South as Auckland.

Numerous whaling vessels resorted to the Bay of Islands for refreshments and supplies before the regular colonization of the islands, but since then their visits have declined considerably. The establishment of customs' officers, and the prohibitory laws with regard to exchange with the natives, may be assigned as the chief causes.

The eastern portion of the Bay of Islands, which has now to be described, is included between Tapeka Point and Cape Bret, a distance of 11 miles, in a N.E. by E. and S.W. by W. direction. The part, however, which is sheltered by the islands, and available for anchorage, extends only 6 miles eastward of Tapeka Point, the remaining distance of 5 miles being a steep cliffy indented coast, without shelter as far as Cape Bret.

The RAWITI.—The extensive sheet of water included between the islands and the main land is called the Rawiti. The islands which constitute its northern boundary are six in number, besides several smaller islets and rocks; their greatest length, which is generally in a N.W. and S.E. direction, varying from three-quarters to one and a quarter mile.

The southern shore of the main land is cut up into deep and extensive bays and creeks, formed by the curiously-shaped peninsulas which are so characteristic a feature of New Zealand, and they afford excellent anchorages for vessels of moderate draught. The Rawiti itself is capable of containing and affording good shelter to any number of ships of the largest tonnage; still it is not without its shoals, and a due attention to the chart will be required to avoid them.

The western entrance is between Tapeka Point and Motu Arohia, the western island, and is more than 1½ mile in width, with a depth of 14 fathoms.

The Eastern or Albert Channel is between Orupukapuka, the eastern island, and Richards' Peninsula, its width being not more than a quarter of a mile; small vessels rounding Cape Bret with a scant wind from N.W. avail themselves of this passage, as they can obtain anchorage when inside it, or work up in smooth water; vessels in distress have also entered under the same circumstances; the Hope whaler, which struck on a reef on the North side of the channel (since named after her) ran through into the Rawiti; this

South Pacific. 2 x
channel, however, is not fit for a large vessel; the ground is foul and irregular, and two rocky patches of 15 and 16 feet lie in the centre of the entrance; there is also frequently a heavy swell setting into it, and it should not be attempted without a leading wind.

To the eastward of Tapeka Point is the Capstane Rock (Outou Rodi). The natives assert that this rock was not long since awash, and that they have grounded their canoes on it to fish; in this case its head must have been washed off by the sea, which is not improbable, as the bottom in the shoal places is of coral formation; it is now a mere point, with the least depth on it at low water 12 ft., and 7 fathoms close round; the position of this rock is little more than half a mile from the centre of Honiroa Beach; it bears from Tapeka Point E. by S. 1½ mile.

Manawara Bay.—Immediately eastward of Paroa Bay, which is 2½ miles from Tapeka Point, and which is only separated from it by the narrow peninsula of the same name, is Manawara Bay; it runs to the south-eastward for 2 miles, terminating at Clendon Cove, which has only 10 ft. water a short distance within the entrance. There are also two bays on its eastern side, in both of which there is anchorage for small vessels.

There are two passages into the Rawiti, between the islands, which may be run for, if necessary, by observing the following directions:—Between Motu Arohia and Motu Rua, the island East of it, there is a rock in this passage which is always visible.

The second island passage is between Okahi, or Red Island, and Keke. For a mile within Red Island, or as far as the West end of Orupukapuks, there is a channel of half a mile in width, with 9 fathoms in the centre, and not less than 3½ fathoms close to the shore on either side.

The Whale Rock is the only danger in entering the Bay of Islands from the eastward. This rock generally breaks at low springs, or when there is any sea. There is a clear passage of 4 cables' lengths with 12 fathoms water between it and Red Heath of Okahi, or Red Island, from which it bears N.W. by W. ½ W. half a mile.

From Richards' Peninsula, on the S.E. side of the Alert Channel, the coast curves to the N.N.E. for 2 miles to Deep-water Cove, which from seaward would appear to offer shelter to a vessel. The water, however, is too deep for anchorage until within less than half a cable's length of the shore in the N.E. cove at its head.

Twins Rock, 3 feet out of water, and about a hundred yards in circumference, lies 1 mile North of the northern entrance point of Deep-water Cove, and is 3 cables' lengths from the nearest part of the coast.

From Deep-water Cove to Piercy Isle off Cape Bret is N.E. ¼ N. 2½ miles, the shore steep and cliffy, with a swell generally setting on it.

CAPE BRET (not Brett), or Rakaou, so named by Cook, after Sir Piercy Bret, is considerably higher than any part of the adjacent coast, it rising to
WANGAMOMOO HARBOUR.

the height of 1,200 ft.; at the point of it is a high round hillock, and N.E. by N., at the distance of nearly half a mile, is a small high island or rock, which, like several, is perforated quite through, so as to appear like the arch of a bridge. When first seen from a distant offing, while no other land is in sight, it makes like a quoin-shaped island. As the sea around is free from danger, it is an excellent landfall for shipping approaching this part of the coast.

Wangamomoo Harbour.—From Cape Bret the coast trends S. 1/4 E. for 5 miles to the small harbour, Wangamomoo. The only danger between is a flat rock, 2 ft. out of water, which lies 1 1/2 mile South of Piercy Islet, a quarter of a mile off shore. Wangamomoo is the southern of two bays, somewhat similar in appearance when seen from seaward; the northern bay has several rocks scattered over it, and is without anchorage. The other is a snug anchorage for small vessels in 5 and 6 fathoms, but is not eligible for ships of large tonnage.

The peninsula which forms the southern side of Wangamomoo Harbour extends 1 1/2 mile easterly from the main land, forming a bight on its southern side, which trends south-easterly to Home Point, the northernmost point of Bland Bay: this bight offers no shelter. Home Point lies S.E., 4 1/2 miles from the South head of Wangamomoo. It is a remarkable flat-topped point, and only connected with the main by a narrow neck. Two clifty islets lie South of this point.

Bland Bay is immediately to the westward of these islets; it runs in a westerly direction for 1 1/2 mile, and has a long sandy beach on its S.W. side, which is the northern side of the neck, separating it from Wangaruru Harbour; this neck is only 150 fathoms across. There are two rocks in the centre of the entrance which break at low water, or when there is any swell. The only shelter which this bay would afford within the head from easterly winds is to the westward of the line of rocky islets, and here there is not more than 2 fathoms of water, so that it is useless as an anchorage. Danger Rock, a black pinnacle rock standing 8 or 10 ft. out of water, and steep-to, lies immediately off Bland Bay, 1 mile from the coast. From the South head of Bland Bay to the entrance of Wangaruru Harbour the coast is steep and bold, with no outlying dangers.

Wangaruru Harbour is S.S.E. 13 miles from Cape Bret, and lies in the N.W. corner of a bay 5 miles in length, of which Cape Home is the North point, and the Wide Berth Islands the southern limit. It is a good harbour for medium sized vessels, well sheltered, and easy of access. It lies in a N.W. and S.E. direction, and is formed between the main land and the high peninsula which separates it from Bland Bay. Henry Island lies in the entrance, and with the reef which extends off its southern extreme, affords considerable protection from easterly winds. It is not above 2 cables' lengths in extent, and a reef of rocks awash runs off its southern end in the
same direction for nearly a quarter of a mile. Vessels may enter the
harbour on either side of Henry Island. The passage to the northward is
narrow, being a quarter of a mile in width, with a depth of 7 fathoms.
After passing Henry Island, the Black Rocks will be seen on the starboard
hand; they extend a quarter of a mile to the southward from Grove Point,
and the same distance off the land for half a mile to the eastward of that
point, with 4 fathoms half a cable's length from their extreme.

The passage South of Henry Island is the widest and best. Vessels en-
tering Wangaruru Bay from the southward, after giving the Wide Berth
Islands a berth of 1½ mile, in 14 fathoms, should steer West, which will
lead between Henry and Nops Islands; the latter bears S. by W. from the
former 1½ mile distant; is little more than a quarter of a mile long, and has
two summits, which when abreast give it the appearance of two islands; they
are connected, however, by a narrow neck of sand. When in mid-channel,
between Henry and Nops Islands, steer N.W. ½ N., or for Grove Point, and
anchor in 6 fathoms.

A snug and sheltered anchorage for vessels drawing from 10 to 12 ft.
may be obtained half a mile northward of Grove Point, and about 3 cables'
lengths off shore, in 16 ft. at low water. There is a native settlement in
the first bay North of the point, where supplies may be obtained from the
natives; peaches and potatoes are in abundance. Fresh water may also be
obtained from a stream in the bay, as well as from the Settlement Bay on
the opposite shore.

Mimiwanga Bay, in the S.E. corner of Wangaruru Bay, is a mile in width
at its entrance, and the same in depth. It lies S.E. ½ E. 4 miles from Henry
Island, and is open to the northward. Coasters bound to the southward
make a stopping place of this bay with southerly winds.

Wide Berth Islands are a cluster of high, rocky islets, lying in a N.N.E.
and S.S.W. direction, and extending off the South head of Wangaruru Bay.
The outer or north-easternmost lies E. by N. ½ N. from the South head 1½
mile distant, and the inner one is a quarter of a mile from the shore. Three
reefs awash lie a mile to the southward of these islands, and bear from the
outer islet from S.S.E. to S.S.W., covering a space of more than half a mile;
these islands should generally be given a berth of 2 miles, unless with a
commanding breeze.

From Wide Berth Islands to the North Gable, the coast trends S.W. ½ S.
for nearly 11 miles; it is indented with several sandy bays, but without
anchorages.

Elizabeth Reef, on which a vessel of this name was wrecked, lies off this
part of the coast; it is 62 miles to the northward of the North head of Tutu-
kaka Harbour, and bears from the outer Wide Berth Islet S.E. ½ S. 5 miles.
It is half a mile in extent in every direction, and its outer edge lies a mile
from the shore. The central part is awash at high water, and the sea always
TUTUKAKA HARBOUR.

breaking on it; there is a narrow channel with 3 fathoms between it and the shore.

The Three Gables are three remarkable gable-shaped headlands, lying in a N.N.W. § W. direction, nearly a mile apart from each other, having bays between, which are rocky and unsheltered; the southernmost gable forms the North head of Tutukaka Harbour.

The Poor Knights' Islands (Tawiti Rahi) lie off this coast. They are two rugged-looking islands, about 200 ft. high, lying close together, and extending in a North and South direction 2½ miles; their North end bears from Cape Bret S.E. by E. § E., 26 miles, and their distance from the nearest point of the main is 11 miles. The water is deep, 64 fathoms around them, and there are no dangers. Three miles S. § E. of their southern extreme are three steep cone-shaped islets, and a fourth of the same character, S. § W., 4½ miles. These islets can be seen at a distance of 10 or 12 miles.

TUTUKAKA HARBOUR is 30 miles from Cape Bret, and 13 miles from the South head of Wangaruru Bay. It bears from the southern Poor Knight Island S.E. § S. 11 miles, and will be easily recognized by the three peculiar headlands mentioned above. It has always been a favourite coasting harbour, in consequence of its position with regard to the Nongodo River (only 1½ mile to the northward), whence many of the native exports are derived. This river being difficult of access, owing to its intricate entrance, Tutukaka has been resorted to instead; a good native path connects the two, the distance being about three-quarters of a mile.

The North head of Tutukaka is nearly an island, being barely connected by a very sandy narrow neck, which the sea washes. What will appear as the South head in coming from the southward is also a cliffty islet, extending from the coast 2 cables' lengths, and almost joined to it by rocks. This islet bears from the North head S. by E. § E. six-tenths of a mile, and has two rocks lying off it in an E. by S. § S. direction; the outer rock is above water 2 cables' lengths from it; the inner rock breaks.

The true South head of the harbour lies W.N.W. half a mile from the above islet, and from it a cluster extends above water towards the North head for a quarter of a mile, the largest rock being well out of water, and a cable's length in extent. Between this rock and the North head is the passage in; it is just 1 cable's length wide, and, when inside, opens out to 2 cables. The anchorage is 2 cables' lengths inside the rock in 4½ or 5 fathoms; a vessel will then be a quarter of a mile from Philipp's Island, a high wooded islet which lies in the centre of the harbour, and distant W. by S. half a mile from the entrance rock.

Tutukaka Harbour, it will be seen, is only fit for small vessels, though H.M.S. Buffalo, when waiting here for kauri spars from the Nongodo River, lay for some time moored head and stern, which vessels of large tonnage must do. It is high water, full and change, at 7h; springs rise 9 ft., neaps
NEW ZEALAND.

7 ft. There is generally a heavy swell setting on to the rocks at the South side of the entrance, and the direction of the tides in their vicinity is uncertain.

*Ngongode River* lies in the N.W. corner of a sandy bay, 1½ mile to the southward of Tutukaka. In this bay there is good anchorage with off-shore winds in 6 and 7 fathoms, sandy bottom; the river can only be entered in fine weather by coasters acquainted with the locality.

**HAURAKI, or Shouraka Gulf.**—This very extensive bay sprung into great importance by the colonization of New Zealand, inasmuch as the northern capital, Auckland, was established on one of the numerous harbours it contains. Like most other parts of the coast, we owe our first knowledge of its nature from the first voyage of Cook in 1769, but his examination was confined to the great river, the Wai-Kahow-rounga, or the Thames as he named it, which falls into its S.E. angle. All its western part remained comparatively unknown until as recently as 1827, when the lamented D'Urville entered and surveyed its S.W. parts in the *Astrolabe*, giving the name of his vessel to the strait formed by the islands in its southern part, a name now superseded by the native one of Tehmaki. It has since been completely surveyed by the English Admiralty, under Capts. Stokes and Drury, and their directions, which follow, have superseded those formerly given.

**CAPE TEWARA, or BREAM HEAD,** of Captain Cook, forms the N.W. limit of the Hauraki Gulf. This remarkable headland is high, and rugged in the extreme, formed of large fragments of basaltic rock, piled up in most fantastic forms, which vary their appearance as the ship passes them. It is about 15 miles S.S.E. of Tutukaka, in lat. 35° 52' 15" S., long. 174° 7' 30" E.

*Bream Islet*, about 2 cables' lengths in extent, lies North from the cape nearly a mile; there are also three rocky ledges at distances of 1 and 2 miles from it; and from 18 to 20 fathoms will be found a mile from the shore.

*Bream Rock*, a dangerous patch for vessels working to the southward, or rounding Bream Head for Wangari Harbour, lies N.E. by E. three-quarters of a mile from Bream Islet. It has 16 ft. of water over it, is 33 yards in diameter, and breaks in rough weather.

**WANGARI BAY.**—Bream Head is the North point of Wangari Bay. It is 42 miles S.S.E. 4 E. from Cape Bret. S. by E. from it 11 miles is the Bream Tail (Papai Outou), a bluff of moderate height, and the southern limit of the bay, which is 7 miles in depth, running in a uniform curve to the westward, with a sandy beach of 10 miles in extent.

**WANGARI HARBOUR.**—From Bream Head the coast runs in a W. by S. direction towards the harbour, and is steep, with a continuation of the
WANGARI BAY AND RIVER.

Bream Head mountain range rising abruptly from the sea almost to the same height for distance of 3 miles, when it terminates in Busby Head, the East point of the harbour; to the eastward of Busby Head a bight runs in for half a mile, which is shoal, and should be avoided. Off the West pitch of Busby Head is a steep sugar-loaf cone, connected with it by a ledge; this may be considered the entrance point. The coast from this turns directly North; and at a distance of half a mile is Home Point, with a hill about 200 ft. high over it. Round this point, in Calliope Bay, is the first anchorage, and a vessel should only shoot round it sufficiently far for protection from a S.E. swell, or about a quarter of a mile and 1½ cable from the shore, as the distance from it to the Calliope Bank is scarcely 3 cables' lengths; this is only a small vessel anchorage.

From Home Point to Lort Point the distance and direction are 2 miles, N.W., and the space between is filled with the Calliope Bank, nearly bare at low water, and so named from H.M.S. Calliope, running on it in seeking shelter from a S.E. gale. On this flat is a small islet, North of Home Point, and near the shore another and higher wooded islet useful as a mark in entering, bearing N.N.W. ½ W. 1¾ mile from Home Point.

Abreast of Lort Point is a rounding sandy point; between them is the entrance to the Inner Harbour and River. But off and around this Sandy Point is Mares Bank, which stretches off towards Home Point and Busby Head, leaving a channel of only one-third of a mile wide. Close off Lort Point is another wooded islet, and the inner and preferable anchorage for large vessels, lies N.W. by W. 4 cables' lengths from this islet in 5½ fathoms. The banks of the channel are rather steep, and if a vessel gets into 4 fathoms on either side she is too close.

From the nature of the entrance and anchorages between large sand-banks, and looking to the numerous accidents which have occurred from trusting to the permanence of the marks and positions of such channels, we have great diffidence in giving any directions based on the survey of 1849, and must therefore leave them to the sailor's well known caution and the use of the lead.

It is high water, at full and change, at the lower anchorage, at 7h 0m; rise from 7 to 9 ft., and the tides run 3 knots.

Wangari River.—The passage between Lort Point and the western sandy point is half a mile wide, and may be considered the entrance of the Wangari River. Above these points it opens out to a width of 2 miles, the South shore is low and swampy, while the North is overlooked by hills of considerable height.

There is a channel of 3½ fathoms at low water as far up as Limestone Island, a distance of 8 miles; and it preserves an average width of nearly a quarter of a mile. With the exception of this channel the water is shoal, with numerous flats, dry or nearly so at low water. To make the river
generally available for vessels of large tonnage it would require to be buoyed in several places; but with care and attention to the large chart, anchorage as high up as Single-tree Point, 2½ miles above the entrance, may be obtained without any other aid.

On the North side of Wangari Harbour, in Parua Bay, is the Cape Breton settlement, and higher up, opposite Limestone Island, is Mangapai. The village of Wangari, or Whangarei, is 17 miles inside the heads, and the centre of one of the most fertile districts in the province. There is also abundance of coal, limestone, iron, building stone, &c., in the district.—New Zealand Almanac, 1874.

Fresh water may be obtained at either of the lower anchorages. At the first, in Calliope Bay, there is a small river half a mile above the anchorage, where it can be got with much facility. At the Channel Islet anchorage there is a stream running through a stony beach abreast the anchorage.

Waipu is a river about 4 miles South of Wangari Harbour; inland about 2 miles it spreads into four branches, each navigable for small vessels 2 or 3 miles, there is a bar entrance, but vessels enter with perfect safety.

Mackenzie Cove is outside Waipu River, where the anchorage is safe with North and N.E. winds. Passengers, cattle, &c., are landed here; the distance to Wangari is 12 miles, and to Auckland about 60 miles.

The MORO-TIRI ISLANDS, or the Hen and Chickens, of Cook, lie off Wangari Bay. They form a narrow and rugged ridge. Captain Cook, who passed here, and caught a large number of sea-bream, November, 1769, says that Bream Bay and Head, as he calls Wangari Bay and Cape Tewara, may be known by these Hen and Chickens, one of which is high, and terminates in two peaks.

Taranga Island (the Hen), of the Chicken group, lies 2½ miles to the southward of the Chickens. It is 2½ miles in length from East to West, and one mile from North to South, and has a high and remarkable double peak on its western end, somewhat resembling Bream Head. Two miles to the southward of the West end of Taranga Island, is Totourou, or the Sail Rock, a steep islet resembling from many points of view a fore and aft schooner.

McGregor Rock, a small patch with 11 ft. water over it, lies nearly midway between Bream Tail, the southern point of Wangari Bay, and Totourou or Sail Rock. From it Bream Island bears N.N.W. § W. and Sail Rock, N.E. § E., 2½ miles.

From Bream Tail the coast trends S.E. § E. to Rodney Point, so named by Cook, 19 miles. It is almost straight, with long sandy beaches. In the neighbourhood of Rodney Point the coast is hilly. Mount Hamilton, a remarkable wooded eminence, with a double summit, rises to a height of 1,050 feet, 6 miles to the westward of it.

About 2½ miles South of Bream Trail is Mangawai; it has a narrow bar entrance, which is not practicable during easterly winds, and is poled off to
guide coasters to the landing-place, 4 miles from the entrance. This is the nearest harbour on the East coast to the heads of the Otamatea and Oruawharu, branches of the Kaipara River.

A mile South of Rodney Point is Little Oma Cove, a double-headed creek, where coasters frequently find a stopping place in N.W. winds.

Great Oma Bay is 3 miles South of Rodney Point, horse-shoe shaped, and 3 miles in depth; there is anchorage in it with off-shore winds in 5 to 9 fathoms, but it is exposed to easterly winds, when a heavy swell rolls in. Takatau Point 3 miles to E.S.E., is a long remarkable looking point, with several cone-shaped rocks standing on its extreme.

KAWAU ISLAND.—Southward of Takatau Point 12 miles is the Kawau Island, 3½ miles in extent from North to South, and about the same from East to West. It is now (1868) owned by Sir George Grey, K.C.B., who has built a handsome mansion on the shores of Fontelaye Bay, and is rapidly cultivating and improving his property. The island has been stocked with wild cattle, sheep, elk, deer, kangaroo, and various sorts of birds; every rare plant that will live at Madeira flourishes at Kawau, the climate of which island being similar to that of St. Michael's, in the Azores. The copper mines have ceased to be worked.—From Remarks of Capt. Palmer, H.M.S. Rosario, 1868.

The island is hilly and well wooded, its average height varying between 500 and 600 ft. On its S.W. coast a copper mine was worked, adjacent to which, on the West side, is Bon Accord Harbour, with good anchorage for the largest vessels; immediately North of this harbour is the North cove, an anchorage for small vessels.

To the westward of Kawau Island is an extensive inlet, known as Kawau Bay; it extends westward for 4 miles, and is about the same in extent in a North and South direction; it has a depth of from 4 to 6 fathoms in almost every part, and in the N.W. corner is the River Mata Kana, which is navigable for coasters.

There are three channels to Bon Accord Harbour and Kawau Bay, viz., the North, South, and Inner Channels. The North Channel lies between Takatau Point and the North shores of Kawau Island; the South channel is between the South side of that island and the Kaitu-kala Islands, which lie to the S.W. of it. The Inner channel, which is convenient for vessels from Auckland, or from the southward, and the easier for navigation, is inside the islands Ora and Kaitu-kala, or between them and the mainland.

The North Channel, which is recommended for a vessel from the northward with a leading wind, or indeed with any wind but a strong westerly one has the following dangers:—the Maori Rock, awash at low water, a cable's length in extent, and lies S. by W. nine-tenths of a mile from Takatau Point. Fairchild Reef, a large flat rock just above water, bearing from Takatau Point

South Pacific.
South 1\frac{1}{2} mile, and from Kawiti Point, the North point of Kawau Island, E. \frac{1}{4} N. nearly a mile. A shoal of 8 ft. at low water, bearing West 3 cables' lengths from Kawiti Point, with a deep-water channel between.

In working through the North channel it must be remembered that a tide of more than 3 knots runs there at the springs. The passage between Maori Rock and the rock above water on the Kawau shore is the best, there being a clear distance of more than half a mile between.

The passage North, or inshore of Maori Rock, is barely a quarter of a mile wide, and should not be used unless under favourable circumstances, or by those acquainted with the channel, and when the rock is visible.

In entering the North channel when Maori Rock is seen in passing Taka-tau Point, a course may be steered to pass outside it about 3 cables' lengths, and when the rock bears N.W. by N., at that distance, steer as before directed, West by South, and observe the same marks for clearing the shoal off Kawiti Point, the North point of Kawau, and entering Bon Accord Harbour.

A good mark for Maori Rock is the northernmost Mayne Island, in Kawau Bay, in a line with Kawiti Point, which leads directly on it; and vessels passing in or out of this channel may be certain that when Mayne Island is not open of Kawiti Point, they are to the southward of the rock.

Bon Accord Harbour lies about the centre of the West side of Kawau Island. It runs in an East and West direction for 1\frac{1}{2} mile, and is three-quarters of a mile wide at its entrance. Half a mile inside its entrance (which is as far as a large vessel should go), it is half a mile wide. There are several bays on its South shore; in Momona, the outer bay, were the residences of the director and workmen of the copper mine. Small vessels may anchor here, but must remain with a fresh wind from the northward or westward. In a bay on the North side of the harbour, abreast this anchorage, fresh water may be obtained with much facility. Smelting Cove, on the North shore of Bon Accord Harbour, is a mile from the North head. There was a large smelting establishment in this cove.

S.W. \frac{3}{4} W. from Momona Point—the southern head of Bon Accord Harbour—nearly half a mile distant, is the Martello Rock, so called from its resemblance to a martello tower; it is surrounded by a reef, and directly off the mouth of Bon Accord Harbour westward, at a distance of 1\frac{1}{2} mile, are the Mayne Islands, two small islands lying in a N.N.W. and S.S.E. direction, and half a mile apart, with a reef lying between.

The Eclipse Shoal, recently discovered by H.M.S. Eclipse, Commander E.R. Freemantle, lies between the Mayne Islands and the entrance to Bon Accord Harbour, Kawau Island. The shoal is nearly circular, about three-quarters of a cable in extent, with 2\frac{1}{2} fathoms water on it. It lies with the middle of the North Mayne Island bearing W. by S. \frac{1}{4} S., distant about 4 cables, and with Fish Point just shut in with the South Mayne Island.
Dispute Cove is a small cove on the South side of Kawau Island, a mile to the S.E. of Bon Accord Harbour. The copper mine (now disused) is on the North side of this cove, and small vessels used to anchor off it in fine weather. There is no shelter with westerly or north-westerly winds.

The southern and eastern sides of Kawau Island may be passed within less than half a mile in 14 fathoms.

Flat Rock Beacon.—E. by N. ½ N. from Kawau Point, 2 miles distant, lies the Flat Rock. It is 4 ft. out of water, and steep-to all round, resembling in size and appearance the half of a large boat. It is distinguished by an iron beacon, with cage, surmounted by a diamond, painted black.

The Nelson Rock, having 9 ft. water on it at low springs, with 5 to 10 fathoms close-to, has recently been discovered, by the British ship Nelson striking on it, in the passage between the Flat Rock and Kawau Island. It lies 4 cables from the shore of Kawau, with the S.E. point of that island bearing S. by W., Flat Rock E. ½ S., Tiri Tiri lighthouse S. by E. ½ E., and Takatau Point N.W. by N.

It is high water at Bon Accord Harbour, on full and change days, at 6½ 30'; rise from 7 to 10 ft. The flood runs to South, and the ebb to North, with considerable velocity.

The South Channel.—The Kaitu-kala Islands, between which and Kawau Island is the South passage, are two small islands, with a passage 1½ cable's length wide between them, with 9 and 10 fathoms.

The impediments to navigation in this channel are, the Beehive Islet and reef, Passage Reef, and Albert Shoal. The Beehive is a remarkable cone-shaped islet, with a white sandy beach and reef round its base; it may be passed on either side. The clear passage between it and Kawau Island is 3 cables' lengths wide, with not less than 4½ fathoms water; if this passage is taken, a vessel should steer in direct mid-channel between Beehive Islet and the point of Kawau Island, as a reef extends a cable's length South of the latter point. Immediately on passing the Beehive the water deepens to 6 fathoms, and a direct course may be shaped for the Martello Rock, bearing N.W. by W., distant 1½ mile; when within a convenient distance of the latter, pass either outside or between it and Momona Point, and enter Bon Accord Harbour as before directed.

The passage between Beehive Islet and Kaitu-kala Islands is divided by the Passage Reef, a cluster of rocks half a cable in extent, and dry at low water, which lie nearly in the centre of it. The passage to the southward of this reef is the widest and deepest; that to the northward should not be taken unless the rocks are awash; the course will then be in mid-channel between them and the Beehive in 4 fathoms, and when they are past, West until the marks are on for clearing the Albert shore. Passage Reef bears from the North end of Kaitu-kala N. by E. ½ E. more than half a mile, and from Beehive S. by E. ½ E. 3½ cables' lengths.
The passage between Kaitu-kala Islands and Passage Reef is more than half a mile wide, with 8 and 9 fathoms, and is preferable for large ships to those just described.

The **Albert Shoal** is 2 cables' lengths in extent, and on its shoalest part has 9 ft. at low water; it lies in a direct line between the Beehive Islet and the North extreme of Fish Point, and bears from Beehive Islet, W. by N., 9 cables; from Martello Rock, S. ⁷⁄₁₀ E., 9 cables; South point of Bon Accord Harbour (two peaked rocks), S. by W. ⁷⁄₁₀ W., 1 mile.

A very excellent mark for clearing the Albert Shoal, and one which cannot fail to be recognized, is the Martello Rock in a line with a remarkable drop in the coast to the northward (the neck of the Takatau peninsula), bearing a little to the eastward of North, which will lead to the westward of the shoal nearly a quarter of a mile, and a vessel intending to pass to the westward of it must on no account haul up for Bon Accord Harbour, until the Martello Rock is brought on or to the eastward of this mark.

**Inner Channel.—** Between Ora, which is 300 ft. high, and 2½ miles E. ⁴⁄₁₀ N. from the entrance of Maurhanghi Harbour, and the Kaitu-kala Islands to the North of Ora, and the main land is the in-shore channel to Bon Accord Harbour and Kawau Bay; and for vessels coming from the southward through the Wangapoa Channel, it is the easiest and most convenient, particularly with a working wind, as from the South point of Ora Island to Fish Point there is a clear working channel of 1½ mile wide, with from 7 to 9 fathoms.

**MAURHANGI HARBOUR.**—The next harbour southward of that on Kawau, and 6 miles distant from it, is Maurhangi, on the main land. The entrance may be known by the small saddle-shaped island, Whora, which lies a little more than half a mile distant from it. This and Ora Island affords good protection to the harbour from easterly winds.

Whora Island lies N.W. by W. 6½ miles from the extreme of the Wangapoa peninsula, and W. by S. 1½ mile from the South end of Ora Island. Vessels bound to Maurhangi should steer to the northward of both these islands, and passing the South end of Whora, within a quarter of a mile, a course should be steered direct in between the heads.

The South head is wooded, and has a small conical islet (Kiahou) and reef lying 2½ cables' lengths North of it. The North head, Sadler Point, a steep green point without trees, should not be approached nearer than a cable's length; the clear channel between the heads is little more than half a mile in width, with from 5 to 8 fathoms water.

Strangers entering Maurhanghi Harbour are liable to mistake the arm which runs immediately North from Sadler Point for the main harbour; there is shoal water, however, in this arm, a short distance within the line of the points. The direct course up is N.W. ⁷⁄₁₀ W. for the peninsula of Manga Nui, which is high, and makes as an island; it bears N.W. ⁷⁄₁₀ W.
WANGAPROA PENINSULA.

from the North head, distant 1½ mile; between this peninsula and the South shore is the best anchorage for large vessels. There is anchorage in 5 fathoms three-quarters of a mile above Mangi Nui; immediately above this anchorage it shoals. Kauri forests exist near the head of the river. H.M.S. Buffalo procured many spars from them.

There is a narrow passage into Maurangi Harbour from the northward between Whora Island and the main, unless when blowing directly through it, is not desirable for anything but coasters.

Southward of the harbour there is a detached rock, uncovered 6 feet at low water, distant 4 cables' lengths from the nearest shore; from it Kiahou Islet bears N. by W. 1 mile distant; and Whora Island South extreme N.N.E. 1 E. 1½ mile.

It is high water at Maurangi, on full and change days, at 7h 0m, and the tides rise from 7 to 10 ft.

To the southward of Maurangi Harbour the coast trends S. by W. 5 miles into the bight which lies to the westward of Wangapaoa peninsula. This coast, on which are some hot springs, has several rocky ledges and detached reefs lying off it, and should not be approached within half a mile.

WANGAPROA PENINSULA extends from the main land in a N.E. by E. direction for 5 miles, and is nearly separated in two places by deep bays running in on both sides. Its eastern face and Tiri Tiri Island forms the Wangapaoa Channel.

Wanga Point, the N.E. extreme of this peninsula, has shelving tidal rocks extending off it to the N.E. one-third of a mile, which are steep-to; a sunken rock, with 9 ft., and 6 fathoms close to it, lies from the shore westward of Wanga Point, nine-tenths of a mile.

On the southern side of Wangapaoa Peninsula is good anchorage, in 6 fathoms, with northerly winds, in a sandy bay about a mile from the S.E. extreme; 1½ mile further West is another bay, off whose western extreme is a rock out of water, lying a quarter of a mile from the shore.

Tofino Bay is the western bight; here there is anchorage in 5 to 6 fathoms with northerly and westerly winds. Three miles to the southward of the bay is a reef of rocks extending three-quarters of a mile off the shore, dry at low water. From this reef to the North head of Auckland Harbour there are no dangers, and the coast may be safely approached within half a mile.

TIRI-TIRI ISLAND is low and covered with brushwood. It lies off Point Wangapoa or Hangapraea. The island—which is 1½ mile long in a N.W. and S.E. direction, bears S. by E. from the S.E. end of Kawau, 8½ miles.

The LIGHTHOUSE on Tiri-Tiri Island is an iron tower 48 ft. high, and painted of a light red colour. The light is bright and fixed, elevated 300 ft., and may be seen 23 miles off.
The island should not be passed on its eastern or outer side within 2 miles, as the Shearer Rock with only 2 ft. on it at low water, and steep-to, lies from the East point of the island E. by N. nearly a mile distant. A red buoy marks the position of this rock; it is moored in 14 fathoms water N.N.E. of the rock, with the lighthouse bearing W.S.W. 1 mile distant. It has been liable to be washed away; vessels from this circumstance have struck on the rock.

Wangapoo Passage.—Should this passage be taken, it will be found perfectly safe and easy, having a clear working width of 1¼ mile, with from 9 to 15 fathoms depth of water. There is a rock nearly awash at low water, 3 cables' lengths W. by S. from the N.W. point of Tiri-Tiri Island, and some rocky ledges extend for a cables' length off the points of Wangapoo peninsula; the shores therefore should not be approached too near on either side; there is also a reef awash 2 cables' lengths off the South side of the island, but this does not interfere with the navigation of either passage.

From a berth 1 mile eastward of the Shearer Rock, 10¼ miles on a S.S.W. course; or from the centre of the Wangapoo Passage, the same distance on a S. ½ E. course, will take a vessel into the Rangitoto Channel, which latter is ½ mile wide, and when in it the mid-channel course is S.E. 2¼ miles to abreast the North head of Auckland Harbour. From Tiri-Tiri Island and generally for some miles to the northward of it, Rangi-toto and the adjacent islands eastward will be plainly seen.

Rangi-toto, the westernmost of a group of islands, about 10 miles South of the former islands, forms the N.W. entrance to the road of Auckland. It is about 3½ miles in diameter, and rises slowly from the sea to the height of 920 ft. In its centre is a very perfect crater, about 150 ft. deep. In working up towards Rangi-toto it is advisable not to stand too close to the main shore, for reefs extend for a short distance from some of the points. With southerly winds vessels may safely anchor outside.

Several rocky ledges extend off the western shores of Rangi-toto Island, which latter should not be approached in consequence within 8 cables' lengths, and the opposite shore on nearing Auckland should also be approached with caution, as an outlying sunken rock, with only one foot on it, at low water, lies half a mile N.W. by N. from Takapuna Head, the first point of land northward of the North head of Auckland Harbour, and distant from it three-quarters of a mile. A black cask buoy has been placed on the North side of this sunken rock, which is steep-to, having 3 fathoms close on all sides. From the rock the flag-staff on Mount Victoria bears S. ½ E.; buoy on Rough Rock S.E. by E. ½ E.; Rangi-toto Peak N.E. ½ E.

Auckland Harbour.—The North head of this harbour, and Mount Victoria, half a mile further to the westward, are two remarkable round hills, easily distinguished at a distance of 2 or 3 leagues. Mount Victoria is
AUCKLAND HARBOUR. 351

280 ft. high, and has a signal and pilot station on its summit. The signals are described on page 324.

Rough Rock, on the western side of Rangi-toto Channel, with 8 ft. at low water, lies N. by E. three-quarters of a mile from the North head of Auckland Harbour, and has a chequered red and white buoy on its shoal part; it may be passed on either side, but to the eastward is preferable.

A rocky patch, about one-third of a cable in extent, having only 8 ft. on it at low water springs, with $2\frac{1}{2}$ and 3 fathoms on its edges, lies between Takapona Head and Rough Rock; and a red buoy has been placed on the East side of the patch in $2\frac{1}{2}$ fathoms at low water springs, with Takapona Head bearing W.S.W., $2\frac{1}{2}$ cables, Rough Rock East $3\frac{1}{2}$ cables, and the extreme of North Head S. by E. $\frac{3}{4}$ E. $6\frac{1}{2}$ cables.

In consequence of another sand-bank having grown up to the southward of Rough Rock, about half a cable long, with only 12 ft. water on it, at low water spring tides, a striped red and black buoy has been placed on its south-eastern edge, in 3 fathoms at low water. This buoy is distant $2\frac{1}{2}$ cables S.S.E. $\frac{1}{4}$ E. from Rough Rock buoy, and from it Mount Eden is just open of North Head S.S.W. $\frac{1}{4}$ W.; and Takapona Head bears W. by N. $\frac{1}{4}$ N., distant $7\frac{1}{2}$ cables.

Masters of vessels in entering Auckland Harbour are cautioned not to approach too near the western shore of Rangi-toto Channel, as rocky ledges and foul ground extend from two to three cables from the shore. Neither is it prudent for large vessels to take the westward of the Rough Rock, although it is now well marked by the addition of the buoys above mentioned. Vessels passing in-shore of Rough Rock should not approach the buoy within one cable, as foul ground extends for some distance around the rock.

The NORTH HEAD should not be approached nearer than a quarter of a mile, as a sandy spit extends off it. On opening out the town of Auckland, which stands on the South shore of the harbour, two miles from the entrance, the water deepens to 8 and 9 fathoms, and the channel, which lies in a W. by S. direction, maintains an average breadth of three-quarters of a mile.

A red buoy is placed in 2 fathoms on the end of a spit which extends off Depot Point on the North shore, three-quarters of a mile above the North Head; a white storehouse is built on this point; Britomart Point S.W. by W. $\frac{1}{4}$ W. will clear this spit, and lead up the harbour.

The South shore of the harbour is flat, and mud flats and rocky patches dry at some distance off; this shore should not be approached within a third of a mile; or in beating up, tack at the first shoal cast.

Two fixed bright lights, horizontal, are exhibited from the western extremity of the Commercial Wharf; these lights, together with the three triangular lights situated on the eastern extremity of the same wharf, are elevated 29
feet above high water, and in clear weather are visible from a distance of 6 miles. The triangular lights and horizontal lights in line will lead clear of the shoal water on the South side of Auckland Harbour.

**BEAN ROCKS LIGHT.**—Bean Rocks, which uncover at low water, bear E. by S. from North Head nearly one mile distant, on which, at an elevation of 50 ft. above high water, a fixed light is exhibited, showing red between the bearings W. ¾ S. and S.W. by W. ¾ W. in Tehmaki Strait, and on South side of Koreho Channel, including the reef North of Koreho Island; white between S.W. by W. ¾ W. and S.W. ¾ W. in the fairway of Koreho channel, and the S.E. side of Hieth Channel; green between S.W. ¾ W. and S.S.E. ¾ E. on the N.W. of Koreho and and Hieth Channels, including the East side of Rangi-toto Channel and the Rangi-toto Reef; white between S.S.E. ¾ E. and S.E. ¾ S. in the fairway of Rangi-toto Channel; red between S.E. ¾ S. and E. by N. ¾ N. on the West side of Rangi-toto Channel, including Rough Rock and the North shore of the harbour, with the Sandspit buoy and Depot Point; white between the bearings E. by N. ¾ N. and N.E. ¾ E. in the fairway of the harbour.

In-shore the light is eclipsed between the bearings N.E. ¾ E. round by North to W. ¾ S.

**Directions at Night.**—Vessels entering Auckland Harbour by the North of Rangi-toto Channel, should make the white or fairway light, steering in on this line of light until the summit of the North Head bears S.W.; then keep away South across the red into the white (harbour) fairway light, bringing the three white lights (in a triangle) on Queen Street wharf to bear S.W. by W. ¾ W., which will lead up the harbour to the usual anchorage ground below the wharf. These lights in line with the two lights clear the shoal ground on the South side of the harbour as above described.

Vessels having to work in should not enter on the green light when near Rangi-toto Reef, that is, when the Peak of Rangi-toto bears E. ¾ N.; nor on the red when the summit of Mount Victoria bears S.W. ¾ W., as they will on this latter bearing be in the vicinity of the Rough Rock; they must also keep well in the white light when passing the Sandspit buoy and Depot Point.

Vessels entering by the Tehmaki Strait will see the red light over the low southern part of Koreho Island, and taking care not to approach within one mile of the island, pass through the red into the white fairway light of Koreho Channel; then steer so as to pass about 2 cables N.W. of the lighthouse, crossing the coloured lights of the Rangi-toto Channel, into the white harbour fairway light, and for the anchorage as before described.

Vessels entering by the Hieth Channel will keep on the line (S.W. ¾ W.) intersecting the green and white lights, edging away into the white in passing the N.W. extreme of Hieth Island, and thence up the Koreho Channel and into the harbour as before described.
AUCKLAND HARBOUR.

The beacon that formerly stood on the Bean Rocks is now erected on the N.E. extreme of Bastion Reef, and from it the lighthouse bears N.W. distant 3 cables.

Anchorage.—Merchant shipping are generally berthed by the pilot opposite Commercial Bay: men-of-war should berth East of Britomart Point, bringing Stanley and Onepoto Points in one, and Britomart Point S.W. ½ W. in 5 to 6 fathoms mud.

Opposite the town the harbour has a depth of from 7 to 9 fathoms' breadth across a mile and a half, and 6 miles farther up the harbour there is a depth 4 fathoms. The commercial wharf forming a continuation of Queen Street (the principal thoroughfare of the town) is more than 1,500 ft. long, where the largest merchant vessels and the San Francisco, Honolulu, Australian, and New Zealand mail steamers may lie alongside in deep water.

It is high water, full and change, in Auckland Harbour at 7½ 5"; springs rise 11 ft., neaps 9 ft. The velocity at springs seldom exceeds 2 knots.

Above the harbour is an extensive piece of water, very shallow; near the middle of it is a rock called the Boat Rock, which at a little distance exactly resembles a boat; it is 15 ft. long, and 4 ft. above the surface at high water; this rock is usually covered with cormorants. Near the centre of the gorge, in the narrowest part, opening into the basin, are the remains of a small island about 30 ft. high, having bushes on the top, called the Sentinel; it is composed of a sort of soft sandstone and clay, off which there is very good fishing with hook and line. It is about 2½ miles from the head, the opening between which is about 1½ mile. This is sheltered to the East by the southern part of the main land and the Island of Koreho; the Island of Waiheki being eastward of it, some distance further out.

The North Head and Mount Victoria, like the greater part of this country where it is not forest land, is covered with fern. From these hills the land continues of a regular form, and of moderate height, for some distance round the North side of the harbour, bare of trees, and having a cliff of light brown sandstone, the strata horizontal and well defined. The South Head is lower than the North; it is a precipice, and is of the same formation as the rest. This harbour is broken into numerous bays, and the surface of the land undulates in moderate hills and slopes; in one of these bays, upon the South side, about half-way between the South Head and the Sentinel Rock, is the town of Auckland; it is called Commercial Bay, and is separated from Official Bay by Britomart Point, upon which are the barracks and South of that the church is built.

AUCKLAND, the largest city of New Zealand, was first established in 1840. The number of European inhabitants in the town, by the census of 1871, was 12,937, and including the suburbs 20,457. The principal streets all lighted with gas, are built with continuous ranges of fine buildings. The

South Pacific.
manufacturing industries are numerous, such as ship and boat building, engineering, and iron foundries, the manufacture of glass, rope, twine, tiles, earthenware, doors, sashes, leather, pickles, sauces, jams, ale, whiskey, baskets, biscuits, blacking, bricks, soap, candles, carriages, carts, pottery, &c.

There are numerous wharves and jetties, with facilities for the loading and discharging vessels. A graving dock is soon to be commenced (1874). Telegraphic communication exists with all the chief places in both islands, and a railway connects Auckland with Onehunga on the Manukau Harbour. The railway to Waikato will open up the country for 80 miles to the South of Auckland. In 1872, 170 vessels visited Auckland, of a gross tonnage of 54,257 tons.

At the back of the town stands Mount Eden, the family name of the Earl of Auckland. This mountain, with others in its neighbourhood, is of volcanic origin, as is the Island of Rangitoto, and probably the whole country. These hills were formerly fortified places, and are nearly all encircled near the summit with a succession of trenches, many of great depth, giving the appearance of terraces, as many as five or six, one below the other. Mount Crater has a large deep crater in its centre, and is very remarkable as a native fortification. The hills rise abruptly from the plain, are steep, and of considerable height; are well formed for strongholds and places of defence in a country filled with warlike tribes. Masses and blocks of scoria of immense size cover the ground near these mountains, and are excellent for building.

The Waitemata River continues its westerly direction 3 miles from the town of Auckland, and is navigable for ships of large tonnage; one arm then branches off to the northward towards the Kaipara River, and another to the southward towards Manukau Harbour. The northern arm has a deep but narrow channel, and is navigable for 2½ miles, or as far as Herald Island. The passage leading to Manukau is available only for large boats, and its head is separated from the waters of that harbour by a portage of about 1½ mile. From Riverhead settlement a railway is constructed across the island to Kaipara Harbour.

Should it be necessary to wait for daylight, or any other cause, to enter Auckland Harbour, anchorage with southerly or westerly winds may be obtained in the bight North of Wangaprea Peninsula, in from 12 to 16 fathoms, or if advanced to the southward of that peninsula, anywhere between it and Rangitoto Island, in from 8 to 10 fathoms. When sufficiently far South to be protected by the Islands of Rangitoto, Motu Tapu, &c., safe anchorage in 6 and 7 fathoms may be had in almost any weather; and strangers are recommended to adopt this course rather than to attempt to enter the harbour at night, unless the Rangitoto shore and the North head of Auckland are plainly made out.

From Auckland to the N.E.—Vessels bound to the northward from
Auckland will find the Rangitoto Channel the safest and easiest, as well as the most direct, and the directions already given will be found sufficient. This channel is also recommended to vessels bound to the eastward, and intending to pass out of the Hauraki Gulf between the Great Barrier Island and Cape Colville, for this reason, that after passing Rangitoto Island, one course, N.N.E. \( \frac{1}{2} \) E., leads clear of everything, and direct for that passage, passing to the westward of the islands of Otatou at a distance of 2 miles, and thereby avoiding the David Rocks, an extensive cluster occupying a space of 2 miles, and lying a mile to the eastward of the easternmost Otatou Island, and likewise the D'Urville Rocks, which are 3 miles to the eastward of the David Rocks.

From the westernmost Otatou Island to Cape Colville is N.E. \( \frac{1}{2} \) N. 22 miles; and from a berth 2 miles off that island, 24 miles on a N.N.E. \( \frac{1}{2} \) E. course will carry a vessel abreast, and to the northward of Channel Islet (Takaupo), a high, steep rock lying N.N.W., 3 miles from Cape Colville. After passing the Channel Islet, which may be done on either side, though to the northward is preferable, as there is frequently a heavy swell setting on Cape Colville, a ship bound to the southward should edge away E. \( \frac{1}{4} \) S., passing between Cuvier Island and the D'Hausses Group (of D'Urville, 1827).

The passage between Cape Colville and the South end of the Great Barrier Island is 7\( \frac{1}{2} \) miles in width in its narrowest part.

KOREHO and HIEH CHANNELS are to the northward of Auckland, and the former, which leads into the Hihe and Waiheki Channels, lies between Rangitoto Island and the mainland. With a N.W. wind, which blows directly through the Rangitoto Passage, it may be sometimes convenient to pass to sea through the Hihe Channel, which lies between the island of the same name and that of Motu Tapu; it is three-quarters of a mile in width, and has from 8 to 15 fathoms depth of water.

Leaving Auckland Harbour, and passing between its North head and the Bean Rocks, when in mid-channel between the two, steer N.N.E., or for the peak of Rangitoto Island for about half a mile, or until the marks are on for clearing a shoal of 9 feet, at low water, which lies in the centre of the Koreho Channel: these marks are, the flag-staff on Mount Victoria in a line with the South end of the white sandy beach immediately to the northward of the North head of Auckland. Keeping these marks on will carry a vessel to the southward of the shoal in 3 fathoms at low water. This shoal, which is chiefly mud, is 2 cables' lengths in extent; from it, the central peak of Rangitoto Island bears North 1 8-10ths miles; North head of Auckland, S.W. by W. \( \frac{1}{2} \) W. 2 miles; Bean Rock Light, S.W. by S. 1 4-10ths miles.

When the Peak of Rangitoto Island bears N.N.W., a course may be steered N.E. \( \frac{1}{2} \) E. for Hihe Channel, passing the small island Koreho at the
distance of little more than half a mile. On the North extreme of a reef which lies off the East end of Koreho Island is a beacon, and on the port hand, about 3 cables' lengths from the Rangitoto shore, is a patch of 5 ft., with a red and white buoy on it.

In passing through the Hihe Channel, neither the N.W. head of Hihe Island, nor the S.E. point of Motu Tapu should be approached within 2 cables' lengths, as there are some rocks lying off both.

When Hihe Island is passed, the channel between Motu Tapu and Waiheki Island increases to a width of 2 miles, with deep water all over, and a N.E. by N. course for 7 miles will take a vessel mid-channel between David and D'Urville Rocks, at a distance of 1½ mile from either (David Rocks are well above water. D'Urville Rocks are covered at high water 3 ft.) There are no other dangers between, and they may be passed much closer if necessary. When clear of them, haul up N.N.E., or with a N.W. wind as high as a vessel will lie for Cape Colville Passage.

Tehmaki Strait and Waiheki Channel.—The latter channel, which lies between the Islands Waiheki and Ponui, is convenient for vessels bound to Coromandel Harbour, or the River Thames, from Auckland; and small vessels working up for Auckland from the eastward will have the advantage of smooth water and anchorage in the Tehmaki Strait, by using it.

From the North head of Auckland Harbour, through the Koreho Channel and Tehmaki Strait to the Passage Rock in the western entrance of the Waiheki Channel, is 15½ miles. Tehmaki Strait, the Astrolabe Channel of D'Urville, which is formed by Waiheki Island on the North and the mainland on the South side, has excellent anchorage in every part, in from 4 to 6 fathoms, muddy bottom. The only deviation from these uniform soundings is a shell bank, nearly in mid-channel, with 3 fathoms at low water, bearing from the North point of Clarke Island (Motu Karaka) N.E. 4 E. 3½ miles, and from Maraitai Point on the mainland N. by W. 1½ mile.

After having cleared the 9-feet shoal in Koreho Passage, as before directed, and passed the Island of Koreho on its North side at half a mile distance, keep to the southward of Hihe Island, and when about the same distance from it, steer E. 4 N. for the Passage Rock, which will then be 9 miles distant.

Passage and Sunday Rocks.—The former is 40 feet high, and may be passed close on either side. In a direct line between it and the northern or outer extreme of Ponui Head, nearly 1½ mile from each, lies the Sunday Rock, with 8 feet at low water, and marked with a black buoy. It bears from the South point of Waiheki, E. by N. 4 N. 9-10ths of a mile; and from Thames Point (West point of Ponui), N. by W. 4 W. 7½ cables. There are 9 and 10 fathoms in the channel on either side of Sunday Rock.

If Passage Rock is passed on the North side, the shore of Waiheki Island
TEHMAKI AND WAIHEKI CHANNELS.

should be kept on board within 2 cables' lengths for 1 1/2 mile after it (keeping Ponui Head on the starboard bow), until the bay South of Finger Point is opened out; a vessel will then be well clear of Sunday Rock.

If Passage Rock is passed on the South side, a course should be steered for the point next South of Ponui Head for 1 1/2 mile, or until Thames Point bears S. by W. 1 W.; the channel becomes then three-quarters of a mile wide, with from 8 to 12 fathoms water in it. Ponui Head should not be approached within a cable's length, as some rocks lie off it.

Between Kauri Point (the N.E. point of Waiheki Island) and the island of Ponui, lie the small islands of Pakatoa and Rotaro in a North and South direction, and forming a continuation of the eastern side of the channel. To the northward of the former, and between it and Waiheki, is the fair channel out, which is a little more than half a mile in width, and with a depth of 9 fathoms. The North point of Pakatoa has a reef of rocks extending nearly 2 cables off it to the northward.

Single Rock (above water), in the channel, lies little more than half a mile S.W. by W. from the South point of Pakatoa, and has deep water close-to. It is three-quarters of a mile from the Waiheki shore; and in a line midway between it and the same point is also a sunken rock, but vessels have no occasion to pass to the eastward of Single Rock; coasters sometimes take the channel, 1 1/2 cable's length wide, between Pakatoa and Rotaro. There is also a channel South of the latter island of the same width; and if used, the round South head of the island should be kept pretty close on board. W. 1 S. of this head, half a mile distant, is a cluster of rocks awash, a cable's length in extent. Vessels taking this narrow channel should pass to the southward of them.

Opopo Bay, at the East end of Waiheki Island, is a favourite watering place. A vessel may anchor as near as convenient to the stream.

Terakihi Islet.—In passing out of the Waiheki Channel, this bare rocky islet will be seen, 1 1/2 mile eastward from Pakatoa; there are no dangers near; it is generally covered with cormorants.

When clear of the Waiheki Channel, and abreast Terakihi, a N. 3 W. course 23 miles will take a vessel to the westward of Channel Islet (Takaupo), and between Cape Colville and the Great Barrier Island.

Ponui Islet, 9 miles long from North to South, forms the South side of Waiheki Strait. Its South extreme is separated from Pahiki Island by a strait one mile wide and having 9 ft. water through it. This strait is blocked up in three parts of its width by the Pauleneke Spit, which extends eastward from the East end of Pahiki Island. A light is reported to exist on this spit.

Tides.—On the eastern coast of the North island the flood stream runs to the northward, and the ebb to the southward, at the rate of about 1 knot; but in the Hauraki Gulf they take a contrary direction, the flood running
South and the ebb North. The body of the flood stream, entering from the southward between Cape Barrier and Cape Colville, separates about False Head, on the West side of the Great Barrier Island, and sweeps round to the southward, filling the Thames and Waitemata Rivers through the different channels leading to Auckland. The ebb tide runs from 1 to $\frac{1}{2}$ knot to the S.E. between Great Barrier Island and Cape Colville. The range of tide in the Hauraki Gulf is from 4 to 10 ft.

In the Wangaparoa Channel the tides run from 1 to 2 knots; in Waikeri Strait, half a knot; but from 2 to 3 knots in the adjoining narrow channels.

A mile to the eastward of Auckland there is a small bay called Hobson's Bay, or Oraki; it has a narrow entrance, and forms almost a natural dock, and could easily be converted into one by means of natural sluices. To this place the few natives who form the remnant of the once large tribe of the Nga-te-whatua, of Waitemata, had returned from Manukau in 1842.

Still further to the eastward, another inlet, commonly called the Tehmaki, leads towards Manukau; and here is the shortest portage into the latter harbour, it being only a quarter of a mile across. At the entrance into this channel is a bar, with 6 ft. depth at low water, but inside the channel deepens; vessels of 200 tons have gone up for some distance, and large barges can go to the portage. The land on both sides of the Tehmaki is excellent. A great deal of lignite is found on the Tehmaki, but no wood, with the exception of jungle. At 9 miles eastward of the Tehmaki is the entrance of the Wairoa River, which has only a foot of water at low water in its entrance, which is marked by a beacon.

CAFE COLVILLE, or Moe Hao, is the North extremity of the peninsula which separates the Frith of the Thames from the ocean. It was named by Cook after the nobleman. He says it rises directly from the sea to a considerable height, and is remarkable for a lofty rock, which stands on the pitch of the point, and may be distinguished at a very great distance. These mountains rise in two distinct peaks to a height of 2,842 feet. There is a dangerous reef of rocks running three-quarters of a mile off the cape.

Cape Colville, as before stated, is the extreme headland of a long promontory, forming the eastern limit of the Frith of the Thames; throughout its length runs a chain of wooded hills, 2,000 ft. high, with a sharp crest and steep declivitous sides, which are washed by the sea both on the eastern and western coasts; but on the latter the rocky line is interrupted by an inlet, which forms Waihau, or Coromandel Harbour; at the back of the harbour the hills rise into remarkable pinnacled and pyramidal summits, one of which is called the Castle.
COROMANDEL HARBOUR.

COROMANDEL HARBOUR* (Waihou) is 20 miles S.S.E. of Cape Colville, and 14 miles E.N.E. from the eastern entrance of the Waiheki Channel. Its position is well marked by a remarkable hill with a square rocky crest, Castle Hill, which lies 3 miles eastward of the head of the harbour, and may be seen for many miles, attaining an elevation of about 1,600 feet. The entrance will also be easily known by the small round islet Tuhuia lying 1½ mile immediately West of it; a smaller rock lies a quarter of a mile South of Tuhuia. There are likewise three islands to the N.W. of the North head, each from half a mile to a mile in extent, the extreme island being more than 3 miles distant. In entering, a vessel may pass on either side of Tuhuia, in deep water.

Coromandel Harbour is formed on the North side by the peninsula of Waihou, which is joined to the main by a narrow sandy neck, and on the South side by the main land. The harbour runs N.E. and S.W., is a mile wide at the entrance, and carries a depth exceeding 5 fathoms for 1½ mile inside. The best anchorage is immediately round the S.E. point of the peninsula of Waihou, about 3 cables' lengths off shore, in 4 fathoms. A quarter of a mile above this anchorage the water shoals to 14 ft., and the large expanse of water at the head of the harbour has a depth of a little more than 1 fathom. There is also a shoal patch of 4 ft., 3 cables' lengths above the anchorage; it bears from the S.E. point of the Waihou Peninsula N.E. three-quarters of a mile, and from the sandy neck S.E. by E. the same distance; vessels in taking up an anchorage should not open out this sandy neck, they are then certain to be clear of the shoal patch, and in not less than 3 fathoms.

The three islands which lie immediately N.W. of Coromandel Harbour are Huieh, Waimata, and Hoki. Huieh, the northernmost, is high and cliffy on its northern and western sides, terminating in a low shingle point to the eastward, and is half a mile in extent. Waimata, the middle island, a mile in length North and South, is a double island, connected at low water by a sandy neck; the northern portion is called Ko-puki, N.W. by W. 3 cables' lengths from the N.W. cliffy head of Waimata is a reef of rocks covered at high water. Hoki, the southernmost and the smallest island, is half a mile long, having a passage of nearly the same width between it and Waimata, with 14 fathoms water. A sunken rock lies half a cable's length off the southern end of the latter island. There is a passage for vessels between Hoki and the shore with 6 fathoms.

* Coromandel is a thriving district, with an estimated population of 2,500 or 3,000 in 1874. There are several townships, of which the most important are Kapanga, Tokatea, and Driving Creek. The former is situated on Coromandel Harbour, 37 miles North of Grahamstown.
Two miles northward of this group is another chain of islands, extending along the coast to the N.W. for 4 miles.

Two small harbours lie immediately South of Coromandel Harbour: the first, Tekomi, is 3 cables' lengths wide at its entrance, and is well sheltered by the Island of Rangipuka, lying close off its entrance, and may be passed on either side. The anchorage, in 2½ fathoms, is within the Island of Rangipuka, one-third of a mile from the entrance.

Menia Bay, a mile South of Tekomi, is not so good an anchorage; the two islands, Wekarua, extend half a mile to the westward off its northern head, and there is anchorage in 3½ fathoms, three-quarters of a mile inside their outer extreme. This bay is open to westerly winds.

Deadman Point is the southern entrance point of Menai Bay, and from thence to the mouth of the Thames River, nearly 20 miles distant, the coast line is straight.

The RIVER THAMES.—From Coromandel Harbour to the mouth of the Thames (Waihao) the coast is rocky, and there is no communication between the harbour and the valley of the Thames by land. Not far from the entrance to the Thames is a station of the Church Missionary Society, occupying a most picturesque position on the slope of the eastern mountains, which are crowned by a forest of lofty trees. An arm of the sea, which is joined by a creek, the Wawakaurunga, bathes the foot of the hills where the buildings are placed. A fertile alluvial flat spreads along its left shore, on which stands a large native fortification, Kaueranga, which often contained nearly 2,000 inhabitants.

There is no harbour, properly speaking, in the Waihao, or Frith of the Thames, and large vessels cannot approach, as a mud-bank stretches out between the Thames and the Piako, a river entering the estuary to the West of it, having their embouchures close to each other. There is, however, a channel into the Thames with a minimum depth of 1½ fathom at dead low water; higher up the depth of the water is 3 to 3½ fathoms. Some vessels have gone up the river nearly 50 miles, and large boats can ascend about 90 miles. A channel also leads into the Piako, but this river is the smaller of the two, and at low water admits boats only.

Grahamstown, the emporium of the Thames Gold Fields, is situated on the eastern shores of the Frith of Thames, 5 miles northward of the mouth of the river. It contains a population of about 2,250, and including those engaged in the district upwards of 8,000 persons. There is wharfage accommodation. Shortland township is a short distance southward of Grahamstown.

Vessels from Auckland bound for Kaueranga Creek should steer to pass 2 miles North of Oreri Point, and from thence to Pararu Point, a distance of 16 miles.

A green light, 18 ft. above high water, is shown on the outer end of Gra-
GREAT BARRIER ISLAND. 361

hamstown wharf, visible 2 miles, and between the bearings S.E. \( \frac{1}{4} \) E. round by East to N.N.W. \( \frac{1}{2} \) W. As a guide for entering Kaueranga Creek, a red light is shown, between the bearings, South round by East to N.W., elevated 18 ft. above high water, and visible 6 miles off. Vessels may anchor in 7 or 8 ft. at low water, when Tararu light bears N.N.W. \( \frac{1}{2} \) W., and Grahamstown wharf light bears S.E. by E. \( \frac{1}{2} \) E.; a depth of 10 or 11 ft. at low water will be obtained when Tararu light bears N.E., Grahamstown wharf light bearing S.E. by E. \( \frac{3}{4} \) E.

Channel Islet, or Motu Takupo, is a conical rock, 720 ft. high, off Cape Colville, distant 2½ miles. It is steep close-to.

The seaward face of the Gulf of Hauraki is protected by a range of large islands lying North and N.W. of Cape Colville. We have before alluded to those off Cape Tewara, the N.W. point, as being named the Hen and Chickens by Cook.

GREAT BARRIER ISLAND of Cook, or Otea, is the southernmost of them. It is hilly, and very much intersected in its conformation. It is about 21 miles in length, N.N.W. and S.S.E., and 10 miles in its greatest breadth. Some islets are scattered along its western side. Its North point was called Aiguilles (Needles) Point by D'Urville. From the West the North point of Otea appears terminated by a peninsula, bare of verdure, of a brownish colour, the sea-beaten flanks of which had an imposing appearance. Besides this, it is accompanied by some peaked rocks, which assume the most fantastic forms, and some of which are very much broken. From this circumstance he applied the name to the cape.

The island is in parts thickly wooded. The kauri tree flourished at one time in great abundance on the high land; all within convenient reach, however, has been cut down and exported, or used for ship-building purposes. Small vessels are built and repaired at Port Abercrombie. In 1848 a vessel of 400 tons was built and equipped there, and carried away a cargo of copper ore from the mine which was then being worked at the northern end of the island.

A range of mountains of considerable elevation extends through its whole length, almost without interruption. Mount Hobson, the highest, is clothed with trees to its summit, and rises to a peak from the central part of the island to a height or 2,130 ft.

The Horn Rock lies nearly mid-channel, between the Great and Little Barrier Islands, bearing from the S.E. end of the latter, E.S.E., 4 miles; from False Head of Great Barrier Island S.W., 5 miles; and from the Pirogues Rocks, W. \( \frac{1}{2} \) S., 7 miles, there are 12 and 13 fathoms close to it; and from 25 to 30 fathoms in the passages on either side. It breaks when there is any swell.

On the western side are several bays and harbours, for the most part open South Pacific.
to westerly and S.W. winds, but affording excellent shelter from easterly winds. They are, commencing from the northward, Catherine Bay, Port Abercrombie and FitzRoy, Wangapara-para Harbour, Okupu Bay, and Port Tofino.

From Needles Point, the northern extreme of the island, the western coast trends S.W. by S. 5½ miles, to Miner’s Head, the North point of Catherine Bay. The summit over this head is a conical hill, resembling a beehive, and is a productive copper mine. There is a small cove immediately South of Miner’s Head, where coasters anchor in fine weather, and ship the ore; a rock awash at high water lies in the centre of it.

Catherine Bay.—The South head of this bay is nearly 3 miles S. by W. from Miner’s Head, and has a remarkable pillar rock standing off it. The bay runs to the eastward for 2½ miles, narrows very rapidly, and terminates in two sandy coves. On the North side of the bay, a quarter of a mile from the shore, is a large flat rock, always awash, nearly a mile to the N.W. of the peninsula extreme at the head of the bay, with good anchorage half a mile to the S.E. of it.

Port Abercrombie is 1½ mile South of Catherine Bay. Selwyn Island, 2 miles in length East and West, lies in the entrance, and, from seaward, would be taken for a part of the main. The entrance to Port Abercrombie is 1¼ mile broad, and there are 30 fathoms water across; it is entirely open to westerly winds, and the general depth of water is too great for convenient anchorage, ranging from 14 to 20 fathoms, except in Nagle Cove.

Nagle Cove is a small but secure anchorage immediately round the North Head, where several coasters might lie in safety, and with room for two vessels of the size of sloops of war, when moored; a small islet lies in the centre of it. The depth of water in this cove is from 7 to 9 fathoms. Here is the ship building establishment. Fresh water and fuel may be obtained without difficulty, and also numerous wild goats in the neighbourhood.

Port FitzRoy is the inner harbour of Port Abercrombie. It is an extensive sheet of water, well sheltered from all winds. Its entrance, which is 2 cables’ lengths in width, with a depth of more than 20 fathoms in it, bears E.S.E. 1¾ mile from the North entrance point of the latter port.

False or Bald Head bears S. by E. 1 E., 3¼ miles from Wellington Head, the South entrance of Port Abercrombie, and much resembles it in its remarkable appearance and character, False Head being also the westernmost of a group of islands which lie off the main island, leaving a passage between, a quarter of a mile wide in the narrowest part.

Wangapara-para Harbour lies 6 miles S.E. of Bald Head, a little more than a mile to the eastward of Cliff Island, running in a N.N.W. direction 1 mile, with a width of 3 cables’ lengths. This is a snug little anchorage with all winds, except those between S.S.E. and S.W. The Pirogues, three bare flat-topped rocks high above water, resembling boats under sail, and cover-
ing the space of a cable's length, lie off this part of the coast, and may be
seen for several miles. Okupu Bay, 1 mile south-eastward of Wangapara-
para Harbour, is a mile wide at the entrance, and is entirely open to winds
ranging from South to West.

Port Tofino is the southern harbour, and bears S.S.E., 2½ miles from
Okupu Bay. Close off the North head is a high peaked islet, and immediately
over the head a remarkable conical peak. The North and South heads lie
W.N.W. and E.S.E. from each other 2 miles apart. From easterly or S.E.
gales, a cove in the S.E. corner of the bay affords excellent shelter in 4 and
5 fathoms, mud bottom. This cove is immediately to the westward of a high
rocky peninsula point on the South side of the harbour, and small vessels
might anchor far enough in to be sheltered from S.W. winds.

Port Tofino is a favourite anchorage with the coasters. South of the
southern head of Port Tofino, half a mile distant, is a rock which does not
always break, and between it and the shore another sunken one.

Cape Barrier, the S.E. extreme of the island, is 2½ miles E. by S. from
the South point of Tofino Harbour. Rocks extend a cable's length off Cape
Barrier; and two detached and breaking lie 3 cables' lengths to the eastward
of it. Vessels rounding this cape are recommended to give it a berth of 2
miles.

The East Coast is destitute of harbours, and, unless after westerly wind,
there is generally a heavy swell setting on it.

Arid Island.—North from the eastern cape, 2 miles distant, is a bold clifft
island, with landing on its western side in fine weather; it is 1½ mile long
in a North and South direction. Off its eastern side, and extending to the
East cape, are four small conical islets, all steep-to. It is high water on the
full and change days in Port Abercrombie at 6h 25°, rise from 7 to 10 ft.
There is very little tide felt on the outside of Great Barrier Island; the flood
tide runs to the northward.

LITTLE BARRIER ISLAND (Houtourou), 9 miles West of the Great
Island, is a very remarkable island. It is 4 miles in length from North to
South, and 3½ from East to West, steep, and almost inaccessible. It rises
2,400 ft. above the sea, and has on its summit several distinct peaks of
nearly the same elevation; hence it has received the name of Mount Many-
peaks. A low and remarkable stone boulder point, steep close-to, forms the
S.W. extreme.

Moko-Hinou and Fanal Islands.—These islands are 15 miles N.W. of
Great Barrier, and 15 miles to the eastward of the Moro Tiri Islands. The
Moko-hinou are the northernmost, and consist of three islands, about 250 ft.
high. The two principal islands lie close together, and are each nearly a mile
in extent, in a N.E. and S.W. direction. They bear from the southernmost
Poor Knight S.E. 1 E. 29 miles, and from the East Chicken E. 2 N. 14½
miles. There are no dangers about these islands but what are visible.
Fanal Island is E. by S. \(\frac{1}{2}\) S., 2 miles distant from the S.W. Moko-Hinou; it is little more than half a mile in length, and N. by E. of it, three-quarters of a mile distant, lies a long reef, half a mile in extent East and West, and always above high water. Navire Rock lies S. by W. \(\frac{3}{4}\) W., three-quarters of a mile from the S.W. point of Fanal, and the Simpson Rock S. by W. 2\(\frac{1}{2}\) miles. These two rocks are well out of the water, and the latter may be seen at 3 miles distance.

Cape Barrier, the S.E. extreme of Great Barrier Island, bears from Cape Colville N.N.E. 12\(\frac{1}{2}\) miles, and between these two capes is the eastern approach to the Hauraki Gulf.

Cuvier Island, which bears from Cape Colville E.N.E. 20 miles, is 2 miles long in an East and West direction, and rises to a rather remarkable peak. It is visible at a considerable distance, and serves as a finger-post to the channel leading to the Hauraki Gulf.

The Coast.—From Cape Colville the land trends E. by N. \(\frac{3}{4}\) N. 3 miles to a similar rocky headland, W.N.W. from which, three-quarters of a mile distant, is a rocky islet similar in feature to the Channel Islet. The coast then runs to the south-eastward, nearly 4 miles to Charles Cove, exposed, and not desirable even for coasters. Half a mile to the N.W. of the eastern head of Charles Cove is a small islet, and the coast continues its south-easterly trend 4 miles further to a cliffy point. Seven miles S.S.E. of this is Waikauau Bay and River, both unimportant and unsheltered.

Kennedy Bay (Aratuhu) is distant 4 miles from Waikauau. Its entrance, which is half a mile wide, bears from the N.W. end of Great Mercury Island S.W. \(\frac{1}{2}\) W. 9 miles. It affords fair anchorage for small vessels in 4 and 5 fathoms, with westerly winds round from North to South. N.E. \(\frac{1}{2}\) N. from the outer S.E. cliffy point of this bay, three-quarters of a mile, is a rock awash. South-eastward of Kennedy Bay are two sandy beaches, each about a mile in extent. Round the cliffy South head of the southern beach is Wangapoa River, fit for coasters, having 5 ft. water on its bar at low water.

From Wangapoa River the coast trends E.N.E. 8 miles to Tapaki Point, which latter is nearly 4 miles to the north-westward of the North entrance point of Mercury Bay. Off this point lie the Mercury Islands.

Mercure or D'Haussez Islands.—This group consists of four principal, with several smaller islands, as also low reefs and rocks interspersed among them; they occupy a space of 10 miles from North to South, and the same distance from East to West.

Great Mercury Island (Ahou Ahou) is the largest, being 4 miles long from North to South, and nearly 3 miles broad at its southern part. It is steep, and cliffy on the northern and eastern sides, with its highest summit towards the S.E. end. A sunken rock lies N.E. by N. half a mile from its N.E. end. On the West side is a deep bay, with anchorage in 5 fathoms in
MERCURY BAY.

its N.E. part in fine weather. This bay renders the island very narrow in the centre. At its entrance is a dangerous 4-feet rock, 150 ft. in diameter. It lies N. by W. 1/4 W. from the S.W. point of the island, and the two rocks at the entrance of the bay E.N.E. in line lead nearly on to the danger.

Red Mercury Island (Wakahau) is the outer or easternmost of the group; it bears from the S.E. end of Great Mercury E. by N. 4 miles distant. It is 3 miles in circumference.

Richards' Rock, a dangerous rock, which uncovers only at low water, lies N. 18° W. or N. by W. 1/4 W. from the North cliffy point of Red Mercury Island, 1 1/2 mile distant; it also bears from the S.E. end of Cuvier Island S.E. by E. 11 miles; and from the N.E. end of Great Mercury Island E. by N. 7 miles. This outlying danger has deep water round it, and only breaks occasionally.

Ohena, the southernmost island, lies E. by N. 2 1/4 miles from the North entrance point of Mercury Bay. Two low reefs bearing from N. by E. to N.E. extend from 1 to 2 1/2 miles off its North extreme.

MERCURY BAY, or Witi Anga, was visited and named by Cook. He gave its appellation on account of the observations made there of the transit of Mercury over the sun, November 9th, 1769. There are several islands lying both to the southward and the northward of it, and a small island or rock in the middle of the entrance. Within this island, which has foul ground to N.E. and S.E., the depth of water nowhere exceeds 9 fathoms. The best anchorage is in a sandy bay which lies just within the South inner head, in 3 and 4 fathoms, bringing Tower Rock (188 ft.), which lies without the head, in one with the head, or just shut in behind it. This place is very convenient for wooding and watering, and in the river there is an immense quantity of oysters and other shell-fish. For this reason it was named Oyster River.

Mangrove River.—For a ship that wants to stay here any time, the best and safest place is in the river at the head of the bay, which, from the number of mangrove trees in it, was called Mangrove River. To sail into this river, the South shore must be kept all the way on board.

Fresh water can be procured round the high Pah Point, the western entrance point of the river, and there is a carpenter's yard near the anchorage, where ships have been repaired. A steam saw mill is situated at the entrance, and another about 6 miles up the river. These mills employ from 60 to 70 Europeans. During the two years 1871 and 1872 about 2,000 tons of kauri gum were shipped from the bay, but the gum is now reported to be nearly worked out.

Gum Town, situated about 9 miles up Mangrove River, contains three or four stores belonging to the Kauri gum traders. When the supply of gum ceases, this settlement will probably be abandoned. The township has a good pier available for vessels of light draught.
The North head of Mercury Bay is a very conspicuous promontory. The coasts and cliffs around the bay have very much altered since Cook's time.

Approaching Mercury Bay from the southward, in the southern entrance a rock exists, seldom showing, but which occasionally breaks; there are from 9 to 13 fathoms round it. This rock (the Sunk Rock) bears N.N.W. three-quarters of a mile from Te-Tui or Mahurangi, the island forming the southern entrance point of the bay, and E. by N. 1¼ mile from Tower Rock, which also has some dangers surrounding it. The passages among these islands about the southern entrance should be avoided.

There are no other dangers in Mercury Bay than those which have been mentioned, until Shakespeare's Cliff is passed. The soundings will be found to decrease gradually, there being 10 fathoms on either side of the Middle Island, and 3½ to 4 fathoms up to the Shakespeare's Cliff, off which a vessel may anchor, with the cliff bearing from South to S.S.E., but should not proceed higher, unless intending to enter Mangrove River, to avoid the Pandora Rock of 8 ft. and some detached banks of 9 and 12 ft., which extend nearly half a mile from the shore between Shakespeare's Cliff and the East entrance to Mangrove River. The northernmost of these, the Fly Bank, is cleared to the northward by keeping the Twins just open of Koraya Islet, bearing N.E. 4 N.

The BAY OF PLENTY, a very comprehensive name, extends from Cape Colville to Cape Runaway, a distance of 120 miles. It was called the Bay of Plenty by Cook, in March, 1770, because of the numerous population on the coast, which he believed to acknowledge but one chief, Taratu. But these people have been scattered and destroyed by the bloody wars carried on by E'Onghi and his fierce followers.

There are a number of islands and detached rocks in this extensive bay. The only anchorage in it of importance, and which offers shelter for any vessel larger than a coaster, is Tauranga Harbour. The coast trends from Mercury Bay S.S.E. ¾ E. towards this harbour, a distance of about 55 miles.

Castle Island (Ngatutu), a small steep islet, lies E. by S. ¼ S., 4 miles from the South point of Mercury Bay; it is 40 ft. high, white in colour, and steep-to; 39 fathoms will be found at 3 cables' lengths distant.

ALDERMAN ISLANDS are a group of small islands, with off-lying rocks; they lie E. by S. ½ S. 14 miles from Mercury Bay, and are 9 miles from the nearest part of the main land. They are basaltic, the largest 150 feet high. Two rocks above water and one awash lie 2½ miles N.W. by N. from the eastern islet, as also two more 1¼ mile W.N.W. from it; there is also a rock out of water, half a mile eastward of the southern islet.

Ten miles southward of Mercury Bay is Tairua River, a small place available only for coasters; the intermediate coast is broken into sandy bays and cliffy points, with from 20 to 14 fathoms water a mile off shore.
Shoe Island, when seen from the N.W., exactly represents its name, even to the tie. It lies E.N.E. from the North cliffty head of Tairua, 1½ mile distant, and is about a mile in circuit; half a mile eastward of it are some black rocks above water. It has a small coasters' harbour, with 6 ft. at the entrance.

Slipper Island, so called from its shape, lies S.E. 4 miles from Tairua Head, and 2 miles off shore; it is nearly 2 miles long N.E. and S.W., and having a reef out of water, extending from its South end 1¼ mile to the southward. Between Slipper Island and the main land, bearing S.W. 1¼ mile from the North end of the island, is a rock above water, two cables' lengths North of which is a sunken rock, which generally breaks heavily. There is temporary anchorage in fine weather under Slipper Island, in 6 fathoms, off a sandy bay on its S.W. side. S.S.W. 3½ miles from Slipper Island is the Warekawa stream, at the southern termination of a sandy beach, 2½ miles long.

Whangamata River.—Five miles southward of Warekawa stream is Whangamata River; its North entrance point is cliffty, the South is a sandy point, with a round cliffty islet (Clarke Islet), projecting from it. S.E. of this islet, at distances of half a mile and a mile, are two smaller islets, the Wedge and Sugar Loaf. The two entrance points of the river project so as to form a bay outside, where a vessel may anchor with off-shore winds in 4 fathoms, half a mile from the shore, with the entrance open. From Whangamata River to Kati-Kati River is 15 miles, with no dangers on the coast between them. The entrance, which has only 1½ ft. on the bar, bears from Mayor Island S.W. by S. 15 miles.

MAYOR ISLAND (Tuhoua) is S.E. ¾ S. 19 miles from the southern Alderman, and 14 miles from the main land, near the Kati-Kati River. Between it and the Southern Alderman are soundings in 50 fathoms, and 40 fathoms within a mile of the island.

The island is 7 miles in circumference, or 2½ miles long, N.W. and S.E., and 1½ mile in breadth; the northern peak is 1,100 feet high; the centre is an extinct crater, open to the S.E., with stagnant water at the bottom. The western face of the island is covered with blocks of obsidian, giving it a remarkable dazzling appearance when reflecting the sun's rays. On the S.E. extreme is a pah, strongly defended by a deep cut or pass, partially artificial. Immediately West of the pah is a bay, where anchorage may be had with sandy bottom; but it is open to West and S.W. winds. One mile East of the Pah Point is a rock under water, which breaks with a moderate swell; it is half a mile from the nearest or S.E. point of the island.

TAURANGA HARBOUR, which, as before stated, is the only harbour on the East coast between Mercury Bay and Port Nicholson, that affords shelter in all winds for vessels of burthen, is 13 miles south-eastward of Kati-Kati.
River. Its entrance lies South 19 miles from the South end of Mayor Island, and W. S. 11 miles from the South end of Motiti Island.

The difficulty of entering this harbour through the deepest channel, is its somewhat tortuous course, and the liability to eddy winds on rounding Mount Monganui. The line of breakers on the western shore has extended 3 cables to eastward since the survey. But with those winds which would make the Bay of Plenty a lee shore, Tauranga Harbour is the most accessible, and, when once inside, there is anchorage for a fleet. The entrance to the harbour lies North and South; the eastern head is the remarkable flat-topped hill Monganui or Maunganui, rising abruptly from the sandy shore to a height of 860 feet. The western entrance is formed by low undulating sand-hills. One mile north-westward of Monganui a spit with 9 feet extends eastward from the western sandy shore for a mile; this spit generally breaks.

The approach to Tauranga Harbour is remarkably distinct. Vessels bound to it from the northward should bring the South end of Mayor Island to bear North, steering a South course; the high flat-topped hill of Monganui will first appear like an island. The course in is S. 4/ 4 E., and by taking care not to bring the summit of Mount Monganui to bear to the eastward of S. by E. 1/ 4 E. until at a distance of one-third of a mile from its base, the spit extending off the western shore will be avoided. This bearing leads in with 4½ fathoms. If it is intended to haul round to the East channel, where there is an excellent anchorage under the mountain, the extreme of the spit should be seen off the S.W. end of the mountain, for the channel here, though deepest, is not much more than half a cable's length wide. A black conical buoy is moored in 2½ fathoms 15 or 20 yards off the beacon on Stony Point. The buoys in the harbour are not to be depended on. After Stony Point is passed Monganui is again quitesteep-to, and a good anchorage is found in 6 fathoms, in the first sandy bight, a cable's length from the shore. The best time to enter is at slack water, to avoid being carried out of the channel when rounding Stony Point. The signals are described on p. 324.

Vessels of any size can proceed a mile above Monganui, carrying from 5 to 7 fathoms water.

Te-Papa is the Protestant mission station. The channel leading to it from the anchorage off Maketa Mound has 7 ft. water. H.M.S. Rosario, drawing 14 ft. water, has frequently been up as far as Te-Papa at spring tides. The site of the mission is well chosen on elevated ground, on the South side of the harbour, 3 miles from Monganui; 2 miles westward of it is Otumoiti village, where there is a Roman Catholic mission establishment. Fresh water can be obtained just within Stony Point in small quantities, and pigs and poultry may be had from the natives at reasonable prices.

A large tract of land of superior quality in this district is now (1874) being
settled under the public works and emigration scheme, and promises to be the most successful settlement in the province.

It is high water, at full and change, 7° 10′; rise of tide 3½ to 6 ft. The strength of the tide at springs is 3 knots; in the narrow channel at Stony Point it may attain 4 knots.

From Tauranga Harbour the coast, which is a uniform sandy beach, runs E. by S. for 15 miles to Kaituna River. The land between is covered with fern, and low, with the exception of two hill ranges of 600 and 800 ft., which rise 1 mile inland and extend to the S.W. A remarkable flat-topped range of hills, about 1,000 ft. high, rises 10 or 12 miles inland of Tauranga, and extends in a north-westerly direction.

**Kaituna River.**—Town Point (Okure), which is the East head of Kaituna River, is a cliff 100 ft. high; from it towards Motiti Island the ground is very foul, but no rocks are known to exist more than 1 mile off, that would bring a ship up. There are only 3 ft. on the bar at low water. Just within the entrance of Kaituna, on the S.E. side of the river, is the large Pah of Maketū, a missionary station.

**Motiti Island,** which is 6 miles N.N.W. of the mouth of the Kaituna, is flat, and triangular in shape; it is 3½ miles long North to South, and 1½ from West to East. Its greatest elevation, 100 ft., is at the northern end; the rest of the island is not more than 100 ft. above the sea. This part bears from Mayor Island S.E. by S. 19 miles, and from Monganui Hill E.N.E. 11 miles.

The distance between the South end of Motiti and the main land is 4 miles, with 12 fathoms, sand, in mid-channel. There are two tidal rocks 4 feet high at low water, E. by S. 1½ mile from the South end, and another rock awash, between them and the point.

H.M.S. Pandora anchored off the N.W. point of the island, half a mile from the shore, in 14 fathoms, rocky ground. The holding ground on all sides is very indifferent, and the East and S.E. sides should not be approached within 2 miles.

**Schooner Rocks,** 62 ft. high, and named from their likeness to a small craft at a distance, are 4 miles E.N.E. from the N.E. end of Motiti Island; they are bold-to. A breaking rock has been seen about three-quarters of a mile N. by E. ½ E. from the Schooner Rocks.

**Astrolabe Rock** * lies North 4 miles from the North end of Motiti Island; it is detached and uncovered at low-water springs. The whole extent of the danger is not more than 2 cables’ lengths, extending E.N.E. and W.S.W.,

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* This rock, which very nearly proved fatal to D'Urville's ship, was supposed by him to be 5 miles South of the Mayor; but on the survey by Capt. Drury, he found no such rock in the situation assigned, and was convinced that this must be the Astrolabe Rock.

South Pacific
and would break almost always, but as it is covered at high water, in very fine westerly weather it might not show.

The bearings from Astrolabe Rock are as follows:—Monganui Hill, S.W. \(\frac{1}{4}\) W.; Centre of Mayor Island, N.W.; Right extreme of Motiti Island, S. \(\frac{1}{4}\) W.

A dangerous rocky patch, with about 5 ft. on it at low water springs, has been discovered in the fairway of vessels passing between Motiti Island and Astrolabe Reef, bound to or from Tauranga. The patch extends about 200 feet, and from it Monganui Hill bears S.W. by W. \(\frac{1}{4}\) W. 9\(\frac{1}{2}\) miles, and North point of Motiti Island E. by S. 2\(\frac{1}{2}\) miles.

This neighbourhood should be avoided at night, as Motiti Island is low, and there is no other land near enough to guide the mariner.

Plate Island (Motu Nou), is 166 ft. high, so named from its hollowness in the centre, lies E by N. 7 miles from the South end of Motiti, and S.E. \(\frac{1}{2}\) S. 3\(\frac{1}{2}\) miles from the Schooner Rocks. Between them are from 20 to 40 fathoms water.

Waihi and Matata Rivers.—One mile south-eastward of the Kaituna is Waihi River, which runs in many branches through an extensive flat. E. by S. \(\frac{1}{4}\) S. 15 miles from the same point is the Matata River, with a straight sandy beach the whole way. At Matata River coasting vessels are built. The white cliffs coastwise north-westward of Matata rise to a height of 500 feet.

Mount Edgcumbe (Putanaki) rises abruptly from the plain (of which it is the southern boundary) to the height of 2,575 ft.; it is 14 miles South of Matata River, and on the summit is said to be a lake of green water, probably the old crater of a volcano.

Whale Island (Motu Hora) and Ru-Rima Rocks.—Off this part of the coast is the island Motu Hora and the Ru-rima Rocks; the former is N.W. by N. 5 miles from Whakatane River, and the dangerous Ru-Rima Rocks lie West from Motu Hora 4 miles. There is a passage 2\(\frac{1}{4}\) miles wide between them and the shore, with soundings varying from 9 to 17 fathoms.

Whakatane River.—Kohi Point, the N.E. point of this river, is 637 feet high, and has been covered with several pahs, the ridges and ditches of which have a curious appearance. The channel into this river is between large boulder rocks just covered at high water; these rocks are on either side of the bar, which at low water has only 2 feet on it, and 9 or 10 feet at high water springs.

Whakatane River is a favourite port for the coasting trade. Schooners reach as far as Pupuarue, the mission station, 3 miles up, from whence the river bends to the S.E., and flowing through the hill ranges at the back, takes the name of Orewera.

Ohiwa River.—Seven miles eastward of Kohi Point is Ohiwa River; it is
WHITE ISLAND.

broad at the entrance, being half a mile across at high water, but appears surrounded by shoals; the bar is a mile to the southward.

Six miles further eastward—the stream of Wai-o-tahi lying between—is Opotiki River. The entrance is not more than a cable's length across; both heads are sand, with no natural marks to lead in. The bar changes with freshes, and N.E. gales also affect it, the depth varying, but the river is navigable for ordinary coasters for 1 mile inside. The church mission is on the western branch, 3 miles from the mouth.

WHITE ISLAND (Whakari), an active volcano, in lat. 37° 30' S., and long. 177° 12' E., lies off the depth of the Bay of Plenty, 28 miles from the shore. It is about 3 miles in circumference, and 860 ft. high; the base of the crater is 1½ mile in circuit, and level with the sea. In the centre is a boiling spring about 100 yards in circumference, sending volumes of steam full 2,000 ft. high in calm weather.

Here and there are lakes of sulphureous water dormant; but the whole island is heated so as to make it difficult to walk. From the edges of the crater, the scene below is only to be compared to a well-dressed meadow of gorgeous green, with meandering streams feeding the boiling cauldron; but on approaching, it is found to be the purest crystallized sulphur. No animal or insect breathes on the island, scarcely a limpet on the stones, and 200 fathoms will hardly reach the bottom within half a mile of its shores.

The island is the eastern limit of that extensive belt of subterranean agitation which extends from Mount Egmont through Tongariro, the Taupo and Roto Mahana Lakes, to Whale Island and the adjacent rocks Ru-Rima, North of which line earthquakes are rarely felt.

Three rocky islets, from 80 to 150 ft. above the sea, lie 3 miles N.W. by W. from White Island.

The Coast, from Opape Point, where the straight sandy shore terminates, trends about N.N.E. 22 miles to Waikana Point, and its features are strikingly changed, being now broken into numerous small sandy or shingle bays, with rugged clifftops between.

From Waikana Point to Orete, the southern point of Wangaparawa Roads, is N.E. 9 miles. For the first half of the distance, as far as Kotiki Point, the coast is steep and rugged, with 35 fathoms mud bottom 2 miles off shore, decreasing to 20 fathoms at the same distance towards Orete Point; for the remaining distance there are shingle beaches and rocky points, with three villages, and the small stream of Rau-Ko-Kore.

Immediately West of Orete Point there are sunken rocks three-quarters of a mile from the shore, and the ground is everywhere foul within half a mile of the coast.

CAPE RUNAWAY was thus named by Cook, from the flight of the natives, who commenced hostilities with him October 31st, 1769, and is the eastern termination of the Bay of Plenty. It is nearly 5 miles north-eastward
of Orete Point, is of an oval shape and dark colour, appearing almost like an island, and forms the N.E. point of Wangaparawa roadstead. There are detached rocks lying a quarter of a mile to the northward of this cape. E.S.E. from these rocks is another rock awash at low water. It is recommended to give this cape a good berth as the tide runs strong in its vicinity, and there is generally a swell.

**Wangaparawa Roadstead.**—With S.E. winds there is an anchorage in this roadstead off the present whaling station 2 miles S.S.E. of Cape Runaway. Vessels of burthen should not approach the shore within a depth of 12 fathoms, anchoring about a mile West of the conical hill over the station. Upon the slightest appearance of a westerly wind, a vessel should not remain at anchor off the whaling station; and although well sheltered from a N.E. wind, it would be dangerous to ride a breeze out from that direction. The anchorage under Orete Point, about half a mile within it, affords excellent shelter in S.W. and westerly winds, by bringing the outer extreme of the rocks extending off it to bear W. by N., and anchoring in from 10 to 7 fathoms, fine sand.

**Lottin Point** is 9 miles East of Cape Runaway; in making the land from the northward, this point of the coast may be distinguished by a peak to the southward, and will be seen much higher than the general range, and by the land being lower to the westward of Lottin than towards Hicks Bay.

**Hicks Bay** is nearly 2 miles deep by ½ mile wide, and is open to the eastward. The North point, Motakawa, is a long low rocky tongue of indurated sandstone, with a crust of scoria. The rocks off the low rocky North point are all visible, and there are 25 fathoms water within a cable's length of the entrance. The South point, Ko-hau, or Iron Point, is almost inaccessible. Hicks Bay affords secure anchorage in all westerly winds, from North to South; from North winds also, which are not uncommon, it is sheltered; but vessels must get well within Motakawa, the North point. N.E. gales, which generally spring up from the eastward and gradually freshen, give sufficient warning to weigh. No vessel should lie here with N.E. or S.E. winds.

**Awatere River** is 3 miles E.S.E. from the South point of Hicks Bay, at the eastern extreme of the sandy Bay of Panaruku.

Fresh water can be obtained in Hicks Bay from a gully within half a mile of Motakawa Point. Supplies may be obtained from a native village (Wharekahika) in the S.W. nook of the bay.

**EAST CAPE, and Islet.**—From the North point of Hicks Bay to the East Cape Islet, is E. by S. ½ S. 14 miles. The land about the East Cape has a very mountainous appearance; the summits of five distinct ranges may be seen backed by the snow-capped *Ikaurangi*, a most conspicuous mountain, rising to the height of 5,535 ft., 28 miles S.W. of the cape. The cape itself
is of a remarkable white clayish sand, and this barren feature is continuous to Hicks Bay, and also to the southward.

The islet, half a mile in circuit, is a type of the cape, with but a small proportion of stunted verdure; it is steep, almost inaccessible, and bounded by rocks, with a ledge extending from its northern extreme, N.N.E. half a mile. There is said to be sunken rocks 2½ miles E. by N. of the East Cape, but Captain Drury believes it arises from the race being very heavy. When the western points trending to Hicks Bay are well open, the islet anchorage will be found in 16 fathoms, within 2 miles of it; and when the weather admits, a vessel might ride out the tide to great advantage. There is a channel nearly a mile wide between the cape and the islet, but it cannot be recommended.

There are several shoal patches off East Cape, which, together with the strong tides, make the passage not a desirable one. A shoal patch with 3½ fathoms water on it, on which the sea would break in heavy weather, lies off the N.E. point of the cape about two-thirds of a mile, and another patch, nearly a mile S.E. of the former, with 2½ fathoms water on it.

There is good anchorage on either side of the cape, which is very advantageous for vessels going either way, as the wind generally blows along the land, therefore they can always get a smooth anchorage.

The winds on either side of the East cape are frequently very different, although it may be blowing fresh. The strong westerly sea breezes which blow through the Bay of Plenty are suddenly lost when passing South of East Cape Islet, the distinct line of breeze being curiously depicted on the water, and a vessel may be becalmed here for hours in sight of strong breezes.

Tides.—It is high water at 9h 0m, full and change. Northward of the East Cape the flood tide sets to the westward. Southward of the East Cape the flood sets in a northerly direction.

Six miles from East Cape is Wai-apu River, flowing through a sandy beach; it is a considerable stream at high water, but the freshes come down with great violence, so as to render it unsafe as an anchorage even for the smallest vessels.

The next point nearly 4 miles South of this river is Wharariki, the South point of the Awanui Stream, the land over it being 950 ft. high: there are rocks extending for half a mile round this point, and midway between it and Wai-apu River a sunken rock lies a mile off shore. Kaimouku, a round head 670 ft. high, 3 miles northward of Open Bay, is the next headland. Sunken rocks extend off it for a mile to seaward.

Open Bay (Waipiro) will be known by Tawhiti Hill, which rises 2 miles South of the southern head, and is 1,670 ft. above the sea. The width of its entrance is 4 miles from North to South, and little more than one mile in depth; there is a considerable stream in the south-western corner of the bay,
but the landing there is generally difficult. This bay can only be considered
as a temporary anchorage, with off-shore winds, and there are some rocks in
it which require care.

From Open Bay the coast trends S. by E. for 20 miles to Tolago Bay, the
Bays of Tokomarua and Waipari lying between. Some reefs lie off this-
part of the coast distant more than a mile.

No vessels, except such coasters as know the channels among the rocks,
should attempt Tokomarua Bay; it is moreover a very open anchorage.

On the South side of Mawai Point, the South point of Tokomarua, there
is a whaling station in St. Patrick's Cove, a small nook which is well shel-
tered for boats; it takes its name from a curious pinnacle, which, seen from
seaward, appears like the gigantic figure of a man with his arms folded.

Marau Bluff is nearly 7 mile southward of Mawai Point, and 4½ miles
northward of Tolago Bay; a reef of rocks awash (Tokamapuhia) lies more
than a mile eastward of this bluff.

Tolago Bay (U-awa) is 1½ mile across, N.N.W. and S.S.E., from head
to head, and about the same distance in depth; in it there is anchorage in all
westerly winds ranging from North to South. The North head rises to 400
feet, and the South to 890 feet, both composed of the white marl so conspi-
cuous along this coast.

Sporing Island, three-quarters of a mile long in a North and South direc-
tion, lies immediately off the South head, with a fordable depth between.
It is surrounded by rocks; off the North and South ends they extend a third
of a mile.

Tolago Bay is clear of dangers. On the setting in of easterly winds, vessels
should leave in good time, for the outer reef renders the beating out some-
what tedious.

Within the South head of Tolago Bay is the cove where Cook watered,
and beyond it is to be seen the remarkable arch in the cliffs which he has de-
scribed; several initials are cut out on the rock, where the artificial well
exists made by his crew; there is some difficulty in getting water during the
dry season. H.M.S. Pandora obtained provisions here better, and at a more
reasonable rate, from Europeans and natives than anywhere else on this
coast. The U-awa River at the head of this bay has a bar of 5 ft., but has
been ascended by a small vessel drawing 6 ft. for a distance of 16 miles
from its mouth. A population of 35 Europeans and 200 natives were here
in 1873.

CAPE GABLE, or Gable-End Foreland (Pari-nui-tera), so called by Cook
from its having a glaring triangular face, appearing like the white-washed
gable-end of a house. The appearance is contracted when within 3 miles
of the land, but seen from the eastward it is very prominent; there are two
patches or detached rocks 1½ mile North of the cape, about three-quarters
of a mile from the beach; and a small islet one-third of a mile S.E. of it,
POVERTY BAY.

with a reef extending half a mile in the same direction. A reef of rocks also extends South of the cape at a distance of 2 miles. It is very probable that it was on or near this reef that the steamer Star of the South struck in March, 1865. The Gable-End Foreland bore at the time N.N.W., distant 3½ miles, and Whangara Islet W.S.W. about 3 miles.

From Cape Gable the coast trends S.W. by S. for 15 miles, to Tua-hini Point, the North head of Poverty Bay; the shore between is rugged, with sterile hills rising to a height of 600 ft.

POVERTY BAY (Turanga) is 5 miles in breadth from head to head, which lie N.E. and S.W. of each other, and are the southernmost white coloured projections on the coast, until Table Cape (24 miles further to the southward) is reached; the bay is 4 miles in depth.*

"The S.W. point of the bay I named Young Nick's Head, after the boy Nicholas Young, who first saw the land." This was the landfall of Cook in New Zealand; he then thought he had come on the terra australis incognita.

The South, or Young Nick's Head, is 520 ft. high, and has anchorage 1½ mile within it off the Wero-Wero River, in 3½ fathoms, half a mile from the mouth, but it is advisable not to approach the shore nearer than half a mile in entering, as the ground is very foul, changing from 8 fathoms 9 ft.; the bottom, however, is not rock, but apparently composed of vast fragments of the pipe clay cliff, which have from time to time slipped away—a common occurrence on this part of the coast, so liable to smart shocks of earthquake, and upon which the sea is rapidly advancing. The North head (Tua-hini), 260 ft. high, has also foul rocky ground, extending to the S.E. for 2 miles.

The bay is clear, and has anchorage all over, but it is recommended to weigh on any appearance of a breeze from the S.E., for from this quarter it freshens suddenly, and several vessels have been lost by waiting too long.

There are three small rivers in the bay, Turanga-nui, Koputetea, and Wero-Wero. The first named is celebrated as the place where Cook first landed in New Zealand. From the untoward circumstances attending his landing, and unsuccessful attempts to obtain provisions, he named the bay Poverty.

Turanga-nui River is 2 miles westward of Tua-Motu Peninsula. Stakes have been placed to mark the passage over the bar, which is close to the westward of the stakes. At high water, vessels drawing 8 ft. can, if the sea be smooth, cross the bar. Half a mile above the bar the river branches off

* The master of the ship Executor in 1873 states that the anchorage at Poverty Bay is good, the ground being stiff clay, there is no fear of dragging, and from strong south-east winds, which are rare in summer, a ship loading in the bay could find shelter under Young Nick's Head.
NEW ZEALAND.

to the N.W. and N.N.E. The depths vary at low water from 3 to 6 ft. up to Reed's store, where the coasters lie. Water in abundance can be had within the banks of the river. In two places barrels have been sunk just above high water mark, from which a plentiful supply of water can be obtained.

The rising town of Gisborne is situated in a rich agricultural district, on the right bank of the Taranga-nui River, near the entrance, and in 1873 contained a population of about 600. For communicating with Gisborne, the best anchorage is in 7\(\frac{1}{2}\) fathoms water, about three-quarters of a mile to the S.W. of a buoy which is moored in 2\(\frac{1}{2}\) fathoms off the entrance of the Turanga-nui River, in the vicinity of a rock lately found by the New Zealand Government vessel Luna.

Koputetea River has about the same water on the bar as Turanga-nui, and may be known by a Maori village and a flagstaff on its North bank. At low water the surf breaks across the bar. The Church Mission station, on the West bank, 3 miles from the river's mouth, is now (1873) only represented by a school room; the church, which is full of fine Maori carvings, is rapidly falling into decay.

Wero-Wero River, the southern of the three rivers, is completely blocked up by the sand and shingle thrown up during heavy weather.

The flood tide outside sets to the northward, the ebb to the southward, and their influence extends 10 miles from the shore. Within Poverty Bay the tide is scarcely perceptible. At Wero-Wero River the time of high water at full and change is 6h 5m, rise of tide 6 ft.

From Young Nick's Head, Poverty Bay, to the neck of the Mahia Peninsula, a distance of 19 miles, the coast is bold, and may be approached as near as convenient.

Ariel Rocks, a very dangerous outlying reef, which breaks only in heavy seas, bears E. \(\frac{1}{2}\) N., and is 10 miles distant from Tua-hini Point, the North head of Poverty Bay; at low water spring tides it has on the shoalest part a depth of 12 ft.; this dangerous portion is less than half a mile in a North and South direction. They are steep-to. The vicinity of this reef may be known by the bottom being composed of coarse gravel and stones within a radius of 2 miles, if the soundings exceed 35 fathoms a vessel is to the eastward of the reef. The following are the bearings from the rock: Cape Gable (a conspicuous white cliff), N. by W. \(\frac{1}{2}\) W. 12 miles. Tua-hini (North head of Poverty Bay), W. \(\frac{1}{2}\) S. 10 miles. False Gable (the nearest point of land), W. by N. \(\frac{1}{2}\) N. 8\(\frac{1}{2}\) miles.

Mahia, or Tera-Kako Peninsula, forms the northern head of Hawke Bay. It is 12 miles long in a North and South direction, and nearly 9 miles N.E. and S.W. in its widest part. The peninsula is connected with the main by a sandy neck about 2 miles in length, and three-quarters of a mile broad; a river flows through this sandy neck and runs into the sea on
PORTLAND ISLAND.

the eastern side; this, when it is swollen, gives Mahia the appearance of an island; on the outside of this neck, which is W.N.W. 5½ miles from Table Cape, there is anchorage with S.W. winds a mile from the beach.

On the North coast of the peninsula, 3 miles West of Table Cape, there is a good roadstead off the Wangawai River, affording shelter in South and West winds. The anchorage is in 10 fathoms mud, Table Cape bearing E. 9 S., and 1 mile North of the river; it is safe during the ordinary sea breeze, but care must be taken to leave on the approach of easterly winds.

From Table Cape the East coast of the peninsula trends S.S.W. 12 miles to its extreme point, and is studded with off-lying dangers. The first of these dangers is a reef 3 miles S.E. of the Table Cape, extending three-quarters of a mile from the shore off Taiporutu. One mile further South is a detached reef 3½ miles long; the outer ledge 2 miles from the shore, and leaving a channel within, half a mile broad, sometimes taken by coasters, but not recommended; the northern extreme, or the Hawini Rocks, are 6 ft. above water, the rest covered and only occasionally breaking. Three miles S.E. by S. of this ledge is a sunken rock, seen by Capt. Cook. The true position of this isolated danger is 3¾ miles N. 78° E. of the South point of the Mahia Peninsula, and 4½ miles N. 48° E. of the South extreme of Portland Island: 20 fathoms will be found within one-third of a mile round it. Another reef exists midway between this danger and the extreme of Mahia. These rocks have at least 8 ft. of water on them, and only break when there is a swell.

Portland Island.—South of Mahia Peninsula extreme, 1 mile, is Portland Island (Te IToura), so named by Cook from its resemblance to the well-known headland in the English Channel. It is nearly 2 miles in length in a N. by E. and S. by W. direction, of moderate height, and has a flat summit with a few bushes on it. A channel exists a quarter of a mile wide, with 6 fathoms between the rocks on either side, but it cannot be recommended. The South extreme of Portland Island is foul, but not extending more than half a mile from the shore.

From the preceding remarks, it will be noticed that the East coast of the North Island from the East Cape to Hawke Bay, a distance of nearly 100 miles, has only two roadsteads for ships of burthen, viz., Poverty and Tolago Bays; and although coasters do sometimes anchor in Open and Tokomara Bays, yet these can only be approached in fine weather, and do not deserve the name of anchorages; also, that the coast has many dangers within a league of it, and that even in fine weather and with westerly winds there are few spots where cargo can be shipped by vessels anchoring cautiously off the coast.

Besides carefully avoiding the Ariel Rocks, and the off-lying dangers from the Mahia Peninsula, a stranger should not approach the coast thus described

South Pacific.
nearer than a league; the position of a vessel can be well determined by the soundings, which will be found to decrease from about 40 fathoms, 2 leagues off shore, to 24 fathoms at 1 league off; the bottom being green mud outside 24 fathoms, and fine sand within that depth.

The coast from Mahia Peninsula to Cape Palliser, a distance of 180 miles, is still more destitute of shelter than that just described; and with the exception of a few fine-weather anchorages in Hawke Bay, there may be said to be none along the whole extent of coast line.

**Hawke Bay**, so named by Cook after Sir Edward Hawke, the First Lord of the Admiralty, is an extensive inlet, the distance from Mahia Peninsula, its northern limit, to Cape Kidnappers, its South extreme, being 42 miles in a N.E. and S.W. direction, the depth of the bay being 22 miles; it is entirely open to S.E. winds, affording no shelter beyond temporary anchorage. Of these anchorages the principal are off Long Point, on the West side of Mahia Peninsula, at Ahuriri, and at Cape Kidnappers. Long Point affords shelter during N.E. and S.E. gales, and Cape Kidnappers in south-westerly.

**Long Point Roadstead**, on the N.E. extreme of Hawke Bay, is sheltered from all winds but westerly. The holding ground is not always good, but by anchoring a mile from Long Point, and bringing it to bear S.S.W., there is good protection from the black north-easter, and ample room to weigh. The black north-easter is so called as distinguished from the summer sea breeze from the same quarter. To ride out a South wind, it is requisite to get well and close inside Long Point, until an opening or cleft shows itself; bring the point to bear S.W., in 7 fathoms blue clay; this is the best holding ground. If a S.W. wind sets in, proceed to Wangawai Road. Long Point affords an excellent supply of water.

There are several whaling stations on the West side of the Mahia Peninsula, directed by Europeans with New Zealand crews; but with the extinction of the whales they have disappeared.

Twenty miles to the westward of Long Point, on the North shore of Hawke Bay, is the entrance to the River Wairoa, on the banks of which a settlement is formed; and 11 miles further to the south-westward is the small River Mohaka, but the entrances are difficult.

**Ahuriri or Port Napier.**—This port is in the S.W. bight of Hawke Bay, and is adapted to vessels drawing 10 or 11 ft. water; it is the only harbour deserving the name between Tauranga and Port Nicholson, and is capable of considerable improvement. The South head is a clifffy bluff, which, rising out of the low land, appears like an island; the entrance is narrow, but when inside it expands into a large sheet of water.

The anchorage is in 6 fathoms good holding ground, about 1 mile off the harbour entrance, with the bluff just described bearing S.E. by E., Cape Kidnappers being shut in. These roads are safe in South, S.W., and N.W.
winds, and during the ordinary summer, N.E. sea breezes, what are termed the black north-easters, give warning of approach.

Lights.—A fixed white light, 160 ft. above the level of the sea, is shown from a tower 20 ft. high, on the eastern side of Napier Bluff, half a mile South of the extreme point, and should be seen from a distance of 18 miles in clear weather; also a light, visible 8 or 9 miles, is placed at the entrance of the port on the West extreme of the eastern spit; it shows red in the direction of the Pania Rock, and white when clear of the rock. Vessels coming from the southward will find this light no guide to them. Vessels must also be careful not to mistake the white sector of the light on the spit at the entrance of the port for the light on the bluff.

In approaching Ahuriri Roads, care must be taken to avoid the Pania Rock, a danger with only 8 ft. on it, bearing N. by E. 7 E. from the bold white cliff of the bluff, 2 miles distant; the bottom is uneven to the North of this reef. A white conical buoy lies in 9 fathoms water, at about a cable S. by W. from the Pania Reef, with the bluff bearing S.S.W. nearly, distant 2 miles. The average depth on the reef is 12 ft., but there are several rocky ledges with only 7 and 8 ft. water on them.

The buoy on Auckland Rock has been removed in consequence of its having been so frequently washed away. The depth on this rock at low water is 18 feet. From it the bluff bears S. by E.; West point of bluff S.W. by S.; Cape Kidnappers S.E. 7 E.

A mooring buoy lies in 6 fathoms water, in the S.W. part of the roads W.N.W. from the bluff, and about a mile from the shore. The moorings are placed in the best holding ground, and are sufficiently strong for a vessel of 1,000 tons. A strong set of moorings are about to be laid down for the use of ships loading wool.

Water.—The only fresh water available for ships within 3 miles of the entrance to Port Napier is from a tank which holds about 16 tons of rain water. The surf on the bar renders watering a precarious operation.

The banks and channels at the entrance shift considerably and frequently with the very rapid tides, therefore no permanent directions can be given. High water, full and change, 7h 50m; rise and fall 3 ft.

The town of Napier and buildings round the port are rapidly advancing, and the communication with the settlements of the interior being so simple, both by land and water, this fertile province of Hawke Bay will become of great importance. The inland navigation near Ahuriri is a great natural acquisition to this province, besides the Ahuriri. The European population of Port Napier, in 1871, numbered 2,179. A railway is in course of construction to Waipakurau, an inland village, eventually to connect with the line from Wellington.

KIDNAPPER'S CAPE, or Mata-Mawi, the South point of Hawke's Bay, is "very remarkable by two white rocks, like haystacks, and the high white
cliffs on each side. Its first name was applied from the circumstance of the natives trying to carry away the son of Tupia, a little boy on board Cook's ship. This led to some loss of life among these ferocious people."

Cape Kidnapper's anchorage is the shelter afforded by a reef extending from a point a mile westward of the cape; the best, though not good, anchorage is a mile S.W. of the extreme.

From Cape Kidnappers to Cape Turnagain, a distance of 48 miles, the trend of the coast is S. 4 W., offering no remarkable or striking feature.

CAPE TURNAGAIN of Cook (Te Poro Poro), is a well marked clffy projection, making as a white bluff from the northward, and as table-land from the southward. The coast to the southward of it recedes for some miles to the westward, forming a bay open to the S.E. Another hill, the Chalk Nipple, so called from its white appearance, rises immediately over the coast 3 miles to the northward of the cape.

From Cape Turnagain the direction of the coast is S.S.W. for 40 miles to Castle Point. The shore is frequently faced with rocks. The hills slope gradually. There are small wooded valleys, but the country generally is hilly (from 500 to 1,200 ft.), apparently covered with natural grass; no dangers are known to exist more than 1 1/2 mile from the coast, but no stranger should approach the land within a league.

CASTLE POINT is a rock nearly detached from the shore, with a sandy bay 2 miles long to the northward; from the North it presents the appearance of a square tower at the extreme of a low point.

FLAT POINT.—Twenty-four miles S.S.W. of Castle Point is Flat Point, a low projection with a sandy tongue running a short distance out, and a rocky ledge extending 1 mile from it to the northward.

The coast, for a distance of 4 leagues S.W. of Flat Point, is fronted with outlying sunken rocks, extending in places 1 1/2 mile from the shore. H.M.S. Eclipse, in December, 1864, found one awash at 1 1/2 mile E. by S. S 4 S. from Flat Point; also a reef 2 1/2 miles long N.E. and S.W., and N.E. 6 N. 2 miles from Flat Point. The Kahau Rocks, a small cluster above water, lie 1 mile off shore, 9 miles from Flat Point, and 29 from Cape Palliser.

From Flat Point to Cape Palliser is S.W. 4 S. 42 miles; the coast line is itself low, formed of sand and shingle beaches, with rocky points and ledges extending in places a mile off shore. The ranges of hills increase in elevation as Cape Palliser is approached, where a high, steep, and sterile mountain range, within 2 miles of the extreme of the cape, attains an elevation of 2,850 ft.

CAPE PALLISER is the South extreme of the North Island, and the S.E. entrance point to Cook Strait; it forms a remarkable bold-looking promontory from a distance, but as it is approached, two low shelving points will be seen to extend from it to the southward. A reef, partly above water and
Now, runs half a mile from the eastern of these two points; and the Black Rocks, 15 feet above water, extend 1 mile from the western; strong tide ripplings also extend 1½ mile from the cape, and vessels should not round it within 2 miles, even in fine weather; at this distance will be found 35 fathoms, sand and shells.

Having described the eastern coast of the North Island, we proceed to give the necessary directions for the western coast, going from the North towards Cook Strait, which will form the next section.

The West Coast of the North Island consists of a series of straight beaches curving to the West towards Cape Egmont, a length of nearly 340 miles, through which are the entrances to the various harbours which so singularly cut up the northern peninsula, so that the sea nearly meets on the opposite sides. All these harbours have shifting sand-bars, which demand the utmost caution, and have been the scene of many disasters.

Cape Maria Van Diemen, which has been described on p. 288, is lower than the land East of it; it projects from a sandy isthmus, and makes like an island. A small double islet lies immediately to the N.W. of the cape, but with no channel between. The tides off this cape are rapid, and races frequent; it is therefore advisable to give the coast a berth of 3 or 4 miles.

Pandora Bank, of hard sand and seaweed, 6 miles S.S.W. of Cape Maria Van Diemen, frequently breaks heavily, and sometimes appears like a race, but not less than 5 fathoms has been found.

At 6 miles S.E. of Cape Maria Van Diemen commences the hard sandy beach, which extends in the same direction nearly 40 miles to Ahaipara; the only interruptions along its whole extent being the small rocky islet Motu Pea and the Monganui Rocks; the former, 11 miles from the cape, is about half a mile from the beach, and 100 ft. high, but no channel inside. Monganui, a fishing retreat of the natives, is a rocky projection 15 or 20 ft. above the level of the sea, connected with the sands at low water, and is 6½ miles distant from Motu Pea.

Ahaipara Roadstead, at the extreme of the sandy beach just mentioned, affords no shelter from westerly winds. The approach is clear and the anchorage is after bringing Reef Point (Tau-roa) to bear S.W.; the soundings will be found to decrease gradually from 10 fathoms.

Reef Point is a long projection, sloping down from hills chequered with sand; a spit of sand, which generally breaks, extends for half a mile to the westward. The sea is said to be encroaching fast on this part of the coast.

False Hokianga (Herekino) is 9 miles South of Reef Point, and 16
miles northward of Hokianga River; it is a small and dangerous harbour, with a swell always setting on the beach. No vessel drawing over 6 feet water should approach it, and then only in fine weather.

As strangers bound for Hokianga have frequently mistaken this harbour, it may not be amiss to remark that, in order to avoid this mistake, it must be kept in mind that the coast to the southward of Hokianga Harbour is bold and ironbound, and that to the northward consists of a range of moderately high sand-hills, terminating in a range of mountains, extending to the South entrance of False Hokianga, but the coast on both sides of False Hokianga Harbour is very bold. The natives in this bay cultivate rather extensively, and have possessions and cultivations also at Hokianga, and no doubt if the entrance were better known, it would become an interesting and valuable place.

The caution given in the preceding sentence was rendered much more essential from the fact that a native chief erected a flagstaff at its entrance similar to that at Hokianga. In 1839 the New Zealand Company's ship Tory was nearly lost here, and in 1846 H.M.S. Osprey was totally lost through this unfortunate mistake. The Osprey approached the coast in the latitude of Hokianga, March 10, 1846, but was obliged to stand off on account of the fog. On the following morning, on nearing the coast, a high southern headland was seen similar to that at Hokianga, with what was presumed to be the pilot's house, but which subsequently proved to be a white spot on the cliff. Soon afterwards a red flag was run up, and the brig stood in, bringing the North and South heads in one. She soon ran aground, and then came the alarming conviction that it was not the entrance of Hokianga, but that of Herekino, or False Hokianga. She became a total wreck, and some of her timbers remained for many years on the North entrance.

Wangape is a small port, 5 miles to the southward of False Hokianga, and is used by small vessels in fine weather; it has no bar, but there is a sunken rock in the channel, which is less than a quarter of a mile in width. The heads of Wangape are bold, and the land on either side is high, and continues so for 4 miles to the southward of the entrance, when the range terminates, and is succeeded by a sandy beach, backed by sand-hills, varying from 100 to 300 ft. high, and which extend nearly 8 miles to the North head of Hokianga River.

HOKIANGA RIVER, 12 miles from Wangape, is the northernmost port on the West coast accessible to ships of burthen. It flows in a north-easterly direction for 20 miles between the wooded mountain ranges of Waima and Punghuru, whose steep sides approach the banks at distances varying from 4 to 10 miles, supplying the main river by large tributaries winding through valleys of great capabilities. Hokianga River is navigable, and has few
obstructions for a distance of 15 miles from the heads, the depth in the channel varying from 4 to 26 fathoms, mud and sand, and the water is salt to its source.

Hokianga is the northernmost port of the West coast of North Island, and has its chief trade in the export of the celebrated Kauri pine and gum. Several mills have also been constructed for the manufacture of flax, and a new source of trade is the discovery of quicksilver deposits. Ships of 1,000 tons burthen can enter and load securely at the loading ground, in 5 fathoms water. There is much doubt as to the permanence of any given mark or directions for entering the river; and, as is evident, any notice that might tend to mislead is worse than useless, we can only give the latest and most authentic information.

The result of the excellent survey made in H.M.S. Pandora (1851) showed that the bar extends direct across from N.W. to S.E. for 2 miles, at the distance of 1½ miles from the heads, and was crossed in 16 feet at low-water springs. It is composed of dark green sand, with surface inequalities, and is a quarter of a mile in width.

The shifting character of all these bars must be distinctly remembered, and no dependence whatever should be placed on any chart or directions of long standing; and the harbour-master has lately given notice that the bar has greatly altered since the survey. A vessel drawing 10 ft. struck where 4 fathoms is marked on the chart. Without a pilot, or recent local knowledge, therefore, it will be very hazardous to attempt an entrance. What follows will be of a general character.

In approaching Hokianga River, a stranger should be confident of the latitude, for reason of the similarity which exists in some points between it and the small ports to the northward, and the possibility of being thus mistaken in thick weather, as in the case of H.M.S. Osprey; neither should it be attempted unless with fine weather and a leading wind.

The entrance may be known by the North head of the river being the southern termination of a sandy range, which extends 8 miles to the northward, and is from 100 to 300 ft. high, while to the southward of it no sand hills are to be seen for a distance of 17 miles, or until passing Monganui Bluff, when the sand again commences.

Monganui Bluff is high land (2,046 ft.), falling abruptly to the water 17 miles southward of Hokianga River, and on a tolerably clear day, will be seen from a vessel coming from the northward or westward long before reaching the entrance of the port. There is no high land like it on the coast, and it is a good mark to make at any time for vessels approaching Hokianga or Kaipara.

A constant swell from the westward breaks heavily on the beach, and the
bar is always breaking; vessels should, therefore, be prepared for shipping a sea; three rollers generally are experienced before the bar is passed.

A vessel should be off the entrance, so as to carry the flood into the harbour; and about half-flood is the best time for crossing. Should the first of the ebb have made, and the bar appear passable, it must still be borne in mind that there is a tide of 5 knots to contend against, with the chance of the wind falling, as also that the anchorage between the bar and the heads is bad.

At the entrance between the heads there is a depth of 20 fathoms, but there are two dangers on the North side of the channel, which narrow it considerably—these are the Nine-foot Rocks, and a patch of 1 fathom off the North head; by keeping the South head on board and the cliffs extending from it to Martin's Bay just open of the South head, these dangers will be avoided.

It must be remarked that the ebb tide sets directly on the South head spit, and in going out due allowance must be made for clearing it; several small vessels have drifted on this spit during light winds.

The signal-mast is on the South head, which is 150 ft. high, and signals shown from it are described on p. 324. The pilot boards off the South head, but seldom outside the bar.

Martin Bay is just within the South head, and has no dangers, the holding ground is good, but there is generally a considerable swell; it is, therefore, better in entering, not to anchor until passing the Middle ground. Vessels outward bound anchor here to wait an opportunity of crossing the bar.

Tides.—It is high water at the heads, on full and change days, at 9h45m, the tides run from 4 to 5 knots; ordinary springs rise 10 ft., and neaps 7 ft.; during strong westerly winds the neaps rise as high as ordinary springs, and sometimes have been known to rise 4 ft. above them; when inside the heads the velocity of the stream decreases, being from 2 to 3 knots, until in the Narrows, where it is as much as 4 knots.

The banks of the river are everywhere approachable for boats at high water; at low water the mud flats, which commence 4 miles from the heads, are of considerable extent, generally soft, and very steep-to, and extending from point to point.

On the outer coast the flood runs to the southward, and the ebb to the northward. At the distance of 3 miles off shore the strength is 2 knots, and 1 knot at twice that distance.

From Hokianga River the coast continues its south-easterly trend; the land is moderately high, and the depth of water 2 miles from the shore is 20 fathoms. At the distance of 8 miles to the southward the coast becomes rocky, with large boulders, and continues so to Monganui Bluff.

Monganui Bluff.—This remarkable mountain, which is 17 miles from Hokianga, rises immediately over the sea to a height of 2,046 feet, and is
KAIPARA HARBOUR.

thickly wooded; it is a conspicuous land-mark, and can be distinguished a long distance from seaward; there is a break in the cliffs for 2 miles to the southward of it, when they again commence, and extend uninterruptedly in a straight line for 35 miles, or within 8 miles of the North head of Kiapara Harbour. These cliffs are topped with sandy hillocks, which reach but a short distance in shore, and are backed by a range of moderate height, which extends the whole distance parallel with the coast.

At about 15 miles South of Hokianga the French frigate *Alomene* ran ashore on the sandy beach, and was totally wrecked, in 1851.

**KAIPARA HARBOUR** is one of the most extensive inlets in New Zealand, and will probably become hereafter one of the most important. There is 700 miles of water frontage inside. The Kaipara district is admitted to be the richest and most extensive agricultural district in the colony. A steamer was, in 1869, running regularly to the various settlements on its banks, taking the produce to Auckland.

It is stated that the first vessel which discovered the entrance into this port was the schooner *Fanny*, Captain Wing, on January 6th, 1836, who, in entering the harbour, crossed the outer sand-bank, carrying 3 fathoms at high water, and worked out against a strong westerly wind by the middle channel. It had previously been supposed that there was no channel sufficiently deep to admit a vessel into this magnificent harbour. This is now accounted for by the fact, that there are two large sand-banks crossing the mouth of the harbour, extending beyond the headland on both sides, overlapping in the middle; and although one of these banks is at least 3 miles farther out to sea than the other, they appeared to be one continued shoal quite across.

Dr. Dieffenbach says:—"Kaipara is not a bar harbour, but a channel harbour; it is a large basin, into which a tide, rising 10 feet at full and change, rushes with great velocity, which, joined with the narrowness of the channel, and our imperfect knowledge of the soundings, certainly occasions great danger. Westerly winds, which blow without intermission during some portion of the year, and increase the current setting into the harbour, are another inconvenience, as they prevent ships leaving the harbour at all times. This, indeed, is the case with all harbour on the western coast of New Zealand.

Kaipara Entrance differs from Hokianga River entrance in this respect, that instead of a continuous bar across, which can only be passed by large vessels at a certain time of tide, it has a succession of sand-banks, with several (shifting) channels between.

In consequence of there being no distinctive features in the neighbourhood, the entrance of the port is not easily made out by a stranger. The best natural marks for the entrance are, that the sand-hills at the North head, 

*South Pacific.*

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which are 490 ft. high, are 200 ft. higher than those along the beach, and have three green hilltops on their face; and that (as has been before observed) the sandy cliffs recede from the beach for some distance to the northward of the entrance.

The land South of Kaipara Harbour is also higher than that to the northward, and a large green triangular tuft will be observed on the summit of a sandy ridge 340 ft. high, 2 miles from the beach line, South of the South head; moreover, in clear weather, the opening shows the dark hills on the eastern shores of the river's mouth.

The breakers, however, will generally be seen from the mast-head long before the distinctions in the land are visible, the south-eastern limit of them being 6 miles from the North head, and those at the main channel entrance, 4½ miles from the South head. The whole extent of the outer limit of the breakers is 11 miles, encircling the mouth of the port in the form of a crescent convex to seaward.

It is impossible to give any account of the different entrances across this line of sand-banks which can be acted on for any length of time, and therefore it would be worse than useless to do so. In 1852 Capt. Drury found in the survey that there were four channels—the North Channel, lying close along the North shore, with 2½ to 3 fathoms, narrow and difficult; the Fanny Channel, then thought to have opened recently, and leading directly towards the North Head, with 15 ft. water; the Main Channel, 4 miles from the beach, at the South head, and three-quarters of a mile wide in its narrowest part, with 5½ fathoms at low water in mid-channel. The South Channel was narrow, intricate, and not well known.

In 1856 this was altered, and the New or Kemp Channel was announced by the Commander of the barque Galatea. His directions were:—As soon as the land-marks and opening are seen, bring the middle green patch on the North head to bear N.E. 4 N., and stand in, steering directly for it, keeping a good look-out for the breakers on either side until the triangular green patch on the South head bears S.E. by E. 4 E. The middle of the Tory Shoal will then bear S.S.E., from thence a N.E. by E. 4 E. course to the anchorage off Pouto Point.

Mr. Stanaway, the harbour-master, subsequently reported that, "the North Channel is filled up—the Main Channel has become exceedingly dangerous, through its filling up—the Fanny Channel is doubtful—the South Channel is improving—but there is no mistake about the New or Kemp's Channel."

Since that time (as stated in November, 1858) this New Channel was tried by Capt. Wittleton, who found it excellent. He says that, with a fair wind, and the tides setting fairly through, you have an excellent mark in the central patch to guide you; besides the northern edge was clearly marked by breakers, towards which it was well to keep. Having passed against the
North bank and the dreaded Long Shoal, you can proceed leisurely towards Pouto Point, the anchorage where a pilot will be generally waiting, or, if not, ships will have to wait for the pilot.

The following directions are given in the New Zealand Almanack of 1874:

"To enter by the N.E. or Kemp Channel, bring the middle green hillock on North Sand head to bear N.E. 3 E., and the green triangular tuft called Pukitu, 430 ft. high, on South Sand-hills to bear due East, then the course to the inner North head will be N.E. 1 E.; or in clear weather, a peaked hill on East shore called Makahuranga (or Wakahuranga), 476 feet high, bearing N.E. easterly, just open of inner North head, will carry a vessel clear of all danger up to the North head. The only channel for strangers is the N.E. or Kemp, which is about 1 mile wide, and has 7 fathoms in mid-channel at low water."

There is one drawback to a stranger in making out the port, that is the vapour, or haze, which constantly hangs over the banks, impeding the view, which is no doubt caused by the commotion of the sea, but the breakers are the best mark, if made to the North of the port.

From what is said above, it is most evident that no dependance can be placed on the permanent direction of any of the channels. Therefore, all caution should be used, and Capt. Drury urges the necessity of approaching the channels, and passing through them by piloting from aloft.

Inner Channels.—Five miles within the heads three large rivers branch off in different directions, winding through some of the most fertile land in New Zealand, abounding with the kauri and other valuable timber, and well adapted to agricultural purposes. These rivers are navigable for many miles for vessels of large tonnage.

The northern branch, the Wairoa, is full of sand-banks, with a channel between for vessels drawing 18 to 19 ft. water for a distance of 38 miles, small vessels for 70 miles. Pouto Point, off which a spit extends half a mile to the southward, is on the North shore of the estuary, 6 miles within the entrance points, and forms the turning point into the Wairoa River. At 2½ miles above it is an anchorage off the watering place; from this anchorage a pilot is required, and will be obtained from the native village of Okaru, 3 miles above the watering place.

Otamatea, the eastern branch, traverses the whole breadth of the island, one of its arms almost reaching the River Wangari, on the eastern coast, and has deep water for a distance of 25 miles, small vessels go 10 miles farther. Arapawa, branch of the Otamatea, is a fine deep river up to Maka-kohae Creek. There are deep channels from the heads of Kaipari Harbour into the Otamatea River, but until buoyed they should not be taken without a pilot.

Kaipara, the southern branch, flows through a valley formed by the hills, which bound the coast between Kaipara and Manukau harbours, and is only
separated from an inlet of Auckland Harbour by a distance of about 3 miles over this piece of land. From Riverhead settlement a road is made and a railway proposed. To anchor in the Kaipara branch, having passed between the heads, keep the southern shore rather on board until 2½ miles beyond the first headland, a red cliff. Anchor in this position half a mile off shore in an open bay before reaching Omokoti, the largest native settlement in the Kaipara. Above this the channel of the river passes between mud-banks, best navigated at low water.

It is high water, on full and change, at the heads of Kaipara Harbour at 10° 55′; springs rise 10 ft., and neaps 8. In the principal channel the tide runs 4 knots. The tides vary in strength according to winds and freshes. They are the strongest between the Tory Shoal and North Spit; and off the North entrance, until reaching the first white cliffs in the Wairoa, when the influence of the Otamotea and Orawhuru Rivers may be said to cease. The ordinary springs in these parts run 5 knots, but during freshes and strong gales 6, and even 7 knots.

The tides outside follow the direction of the coast, the flood running South and the ebb North, but on striking the outer banks they flow and ebb directly over them, as well as through the channels. The set of the tides must be attended to in navigating these channels, and a vessel should not stand far into the great semicircular bight inside the banks with the ebb, or she will be carried on them; but, unless in cases of emergency, vessels should not anchor outside the heads.

The tides of the river follow the courses of the channels. Vessels leaving Kaipara Harbour should be within 3 miles of the heads at the first of the ebb, if it is intended to beat through, which is possible for a smart working ship to do. If a fair wind is considered necessary, it must be remembered that the morning land wind will rarely carry a vessel clear of danger, and will probably leave her becalmed among the breakers.

From KAIPARA to MANUKAU HARBOR, a distance of 40 miles, is almost a straight course, and free from dangers, but no landing can be effected on any part of it. Rangitera Beach, a hard sand, fringed with low undulating sand-hills, extends for the first 24 miles South of Kaipara.

The small island Oaia lies at the southern end of this beach, about half a mile off shore, and from it to Manukau Harbour the coast is rugged and clifft. The cliffs for 5 miles northward of the entrance are from 600 to 800 feet high, and 2 miles from the North head is a remarkable conical peak (Ohako) close to the sea; 1½ mile North of Ohako Cove is Parera, a small rock lying half a mile off shore. The coast immediately southward of Parera is fronted by a shoal, which extends a mile off, and is continually breaking.

Vessels running along the coast from the northward for Manukau should
keep 4 miles off shore until the marks are on for entering, as the banks extend 3 miles off the mouth of the harbour.

**MANUKAU HARBOUR.** is an extensive inlet, running from the entrance for about 17 miles to the flourishing town of Onehunga, presently described, which is situated at the head of the inlet in its N.E. part. Another large bay diverging into several smaller inlets, runs to the S.E. for 20 miles, making its breadth in this direction 11 or 12 miles.

It is a singular change, after passing the rugged and narrow entrance, to pass into the broad expanse of the harbour. The channel through this basin we cannot describe, as it must be left to pilotage. The northern shore is (or was) more or less covered with the Kauri forest, in some parts a complete jungle. It is remarkable that this tree does not grow to the southward of the harbour. Spars and planks may be got.

Part of the shore, at its head, is strewed over with hard basaltic lava and scoria, and it is not difficult to point out, in a cove on the southern shore, the source of this volcanic produce. The northern shore is cliffy, and consists of stratified greyish sandstone, or sandstone conglomerate. The stratifications of the latter are sometimes curvilinear. The cliffs are covered with various trees, but this vegetation is nearly confined to the West, as the land which extends from the North shore of Manukau is not covered with anything of higher growth than fern, rushes, &c.

The North head of Manukau is formed by three rugged conical hills. Inside the outer head the coast presents a bold rocky precipice, alternating with small secluded bays; but a vigorous vegetation covers them to the water's edge, and kauri trees have grown in places where the precipice is inaccessible on account of its rapid declivity. About 5 miles from the outer headland the northern side of the entrance forms the Peninsula of Puponga, projecting a mile to the S.E.; and round this inner headland, close in-shore, is the best anchorage in the harbour, perfectly sheltered from the N.W. and S.W. winds. A swell, which would be liable to set in from the harbour itself, is broken by a long sand-bank occupying the centre of the basin.

The southern shore of the harbour consists of undulating and fertile land, which extends from Onehunga towards the Wai-kato. There is a second channel on that side of the harbour; and a channel for boats extends towards an arm of the Wai-kato River, the Awaroa, with a very easy portage of 2½ miles.

Manukau, in common with the other harbours, on the West coast of New Zealand, has a bad reputation, which is corroborated by the fact that no insurance could be effected for it. One of the most melancholy circumstances connected with it is the loss of H.M.S. Orpheus, on the bar of the main channel, on February 7th, 1863, by which, out of a crew of 260, only 70 were saved. This almost inexplicable affair occurred at noon of a fine day, and exactly on the line of direction given as the entering mark in the Directions.
of 1859; subsequently to which it was ascertained that the bar had shifted to the northward (of which the ship was apprised). She became a total wreck on this South bank, on a spot where deep water was still marked on the Admiralty chart she used. It is needless here to animadvert or dilate on this fearful catastrophe, beyond urging the caution which such a calamity ought to induce.

For this reason we will not give any leading marks as correct. The seaman’s skill and sagacity must supply their place. What follows is from the latest official directions and descriptions.

No stranger should attempt to enter Manukau without having first made out the signal-station on Paratutai, when every attention should be paid to the signals (p. 324), as the smooth water can be seen better from the signal-station than from the ship.

Entrance.—The heads are easily distinguished, the coast gradually increasing in elevation from Kaipara to Manukau, where the hills on the North shore rise to the height of 1,280 ft. To the North of the port the country is an extensive forest, while all that facing seaward to the southward is peculiarly barren for 50 miles; but the most conspicuous objects first visible from the westward are the three conical peaks near the North head. One of them forms the island Paratutai, and may be considered as the North head, being connected at low water; it is 335 ft. above the sea; about three-quarters of a mile from it, inside the harbour, on the side of the hill, North side of entrance, are three beacons, which are steering marks for the South channel. The South head presents a rounded barren face of brown soil, with table land extending southward.

Light.—On the brow of the South head bluff, from a tower 20 ft. high, a fixed white light is exhibited at an elevation of 355 ft. above the level of the sea, visible from seaward between the bearings of N. by W. 4 W. and E. by S. 4 S., and should be seen in clear weather a distance of 26 miles.

From its great elevation, it is at times seen at great distances, but it is only meant for vessels accustomed to trade along the coast. It is not intended to encourage strangers to attempt the entrance by night, nor yet to approach the coast. Great caution is requisite in approaching it, as in foggy weather its visibility is much lessened.

Channels.—Manukau has three different channels, viz., North; Main, and South; the two former are the only channels a large ship could enter by, but owing to the want of leading marks, and the distance of the entrance from the signal-staff, the South Channel is now the only one used; in it the least water found is 2 fathoms, the tides are strong, and the channel shifts after strong south-west gales; buoys have been laid down, but their position cannot be relied on; the two leading beacons on the South head do not always show directly through the fairway, therefore vessels going in or out
should pay particular attention to steering, by keeping the vessel in the
direction in which the semaphore arm on the signal staff points, and steady-
ing the helm the moment the arm drops. Vessels making for the South
channel should bring the South head to bear N.N.E. ½ E., running on that
course until the signal mast is made out, then the course steered should be
as directed by the semaphore arm, until the three beacons on the North side
of the entrance are brought in one, the course must then be sharply altered
and care taken to keep them in one till the harbour is well open. The pilot,
if necessary, will board inside the entrance; should there be no pilot, and
bound to Onehunga, keep the red buoys on the starboard, and black on the
port hand.

_Main Channel._—The bar of the main channel, a cable in breadth, is 3 miles
from Paratutai; the least water at low-water springs is 21 ft. in the channel
on the bar. The soundings from seaward to the bar decrease very gradu-
ally to 12 fathoms, which will be found on the outer edge; and from that
depth it shoals suddenly, increasing again from 7 to 17 fathoms.

The natural marks for leading into Manukau Harbour are very conspicuous,
but from the shifting nature of all the bar harbours on the West coast of
the North island, the seaman is cautioned to pay strict attention to directions
that may be given from the pilot station, and it has been recommended as a
genral rule, in the absence of direct information of change in the channels,
that that portion which has the smoothest water between the breakers
should be taken, as experience has proved that it will be the deepest part.

The leading mark used in 1864 was the Ninepin Rock, in line with the
tangent of the inner point of the South head, but as there is the same depth,
viz., 3½ fathoms a little to the northward, and the banks have a tendency to
extend themselves yet more in that direction, it would be better to bring the
Ninepin Rock in line either with a projection, half way up the slope (Nib),
or with the inner part of the Sand Cliff on South head, for crossing the bar.

When inside the South spit or outer middle bank bring Puponga Point
open of Paratutai, steering along the middle banks to avoid the Orwell
Shoal, which runs about a mile W.S.W. The dangers are plainly seen on
both sides of the channel, except at high water, during a long continuation
of fine easterly weather.

Pass a cable from the Ninepin to avoid a sand-pit, which extends to the
S.W. of it; but when it bears North, steer for and keep as near to Paratutai
as convenient.

The following remarks are by Mr. Wing, pilot and harbour master, made
during an experience of over a quarter of a century:—

High water at the entrance of the Manukau, at full and change of moon,
at 9h 30m. The range at springs 13 ft.; neaps 8 ft. The flood comes from
the northward, setting along shore from 1 or 2 knots, but when coming in
contact with the banks about the bar, it trends into the channels, increasing its rate to 4 and 5 knots as it approaches the heads.

Care should be taken to guard against the cross-tides about the spits and swatchways.

The prevailing winds are from N.W. to S.W., and it seldom blows a gale from the southward, the wind moderating as it draws from S.W. to southward.

Easterly gales are not frequent, and generally shift suddenly to the westward, in a violent squall and very heavy rain.

The gales rarely continue long in one quarter, and a strong breeze from N.W. or even W.S.W. (as a rule) does not cause a heavy sea in the South channel, which can be taken with safety towards high water.

The bar, with such winds, generally speaking, breaks, and dangerously, towards low water; but in case the gale gets to the S.W. the sea will break right across both channels, but less across the South channel, which is never at any time so dangerous as the main channel. This, however, is of short duration, and seldom lasts over a day and a night, when by the morning it becomes moderate, and the South channel free of break (even though there be considerable swell outside and the banks breaking heavily), and safe to enter at proper time of tide, say at half flood, or even at first quarter ebb, with a commanding breeze or steam.

The natural marks for leading into Manukau Harbour are very conspicuous; the Ninepin, a rock 80 ft. high, near low water extreme of the North head, Paratutai, above mentioned; a third rounded point, Puponga, the extreme of a peninsula, projects from the North shore 5 miles inside the harbour.

The channels are marked by buoys and beacons, the red buoys and beacons being on the starboard side, and the black buoys on the port side of the channel, going inwards.

The Tranmere shoal buoy, black, is moored in 4 fathoms at low water springs, close to the S.E. point of the shoal, and mariners are cautioned to avoid the more southern part of the shoal, by attending to the pointing of the Semaphore arms at the signal station, or by keeping the South head beacons open about 3 breadths southward.

The least water now in the South channel is 3 fathoms at low water springs, deepening quickly to 4 and 5 fathoms.

Mariners are cautioned to place no dependance on the buoys, as they frequently break adrift, and to exercise the greatest care in entering, attending strictly to the steering signals from the pilot station, and keeping the lead constantly going.

None but those thoroughly acquainted with the local signals should attempt to cross the bar of Manukau Harbour.
Signals.—The following local signals for Manukau Harbour have been approved by the New Zealand Government, in December, 1873, and supersede those formerly in use:—

1. One ball at mast-head—Wait for flood-tide.
2. One ball at mast-head, and North semaphore arm pointed up—Wait for half flood.
3. One ball at mast-head, with both semaphore arms pointed up—Wait for high water.
4. One ball at each yard-arm—Steam-vessels take South Channel.
5. Two balls vertical at South yard-arm, and one at North yard-arm—Sailing-vessels take South Channel.
6. When the ball at North yard-arm is lowered halfway down in connection with signal for steam or sailing-vessel, it will mean—Take Funny Channel.
7. One ball at mast-head, and at each yard-arm—Bar dangerous.
8. Both semaphore arms pointed down—No wind about the heads.
9. North semaphore arm pointed horizontally, and South arm downwards—Come to an anchor.
10. Both semaphore arms pointed upwards—Remain at anchor, or Wait for signal.
11. South semaphore arm pointed upwards, and North arm downwards—Will send a pilot.
12. Both semaphore arms pointed horizontally—Get under weigh.
13. North semaphore arm pointed up, and one ball at North yard arm—A vessel in danger and wanting assistance.
14. Both semaphore arms pointed up, and a ball at each yard-arm—A steamer is coming to your assistance.
15. When the signals are intended for vessels OUTWARD BOUND, an extra signal in the form of T, painted red, will be shown below the yard on the mast.
16. The semaphore arms will be used for piloting vessels in and out of the harbour when required. The vessel being piloted by the semaphore is to be steered in the direction in which the semaphore arm is pointed; and when the arm is dropped, the vessel is to be kept steady as she goes.

The general signals are described on page 324.

Sailing vessels should not attempt to enter Manukau Harbour against the strength of the ebb, unless with a commanding breeze.

Inner Channels.—Above Puponga, the inner North point or peninsula, the harbour has three channels navigable for vessels of the largest class to three respective districts of great importance, Onehunga, Papukura, and Wai-uka. These channels generally are nearly straight, and at low water the banks are dry on either side of them, thus offering shelter and anchorage. One tide will suffice to carry a vessel from the Heads to any of these districts.

Onehunga Middle or Main Channel leads along the North shore from Puponga Point. At 5 miles within its entrance the channel divides in two at Shag Point, and joins again off Cape Horn 2½ miles below Onehunga. The inner or western branch is to be avoided, as it becomes difficult just before reaching Cape Horn.

Another channel to Onehunga, called the Outer Onehunga Channel, comes South Pacific.
up direct from Puponga Point, and would have been the best channel to Onehunga, but that it fails in depth where it enters the main channel at Cape Horn. It is useful to the lands around Puketutu, and indeed is generally available, as it would have 22 ft. at high water, where it is most difficult.

**Onehunga** is a port of entry, about 6 miles South of Auckland by land, and has an increasing population, numbering about 2,000 in 1874. There is a fine level macadamised road, bordered by substantially fenced farms, handsome suburban villas, and market gardens, leading from Auckland to Onehunga. The railway from Auckland to the Waikato country passes this town, which promises to become a very important commercial and shipping port, as it is found that steamers can reach Sydney or Melbourne in a shorter time, sailing from the Manukau than from Auckland, or any of the southern ports, and having in its vicinity iron sand, iron stone, and coal in great abundance. The facilities afforded by the railway just opened will rapidly increase the business and manufactures of Onehunga.

**Papakura Channel**, cutting through the middle of the flats, runs to the eastward for 12 miles. It has from 8 to 10 fathoms for the first 3 miles, and not less than 4 fathoms to within the heads, where there is anchorage in 4½ fathoms. Extensive coal fields exist at the head of this channel, which the intercolonial steam vessels avail themselves of.

**Drury**, a township named after Capt. Byron Drury, R.N., whose surveys have been of much benefit here, is pleasantly situated at the foot of a range of noble hills at the head of Papakura Channel. Near it is the coal mines of the Waihoihoi Coal Company, which, however, has some difficulties to contend with from the transport to Slippery Creek, from the mine, 3½ miles. According to Dr. Hochsetter, of the Austrian discovery ship the Novara, the coal is a lignite, equal to the best cannel coal of Germany, most useful for fuel and manufactures, but too bulky for steam vessels for long voyages. It is brought to Onehunga for 25s. per ton, or to Auckland for 32s. 6d.

**Waiuku Channel**, commencing from Te-Hopono Point, opposite to Puponga, runs along the shore to the southward. Vessels drawing 12 ft. may go up as far as the narrows, which are 10½ miles above that point. The Taihiki, a tributary of the Waiuku, 7 miles within Te-Hopono, is navigable for vessels drawing 12 ft. for 2 miles. The channel up the Waiuku is along the coast, and it is generally steep from point to point.

**Waikato River**, 22 miles from Manukau, is the outlet of one of the largest rivers of New Zealand. It does not form a bar, but is a narrow channel, where, at low water, only vessels of about 30 tons can enter. But inside the headlands the Waikato is a stately stream; and, when the tide has increased its depth, it is navigable even for larger vessels for about 60 or 70 miles, where it is joined by the Waipa, which is navigable for boats 60 miles further.
The left or South shore of the Wai-kato consists, for about 8 miles from the sea, of shifting sand; the right shore is hilly, and at the foot of the hills, near the embouchure of the river, is the station of the Church Missionary Society, Maraeau, established about the year 1840. A mountain (Terua-tuitui) 1,230 ft. high, lies N.E. by E. 4¼ miles from the entrance.

When near the Wai-kato, do not shut in Oruaranghi Point (a point 3 miles southward of the entrance) until the Fairway beacons in one, bear N.E. by E. 4¼ E. easterly; then proceed over the bar with them in line. When just over the bar, the water will deepen 5 or 6 feet. Keep the marks on until a sandy cliff on the South head is about to shut in, when steer for Putataka. When the Mission House is touching a yellow cliff on the West side of Pu-tataka, see that the small black beacons are still open, to avoid the 5-foot bank to the northward of the channel.

If wishing to bring up to the eastward of Putataka, anchor so as to swing clear of a 4-feet rock, E. by N., 1 cable from the point, and the shoal water to the northward of the channel. If a vessel is 150 ft. long, she must moor, but can lie at single anchor to the N.W. of the point. The tide is less to the eastward of the point.

In going out from Putataka, steer down for the mouth of the river, keeping the black beacons open to avoid the 5-feet bank.

Bring the Fairway beacons in line when the sandy cliff is about to open itself, and proceed across the bar. Keep the marks on until Oruaranghi Point is well open, when you are clear of the breakers at the entrance.

The least water on the bar, with the Fairway beacons in line, is 12 ft. 6 inches at low water spring tides; but there is 10 ft. a short distances to the northward, and 11 ft. the same to the southward, so that the marks should not be opened much.

The beacons when in line are in the middle of an easily recognized gully. The eastern beacon is on White Shell summit; the western, a quarter of a mile S.W. by W. ¼ W. from it, on a little mound.

The spits at the entrance appear to have shifted since Captain Drury surveyed the Wai-kato, as the present Fairway magnetic bearing differs 4° or nearly half a point from the old one.

From Wai-kato River the coast trends S.S.E. ¼ E. for 20 miles to Whaingaroa Harbour. The only off-lying danger is the Kopiapia Rock, a black rock, about 20 ft. high, lying a mile off the coast, 7 miles southward of the South head of Wai-kato.

**WHAINAROA HARBOUR, or Port Raglan, from a town of that name established on its South shore, may be known by Karesoe Mountain, of conical shape, rising immediately over Woody Head, the outer South entrance head, to a height of 2,370 ft. It is an excellent landmark. Opposite the township are five limestone rocks, which will ultimately become valuable. Timber**
for building purposes is to be got, and ironstone exists in the mountain. Coal is reported to exist a few miles inland.

The harbour is just to the northward of the mountain, in a bight formed between it and the land running towards Wai-kato. When the bight is made, the entrance will be distinguished by a reddish cliff hill over the South head; the North head is low and sandy, with high woody land behind; the South point is also low, but not sandy, and slopes down from the reddish cliff hill just mentioned.

The bar is a mile outside the entrance, which is formed by two spits, dry nearly halfway out at low water, the passage between them being 2 cables wide. The marks for crossing it were, in 1866, a large white house in the town, its own breadth open of Rangitoto Point, or the two beacons on Ann Point in one, which lead in on an E.N.E. course; these marks lead over the bar in 3 fathoms at high water. Ann Point gradually slopes from a low hill 2½ miles inside the entrance. The beacons are painted red. one being higher than the other, and are posts with barrels on them.

In approaching Whaingaroa, the water shoals regularly from 8 fathoms, 2 miles off, to 9 ft., which is the least depth on the bar at low water springs. The channel is sometimes straight in from the bar to the heads, carrying in 2, 3, 4, and 5 fathoms between them. Vessels may sail up to where the harbour branches off into the Whaingaroa and Waite-tuna Rivers, which are 3 miles from the entrance.

It is high water at full and change on the bar at 9th 50'; rise 12 ft. They run 4 to 6 knots between the heads.

Gannet Island, so named by Cook, is a small island about half a mile in circumference, white with guano, and 70 ft. high, with rocks extending a quarter of a mile to the S.W. of it, bearing S.W. 13 miles from Woody Head, and N.W. 1 W., 11½ miles from Albatross Point.

AOTEA HARBOUR.—From Woody Head the coast trends nearly South; the country hilly and wooded to Aotea Harbour, 10½ miles to the southward of Woody Head. From seaward the entrance has the appearance of a great gap, with sand-hills on either side. The South point, Kapua-te-mauna, has a darker summit than the rest of the hills on the coast, and is 380 ft. high.

Off the North head, and a mile from the land, are two rocks; the northern (Ewhatu) is awash at low water, and nearly always breaking. It bears from the North head W. N., and from the bar N.W. by N., 1½ mile from either. The South rock, which seldom breaks, is a quarter of a mile South of Ewhatu. There is deep water round and between them.

The width between the heads at high water is three-quarters of a mile, but from the North head a long sand-slip, dry at half-tide, runs to the southward for 1 mile; and half a mile southward of the South head the South spit runs off, and outlies the North one, drying at low water about one-third of a mile out. Like the other sand-bars hereabout they shift, and
no safe directions can be given. In 1854, at the period of the survey, the direction across the bar was E. $\frac{1}{2}$ N.

**Kawhia Harbour** is 5 miles South of Aotea Harbour. It is the most considerable inlet on the West coast, South of Manukau Harbour.

The approach to it is well marked from seaward by the distant mountains of Pirongia, which rise in notched summits, 15 miles inland, to the height of 2,800 ft., also by the high wooded headland to the northward, Woody Head, as well as by the bold craggy land of Albatross Point on the South side, which extends 5 miles to the westward of the port, and forms the bight in which it lies.

The harbour bears from Gannet Island E.S.E. 13 miles distant. It has a bar entrance, which is 1$\frac{1}{2}$ mile distant W.N.W. from the heads. There are (in 1854) two channels in—the North and South—which are separated from each other by a bank nearly half a mile in extent, with less than a fathom on it at low water. The South channel was the best and deepest, being nearly 2 cables' lengths wide, with 14 ft. in it at low water (direction across the bar, first E.S.E., and then E. by S. $\frac{1}{2}$ S., in 1854); the northern not so wide, and only carries 11 ft. over it; moreover, in westerly winds there is a heavy abeam sea in crossing it (direction, S.E. $\frac{1}{4}$ E., in 1854).

**Albatross Point**, 5 miles westward of Kawhia entrance, is 600 ft. high, bare and cliffy to seaward, having detached rocks within a cable's length. During S.W. winds, and with the ebb tide, there is a great sea off this point, and vessels bound to or from Kawhia should give it a berth; between it and New Plymouth, an extent of 70 miles of coast, there is no place of shelter, except the small rivers Mokau and Waitera, which are alone eligible for coasters in fine weather.

**Mokau River.**—This river, which takes its rise in the Rangitoto mountain range, is resorted to by coasters engaged in the native trade. It has only 2 feet water over its bar at low water springs, and at high water 14 feet. Vessels of 20 tons cross it under favourable circumstances, and there is good anchorage within. It is navigable for boats for many miles, but is subject to heavy freshes. Coal is found here. The *White Bluff* (Parinini), a very remarkable cliff, 900 ft. high, and visible a long distance from seaward, lies 10 miles South of Mokau River.

**Waitera River** is 8 miles north-eastward of New Plymouth, and often run for by coasting vessels on the approach of bad weather at that roadstead, as well as for the purposes of trade with the natives. There is not more than 2 ft. of water on its bar at low springs, but the tide ranges 12 ft. The anchorage is off the native village, a quarter of a mile within the entrance, in 3 or 4 fathoms. The river is navigable for boats a distance of 4 miles.

**Night Signals.**—Two red lights, vertical, signifies take the bar; two lights vertical, *red over white*, signifies bar dangerous. From vessel, two white lights horizontal with one *red* over, forming a triangle, signifies, want to
come in before daylight. Vessels approaching New Plymouth, or Waitera, at night, requiring a pilot, should fire a gun, and burn blue lights.

NEW PLYMOUTH, a settlement formed by an English company, which merged into the New Zealand Company, in May, 1841, was selected in February, 1840, by Mr. F. Carrington. The roadstead was to be called Port Elst. The town and district of Taranaki, the garden of New Zealand, has not flourished like other parts, perhaps from the native troubles, and the want of a good harbour. To remedy the latter defect, a pier has been proposed. The European population of New Plymouth and its surroundings was 2,044 in 1861, and in 1871, 4,480, mostly employed in agricultural pursuits.

The settlement of (Taranaki, or) New Plymouth is strikingly marked from seaward by a group of Sugar-loaf Isles, fronting it westwardly, and by its proximity to that snow-capped and Alpine-featured peak, Mount Egmont, presently described.

Light.—The settlement flagstaff, from which a fixed bright light is shown, elevated 75 ft. above the sea, is immediately above the landing place, and close to the occupied portion of the town site. Mount Egmont bears S. 1° 12' W., true, 14.45 nautical miles, and Moturoa, the highest of the Sugar-loaf Islands, N. 77° 43' W., 2.05 miles from this position.

The roadstead extends from the Sugar-loaf Islands to a line North of the flagstaff. At an average distance of 1¼ mile from the shore there is an uniform depth of from 10 to 12 fathoms. It is, however, not prudent for vessels of any size beyond coasting craft to come within this depth, as the bottom becomes very foul, with a reef and an irregularly attached rocky ledge extending out a long half mile from the shore, a short distance westward of the flagstaff. Its eastern edge lies W.N.W., and its North extreme N.W. ¼ N. from the flagstaff, and N.E. by E. ¼ E. from Moturoa. The reef and ledge break in moderate weather, and shelter the landing place from the prevalent S.W. winds and swell.

The best anchorage is in 12 fathoms at low water, with the Wesleyan Mission school, a remarkable building standing on elevated ground midway between the town and Sugar-loaf Islands, in a line with Mount Egmont bearing S. by E. ¾ E.; and the Seal Rock midway between the two large Sugar-loaf Islands, bearing S.W. ¼ S. The flagstaff will then bear S.E. by E. ¼ E., distant 1¼ mile.

The anchorage now used by trading vessels of all classes extends along a line bearing N. ½ W. from the flagstaff on Mount Elliott (a slight elevation behind the boat sheds). Large vessels anchor from 1 mile to 1¼ mile from the shore in 8 to 9 fathoms, sand and rocks, the flagstaff bearing S. ¼ E. The roadstead is open to all winds from S.W. round by North to E.N.E. (eighteen points of the compass).
NEW PLYMOUTH.

From the centre of a shoal of 17 ft., off the landing place in the eastern part of the roadstead, the flagstaff distant half a mile, is in line with a farm house in the centre of a clump of trees, bearing S. 45 E.; and the two white beacons on the sand hills westward of the landing place are in line bearing S.W. by S. These beacons in line lead over the shoal, and kept open will lead clear on either side.

Moorings capable of holding vessels of 200 tons are laid down at about a mile from the shore, and marked by a large buoy. Care must be taken not to anchor too near these moorings, which lie N.E. and S.W., with 60 fathoms each way, and have a depth of 7 fathoms at low water springs; there are other buoys further in.

A vessel from the westward bound for New Plymouth should make the outer Sugar-loaf Island, and when it bears South 1 mile distant steer E.S.E. until the same island bears W.S.W.; keep it on that bearing until the small white flagstaff on the beach, in front of the boat sheds, comes on with the flagstaff on Mount Elliot, bearing S. 45 E.; the vessel will then be close to the outer mooring buoy. A vessel from the northward, with a fair wind, may run for the flagstaff on Mount Elliot when bearing S. 45 E., continuing on this course until the outer Sugar-loaf bears W.S.W., which will bring her near the outer mooring buoy.

If working to windward from North or N.E., do not approach the coast eastward of the anchorage nearer than the depth of 7 fathoms, to avoid the reefs which extend in places to a distance of a mile from the shore for 15 miles eastward of New Plymouth.

The general nature of the bottom appears to be rocky ledges, covered with a thin coating of dark coloured sand, but North of the settlement it is strewed with large boulders and shingle. Vessels often experience a difficulty in weighing, caused by the foul ground below the sand. A stout crown rope to ensure canting the anchor should always be employed. There is at all times a swell in the roads, and a vessel should leave with the first symptom of an on-shore wind, and therefore be prepared to slip. For this purpose it is better to use chain for the slip buoy, as the foul ground would be likely to cut rope. If obliged to slip, and the wind is N.N.W. or eastward of that point, fill on the starboard tack; but if to the westward of N.N.W. slip on the port tack, and carry as much sail as the vessel will bear. It is necessary to ensure casting the right way.

Winds.—Should the wind veer to N.W. from S.W., through West, it may be looked on as certain that a strong on-shore wind will set in within 24 hours, however fine the weather may be when the change takes place. In the event of having been obliged to slip, masters of vessels can obtain information of the state of the anchorage by closing the outer Sugar-loaf, when the harbour master will inform them by signal what to do, vessels having
often kept to sea in a strong S.W. wind when there has been good working weather in the anchorage.

In addition to the general harbour signals, described on page 324, and those local signals described with the description of Timaru Harbour, the following night signals are used at New Plymouth:—From the shore: Two red lights vertical—A boat will come off. From the vessel: Two white lights horizontal with one red over, forming a triangle—A pilot wanted.

The two lights on the shore will appear vertical, when a vessel is in the line of anchorage, the flagstaff bearing S. ½ E., the lowest light most seaward.

The SUGAR-LOAF ISLANDS (Nga-Motu) are a remarkable and appropriately named group; the most lofty and striking of these (Paretutu) rises from a low point of the adjacent main as a sharp cone, to an elevation of 503 feet. The inner islet (Moturoa) is similar in character, and 266 ft. high; whilst the outer (Motuo-mahanga) is saddle backed, with a conical summit 190 ft. high. There is a deep passage between these islands, avoiding Barrett Reef (a half-tide rock), lying half a mile westward of Moturoa, and passing on either hand of the Seal Rocks, a cluster of some extent, the highest part having 34 ft. elevation.

Anchorage will be found in S.W. winds under the inner Sugar-loaf Island (Moturoa) on the following bearings: Pare-tutu in line with Miho Tahi (a small rocky hill of the Sugar-loaf group, which is an island at high water), S.W. by S.; the centre of Motu Mahanga, on with North extreme of Moturoa, West, in 5 fathoms water.

Sugar-loaf Point, the West point of New Plymouth Road, is a dome-like cone of trachytic porphyry, which rises to the height of 500 ft., and stands in an isolated position, with one side of its base washed by the sea. A strong smell of sulphuretted hydrogen gas, and a constant succession of bubbles of some bituminous substance rising to the surface of the sea, may be observed about half a mile from high water mark, between the main land and Moturoa, the highest of the Sugar-loaf Islands.

Immediately to the northward of Sugar-loaf Point was a whaling station, first established by Mr. Richard Barrett. This person, who played a prominent part in the colonization of this part of New Zealand, had resided here for several years, connecting himself with the native tribes by marrying the daughter of the principal chief here, and by this influence, combined with his own good qualities and great influence with the natives, he was the means of purchasing the district of Taranaki for the New Zealand Company in 1839. His name is also recognized at Port Nicholson, where he was a great promoter of the New Zealand Company's cause.

It is high water, on full and change days, at 9½, when the range of tide is 12 feet. In the offing strong currents are experienced, influenced by the winds. On either side of New Plymouth the coast should be approached with
caution, as there are outlying reefs and jutting ledges extending from the shore.

**Mount Egmont**, which was named after the Earl by Cook in his first voyage, is one of the most remarkable mountains in New Zealand, and derives additional interest from the fact of its being generally the first land seen in approaching New Zealand from Europe. It is a regular cone, rising out of the midst of the generally level country before mentioned, which circumstance causes it to appear of greater magnitude. From its base, which is about 30 miles in diameter, it rises by a gradual ascent to a regular cone, which is stated by Captain Stokes, R.N., to be 8,270 ft., or according to Dr. Dieffenbach, who ascended it, it is 8,839 ft. Its peaked summit, an extinct volcano, is enveloped in perpetual snow, and that, too, for the distance of 1,635 ft. below the top. There is no record, traditionary or otherwise, of any eruption having occurred from it.

The **Taranaki Province**, which lies around the base of Mount Egmont, extending from Mokau on the N.E. to the River Petea on the S.E., is described by all as the garden of New Zealand. Generally speaking it is level, except the broken ground in the courses of the numerous streams which flow through it. One remarkable feature of the shore is the iron-sand with which it is covered for many miles to the depth of several feet. This is valuable, as being a very pure ore, yielding 61 per cent. of iron, alloyed with 11½ per cent. of titanium, one of the most excellent alloys known.

**Cape Egmont** (Boreel of Tasman) is the western extremity of the projection of the Taranaki Province, and the N.E. point of Cook's Strait. The coast here forms an obtuse point, which, rounding to the South and East, forms the eastern shore to Cook's Strait.

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### 2. COOK'S STRAIT.

In the previous pages the eastern and western shores of the North Island are described, the former terminates at Cape Palliser, the latter at Cape Egmont. The space between these two forms the eastern shore of Cook Strait, a very important highway for Pacific navigation, but which, from its being subject to gales and strong winds, and having some few dangers to be avoided (none, however, it is believed, but what are well known through the survey), requires some care in passing. A few general remarks, therefore, will precede the descriptions.

**WINDS.**—In Cook Strait the prevailing, indeed the almost constant winds, are N.W. or S.E.; and approaching either entrance with N.E. or S.W. winds, the former will almost certainly change to S.E., and the latter to N.W. The changes also from N.W. to S.E., and the contrary, are common,
and frequently very sudden; lightning, or a dark bank of clouds rising, are pretty certain indications that the wind will come from the quarter in which they appear; but it is not an uncommon circumstance for a vessel running through the strait with a fair wind, on opening out either entrance, to be taken aback with one from the opposite quarter, with little or no warning. Gales from these quarters are also frequent, and blow with great violence; those from the S.E. are most frequent during the winter months of May, June, and July; a falling barometer is a certain indication. They come on very suddenly, last often three days, and are generally accompanied by rain and thick weather. N.W. gales are most common in spring and summer; they are exceedingly violent, though generally of short duration, and at their strongest raise a high barometer.

These winds are believed to be almost purely local, and their violence is in a great measure due to the configuration of the shores; they do not extend far beyond the line of the strait and the harbours which indent its shore; in proof of this, the head of Blind Bay on the southern side is remarkably exempt from strong winds, and frequently enjoys fine and calm weather while a gale is blowing in Cook Strait.

A vessel entering the strait from the northward, or leaving Port Nicholson bound to the southward, or to any of the ports on the eastern side of the North Island, and meeting a S.E. gale before she is clear of Cook Strait, had better bear up and run to the N.W., making the passage round the North end of the island. Vessels under these circumstances have frequently made a quick passage to Auckland. Some directions are given for approaching Auckland through Cook Strait with a south-easter blowing, on page 407.

If bound to the southward, provided the weather is sufficiently clear to make the land, Cloudy Bay affords good shelter at its head, as also Port Underwood, according to circumstances.

To a vessel entering Cook Strait from the westward, and meeting a S.E. gale, Port Gore or Guards Bay offers good shelter if she is far enough advanced to fetch them; if not she may run for Port Hardy, or to the westward of D'Urville Island for Croisilles Harbour. With time and daylight permitting, this latter anchorage is to be preferred, for the heavy swell raised by the tides across the narrow entrance of Port Hardy renders it more a steamer's than a sailing vessel's harbour.

CAPE PALLISER (Kawa-Kawa) has been described on p. 380. It forms the southern extremity of the North Island. It is composed of high mountains, very irregular, and terminating to the South in an obtuse point. This point is accompanied by a narrow beach of low land, with some pointed rocks scarcely 2 cables' lengths from the shore. Immediately to the West of the cape the coast runs up directly to the North for 16 miles, forming one side of Palliser or Useless Bay.

PALLISER or USELESS BAY, an extensive open bight, lies at the South
extremity of the North Island of New Zealand. The distance between the extreme points, Capes Palliser and Taoura Kira, forming the bay, is about 18 miles, and the depth of the bay about 8 miles. It lies entirely exposed to the full force of the S.E. winds; and, as the bottom is sandy, there is no holding ground for vessels, which renders it very dangerous.

The Valley of the Wairarapa, which runs from the head of Palliser Bay, has a N.E. and S.W. direction, averaging rather more than 9 miles in width. At the southern end of the valley are two lakes, covering an area of 50,000 acres, but they are so shallow as to be comparatively useless. There is no entrance seaward, in consequence of a complete bar of sand, and they are surrounded by a tract of low swampy land. The bar, which is formed by southerly winds, to the full force of which Palliser Bay lies entirely exposed, closes the lake during the summer months (generally from December to May), until the accumulated waters burst the barriers that confine them, and open a passage to the sea. The River Ruamahanga runs through the whole valley, and loses itself in the lakes.

Taourakira Head is a bold headland, with the Rimutaka Mountains extending from it in a north-easterly direction along the West side of Palliser Bay; of this mountain range, the Hump, 3,400 feet high, is 3 miles from Taourakira Head, and Mount Francis, 3,800 feet high, lies over the N.W. angle of the bay. The outline of the land at the back of Taourakira Head is more regular than that of Cape Palliser, and, approaching from the eastward, it appears from a distance to end in a bold abrupt convexity; on a nearer approach, a low point will be observed extending from its base, which gives it much the appearance of the snout of a porpoise. Low detached straggling rocks extend off Taourakira Head and the coast, one-third of a mile.

Baring Head is nearly 3 miles W.N.W. from Taourakira Head, and is a flat table point, at the extremity of Terrace land, extending towards Pencarrow Head; detached rocks above and below water extend from it about one-third of a mile.

FitzRoy Bay.—The indentation of the coast between Baring's Head and Pencarrow Head forms FitzRoy Bay, where small vessels sometimes ride out north-westerly gales, bringing the high rocks off Pencarrow Head, and those a quarter of a mile to the southward of them, to cover the entrance of the harbour.

PORT NICHOLSON.

This is the situation of the first settlement, Wellington, made by the New Zealand Company in 1840. It is a noble expanse of water, and at its head the River Hutt debouches through a series of marshes. When once the harbour is entered the ship is perfectly secure, and this security gives a favourable impression to the first intimacy with New Zealand. The harbour is
surrounded by high hills, terminating abruptly at the water, and covered with trees and vegetation. The entrance lies between Pencarrow Head on the East and Palmer Head on the West.

The CITY of WELLINGTON, containing a population of upwards of 10,000 inhabitants, is situated on the shores of Lambton Harbour, and has much increased in importance since the removal of the Colonial Government here from Auckland in 1865. The Queen's Wharf affords facilities for vessels of 2,000 tons to load and unload, and another wharf will probably be constructed when the railway terminus is completed. The railway, 18 miles long, connects Wellington with the Upper Hutt, and is ultimately to be extended to Wairarapa to meet the branches from East and West. The exports consist almost entirely of agricultural produce. There is a patent slip in Evan's Bay. The imports at Wellington were valued at £476,886 in 1872. Water may be obtained from a pipe at the head of the jetty at Government House. A time ball is established at the Custom-house, and will be dropped at noon.

PENCARROW HEAD and LIGHT.—Pencarrow Head, N.W. by N., 3 miles from Baring Head, is the eastern entrance point of Port Nicholson; it is a bold cliff, with a lighthouse on its summit. The light is a fixed white light of the second order, placed at an elevation of 420 ft. above high water, and in ordinary weather should be visible at a distance of 30 miles. From the lighthouse Baring Head bears S.E. by S. 3¼ miles, and Sinclair Head W. by S. 4 S. 6¼ miles. Low straggling rocks, above water, extend off this head nearly 2 cables' lengths. The lighthouse opens on an E. by N. ¾ N. bearing in coming from the westward, and N.W. ¾ N. coming from the eastward.

The land on the western side of the entrance is moderately high to seaward, but ascends considerably towards the harbour. At a distance of 10 miles it appears to be separated from the land farther to the westward, but is in reality connected with it by a low narrow isthmus, which divides Evans's Bay on the harbour side from Lyall's Bay. This has often been mistaken by strangers for the entrance to the harbour.

PALMER HEAD.—On the western side of the entrance, bearing W.N.W., 1¼ mile from Pencarrow Head, is Palmer Head, from which a rocky reef projects to the distance of three-quarters of a mile. The rocks are all visible, and may be safely approached within a quarter of a mile. The pilot's house is in a cove immediately westward of this head, and he will, if possible, come off on the usual signal being made. On the hills between Palmer Head and Point Dorset, a barrel beacon is erected. About a mile West of Palmer Head is Lyall Bay; on the fern hills, West of this bay, on the summit of Mount Albert, is the signal station.

From the low neck between Evans and Lyall Bays, to the distance of 2 miles along the coast, the ascent is gradually hilly; the land rises considerably
for 2 miles farther to Sinclair Head, where it is a bold cliff. Four miles
to the north-westward the land continues high till it descends into the
Oterango Valley, after which it rises in an almost semi-circular hill, called
by the natives Omere (on the chart Terawiti). The remarkable convex ap-
ppearance of this hill renders it easily distinguishable from Taourakira, or
from Cape Palliser, when seen from a northerly or southerly direction.

BARRETT REEF, which constitutes the chief impediment to the entrance
of the harbour, is a cluster of rocks principally standing well out of water,
lying nearly in the centre of the passage, and extending a little more than
half a mile in a N. by W. and S. by E. direction, with an average width of
about a cable's length. There are 7 fathoms within half a cable's length of
these rocks, and no off-lying dangers; their southern extreme is a black
rock 10 ft. out of water, which may be rounded within a cable's length in 9
fathoms. From this rock Pencarrow Light bears S.E. by E. 1 mile.

The broadest and usual passage in is to the eastward of Barrett Reef,
although there is a narrow and crooked channel (Chaffers Passage) to the
westward.

The Main Channel, or that between Pencarrow Head and Barrett Reef, has
a clear breadth of not less than 6 cables' lengths in its narrowest part for a
distance of 1½ mile. All the points of the coast on the eastern side of the
entrance having straggling rocks awash extending a cable's length off them;
vessels working in should be cautious in approaching close to this shore.

DORSET POINT—From Dorset Point, on the West side, a similar reef in
feature to Barrett Reef, extends to the S.E. nearly 3 cables' lengths; and
from the northern extreme of Dorset Point another reef, of which the re-
markable Steeple Rock is the extreme, extends to the N.E. for 2 cables'
lengths; the distance between the extremes of these two reefs is nearly three-
quarters of a mile, and vessels working up may stand on until in a line
between them, having then 21 feet at low water. Worsar Bay is on the
western shore, half a mile above the Steeple Rock, where a vessel may
anchor if necessary in 5 fathoms, a quarter of a mile from the beach.

Ward Island, a small yellow-coloured cliffy island, lying on the eastern
side of the channel, 2½ miles above Dorset Point, and 1½ mile from the
western shore, has shoal water extending from it to the West and S.W.,
nearly half a mile, leaving the breadth of the passage between the shoal
water and the western shore little more than three-quarters of a mile. To
avoid this danger, known as the Hope Shoal, steep-to, with 10 feet least
water, vessels with a leading wind after passing the Steeple Rock should
keep the western shore on board within half a mile. There is a passage
between Ward Island and the eastern shore, which is available for small
vessels.

Halswell Point is the North extreme of the peninsula on the western shore,
and is 3 miles northward of Dorset Point; on rounding it the town of Wel-
Evans Bay is immediately round Halswell Point, running nearly 2½ miles to the southward. Jerningham Point—its western point has a rocky patch of less than 9 ft., lying nearly a cable's length from it, in a N.E. direction, marked by a red buoy in 5½ fathoms. The shoal was raised by the earthquake of 1855, and a rock is now visible at low water. Evans Bay has an average breadth of more than half a mile, with no dangers, and deep water all over, from the sandy beach at its head. A patent slip, capable of taking up vessels of 2,000 tons is established and worked by a company in the bay. Buoys are also laid down for swinging ships.

Lambton Harbour.—After passing Halswell Point, a vessel may steer W. by S., for the Government House flagstaff (about 2 miles distant), anchoring in the harbour as convenient; 4 and 5 fathoms, mud or sand, will be found within a quarter of a mile of its shores and outside that distance from 6 to 9 fathoms; a good berth is with the Government flagstaff, bearing about N.W., and the Waterloo Inn—a large white building on the extreme of Kai-warra Point—just over the low sandy point of Pipitea (Kai-warra is one mile North of Pipitea), a vessel will then be in 4 fathoms, mud, a quarter of a mile off shore; inside this line the water shoals rather suddenly.

Pipitea Point must not be approached within a quarter of a mile, as a sand and shingle shoal with 6 ft. water extends from it 1½ cable's length; there is a watering place at this point, as also another at the head of the harbour from small streams.

Light.—An octagonal iron tower, painted white, has been erected on Somes Island, from which, at an elevation of 74 ft. above the level of high water, is exhibited a fixed light, showing white in mid-channel, red on the western, and green on the eastern shore of the main entrance into the port.

The light is intended as a leading light for vessels entering the port by the main channel of the entrance, and in clear weather should be seen from a distance of 10 miles, or 4 miles outside Pencarrow Head Light.

From the lighthouse the centre of Ward Island bears S.S.E. 4 E.; Pencarrow Head S. 6 E.; Steeple Rock South; Halswell Point S.W. 6 S.; and Jerningham Point S.W.

Caution.—When entering the port through the main entrance, the white light should not be shut in after bringing Pencarrow Head Light to bear E.N.E.

Somes Island, on which are the quarantine buildings and the lighthouse above described, is steep close-to on each side. There is good anchorage at the head of the port in 8 fathoms, muddy bottom, about half-way between Somes Island and the beach, with the summit of Somes Island bearing
PORT NICHOLSON.

South. The heads of the port will then be shut in, and you are well protected from southerly and north-westerly gales.

Directions.—Running for Port Nicholson with a north-westerly wind from the northward, Cape Terawiti should be rounded close, say within 3 miles, as the only dangers are the Seal Rock, which, as before stated, lies about 14 miles from the shore, between Sinclair Head and Cape Terawiti, high out of the water, and safe to approach within half a mile; and the sunken rock, off the Karori stream (near Terawiti), before described. The course from Terawiti to Sinclair Head is E.S.E. 6 miles; then the course is E.N.E. 6 miles to the outer rock of Barrett Reef. If the wind be moderate, and the weather clear, a vessel that is easily managed may work in night or day, all the rocks being uncovered, except a few in a line with a reef. She may, if necessary, lie inside the rock till daylight, being ready to weigh anchor immediately on a shift from the southward. Should the N.W. wind be too strong to work into the harbour, the entrance should be kept open; and, in thick weather, a sufficient offing preserved, in case of a southerly shift of wind—this, of course, will depend on circumstances.

"A steam-vessel bound to Port Nicholson through Cook Strait and meeting a south-easter might make a good passage, by anchoring first in Current Basin, from there steaming through French Pass and Admiralty Bay before the first of the southerly stream commences, enabling her to have the whole of that stream after rounding Francis Head; passing between the Chetwode Islands and Harding Point, steering close by Motu Ngara Island and Capes Lambert and Jackson. If after passing the latter cape there is a possibility of reaching Port Nicholson during that tide she should stand over for the shore of Cook Strait, as there the tide runs stronger; if there is no chance of saving the tide, she had better go up Queen Charlotte Sound for Tory Channel, anchoring, if necessary, in Oyster Bay, from thence she would easily reach Port Nicholson the next favourable tide."—Lieut. T. H. Tizard, H.M.S. Challenger, 1874.

It is hardly necessary to give any directions for approach from the eastward; care should be taken to avoid being embayed between Capes Palliser and Taourakira. As a matter of precaution against danger, the vessel should be kept under snug sail, if the weather be at all unsettled.

By night the light on Somes Island will be a sufficient guide.

Lyall Bay.—Three-quarters of a mile westward of Palmer Head is Lyall Bay; it is three-quarters of a mile wide, but is totally unfit for an anchorage.

Immediately westward of the Head of Lyall Bay is Mount Albert, 590 ft. high, on which is the signal-staff. Reef Islet lies three-quarters of a mile westward of Lyall Bay. Proceeding westward, Sinclair Head, a high bold cliff, lies 5 miles W.S.W. from Palmer Head, and has a foul rocky ground extending nearly half a mile off it.
From Sinclair Head the coast trends to the W.N.W. towards Cape Terawiti, which is 6¼ miles distant; between these two headlands, 2¼ miles westward of the former, is Tongue Point, a low projecting point; between Tongue Point and Sinclair Head lie the following dangers to be avoided in approaching Port Nicholson from the westward:—Karori or Seal Rock stands high out of the water; it bears from Tongue Point S.W. half a mile, and is not connected with it, although a reef runs off that point for a considerable distance. Tom's Rock is only just awash at low springs; it lies E.S.E. one mile from the Karori Rock, being a short mile from the shore, and immediately off the Karori Stream. Another rock has been reported as lying S. ½ W. two-thirds of a mile from Tom's Rock. Cape Terawiti should be kept well open westward of Karori Rock, and Pencarrow Lighthouse open to the southward of Sinclair Head, when passing the coast between Cape Terawiti and Sinclair Head.

CAFE TERAWITI, or Poli-wero, is the easternmost projection on the narrow part of Cook Strait, and it was supposed by Cook and Foster that it might form the West point of a separate island; but this is not the case. It is a remarkably bold headland, rising immediately from the coast into almost a semicircular hill.

The tide between Terawiti and Sinclair Head runs very rapidly, particularly off the former cape, with a race like heavy breakers. The tide in Cook Strait runs North five hours and South eleven hours. Fortunately in these straits there are very few dangers that do not show.

MANA, or Table Island, 440 ft. high, is about 2½ miles long and 1 mile broad, and 13 miles N.N.E. of Cape Terawiti. Its second name was given to it by Cook, from its appearance. The soil on it is good in some parts, where trees formerly grew, and the vegetation supports about 200 sheep and 30 head of cattle.

The LIGHTHOUSE, painted red, stands on the N.W. part of Mana Island, and is 70 ft. high from base to vane. It shows a brilliant fixed light, at an elevation of 450 ft., which may be seen in clear weather at 30 miles off.

The roadstead of Mana is a very bad one, according to Dr. Dieffenbach, being open to the S.E. winds, with a strong tide setting in. The island is flat-topped, and very steep to seaward, but sloping down to the beach at the anchorage on the land side. Here there was a small whaling station, and a few sheep kept; little or nothing else to be had. Commander Hayes, H.M.S. Drier, says that ships may ride here safely in all winds that have no westing in them; 2 fathoms will be found 10 yards from the beach. Mana is connected with the main by a ledge of rocks, called the Bridge, the least water on which is said to be 3 fathoms, and is marked by kelp.

Porirua, opposite Mana, is only 12 miles from Wellington by land, with a good road. By sea there are no dangers, except a rock off Karori, near the Seal Rock. There are two reefs which always show above the water at the
entrance to Porirua. The harbour is formed by a branch of the sea, like a T. At the entrance is a bar with 9 ft. which breaks with N.W. winds, and is then dangerous for boats to cross. Ships may ride safely here with all winds that have no westing in them; but under Mana, which is close by, they may lay with any wind. Ships should on no account remain at Porirua with the wind N.W., as great difficulty has been experienced in getting out against the wind and heavy sea that then sets in.

**KAPITI, the Entry Island of Cook**, stretches, 5 miles long, from North to South in an irregular and somewhat oval shape. It consists of a ridge of hills, rising in some places to the height of 600 ft. above the level of the sea, with some of its peaks of a pyramidal form, the highest in the centre is 1,780 ft. These hills descend abruptly to the West and East, forming a rocky and inaccessible shore throughout the greater part of its extent; they are intersected by deep ravines. At the South end the hills are not so steep. At the N.E. end the rock has been wasted by the violence of the waves, and its debris, with the sand, mould, and pumice-stone, brought down from the Tongariro Volcano by the Wanganui River, forms a band of low land around the N.E. end for about 3 miles, and is in some parts half a mile broad.

Kapiti is covered with a vigorous vegetation, mostly of trees, among which is some fine timber. It was formerly of great importance in the whale fishery, now extinct.

**Entry Anchorage**, at the south-eastern end of Kapiti, is formed by three small conical shaped islets, which together with the reefs extending off them afford good shelter from S.E. winds, and is protected from the N.W. by Kapiti itself. The two southernmost islets, Hiko and Mahew, are each about half a mile in circumference, lie nearly a mile eastward of the S.E. extreme of Kapiti, and within a cable's length of each other; a reef also encircles both, and extends for more than a cable's length to the southward of Mahew, the outer islet. Between Hiko and Kapiti there is a channel of a cable's length in width, with a depth of 15 ft.

**Evans Islet**, or the Sugar-loaf, lies little more than a mile to the N.E. of Hiko and Mahew Islets, and three-quarters of a mile from Kapiti. The Passage Rocks exist midway between Evans Islet and Kapiti; they are awash, and have kelp round them. There is a passage for large vessels on either side these rocks, but that between them and Evans Islet is narrow.

To enter the anchorage vessels must pass between the end of this reef and Mahew Islet, the breadth of the passage being nearly a mile. The general depth of water within this boundary is from 17 to 12 fathoms; and with the centre of Mahew Islet bearing South, distant 4 cables' lengths, anchorage will be found in the latter depth, over sand and coral bottom, a quarter of a mile from the shore of Kapiti. Inside this berth the water shoals rather
suddenly. Extensive whaling establishments formerly existed on the islets, and whalers have ridden out the whole winter gales at this anchorage.

Between Kapiti and the main land of the North Island there is a general depth of from 20 to 30 fathoms, and the channel is clear of dangers, excepting the reefs which extend off the islets; one mile seaward of the island the soundings vary from 40 to 50 fathoms.

The coast between Kapiti and Cape Egmont was named by the whalers *Motherly Bay*, because the whales resorted hither for calving. Mr. Wakefield states that he has seen them basking in great numbers outside the surf, between Manawatu and the Patea.

The whole coast is a complete lee-shore, on account of the prevalence of north-westerly and south-westerly winds. A heavy swell sets towards the coast; and as the sea, to a great distance from the shore, has only a little depth, ships are obliged to keep a good offing.

From Waikanai, opposite Kapiti, the eastern shore of the strait presents the aspect of low and irregular hummocks, either downs are covered with fern, and improving in fertility the further they recede from the sea. This district is bordered, at the distance of 3 or 4 miles from the coast, by a wooded country, which rises gradually into ridges of mountains, covered with snow during the winter season. These mountains, which do not exceed 3,000 ft. in their greatest height, belong to a congeries of hills running towards the centre of the island. From these hills numerous short rivers descend.

Of these streams may be mentioned the Wakanahi, the Waimea, the Ma-hia, the Waite-rongo-mai, the Wahikoua, the Ohou, the Waiwiri, the Crivenua, and the Wai-te-arva, which are passed in rapid succession. At the Waimea a large tribe of natives is stationed; their fortified village or pa is called Otaki, and has a handsome church of native workmanship.

The Manawatu River is the largest of all these rivers; it takes its rise in the most elevated inland group, the Ruapahu. The force of its waters is sufficient to remove the sand which is thrown up at its mouth by the S.W. and N.W. winds, and its depth over the bar is therefore only 7 ft. at low water; the tide rises 8 ft. Its breadth at the mouth is about 300 yards at half-tide. The river has an exceedingly winding course. Inside the bar it deepens sufficiently to admit small vessels for about 50 miles. It is stated that there is an easy communication from its upper part with the Hauriri, or Ahuriri, falling into Hawke's Bay. There are 5 ft. water in the channel over the bar at low water spring tides; under the high bank, near Pa Papan-gaio (South bank), from 10½ to 21 ft., at low water spring tides. There are two beacons, white and red, at the entrance, which brought in one about E. by S. lead in, but it requires local knowledge.

A fixed bright light is shown from a flagstaff on the South entrance point of
THE WANGANUI RIVER.

The river. It is elevated 44 ft., and visible 11 miles off. For signals see page 324.

In making this river it should be observed that there is a remarkable grove of trees on the North side, about 3 miles inland. It is the first grove to the North of Waikanahi, and serves as a good landmark.

About 6 miles from the mouth of the Manawatu, the Rangitiki River, a smaller stream, also rising in the Ruapahu, falls into Cook Strait. It brings down a great quantity of pumice-stone from the Tongariro.

To the westward of a line drawn from Otaki to the Ruapahu, and thence to Mount Egmont, the country is comparatively level. Across this district the Ruapahu rears its massy head to the height of 9,195 ft., and is covered with eternal snows.

Several streams run into the sea between the Rangitiki and the Wanganui, but are smaller and of less importance. The coast here has a great sameness of appearance, and the mouths of these different rivers present little peculiarity when viewed from the sea. Near the Wanganui the water shoals for the distance of about 3 miles.

The Wanganui River enters Cook Strait in lat. 39° 57' 20" S., 175° 1' E. Its entrance is half a mile broad, but at low water its depth does not exceed 8 ft., so that it will only admit vessels of moderate burthen. The headlands of the river are low; a spit of sand runs off the southern head, and the channel is, or was, near the northern. At low water the sea breaks across the bar. Inside the bar the river deepens, and is about 300 yards broad; its banks here are low and sandy, and covered with drift-wood and pumice-stone, which the river brings down from its source in the Tongariro volcano.

The best time to enter Wanganui River is from half flood to high water, leaving the red buoy on the starboard hand, and the black buoy on the port hand, the vessel being guided from the signal staff (see p. 324 for signals).

H.M.S. Esk, on the 10th March, 1865, rode out a heavy gale from the S.E. off Wanganui, in 9 fathoms water, with the following bearings:—Extreme of Landguard, N.E. by E.; Tauperi, N. by E. § E.; house on Cliff end, N. by E.; centre of Seven Hummocks, N.N.W. § W. The coming of the gale was indicated the previous night by the clouds passing rapidly over the moon towards the S.E., and the land and distant objects standing out with remarkable clearness. During the height of the gale the sea broke in 6 fathoms. Twenty-four hours from its commencement there was a dead calm, and the sea went down as rapidly as it rose.

The Landguard, a remarkable bluff head on the South side of the river, 2 miles from the South entrance point, is a prominent object.

The North Head is a castellated cliff, about 60 ft. high, on which are two spar beacons. The southern point is of low sand hills, and has also two beacons on it; these beacons were originally intented as leading marks through the channels; but the bar has shifted considerably since their erec-
tion, and continues to do so after gales or heavy floods, so that they now merely serve to mark the entrance.

Light.—There is a fixed bright light, intended to point out the position of the port by night, exhibited from the flagstaff on Castle Cliff (North Head) Wanganui, 65 ft. above high water, which, in clear weather, should be seen 13 miles.

The Wanganui River, passing through a great extent of mountainous country, is subject to very strong freshets, which however do not rise above its present banks. On such occasions the surface of the stream is covered with pumice-stone, from the volcanic district around Tongariro, and driftwood, which are found in large quantities all along the northern shore of Cook Strait.

Petre, about 4 miles up the West bank of the river, is a town founded in 1842. The situation is exceedingly picturesque, bold cliffs forming the opposite bank of the river. The town site itself is level, with the exception of two or three low sand ridges covered with fern. There was a population numbering 2,390 here in 1871.

Opunake Bay, one-third of a mile deep, and surrounded by cliffs, lies 10 miles S.E. of Cape Egmont, and S.W. from Mount Egmont. It is a suitable anchorage for steamers and small coasters, being protected from all winds from S.E. to N.W. Landing (1872) is carried on by a cargo boat.

The N.W. head of the bay extends 200 yards seaward of the S.E. head, and from each of these, reefs extend in a southerly and westerly direction, leaving an entrance to the bay one-third of a mile wide, which may be taken by keeping the flagstaff at the head of the bay in line with a red beacon, 10 feet high, which lies S.S.W. ½ W. 96 ft. from it. Run in on this bearing till two black beacons on the port hand are in line, bearing N.W. ¼ W., then anchor in 4 fathoms, stony bottom. Some detached rocks lie 1½ cable off the N.W. shore of the bay. Sailing vessels of 50 tons or upwards should anchor in 10 fathoms three-quarters of a mile off the heads, with the flagstaff bearing N.N.E. ¼ E., and be prepared with strong on-shore winds to proceed to sea. The signals are described on page 324.

The SOUTHERN SHORE of COOK STRAIT is of a very different character to that of the south-western part of the North Island, being intersected by many deep bays and arms of the sea, affording numerous anchorages and harbours. It extends from Cape Farewell to Cape Campbell.

CAPE FAREWELL is the northernmost point of the Middle Island, and received its name from Cook, who departed from New Zealand at this point, March 31st, 1770. It terminates rather abruptly, its extreme showing from
the eastward like an isolated cliff, descending in steps to the westward. The land immediately within the cape is from 400 to 600 ft. high, and 5 to 6 miles southward of it, mountains varying in height from 1,000 to nearly 4,000 ft., extend to the S.W. until they nearly meet the Aopuri Range.

The most remarkable coast mountain on the western shore of Massacre Bay is Mount Burnett, or Knuckle Hill, which has a double rounded summit, the northernmost and highest is 2,085 ft. high; it is nearly 9 miles S.W. from Cape Farewell, and about 2 miles from the beach. This mountain can be advantageously used as a leading mark to clear Farewell Spit.

FAREWELL SPIT extends from Cape Farewell in an easterly direction 17 miles, slightly curving to the southward towards its extreme, and is the danger which ships must be careful to avoid in entering Cook Strait from the westward or southward. It is a treacherous spit, so great a part of its eastern extreme being covered at high water, and its southern or inner side being very steep-to. The portion which is always above water extends 13 miles from Cape Farewell, and maintains an average width of little more than half a mile. It is composed of low sand mounds partially covered with vegetation. There is a cluster of bare sand-hills midway between the cape and the extreme, the highest of which is 90 ft. above the sea, and at the high water extreme, or Bush-end Point, are several scattered bushes growing.

The LIGHTHOUSE on Bush-end Point was completed on June 17th, 1870. The tower is an open-framed structure of timber, 113 ft. high, painted in alternate bands of red and white. The light is a revolving white light, excepting in the direction of the Spit End, between the bearings N.W. 4 N. and W. by N. 4 W., where it is red, attaining its greatest brilliancy every minute. It is elevated 120 ft. above the level of the sea, and in clear weather should be seen from a distance of 17 miles. The light is shut in by the sand-hills to the southward of E. by S.

Vessels are cautioned not to open the northern edge of the light when within 4 miles of the lighthouse.

From Bush-end Point, the low water extreme of the spit, which dries in patches extends S.E. by E. 4 miles, and the water shoals suddenly at the distance of 1½ mile outside it, from 25 to 5 fathoms.

Beyond the low eastern extreme of this sandy tongue an extension of it under water reaches for more than 5 miles further. The sea breaks heavily on it. At the eastern end of this, which has but very little water on it, it drops quickly to a depth of 12 and 13 fathoms. This bank is called Entry Bank by D'Urville.

MASSACRE BAY, the westernmost anchorage in Cook Strait, lies between Separation Point and Cape Farewell, the N.W. extreme of the Middle Island. The land on both the western and southern sides is high; on the
western side an extensive valley lies between two mountain ranges, through which winds the Aorere River.

Tasman's Corner, in the N.W. part of Massacre Bay, is a horse-shoe shaped space of deep water, with good anchorage in 7 and 8 fathoms, well sheltered from easterly winds by the banks extending to the southward of the spit. It is 4 miles in extent either way, and so long as Fossil Cliff, the eastern extreme of Cape Farewell is not brought to bear to the westward of N.W., by N., a vessel will be clear of the banks which form the eastern boundary of the anchorages.

The entrance of the Aorere River is 1½ mile to the southward of Mount Burnett. The bar of the river extends more than a mile off shore, and is dry at low water. Collingwood, a township near the sea coast, and on the banks of the Aorere River, owes its rise to the proximity of the gold fields. It has been constituted a port of entry. Its future prosperity will depend on the success of the coal and iron industries in the neighbourhood.

Coaling Road.—From Aorere River the coast of Massacre Bay trends south-eastward 8 miles to Coaling Road, which latter is 6 miles westward of Separation Point, and has good anchorage with southerly or easterly winds off the Motu Pipi River in 4 fathoms, 1½ mile from the shore at high water. Coasting vessels are built here. Coal was obtained with much facility from the face of some remarkable white triangular-shaped cliffs at the river's mouth; but as far as it has been superficially worked, found to be of an inferior quality, and highly sulphureous.

SEPARATION POINT, the north-western extreme of Blind Bay, and which separates it from Massacre Bay to the westward, is a small cliffy projection connected by a neck, with high land rising immediately from it. At the distance of 1½ mile S.E. of Separation Point is a remarkable white stripe in the cliffs.

BLIND BAY is an extensive opening, the width from D'Urville Island to Separation Point, its north-western extreme, being 36 miles, and its depth within these limits 25 miles.

Nelson Haven lies at the head of Blind Bay. On the eastern shores of the bay is Croisilles Harbour; on its western are also several anchorages, namely, Tonga Roads, Torrent Basin, Astrolabe, and Fisherman roadsteads, with the rivers Motueka, Motuere, and Waimea; the depth of water in the outer parts of the bay varies from 25 to 28 fathoms, shoaling gradually to 12, 9, and 5 within 2 miles of its head. It is entirely free from danger, and the winds seldom blow home with violence in the upper parts; indeed, it is frequently fine and calm weather at Nelson when a strong N.W. gale is blowing in Cook Strait.

The land at the head of Blind Bay is low, with some remarkable white cliffs, but on either side it is mountainous; the Castor Peaks over Croisilles Harbour, Mount Duppa, and Double Mount, over the eastern side of
the bay, rise to heights varying from 3,000 to 4,000 ft., and Mount Rin-ntoul, a very remarkable sharp cone 4,720 ft. high, lies 15 miles South of Nelson. On the western side of the bay the land rises gradually from Separation Point; 8 miles to the southward of the point two peaks rise to heights of 3,700 ft., a high and generally snow-capped range extending from them southerly nearly 20 miles, terminating in Mount Arthur, which is 5,800 ft. above the sea level. This mountain is 25 miles W. by S. of Nelson.

**Awarua Bay**, 3 miles in extent, with sandy beaches, and having from 7 to 10 fathoms water, lies immediately southward of the white stripe, S.E. of Separation Point, and there is anchorage off it in 10 fathoms in moderate weather.

**Tonga Roadstead.**—This anchorage is 7 miles from Separation Point, and is a snug haven with all westerly winds from North to South. The small island of Tonga lies off the centre of it, and the anchorage is about 4 cables' lengths to the westward of the island in 8 fathoms. There is a passage on either side of Tonga Island.

**Torrent Bay**, the next anchorage, is 3½ miles south-eastward of Tonga Island, and 11 miles from Separation Point. It is more than half a mile in width between its North and South points (North Point and Jetty Point). The basin is in the southern bight, and affords good shelter for small vessels in 3 to 3½ fathoms, except in N.E. winds.

**Astrolabe Road** is only a mile to the southward of Torrent Bay, and is separated from it by a peninsula, the neck of which is half a mile across. The anchorage is between *Adolphe Point*, its northern point, and *Adèle Island*; the latter is nearly a mile in length, and lies 4 cables' lengths from the shore.

**Hapuka Reef**, awash at high water and always visible, is a quarter of a mile eastward of Adolphe Point. It is marked by an iron beacon 13 ft. high, with cage painted red. There is also a sunken and dangerous rock, with 6 ft. on it at low water, lying in the entrance, a quarter of a mile North of Jules Point, the N.E. extreme of Adèle Island. The anchorage is half a mile within the entrance points in mid-channel, in 6 fathoms, the passage between Adèle Island and the main land being open. Astrolabe Roadstead will be found a snug little anchorage with all westerly winds from North to South. It is high water, full and change, at 9h 10m, and the rise of tide is from 10 to 14 ft.

**Fisherman Roads** are to the southward of Adèle Island, between it and Fisherman Island, an adjacent small rocky islet. It has good anchorage in 20 ft. at low water midway between the two islands.

**NELSON.**—This settlement was the fourth that was founded by the New Zealand Company, and was planted in October, 1841, on a site chosen by Colonel Arthur Wakefield, who afterwards fell in the terrible massacre of
the Wairoa, in 1843. The population of the town, in 1874, was about 6,000, and, including the surrounding districts, 22,500.

The available space for anchorage in Nelson Harbour for vessels of large tonnage is limited, and the approach to it is exceedingly narrow, with strong tides; it is therefore absolutely necessary for a stranger to engage a pilot; an excellent one employed by government is stationed at the entrance, and is always ready with his whale boat.

The harbour is formed between the main land and the Boulder Bank; the latter is very narrow at high water, and is in one place then covered, with a boat channel over. There are also two patches, which may be called islands, as they are always well out of water. Haul-ashore Island, which is little more than a cable's length in extent, is at the southern extreme of the bank, and has a single bush on its outer end; the other island is a small patch half a mile to the northward of Haul-ashore Island, and has a magazine built on it.

The Arrow Rock, a high sharp rock, lies in the centre of the entrance, a short cable's length South of the edge of the Boulder Bank; which latter is marked by a beacon; and between the two is the Entrance Ledge, with only 3 ft. water on it at low tides. The passage in is to the northward of this ledge, between it and the beacon, and does not exceed 50 yards in width.

*Buoys* mark the channel leading to the entrance, a *red* buoy surmounted with a white beacon lies at the extreme end of the Waimea sand in 3½ fathoms, low water, the lighthouse bearing E. by N. easterly three-quarters of a mile, and the fairway buoy S.S.E. ¾ E., the inner buoy is two cables and the outer one six cables outside the Arrow Rock; one-third of a cable S.S.W. from the inner buoy is the fairway buoy *red with black* beacon. The inner edge of the bar is a quarter of a mile outside the outer buoy; the bar is 3 cables across, with 9 ft. on it at low water. Vessels of large tonnage can therefore only cross the bar and enter the harbour at or towards high water, when there is at springs a depth of 21 ft.

The LIGHTHOUSE is established to the North of the harbour entrance, for the use of large vessels anchoring outside the bar. The tower is of iron octagonal, and painted white. It stands on the S.W. part of the Boulder Bank, which forms the breakwater to the anchorage at about 10 miles south-westward of Pepin Island, and half a mile N. by E. of the Powder Magazine, in lat. 41° 16' 0" S., long. 173° 17' 30" E.

The light is a *fixed white light*, visible from seaward through an arc of 120°, or when bearing from S. by W. ¾ W. round by East to E. by N., easterly, and shows *red* between the bearings of E. by N., and N.E. by N. over the approximate position of the outer white buoy. It is placed at an elevation of about 60 ft. above the level of high water springs, and should be seen in clear weather from a distance of 12 miles.

*The outer anchorage* is good in moderate weather, and is in 6 fathoms water,
NELSON.

with the light bearing E.S.E. Do not shut the light in, nor approach within the distance of one mile of the lighthouse.

Besides the fairway beacon lights, a light is shown on the beacon off Haul-ashore Island when a vessel is known to be approaching.

With a strong N.W. wind a vessel would scarcely run for Nelson Haven, but take shelter in Croisilles Harbour until it moderated; it is not often, however, that this wind blows home with any violence at the head of Blind Bay.

Vessels running into Blind Bay for Nelson with a fair wind should get the eastern shore on board, and make the Boulder Bank from 2 to 3 miles northward of the haven, running along its outer edge under easy sail at the distance of a mile, carrying 6 or 7 fathoms water.

The fairway is pointed out by two beacons at the entrance on the mainland. The upper of these beacons is painted white, and shows a white light at night, the lower beacon being red, and showing a red light. The channels are buoyed, but the entrance into the haven is so narrow, the turn so sharp, and the tides so strong, that the safe navigation depends entirely on the skill of the pilot, and no directions could avail a stranger. For these reasons, and as it is probable that the bar and the entrance varies in different seasons, it will not be necessary to give instructions for entering the haven, seeing that nothing ought to justify a stranger to do so without a pilot, unless in the greatest emergency, and then the Admiralty plan will be the best guide.

The tides run rapidly along the eastern shore of the harbour. It is high water, on the full and change, at 9h 50m; the springs rise 14 ft., and the neaps 10 ft. The streams of tide change 0h 17m after high and low water, at springs; the flood runs for 7h 10m, and the ebb 5h 40m.

Small vessels and coasters enter Nelson Haven with ease on the flood tide; and under the skilful guidance of the pilot, vessels of 1,000 tons have been conducted to safe anchorage with scarcely less facility. The best anchorage for a large vessel is just round Haul-ashore Island, with the beacons E.S.E. in 5 to 6 fathoms mud, as there it is still water, and the ship is moored head and stern, there being a mooring buoy for the stern chain. In consequence of the great range of tide, Nelson Haven is one of the few places in New Zealand where a vessel of large tonnage may beach herself for repairs.

The Waimea River to the westward of Nelson Haven discharges itself into Blind Bay by three channels; tho waters from its eastern mouth, together with those from Nelson Haven, have formed a deep hole 4 cables' lengths westward of Haul-ashore Island, or between the tail of the Boulder Bank and the eastern end of the Waimea Bank, where there is anchorage in 6 or 7 fathoms, sheltered in some measure by the bar outside it. This anchorage is known as Bolton Hole, and a good berth is in a line between the South Pacific.

3 H
Vessels during N.W. gales, unable to enter Nelson, sometimes took shelter in the eastern mouth of the Waimea River, but the river is now silting up and a depth of only 5 ft. was found in 1875 over its bar.

Pepen Island is 10 miles N.E. from Nelson; it is close to the main land, and appears like a point of it, being united at high water by a sandy beach. It will be easily distinguished by the land to the northward receding.

CROISILLES HARBOUR, on the eastern side of Blind Bay, is easily accessible, affords good shelter in all weathers, and is the best eastern port of refuge in Blind Bay for vessels of any size caught in N.W. gales. Castor Peaks, 3,300 feet high, lie South 6 miles from Cape Soucis, its South point. Three small islands lie to the westward and southward of its northern entrance point, at distances of nearly 2 miles. The westernmost is a high conical island, with rocks extending seaward from it nearly a quarter of a mile, almost awash at high water; the southernmost is William Island. Within these islands is foul ground and shoal water, and it will be advisable in entering to give them a berth of half a mile.

The width of the entrance between these isles and Cape Soucis is nearly 2 miles, with a depth of 16 fathoms water; working in, after passing Williams Island, vessels should not stand to the northward of a line between it and the inner North entrance point. There is good anchorage in 7 fathoms mud, between this island and point, the island bearing W. ¾ N., and the point N.E. by N. three-quarters of a mile distant.

D'URVILLE ISLAND (Rangitoto) forms the eastern side of Blind Bay. It is 17 miles in length, by 5 or 6 miles in breadth. It is separated from the main by the narrow and dangerous Current Basin and French Pass. It is very hilly, and rises abruptly from the sea, the highest point being 2,180 feet, and appears to be covered with a dense forest from the water's edge to the summit. Where no wood covers the steep sides of the hills, a barren looking stratified rock appears.

Stephens Island, 2 miles N.E. from the northern end of D'Urville Island, is conspicuous; though small, it rises abruptly to the height of 1,000 feet. There is no passage inside it. Off the South extreme of D'Urville Island, that is, at the N.W. of the entrance to Current Basin, are some rocks called the Pièges, and 2½ miles West of it is a detached cluster called the Chicots. The Pièges Rocks, three rocks above water, bear from Sauvage Point, the South extreme of D'Urville Island, S. ¾ E. three-quarters of a mile. The Chicots, three larger rocks also above water, and covering a space of a quarter of a mile, lie W. ¾ S. 1½ mile from the same point, with a reef nearly a mile to the north-eastward, between them and the shore of D'Urville Island. Another danger, lately discovered by H.M.S. Pandora, also exists; it is a rock about 50 yards in extent, visible at low water, between the Chicots.
and Sauvage Point, bearing from the largest of the former E. by N. \( \frac{1}{2} \) N. 7 cables, and from the latter W. by N. \( \frac{1}{2} \) N. 5 cables' lengths, and is just without the line from the high water extreme of Lebrun Peninsula and Sauvage Point.

**Current Basin** then runs to the N.E. 3 miles, with a width of nearly a mile, and a general depth of from 15 to 20 fathoms, rocky and gravel bottom; it then communicates through the French Pass with Admiralty Bay.

**The FRENCH PASS** is the narrow strait between the South end of D'Urville Island and the main land, affording communication between Admiralty and Blind Bays; in its narrowest part, between Reef Point on the North, and Channel Point on the South, there is only a clear and straight channel of 117 yards between the extreme of the rocks to the North, and the low water mark of the South shore, both being perfectly steep-to. On the extreme of the rocks, which are only uncovered at low springs, an iron perch is placed, so that vessels passing through at any time of tide can see exactly the breadth of the channel, and may pass as close as ten yards to the iron perch, if necessary. There is an awkward 8-feet shell bank before reaching the pass from the Current Basin side. Its North extreme is only 2 cables' lengths from the iron perch.

A white buoy has been placed on the north-eastern edge of the Middle bank, rendering the navigation of the channel much more easy. Notwithstanding that the French Pass is constantly used by the mail and coasting steamers running between Nelson, Picton, and Wellington, they never pass through against the tide, always going round D'Urville Island on those occasions, and, taking into consideration the eddying nature of the currents, it is dangerous to attempt to go through against the tide, since a very slight sheer would run a vessel aground in a moment; but at slack water or with the tide there is no danger to a steam-vessel conducted with ordinary care. Notwithstanding that the pass is safe, it is scarcely to be recommended for large vessels.

**Rangi-Toto Roadstead** is a convenient anchorage with westerly winds ranging from North to South; it is on the eastern side of D'Urville Island, 4 miles from Cape Stephens, the northern extreme. The anchorage is in the southern bight of the bay, about one-third of a mile off shore.

**Port Hardy**, at the northern end of D'Urville Island, lies between Cape Stephens and Nile Head, the latter forming its western entrance point. These headlands bear N.E. and S.W. from each other, distant 4 miles. Vessels making for the port from the eastward should pass to the northward of Stephens Island, as there are two clusters of rocks in the passage between it and D'Urville Island.

**Nelson's Monument** and **Victory Isles** are in the entrance of Port Hardy, the former a high rock lying a mile to the eastward of Nile Head, and the latter a cluster of small islands south-eastward of and the same distance from
the Monument, with the Fleet (a cluster of rocks) extending again from them to the eastern shore.

The passage into the port is on either side of Nelson's Monument, in deep water; to the eastward, or between it and Victory Islands, is the widest channel, as a reef extends 1/2 cable's length off both Nile and Trafalgar Heads—the outer and inner western entrance points—which narrows the channel on that side.

It is high water, full and change, at 8h 0m, and the springs rise 12 ft. Off Stephens Island the flood or north-westerly stream begins at 5h 15m, and the ebb or south-easterly at 11h 15m.

Greville or Brooke Harbour is on the western side of D'Urville Island, 6½ miles southward of Nile Head. Mount Woore, the highest land of the island, 2,180 ft. high, rises over its northern shores. The entrance points lie North and South of each other, 1 mile apart, and a rock 4 feet out of water lies a quarter of a mile N.W. of the South entrance point (Rugged Point). The harbour runs S.S.E. for 1¼ mile, with a width of nearly a mile, the depth from 7 to 10 fathoms.

Admiralty Bay lies between D'Urville Island and the peninsula, which forms the western entrance of Pelorus Sound. It runs in a south-westerly direction, is 7 miles in depth, and 4 in width, at the entrance. Off the entrance are the Trio Islands, and 4 miles to the N.E. of the latter the Jay Rocks.

Pelorus Sound.—This great inlet, which lies between Admiralty Bay and Guards Bay, is similar in character to Queen Charlotte Sound; it extends in a southerly direction about 25 miles, branching off to the eastward and westward into numerous arms and creeks, and embracing no less an extent of coast line than 250 miles. Its entrance on either side is formed by a peninsula, the western being almost isolated by the head of Croisilles Harbour, the isthmus which divides their waters being only half a mile across; and the eastern by a narrow neck of a hundred feet broad, which separates it from the bight westward of Forsyth Island, while an arm at the south-eastern head meets within less than a mile of Separation Inlet at the head of Queen Charlotte Sound.

Except at the head of the main branch, the general character of the country is mountainous, rising with almost perpendicular acclivity to heights of from 2,000 to 3,000 ft., and clothed with dense forests.

The N.W. end of Forsyth Island forms the eastern outer entrance point, and Harding Point the western, being little more than 2 miles apart. Chetwode Islands lie immediately off the mouth of the sound, distant nearly 2 miles from either entrance point; they are two narrow islands, 3 miles long, lying in a N.E. and S.W. direction, connected by a reef, and rather remarkable, with sharp-peaked summits 800 ft. high. A reef of rocks above water extends half a mile N.E. of the easternmost island, and the Sentinel Rock,
65 ft. above the sea, lies E.N.E. 1½ mile from the N.E. end of the same island; there are also heavy tide ripplings about these islands.

Vessels may enter Pelorus Sound on either side of Chetwode Islands. A high rock out of water lies in the eastern passage a long half mile from the S.E. side of the larger or S.W. island. There is also a rock covered at half tide in the western passage, between Chetwode Islands and West entry point not more than 3 cables' lengths from the western shore, with 25 fathoms round it.

Oke Rock which covers at high tide lies in the Kaka-ho Channel, the passage between the Chetwode Islands and Entry Point, not more than 3 cables from the western shore, with 25 fathoms round it. A small iron beacon, painted red, and surmounted by a ball, has been placed on it, that shows 8½ feet out of water at high water springs. Should the beacon not be seen this rock may be avoided on entering Pelorus Sound, through the Kako-ho Channel, by keeping the reef, extending from the N.W. end of Forsyth Island, on the starboard bow until West entry point is open, which clears it.

Port Ligar, immediately within West entry point, is a fine harbour, and equal to any in Cook's Strait; the outer portion (Kopi) has from 14 to 17 fathoms water. The northern shores are separated by a narrow neck, a quarter of a mile wide, from Admiralty Bay. The North entrance point of Port Ligar is a long yellow clay point tapering to the water.

The depth of water in Pelorus Sound varies from 45 to 16 fathoms, gradually decreasing in the main branch towards its head, where it receives two rivers forming shoal banks at the head of that arm. With this latter exception, the rock just noticed, and Kainoki, a sunken rock off the entrance of Waihinau Bay, the second bay on the western side, there is no obstruction to navigation; and the sound has this peculiarity, that the nearer the points are approached, the deeper is the water.

In Pelorus Sound there are at least thirty bays or anchorages, mostly landlocked, and safe in any winds. The gusts in bad weather are very furious. Fresh water may always be obtained; fish in abundance may be caught off the points.

Guards Bay lies to the eastward of Pelorus Sound, between Alligator Head and Forsyth Island; and with its inlets Titirangi and Akaloo affords shelter from all winds; the small island Ngara lies in the entrance 1¼ mile N.N.W. of Alligator Head, and has a reef awash at half ebb extending one-third of a mile eastward of its eastern end. There is a deep-water channel between this reef and Alligator Head, as also a broad and clear channel between Motu Ngara and Forsyth Island.

Forsyth Island, which forms the western side of Guards Bay, is 3 miles long, in a North and South direction, and is separated from the mainland by a very narrow channel with 7 fathoms water in it.

Waitui Bay, the next bay eastward, lies between Cape Lambert and
Alligator Head; it is 3 miles wide at the entrance, and about 2 in depth. The shores around are steep and cliffy, and it is not a place of shelter.

PORT GORE is the extensive inlet to the S.E. of Guards Bay, and forms a noble harbour of refuge for vessels caught by an adverse gale in Cook's Strait. The entrance is between Point Lambert and Point Jackson, which are 3½ miles apart. Melville Cove is the inner anchorage in Port Gore, lying in its S.W. corner, and protected by the peninsula, of which Hart Point is the South extreme. The turn and range of the tides are the same as at all other parts of Cook's Strait. The inner anchorage of Port Gore lies to the West of this point. The surrounding land is very high and wooded. In the southernmost angle of Port Gore is Cockle Bay, open to the North. Hence the S.E. side of the inlet trends directly to the N.E. to Point Jackson, which separates it from Queen Charlotte Sound.

The land is high over the head of Port Gore, and thickly wooded. In the centre of the peninsula, less than a mile from the head of Cockle Bay, Mount Furneaux rises to a height of 2,600 feet, and Stokes Mountain, the highest in the neighbourhood, 3½ miles south-westward of the head of the port, attains an elevation of 3,900 feet.

QUEEN CHARLOTTE SOUND is, or was, one of the most interesting points of New Zealand, as it was here that Cook remained during each of the voyages in which he made so complete an examination of this till then terra incognita. The following description of it is given by the great circumnavigator in the account of his first voyage:—“The entrance of Queen Charlotte Sound is situated in lat. 41° S., and long. 184° 30' W., near the middle of the S.W. side of the strait in which it lies. The land off the S.E. head of the sound, called by the natives Koamoroa, off which lie two small islands and some rocks, makes the narrowest part of the strait. From the N.W. head (Cape Jackson) a reef of rocks runs out about 1 mile, in the direction of N.E. by N., part of which is above water, and part below. By this account of the heads the sound will be sufficiently known. At the entrance it is three leagues broad, and lies in S.W. by S.S.W. and W.S.W. at least ten leagues, and is a collection of some of the finest harbours in the world.”

Cape Jackson, the northern entrance point, is a long narrow, elbow-shaped point, the extreme of a peninsula which separates the sound from Port Gore, to the westward; it is remarkable from its shape, flat towards the extreme, where it is 280 ft. high, and rising at the elbow to 740 ft. Two flat black rocks lie off its outer extreme, the outer one a mile N.E. by N. from it, and 3 ft. above high water. There are always tide ripplings off these rocks, and the tides set across the entrance of the sound with considerable strength on both points.

The White Rocks, Motuara, and Long Island, lie in the entrance of the sound; the former are a ridge of peaked rocks a quarter of a mile in extent,
high out of water, and bearing W.N.W. a mile from Cape Koamoroo, with a passage on either side of them. The two islands lie 3 miles within the line of the entrance capes; Motuara on the western, and Long Island on the eastern side; there are also passages between and on either side of them. This great inlet is singularly free from dangers.

H.M.S. Challenger in July, 1874, anchored in Queen Charlotte Sound, between Long Island and Mortuara Island, in 7 fathoms, with Twin Rocks in line with northernmost Long Island E. ⅔ S. half a mile distant; this was found to be an excellent anchorage with S.E. gales, the wind being far more moderate, and the ship lying easier at her anchor than at Port Hardy during the same sort of weather.

Ship Cove.—Capt. Cook says:—"The land forming the harbour or cove in which we lay, is called by the natives Totarranue; the harbour itself, which I call Ship Cove, is not inferior to any in the sound, either for convenience or safety; it lies on the West side of the sound, and is the southernmost of three coves that are situated within the Island of Motuara, which bears East of it. Ship Cove may be entered either between the Island of Motuara, and a long island called by the natives Hamote, or between Motuara and the western shore. In the last of these channels are two ledges of rocks, 3 fathoms under water, which may be easily known by the seaweed that grows on them. In sailing either in or out of the sound, with little wind, attention must be had to the tides, which flow about nine or ten o'clock at the full and change of the moon, and rise and fall between 7 and 8 ft. perpendicular. The flood comes in through the strait from the S.E., and sets strongly over upon the N.W. head, and the reef which lies off it; the ebb sets with still greater rapidity to the S.E. over the rocks and islands that lie off the S.E. head.—(February, 1770.)"

A shoal rocky patch of 12 ft. extends North from the North end of Motuara, and has a rock at its extreme with 6 ft.: the latter is distant nearly three-quarters of a mile from Motuara, and is marked by kelp.

The hill immediately over the South side of Ship Cove has a bare yellow looking summit 1,292 ft. high, and South of it a cove runs in for a mile, being about the same width at its entrance, and with 27 fathoms water in it. The adjoining bay, a mile to the southward, and the most considerable in extent on the North side of the Sound, is Endeavour Inlet; it runs to the northward for 4 miles, with two arms.

Many Coves Bay is the next, a spacious and desirable anchorage; above it is Fly Bay, off the eastern entrance point of which, S.W. ⅔ S. nearly one-third of a mile, is Luke Rock, with 3 ft. at low water, and marked by a black buoy. There is also a red buoy placed on Havos Rock of 10 ft., which lies about half a mile off the S.W. end of Pig Island, fronting Endeavour Inlet.
The average width of the main arm of the sound above Fly Bay is nearly a mile, and the bays and coves are so similar in features that it will be unnecessary to offer any particular description.

During strong winds in Cook Strait, Queen Charlotte Sound is liable to heavy gusts off the high land and out of the mountain gulleys, which give little or no warning, and it is necessary to use caution, especially with boats under sail.

Picton, the capital of the province of Marlborough, is situated at the head of Queen Charlotte Sound about 18 miles from the Tory Channel entrance. A wharf with a depth of 15 ft. of water alongside is formed. The population of the town in 1874 was 740. A railway is constructing to connect Picton with Blenheim, 18 miles to the S.E., and the largest town in the province. A red light is shown on the end of the wharf 20 ft above high water, and visible 6 miles off.

ARAPAWA ISLAND, or Alapawa or Wellington Island, forms the S.E. side of Queen Charlotte Sound, its insularity being determined by the Tory, in 1839, and the strait to the southward, separating it from the main land, was named the Tory Channel. The island is about 15 miles in length, N.E. and S.W., and of an irregular breadth.

East Bay, on the western side of Alapawa Island, is an extensive inlet, 4 miles in depth and 1½ mile in width, being only separated from the sea by a steep and narrow ridge, before alluded to; the entrance of this bay is one mile south-eastward of the South point of Long Island, and 5 miles south-westward of Cape Koamoroo; there are 25 fathoms water all over it.

Pig Island, 2 miles South of Long Island, is more than 2 miles long; it is 978 ft. high. A red buoy marks the position of a rock about half a mile off the S.W. end of Pig Island. The channel to the westward of the island is the fair channel up the sound.

CAPE KOAMARU is the northernmost point of Arapawa Island; it has a cone-shaped hummock on its extreme, and immediately inside it a higher hill 870 ft. above the sea; it will also be known by its proximity to the Brothers Islands.

Wellington Head, between Cape Koamaru and the eastern entrance to the Tory Channel, is the point of the Middle Island nearest to the North Island. It is a bold prominent headland, rising to the height of 2,190 ft. The narrowest part of Cook Strait, between this headland and Cape Terawiti, is 12 miles across.

Off this part of the coast lie the principal dangers in Cook Strait, namely, two rocks awash north-eastward of Wellington Head; the Brothers Islands, with their reefs; and Cook Rock.

The first of these dangers, the two rocks awash, occupy a space of one-third of a mile in a North and South direction. They lie N.E. by N. from Wel-
PORT UNDERWOOD.

Port Underwood, distant 3½ miles, and are 2½ miles from the nearest part of the coast, with 48 fathoms mid-channel between.

Brothers Islands are two small islands, about the same size, each nearly a third of a mile in length, and about 235 ft. high; they lie nearly a mile apart in a N. by E. and S. by W. direction, and bear from Wellington Head N. by E. ¾ E., the southern is distant 5 miles; the northern islet bears East 2½ miles from Cape Koamaroo.

There is no passage between these islands; several rocks and reefs are scattered about them, and the tides are very strong with heavy rippings: a rock with about 3 ft. on it at low water lies W. by S. ¼ S. from the centre of the South Island a long half mile distant, which narrows the passage between the Brothers and the land of Cape Koamaroo to little more than a mile; this passage is not recommended; the Brothers Islands should not be approached within a mile by a stranger.

Cook's Rock is highly dangerous, as it is only awash at low water springs, and is in the track of vessels passing through Cook Strait from the westward, and also of those entering Queen Charlotte Sound. It lies N. by E. ¾ E. from Cape Koamaroo, distant 3½ miles; and from Cape Jackson, the northern entrance point of the sound, E. by S. ¼ S., distant 5½ miles; there is generally a tide rippling on and about Cook's Rock, and in strong winds it will be seen to break before low water—when visible it resembles a whale's back. The West end of the White Rocks (Queen Charlotte Sound) in a line with the North end of Long Island bearing S.W. ¾ S. leads directly on Cook's Rock.

Tory Channel.—Two miles south-westward of Wellington Head is the eastern entrance to Tory Channel (leading to Queen Charlotte Sound), its northern side being formed by Alapawa Island, and its southern side easily distinguishable from its chalky cliff-like appearance. This channel is frequently used with advantage by small coasting vessels, but is not recommended for large ones; the entrance is narrow, being only a quarter of a mile wide, and the strength of the tide during springs attains a rate of five knots; two peaked rocks extend to the S.E. from the northern entrance point, and there are also some rocks above water lying a short distance off the southern point.

PORT UNDERWOOD is a good and spacious harbour, accessible in all weather, and a frequent port of refuge for vessels unable to enter Port Nicholson, or to pass through Cook Strait; it lies at the North end of Cloudy Bay, and is 23 miles W. by S. ¾ S. from the entrance of Port Nicholson. The land in the immediate neighbourhood is mountainous, the thickly wooded peaks of Mount Robertson rising over its western side to a height of 2,263 ft., and the Treble Mountain adjoining it, 2,930 ft.

The harbour runs nearly North and South 4 miles, and in its upper part is divided into two arms by a high and narrow peninsula 2 miles in length;
these arms form each a separate and well-sheltered harbour, their upper portion reaching within 1¼ mile of the western entrance of Tory Channel, leading to Queen Charlotte Sound. The entrance is well marked from seaward; off its eastern point (Robertson) are two rocks well out of water, with straggling ones awash near them; this point should not be approached within 2 cables' lengths. A distinctly shaped saddle hill rises half a mile to the eastward of Robertson Point; the coast drops suddenly between this saddle hill and the higher land to the eastward.

A detached rock above water lies S.S.E. 2 cables' lengths from the North point of Robin Hood Bay, the western entrance point of Port Underwood; no other dangers exist but those just mentioned. The width of the entrance is a mile, the average depth within being 9 fathoms.

CLOUDY BAY, in which Port Underwood lies, is a name derived from Capt. Cook, and is well applied. It is limited to the South by a cape called the White Bluff.

The coast to the southward of Port Underwood continues steep and rocky for about 6 miles. Along the whole of this distance, with the exception of two places, where they recede and form two small coves, open to the S.E., their declivities are abruptly cut off, seaward, into craggy cliffs and broken rocks, hanging over and jutting out into the sea, and split and shattered into every variety of ruggedness. The coast then trends out to the East; the hilly range recedes to the S.W., and a broad sandy beach extends across the West end of the Wairau Plain.

The Wairau River, which falls into Cloudy Bay, rises at about 65 or 70 miles from its mouth, in direct distance, among the high and snowy mountains. All the advantages, however, are reduced by the character of the entrance of the river. It has a bar across it, which renders it difficult of access, except in boats or calm weather. A signal staff stands on its western point. For signals, see page 324.

The Wairau is unhappily celebrated by the massacre of twenty-two Europeans, including Captain Arthur Wakefield and other leading colonists of Nelson, on June 17th, 1843. This terrible event—an ample evidence of native treachery and ferocity—occurred during the adjustment of some land claims.

The WHITE BLUFF is a very remarkable range of steep, white-faced cliffs, their highest summit being 890 ft. high, rising boldly from the sea; a mountain range extends from these cliffs to the W.S.W., and is the southern boundary of the Wairau plains, an extensive tract of grazing country, occupied by the Nelson settlers.

CAPE CAMPBELL is 11 miles S.E. from the White Bluff, and is the S.W. entrance point of Cook Strait. It bears from Cape Palliser W.S.W., distant 44 miles. It is a remarkable low, salient point, and should be approached with caution, especially at night in thick weather.
THE MIDDLE ISLAND.

The LIGHTHOUSE was first illuminated August 1st, 1870. The tower, 73 ft. high, is a wooden structure, painted with alternate bands of red and white. It is situated on a knoll at the extremity of Cape Campbell, in lat. 41° 43' 15" S., long. 174° 18' 30" E. The light is a revolving white light, attaining its greatest brilliancy every minute, elevated 155 ft. above high water, and in clear weather should be seen from a distance of 19 miles.

Mount Tako is 500 ft. high, and lies 1½ mile to the S.W. of the low extreme of the cape. An encircling dangerous reef of sunken rocks, with some detached and above water, extends nearly a mile N.N.E. of the cape extreme, which is sandy and low; this reef is also continuous 1½ mile to the southward on the seaward face of the cape, extending half a mile from the land. It is advisable, therefore, that vessels should not approach the land in this neighbourhood within half a league or 2 miles by day, unless coasters acquainted with the dangers; and especially at night, and in thick weather, great caution must be observed when in its vicinity.

The navigation of Cook’s Strait is easy and less dangerous than the English Channel; and with a good look-out from the mast-head, by day, and the lead going by night, a vessel may proceed to any part of the strait in safety.

THE MIDDLE ISLAND.

The largest of the New Zealand Islands, and also that containing the greater number of colonists, is 460 miles long from S.S.W. to N.N.E., with a breadth varying from 85 to 145 miles, an area larger than England, but widely different in its aspect.

On the eastern and south-eastern sides there is a large extent of open country and comparatively level plains, fit for agricultural and grazing purposes, and being gradually occupied by colonists. The northern part, adjacent to Cook Strait, is much more diversified, while almost throughout its whole length, and towards the north-western coast, is a range of lofty volcanic mountains, which present every variety of grand and picturesque scenery. Towards the South and West is another distinct region, characterised by very lofty irregular mountains, with extensive and very deep lakes lying in the valleys between them. The peculiar characteristics of these interesting regions have been described by Dr. Julius Haast, Dr. Hector, M’Kerrow, Hochsetter, and others, whose works are deserving of all notice.

It is separated into five provinces, Nelson on the North, with its chief town of the same name at the head of Blind Bay; Marlborough, at the N.E. end, with Picton, on one of the arms of Queen Charlotte Sound, as its capital; Canterbury, occupying the centre of the island, extending from the East to West coasts, with Christchurch as its capital, which is a few miles N.W. of
the harbour of Lyttelton. This province was colonized by a Church of England Society in 1860.

Otago lies to the southward of Canterbury. Its capital is Dunedin, at the head of Port Chalmers. It was colonized by some Scotch colonists in 1847, on free church principles. This province has increased in a wonderful degree since the gold discovery, which attracted a very great concourse of immigrants. Southland formerly occupied a portion of the southern coast, but now forms part of Otago. Invercargill, its late capital, is the outlet of an extensive pastoral district.

The EASTERN COAST.—From Cape Campbell to Banks peninsula, a distance of 130 miles, there is no place of shelter, with the exception of temporary anchorages in fine weather under Kaikora peninsula, and also there are no dangers along that line of coast, extending more than 1 mile from the shore; large vessels, however, are not recommended to approach nearer than 3 miles, at which distance, between Cape Campbell and Kaikora peninsula, the depth of water is 30 fathoms, and at the distance of 10 miles from the shore 80 fathoms will be found. Southward of Kaikora peninsula the water deepens suddenly, and at the distance of 5 miles from the land there is nearly 200 fathoms; while 22 miles farther South, abreast of Waiau-ua River, there is only 30 fathoms at the same distance.

The flood tide sets to the northward, the ebb to the southward, at the rate of nearly 1 knot an hour on this part of the coast, independent of which a northerly set will generally be experienced; but occasionally after southerly winds it has been found to run in the opposite direction.

Between Cape Campbell and Kaikora peninsula rise the lofty and snow-clad mountains known as the Kaikora and Looker-on Ranges. The former are midway between these two points, and 14 miles from the coast; they are 9,700 ft. high, rising in sharp and rugged peaks; the Looker-on Range are 13 miles North of the peninsula, and 7 miles inland, of the same character, and 8,700 ft above the sea.

The Coast trends from Cape Campbell S.S.W., and is rocky for the first 9 miles to the small river Waiharakaka, at the entrance of which is Flaxburn, a sheep station, and where, in fine weather, there is landing for boats sheltered by the reefs; there is also temporary anchorage for coasters, with N.W. winds, in 10 and 11 fathoms, 1 mile from the shore. The coast southward of Waiharakaka is sand and shingle beaches, with rocky points, for 22 miles to Waipapa Point, and the steep spurs descending from Benmore Mountain, which rises over Flaxburn to a height of 4,360 feet, as well as those from the lofty Kaikora Mountains to the southward, give to the neighbouring coast a peculiarly bold and rugged appearance. Immediately South of Waipapa Point, which is low and projecting, is Waiau-toa or Big River. The break in the Kaikora and Looker-on ranges formed by the valley of this river has the appearance of a harbour from a distant offing. Nearly 3 miles
KAIOKOURA PENINSULA.

South of Big River is a boat harbour and fishery; two white streaks in the wooded cliffs point out the landing place.

KAIOKOURA PENINSULA is a hummocky tongue of land, 350 feet high, projecting 2 miles at right angles from the coast, and lies 50 miles from Cape Campbell, forming Ingles or Half Moon Bay on the North, Gooch Bay on the South, and affording shelter to coasting vessels from north-easterly and south-easterly gales. The Kaikoura township, situated on the shores of Ingles Bay, is at present thinly populated, but promises to be a place of some importance, the country adjacent having been taken up by settlers for agricultural purposes.

Ingles Bay lies between the Hapuku River on the North, and northern point of the Kaikoura peninsula (Point Kean) on the South. The usual anchorages are well sheltered from the N.N.W. through West to S.E., with good holding ground, in depths varying from 7 to 10 fathoms, but open to N.E. and easterly gales. With north-easters the sea does not rise to any extent, but with easterly gales it is very heavy.

Four beacons have been erected on the cliffs near the sea, as leading marks, two for the outer and two for the inner anchorage. They are painted as follows:—Upper outer anchorage beacon, black and white with white perch, and elevated 105 ft. Lower beacon, red and white with red perch, elevated 95 ft. Upper inner anchorage beacon, red, elevated 55 ft. Lower beacon, white, elevated 40 ft.

Vessels from the northward, making for the anchorage may in ordinary weather steer a course direct for Mount Eyes, which rises from the centre of the peninsula, until within about 2 miles of the shore, when a S.W. \( \frac{3}{4} \) S. course for the outer anchorage beacons on the cliffs under Mount Eyes will lead into a good outer anchorage with 10 and 11 fathoms, dark sand, and within a few hundred yards of the St. Kilda Rock, taking care to keep the Nine Pin Rock, which lies to the N.W., open northward of the St. Kilda Rock.

Vessels approaching the Ingles Bay from the South in ordinary weather, may steer with safety close to Lynch Reef, which lies off Point Kean, the eastern extreme of the peninsula, and haul up on to a course, keeping the Nine Pin Rock open northward of the Kilda Rock, and anchoring in any position on that line of bearing. In bad weather it is necessary to give Lynch Reef a wider berth, as a shoal rocky patch of from 5 to 6 fathoms lies N.E. by E. \( \frac{1}{2} \) E., 1\( \frac{1}{2} \) cable from the N.E. point of the reef.

Fyffe Cove is a boat harbour, about 6 cables to the westward of Lynch Reef, formed by Observation Point and the projecting reef to the eastward, capable of holding, when properly moored, three or four coasters of a draught of water not exceeding 6 to 8 ft. Vessels making for this inner anchorage must keep the outer anchorage beacons in line until the second set of beacons at the head of the cove are in one, when they should immediately haul up on
tive new line of bearing, which will carry them into the harbour, clear of a rock awash lying on the eastern side of the entrance. Care must be taken not to go off the line of bearing for Fyffe Cove, as a dangerous rock with only 6 ft. of water lies between St. Kilda Rock and Observation Point. Moorings are laid down to the rocks on both sides of the harbour. A jetty has also been constructed by the Government to allow of small craft hauling alongside to discharge their cargoes.

Davidson Rocks, lying N.W. by N., and distant nearly 1½ mile from Observation Point, is a dangerous and shoal patch awash at low water springs. Between these rocks and the shore, and bearing N.W. ½ W. from Observation Point, is another dangerous patch known as the Ruby Shoal, consisting of two conical rocks lying N.W. and S.E. of each other, 6 ft. apart, with 3 ft. of water at low water springs. To avoid these rocks when working in or out of Ingles Bay, mariners are cautioned not to open the Nine Pin Rock seaward of Point Kean; they must also bear in mind that the current almost invariably sets to the northward.

Gooch Bay, situated on the South side of the peninsula, lies between Haul-round Point and the Kohai or Waite River. The anchorage in the bay is well sheltered from all winds but those between the South and East, good holding ground being found at a depth of from 8 to 9 fathoms, with the southern extreme of Baxter Reef on with Haul-round Point bearing E.S.E. In hauling into this anchorage care must be taken to avoid the Cone Rock, nearly awash at low water, lying S.W. of the end of Baxter Reef, and distant about one quarter of a mile.

Bullen Cove, formed by Baxter Reef to the westward, and Haul-round Point to the East, cannot be recommended as a good anchorage.

Amuri Bluff.—For 1½ mile southward of Kaikora Peninsula is a continuous bight, the South point of which is Amuri Bluff, which has several outlying rocks nearly a mile from the shore. Small coasters can moor in safety within these reefs. There is very deep water off Amuri Bluff, 184 fathoms having been obtained only 2 miles from the shore. A shoal bank of 4 fathoms is reported to exist 12 or 15 miles South of Amuri Bluff, and 6 or 7 miles off the shore.

The Waiau-na or Dillon River is about 26 miles South of the Kaikoura Peninsula. It rises in the lofty Mount Franklin, 10,000 ft., at 55 miles to the N.W. The entry may be distinguished at a distance by a lofty mountain, Mount Caverhill, rising 2,000 ft. above the level of the sea, 7 miles to the northward of the entrance. From its summit the Caverhill Range extends to the southward, terminating abruptly on the northern banks of the Waiau-na River. The Cheviot Hills form the southern boundary of the river, and are of a hummocky formation. The river has frequently two narrow entrances, one immediately at the base of the Cheviot Hills, and the other about half a mile North of this, on a shingle beach; both entrances are
shifting, and the velocity of the stream on the ebb is so rapid as to render it dangerous for boats.

No outlying dangers exist off the mouth of the Waiau-au River, which can be approached boldly to within half a mile, in a depth of $4\frac{3}{4}$ to 5 fathoms, but vessels should not anchor in less than 6 fathoms, as the sea breaks some distance from the land in southerly and south-easterly breezes.

**Gore Bay** is an indentation of the coast line, situated between the Waiau-au and Hurunui Rivers. The country in the neighbourhood, known as the Cheviot Hill Station, is one of the finest grazing districts in New Zealand; difficulties of shipping the wool, on account of the exposed nature of the coast, are very great.

An organized boat establishment of Kanakas, from the Sandwich Islands, is maintained here to man the life-boat. The present landing-place is on the sandy beach lying between McClellan Point and the Jed River. There is not more than a quarter to half a fathom of water, when it suddenly dips to $1\frac{1}{2}$ and 2 fathoms. With any swell from seaward the sea breaks over this shoal ground with great violence, and in gales from the S.E. it has frequently been known to break nearly as far seaward as the general trend of the coast line in 5 fathoms water.

Every convenience for landing has been organized, a warping-buoy being laid down for hauling the boats in and out through the surf; the landing, however, should never be attempted excepting in a whale-boat.

**Sail Rock** lies close off a projecting clifty piece of coast, 13 miles southward of Gore Bay; 8 miles further to the S.W. is Motunau, or the Table Island of Cook, which, like Sail Rock, has a white appearance in bright weather. **Table Island** (Motunau) is small, lying three-quarters of a mile from the shore, and almost connected with it by reefs; there are also reefs extending nearly a mile to the eastward and southward, and a rocky patch, with 4 fathoms, 2 miles S.W. by S. of it. The island affords shelter for boats.

From Table Island the coast recedes to the westward, becomes low and sandy, and forms Pegasus Bay, the South side of which is Banks Peninsula. The shores of this bay form the sea face of the northern portion of the great southern or Canterbury Plains.

**PEGASUS BAY** is nearly 40 miles in extent, North to South, and 15 miles in depth. Its northern shore, from Table Island to Double (or the N.W.) Corner, a distance of 12 miles, is clifty, with a sand and stony beach at low water; 4 miles westward of the island are two shallow patches, extending a mile from the shore; they should be avoided, and are the only dangers in Pegasus Bay. From **Double Corner**, where there is good boat landing in fine weather, a sandy beach extends for 27 miles or nearly to the entrance of Port Victoria.

**Waimakarari River.**—The entrance to the Waimakariri River bears from Godley Head N.W. by N., distant 12 miles. There is a bar, which is con-
stantly shifting and varying in depth. A signal-staff (see p. 324) stands on the highest sand hill immediately to the southward of the entrance, and two moveable beacons are placed on the South spit, and kept in one as nearly as possible with the deepest water over the bar, which has generally about 3 ft. on it at low water spring tides. Vessels of 40 tons can ascend about 8 miles to Kaiapoi; the navigation of the river inside is easy, and the channel well staked. Kaiapoi, 12 miles northward of Christchurch, is joined to it by railway. It had a population in the town itself of 868 in 1874, and including the district, 4,642.

Avon River (Opawa).—The entrance of this river lies at the South extreme of the sandy beach of Pegasus Bay. As a means of conveying cargo between Port Victoria and the plains, it is of great importance to the Canterbury Settlement, and in moderate weather is accessible to vessels drawing from 8 to 10 ft. of water. The bar is one-sixth of a mile outside the rocks above water off the southern entrance point, and has a depth in the channel of not less than 5 ft. at low water springs, but requires local knowledge.

On Cave Rock, at the entrance to Avon River, stands a signal staff, on which are exhibited the New Zealand Signals, as described on page 324, and vessels are piloted in by means of semaphore arms. Vessels of 40 tons can enter safely at the proper time of tide, and then ascend the river to the ferry, and smaller craft to the quay within 2 miles of Christchurch. Small steamers run between Lyttelton and Christchurch; under favourable circumstances the bar may be crossed in open boats with perfect safety.

CHRISTCHURCH, the capital of the Province of Canterbury, is situated on the River Avon, 5 miles from the sea. It is now connected with Port Lyttelton by a railway 8 miles long, constructed at great expense through the hills. Railways are also being extended northward and southward of Christchurch. The population of the city was about 8,000 in 1874, and including the suburbs 14,000. The surrounding district is chiefly suitable for grazing purposes.

BANKS PENINSULA is one of the most remarkable projections in New Zealand. When Captain Cook passed here in his first voyage, it was at so great a distance that he considered the isolated mass of hills, of which it consists, to be an island, and named it Bank's Island, from Mr. (afterwards Sir Joseph) Banks. Subsequently it was ascertained that a level tract of land united it to the main island, but this was too much misrepresented, and it was not until the surveys in 1849-50 that its true character was ascertained. It is about 20 miles long, E.S.E. and W.N.W., and 17 miles broad, consisting almost entirely of steep rugged hills covered with wood. Several important harbours penetrate deeply into it on all sides. The land is nearly all settled by small farmers, the peninsula being noted for its dairy produce; this, with wool, forming the main export.

From the remarkable appearance of this apparently isolated land, there is no possibility of a vessel mistaking her position; and the navigator will de-
rive considerable confidence in approaching at night, as the bank of soundings extends 25 miles from the coast, a feature almost peculiar to this part of New Zealand.

PORT LYTTELTON (Tewhaka), formerly called Port Victoria and Port Cooper, lies on the N.W. side of Banks Peninsula; its entrance being 2½ miles from the South end of the sandy beach of Pegasus Bay. It runs in a S.W. by W. direction 7 miles. The town of Lyttelton is situated on the North shore in a small bay, 4 miles from the heads; above it there is only sufficient depth of water for small coasters. Ships drawing 15 ft. can lie alongside the railway jetty at Port Lyttelton, and the harbour is to be improved by the construction of wharves, breakwaters, &c., at a cost of £180,000 (1874). A railway is tunnelled through the hills to Christchurch, as before mentioned. A breakwater has been thrown out off Officer Point, which affords shelter for small vessels.

Water is expensive, being 6 or 7 shillings a ton. It has to be brought by rail from Christchurch.

Light.—A light is exhibited from a lighthouse on Cachalot or Godley Head, at the North side of the entrance to Port Victoria. The light is a fixed white light, visible through an arc of 200°, but when bearing from seaward, only from W. ⅞ N. round by West and South to S.S.E. ⅞ E. It is placed at an elevation of 450 ft. above the mean level of the sea, consequently liable to be obscured by fog, but in clear weather should be seen from a distance of 29 miles. The tower is 30 ft. high from base to vane.

At the foot of the western side of Adderly Head, in little Port Cooper Bay, stands the Pilot Station. A look-out is kept day and night; and vessels requiring a pilot after dark should, when between the heads, burn a blue light, or show a flare up, and the signal will be promptly answered by the pilot, unless engaged with another vessel, in which case a ship may with safety proceed up the fairway of the harbour, and anchor below the shipping in 5 fathoms. The harbour pilot will shift her at daylight to a proper anchorage.

In approaching the harbour from the northward, Mount Herbert, the highest peak of the peninsula, is a prominent mark, Port Lyttelton lying to the westward of it. On a nearer approach, Mount Pleasant, the highest peak on the North side of the harbour, is easily distinguished, being bluff towards the port, and sloping off gradually to the lowland of the plain. Coopers Knobs, at the head of the harbour, are remarkably round, wooded, overhanging peaks, and form a leading mark for steering up the harbour, with the house on Quail Island under them bearing S.W. by W.

Vessels from the southward, after rounding the peninsula, should keep along the land, about 1½ mile off, until they open out Ports Lyttelton and Levy.

South Pacific. 3 k
There is good anchorage outside in calm or southerly weather; soundings from 7 to 10 fathoms 4 or 5 miles from the shore.

The entrance to the port is 1 mile wide, and it maintains the same width as far as the anchorage off Lyttelton. The entrance heads are bold and steep to, and have 8 fathoms between them, which depth decreases gradually to 3½ fathoms at the anchorage. There are no dangers on either side in working up, with the exception of a small detached pinnacle rock with 8 ft. on it at low water. This rock lies in a N.N.W. direction from Ripa Islet (near the South shore, 2½ miles within the heads), and is 1½ cable's length from the shore. A small red buoy has been placed on an out-lying detached rock of 14 ft., about 30 yards outside the 8-ft. rock.

Port Victoria is easy of access in most weathers, except in S.W. gales, which draw out with great violence. It is somewhat open to easterly winds, but gales from that quarter are not of frequent occurrence, N.W. and S.W. being the prevailing winds.

Immediately within Toloa Head, the South entrance point, which is bold, and perpendicular, there is a small bay (Whalers Retreat), which whale ships formerly frequented for water, &c.; but it is open to northerly winds.

Quail Island, connected at low water with the main land, also lies on the southern side of the port, opposite Lyttelton, and 1½ mile distant from it. Midway between this island and the town the Shag Reef will be seen.

Vessels of large tonnage should anchor full three-quarters of a mile outside Shag Reef, at a distance of little more than half a mile from the jetty. The eastern or outer end of the town should not be opened out. "The holding ground, although mud, is of such a treacley consistency, that during strong breezes ships nearly always drag their anchors, slowly but surely, through it. H.M.S. Challenger dragged nearly a cable in 36 hours, with 50 fathoms of chain out and a clear anchor; while merchant ships dragged much further. I feel convinced that no vessel would hold in this port during a strong N.E. gale; the sea would then break in 5 fathoms."—Nav.-Lieut. H. Y. Slader.

There is very little tide felt in this and the adjacent harbours. It is high water, on full and change, at 3° 50'; the springs rise 7½ ft., and the neaps 5½ ft.

PORT LEVY, or Albert (Koko-rorata), is close to the eastward of Port Victoria, the South head of the latter (Toloa) forming its western entrance point. The port runs in a due South direction for little more than 3 miles, and is three-quarters of a mile wide at the entrance, narrowing gradually within. It is free from dangers, with the exception of some straggling rocks which extend about half a cable's length off its western shores, and which in working in must be avoided. The holding ground is good, but the port is open to northerly winds. The upper part of the harbour is shallow, and only fit for small coasters.
Baleine Point, the eastern entrance point, is rocky, but not high, and has a rock above water extending about a cable’s length off it. There is also a rock lying off the point, a quarter of a mile further to the eastward. A detached conical rock, with a sunken rock a short distance outside it, lies 1½ cable’s length off shore 1 mile to the south-eastward of Baleine Point.

Pigeon Bay (Wakaroa), which is very similar in feature to Port Levy, and situated 2½ miles to the S.E. of it, runs in a parallel direction for nearly 4 miles, being separated from it by a ridge of hills between 1,500 and 2,000 ft. high. It is equally easy of access; but the deep water runs further up, as vessels may anchor in 3½ fathoms, 2½ miles within the entrance. The eastern entrance point, Wakaroa, has some rocks lying nearly a cable’s length off it, and a sunken rock has been reported to exist, lying from 1¼ to 2 cables’ lengths due North of Pigeon Point, the western entrance head, but otherwise it is entirely free from dangers. This port was formerly a favourite resort of whale ships.

Between Pigeon Bay and the eastern extreme of Banks Peninsula, a distance of 15 miles, there are several small bays and bights, the principal of which are Akaloa, Oken, and Bone Bays; they are each little more than a mile in depth, and about half a mile in width. The coast between them is steep and iron-bound. Akaloa is a double bay, rocks extending from the middle head to the N.W. almost closing the western portion. In September, 1863, the ship Catherine is said to have struck on what was supposed to be a pinnacle rock, lying three-quarters of a mile off the N.E. extreme of Longlookout Point, or half a mile outside the rocky patches marked on the chart. Vessels are cautioned, until the dangers off this salient point of the coast are further examined, to give it a berth of at least a mile in passing.

The Sail Rocks are a detached cluster standing a third of a mile off the coast, near the East point of Oken Bay. Bone Bay is nearly at the eastern extreme of Banks Peninsula, being 2 miles North of East Head. It runs in a West direction, and has anchorage nearly a mile within the entrance in 4 fathoms. Neither of these bays can be considered as eligible for anything but small vessels.

AKAROA HARBOUR is similar to the others on the North side of the peninsula, except that it runs in an opposite direction. Early in 1840, the first emigrants of a French association, the Nanto-Bordelaise Company, arrived in the Bay of Islands. But the English government there established took the precautionary measure of proclaiming English sovereignty in the Middle Island a few days previously.

"Akaroa, for safety of anchorage, gradual depth of water, and especially for picturesque scenery, has long been recognised as one of the gems of the colony. It is a magnificent port, affording secure and landlocked shelter to any number of vessels, and was for many years the favourite resort of whalers. The town is divided into two portions; the lower town, from
having originally been peopled by the French, is called French Town; the more modern and higher is named English Town. This harbour has not yet come much into use. A railway is in contemplation."—Illustrated Australian News, 1875.

The harbour, though a noble one, was not so much frequented by whaling ships as might be inferred from its position, because the violent flurries of wind, from the high headlands surrounding it, render its narrow entrance rather difficult, and even dangerous with S.W. winds.

The heads of Akaroa Harbour are remarkable; the eastern head (Truwi) is much the highest, with a reef running off a short distance; off Iron Head, the western (Timatim) is a rock, in shape and appearance like a long boat; the eastern, or South head, is a perpendicular rock of a dark gray colour; the reef at the foot of it is considered dangerous; the breadth of the entrance is about three-quarters of a mile. This is the narrowest part of the harbour.

The Wright Rock lies S. by W. half a mile from the South head of Akaroa Harbour; it is pinnacle-shaped, and has about 11 ft. water over it at low water, and only breaks in a heavy sea. No kelp marks the locality.

It is not thought prudent to enter with a S.W. wind, as baffling and heavy squalls rush down from the high lands; in moderate weather it is considered perfectly safe and easy of access. The depth of water inside the heads is about 14 fathoms.

Vessels should not anchor until above Nine-fathom Point, which is 2½ miles inside the heads; outside this there is generally a swell, the depth from 14 to 10 fathoms, and the holding ground not good; above this point the depth decreases gradually from 9 to 6 fathoms, and in Pakaerikie Bay there is excellent anchorage, in 4 fathoms at low water, little more than half a mile off the settlement. A reef of rocks, awash at high water, extends little more than a cable's length off Observation Head, the South or outer point of this bay; otherwise there are no dangers.

Running along the eastern part of Banks peninsula, the current will be found setting to the northward. The entrance to the Harbour of Akaroa may be known by a heap of large, flat, black rocks, which are off the northern part of the entrance. From the entrance to the anchorage is a clear passage of about 5 miles, from a mile to a mile and a half wide, and in one part, about one-third of the way up, not more than three-quarters of a mile; there is no anchorage for the first 2 miles within the entrance, being open to the sea, the bottom rocky, and the water from 15 to 20 fathoms deep.

To the westward of Akaroa Harbour are two or three small bays on the coast, Hikurangi, Pirangi (or Piraki), and Oihoa (go-ashore). The anchorage near them is bad, and completely exposed to the southerly gales, which often blow with great violence. At the westernmost of these, which is at the
commencement of the shingle spit forming the Waihola Lake, is a lake (Lake Forsyth) which enters the peninsula in an E.N.E. direction.

The "NINETY MILES' BEACH" commences here. It is a continuous range of uniform shingle, without headland or bay, trending to the south-westward of Banks Peninsula. For 17 or 18 miles to the West of Ohioa the shore is composed of a shingle bank, about half a mile broad, which separates the great Lake Waihola, or rather Waiora, called in the Canterbury survey Lake Ellesmere. This has an area of 74,000 acres, and occupies a large portion of the low isthmus which connects Banks Peninsula with the main. This lake communicates with the sea by a narrow opening through the shingle spit, near its western end, which is closed for five or six months of the year.

To the S.W. of this end of the Waihola Lake the shingly beach continues for 60 miles, backed by grassy plains, extending to the foot of the principal ridge of mountains, the site of the Canterbury settlement. At about 35 miles beyond Timaru, still along the shingly beach, we come to the Waitangi River.

TIMARU—At the extreme of the Ninety-miles Beach a rocky projection from the coast occurs named Timaru, 1½ mile N.W. of Patiti Point, the site formerly of an old whaling station, but now (1874) occupied by a flourishing town of 2,500 inhabitants, with a large surrounding grazing and agricultural district. The mountain ranges approach here near the coast.

The coast line from Banks Peninsula to Timaru is low, and cannot be seen in thick weather or by night, until close in with the breakers, while to the southward of the town of Timaru the cliffs are from 30 to 50 feet high; this is a sure guide to Timaru, viz., low shingle beach to the northward—moderately high cliff to the southward.

A vessel can safely stand off and on this part of the coast, by keeping outside a depth of 7 fathoms. If the weather is clear, the high mountain range will be seen behind Timaru long before the coast line has risen; and Burke's Pass, a remarkable gorge, almost directly behind Timaru, is a good landmark, showing a distinct gap. There is a small town a short distance to the North of and in sight of Timaru, but the cliffs before mentioned will prevent any mistake.

Vessels bound for Timaru, after rounding Banks Peninsula, should steer S.W. by W. southerly, unless the wind be strong from E.S.E., which causes an inset, when it is necessary to keep three-quarters of a point more southerly.

A flagstaff and storehouse point out the landing place—which is said to be good—on the open beach at Timaru; from thence a rocky line of coast extends a long mile S.S.E. to the projecting Patiti Point. This shore is fronted by sands and shoal patches, with outlying reefs of rock and kelp always breaking, the reefs extending nearly two-thirds of a mile direct to
seaward from Patiti Point, and 1¼ mile to the S.E. from the storehouse at Timaru.

A red light is shown at the harbour-master's office on the cliff above the Government landing shed, visible from 3 to 4 miles; if made by night, bring it to bear W.S.W., and run in on that bearing, anchoring in not less than 4½ fathoms.

The roadstead of Timaru was surveyed in 1858 by Lieut. Woolcombe, R.N., who proposed berths for fixed moorings on the under-mentioned bearings: For a ship of 1,000 tons, the storehouse at Timaru, bearing W. by N., about 1 mile distant, and the extreme of Patiti Point, S. by W. in 6½ fathoms, fine sand; and for small vessels the storehouse bearing S.W. ½ S., about half a mile distant, and Patiti Point S. by E. ¼ E., in 4½ fathoms, fine gray sand; both these berths are within half a mile of the outlying reefs. *

Ships' boats should never be used for landing, as the amount of surf on the beach cannot be judged from seaward. In bad weather a look-out is kept on shore. By night, should a vessel part or be in danger of dragging on shore (as a last resource) slip and run her on the beach as near Le Crens Gully (to the North of the town) as possible; let the hands remain by the wreck, and assistance will be given by means of a rocket fired over the vessel.

The WAITANGI RIVER runs from West to East, through a vast plain of 40 or 50 miles in length, and about 12 in width, stretching East and West, without tree or shrub. It is a deep and rapid torrent, rushing through a labyrinth of gravel banks and small islands, and in summer much swollen by the melting of the snow on the mountains in the interior. It is the natural division between the settlements of Canterbury and Otago.

From Waitangi River the low cliffy coast with shingle beach continues for 15 miles to Cape Wanbrow, a protecting bluff of moderate height; from

* Signala.—In addition to the general signals for the colony described on page 324, the following local signals are used as required:—
A ball at one yard arm, and one on mast, half the length of the yard below the yard—Wait till the tide ebb.
A ball at each yard arm—Vessel may stand in safely.
Two balls at each yard arm, one below the other—Vessels may stand in safely; a boat will put off.
Two balls at one yard arm (one below the other), and one ball at the other yard arm—Anchorage not safe; keep to sea.

When vessels at anchor should put to sea, the general signal "Put to sea" will be shown.
No. 2 Marryatt's Code over second distinguishing pennant at mast head—The vessel is running into danger.

At night, when it is intended that vessels at anchor should put to sea, two guns will be fired, in addition to showing the proper lights.
thence it assumes a different aspect, being broken into sandy or shingle bays, with cliffy points between.

**Oamaru.**—Close to the northward of Cape Wanbrow is Oamaru, a safe anchorage with all winds excepting those between N.N.E. to S.S.E.; the anchorage is about two-thirds of a mile to the westward of the bluff headland to the southward of the town, in a convenient depth of water, about half a mile from the shore.

Heavy moorings have been laid down for large vessels; coasters use their own ground tackle. There are two boat establishments at this place.

*A red light, visible 5 miles in clear weather, is shown at the landing place from sunset to sunrise.*

"Oamaru is decidedly the maritime town of Otago. It is the shipping port of the largest pastoral and agricultural, and perhaps mineral districts in the province. The building stone is unrivalled, and can be got in any quantity. Limestone, cement, pipeclay, and coal exist. The substantial breakwater which is being rapidly built, will greatly facilitate shipment, and offer shelter in any weather to coasting vessels. In building the breakwater concrete blocks, weighing over 30 tons, are used. The town has an imposing appearance from the sea. As regards population, it is the second town in the province, the number in 1874 being 2,829."

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**Moerangi Bay.**—Look-out Bluff (*Awa-Mokihi*), 11 miles southward of Oamaru, is the North point of this bay, Whalers Home Point, 5 miles to the southward, being its southern extreme. A reef nearly 3 miles long, covered with kelp, extends nearly across its entrance from North to South, and is a great protection to the boats of a whaling establishment, situated at its southern end.

**Whalers Home Point** is the eastern extreme of a clifffy projection, and is nearly 3 miles in length, with a sandy cove on its South side, forming a good boat harbour. A small islet (White Islet) and some scattered rocks, under water, covered with kelp, lie half a mile off the northern part of this projection; and 1 1/2 mile eastward of its southern extreme is the *Fish Reef*, which extends in a N.W. and S.E. direction for 1 mile, and uncovers at low water, being well marked at other times of the tide by kelp. This reef has deep water close outside it. There are several houses on the summit of Whalers Home Point.

From Moerangi Bay southward the country is hilly, and wooded close to the coast; a sandy bay extending for 5 miles, the South extreme of which is *Vulcan Point*. Shoal water extends 2 miles South of this point, at the extreme of which is *Danger Reef*, a sunken rock, whose position is also marked by kelp. Three very remarkable mountain cones rise just to the southward of Vulcan Point, 2 or 3 miles from the coast, and in their vicinity, at the mouth of the Shag River, coal is reported to be worked.

**Walkouaiti Bay** is 17 miles southward of Whalers Home Point, and 10
miles North of Port Chalmers. There is anchorage in the bay with off-shore winds; 5 fathoms will be found within half a mile of the shore. Waikouaiti or Hawksbury town on the shores of the bay contained a population of about 600 in 1874, and including the surrounding district and Shag Valley, 3,014.

Ahuriri Rock lies about three-quarters of a mile from the shore, and 2 miles northward of Jones Head (so named from an influential settler here), the North point of Waikouaiti Bay; it has 5 ft. water on it at low water, with 2 to 4 fathoms immediately round. From it Remarkable Cliff, near Tairoa Head, bears S. by E. \( \frac{3}{4} \) E., Vulcan Point N. by E., and Harris Bluff S.S.W. \( \frac{3}{4} \) W. Vessels should not approach the coast between Vulcan Point and Jones Head within 2½ miles, as it has not been examined near the shore, and is considered foul.

Between Waikouaiti and Otago Heads the coast is steep, so that the path between them lies over the hills. At a spot called Blueskins, 6 miles from Otago Heads two or three settlers formed an establishment in 1848.

PORT CHALMERS (Otago).—In 1843, in consequence of the dissensions among the religious parties in Scotland an association was formed by the members of the Free Church of Scotland to form a settlement in New Zealand; and on their application, Port Cooper (now Port Lyttelton), on Banks Peninsula was assigned to them. On a subsequent exploration, in 1844, Otago or Otakou, was determined on as the site of the future colony. The first expedition of colonists sailed from England in December, 1847, and arrived in March, 1848.

Dunedin, the capital of Otago and most important commercial city of New Zealand, is situated at the head of the bay, about 8 miles from Port Chalmers, with which it is also connected by a railway. Its importance has been greatly increased by the discovery of gold in the province in 1861, since which time to the end of the year 1871, the value of the precious metal exported has been £21,563,258, nearly one-half of that exported from the whole colony. The population of Dunedin and its suburbs, in 1874, was about 27,000. Lines of railway are being constructed to the towns both North and South of the city.

Lying open to the North, Port Chalmers is entered with a fair wind from the other settlements of New Zealand and from Australia. This also prevents any delay at the Heads on leaving. A fair wind out of the harbour takes a vessel soon free of the land, and, if seized at the commencement, may carry a ship of average sailing qualities to Cook Strait in forty-eight hours.

The general direction of the harbour is to the S.W. The entrance is narrow, a little more than a quarter of a mile only; and as there cannot be short of 30 square miles of tidal water within, the current at the mouth is strong. Tairoa Head is the N.E. head, and is a bold dome-shaped rocky headland, 244 ft. high. The opposite point is a sandy flat.

The approach to this port from the southward is well denoted by Cape
Saunders and its remarkable insulated mountain, 1,410 ft. high. From the northward and eastward it will be known by the gap its entrance makes in the land, as also in hazy weather, by a remarkable bank of dazzling white sand heaped at the base of the steep cliffs forming its western entrance head. This bank of sand from a distant offing is frequently mistaken for breakers on the bar.

As Port Chalmers is a barred harbour, there are times when it would be imprudent and unsafe to attempt to enter. The signals described on p. 324 are used. The Signal Station is on Tairoa Head, under the care of the pilots, whose boat's crew are stationed here, and at all times ready to push out when the bar is passable.

The entrance to the port lies North and South. Tairoa, its eastern head, is a bold, dome-shaped, rocky headland, 244 ft. high. From this head the bar extends in a north-westerly direction towards Hayward Point, which is the northern extreme of a bluff precipitous headland, forming the western entrance head of the port.

Tairoa Head Lighthouse, on the East side of the entrance to Port Chalmers, is a white tower, 39 ft. high, showing a fixed red light, visible from seaward when bearing from W. 4 S. round by South to S.E.; and up the harbour when bearing from E. 4 N. to N.E. 4 E. It is elevated about 196 feet above the mean level of the sea, and in clear weather should be seen at a distance of 20 miles.

Within the entrance a spacious sheet of water extends to the south-westward for a distance of 11 miles, and at the head of this arm of the sea stands the town of Dunedin. Seven miles within the heads a prominent headland, with two adjacent and lofty islands extending across the harbour, form a natural division; above which, the channels leading to Dunedin become either too shoal or too narrow for large vessels prudently to proceed farther. A mile eastward of these midway islands is the port town of Chalmers, at the head of Koputai Bay.

On a reference to the plan of this harbour it will be observed that, when within the bar, the ship channel leading to Koputai Bay is deep but narrow, extensive sand banks filling up the central space of both divisions of the harbour. This channel is marked by a series of temporary beacons and buoys; but, as a stranger should not proceed without a pilot beyond the first anchorage within the entrance, the directions here given will not enter into detail beyond that limit.

The Bar extends 1 mile in a N.W. direction from Tairoa Head; it is composed of hard white sand, and is in parts an extremely narrow ridge difficult to touch upon with the lead, with a fathom deeper water on either side. The depth of water on it varies, being a little deeper after the winter gales (July South Pacific.)
and August), which blow from the S.W., and is considered by those locally acquainted with it to be gradually shoaling.

The channel across the bar having gradually regained the deeper water it had before the great tidal wave of August, 1868, caused it to shoal, the guide beacons have been shifted, and two white beacons are now (1871) erected on the sandspit extending from the western shore of the harbour.

The harbour should not be approached in a S.E. gale, for these winds set the heaviest sea in on the coast, and produce a frightful surf on the bar, which breaks in 5 and 6 fathoms; neither should the bar be attempted on the ebb tide, unless with a commanding breeze, as it sets strongly towards Hayward Point. Light south-easterly winds also, which are generally accompanied by a light sea fog, cause a troubled swell on the bar, which is not the case with those from the N.E., to which quarter it is more exposed. A strong N.E. wind with the ebb tide makes a broken bar, dangerous for boats, but the swell goes down at all times very quickly, particularly with westerly winds.

Vessels anchoring outside the bar to await the tide should not come within 9 fathoms. By bringing the flagstaff on Tairoa Head to bear South, a little more than half a mile from the head, the marks will be on for crossing the bar.

In the event of it being necessary to run in, and the state of the bar such as to prevent the pilot crossing it, the following directions should be observed:—The marks for crossing the bar lead 2½ cables outside Tairoa Head. They are the two white beacons on the sandspit, extending from the western shore of the harbour, brought in line, and bearing S.S.W., which will lead over the bar in 18 ft. low water springs; and when a red and white beacon at the Pilot Station opens of Howlett Point, a course may be steered for Harrington Point, passing between it and the sandspit.

Harrington Point, the first rocky point half a mile within Tairoa Head, may be passed at half a cable, being quite steep-to; the width between it and the low dry spit of sand on the opposite shore, being scarcely 2 cables. A course may then be shaped for the first buoys which are laid down in an inner sand flat leading to the ship channel for Koputai Bay, anchoring 1 or 2 cables to the northward, or midway between them and Harrington Point, in 5 to 8 fathoms. The channel across the inner bar (1½ mile within Harrington Point) shifts occasionally, but on every change the buoys are altered so as to denote the 2-fathom edge, the depth in the middle of the channel being 15 ft. At the present time (1871) vessels drawing 12 ft. can reach Dunedin Jetty, and improvements of the channel by dredging operations are still in progress.

North Channel.—It must be observed that in smooth water, with a commanding breeze, there is an available channel within the bar, between it and Hayward Point, with from 22 to 25 ft. water. Vessels intending to take it
PORT CHALMERS.

should bring the entrance of the harbour between Harrington Point and the low sandspit opposite it open on a S.E. 1/2 S. bearing, and sail in on this course. When the signal staff bears E.S.E., they should haul up midway between it and Harrington Point, until in the deep channel in 6 fathoms, and then proceed as before directed. The least water at present (February, 1871), in the North or main channel, is 22 ft. at low water springs, no change having taken place since May, 1870. In taking this channel, vessels are generally exposed to the swell abreast.

Driver Rock.—The only danger outside the line of bar is this rock (named after the pilot), with 7 ft. at low water; it lies N.E., 1 1/2 cable from the N.E. extreme of Tairoa Head, and is out of the track of vessels crossing the bar, but dangerous for small vessels hugging Tairoa Head on that bearing.

Tides.—It is high water, full and change, at Tairoa Head, at 2h 50m; in Koputai Bay at 3h 30m; and at Dunedin at 4th 30m. The mean rise at high water at the heads is 4 feet 9 inches, which will give in ordinary tides a depth sufficient for vessels drawing 22 ft. to enter. The rise at Dunedin is from 2 to 4 ft.

Buoys.—In running up the harbour, red buoys should be left on the starboard hand; black buoys on the port hand.

Dock.—This dock, commenced in July, 1868, is constructed of stone found in the neighbourhood, at a cost of £56,000, and is the only graving dock in New Zealand. It is situated in Koputai Bay, and capable of taking any vessel likely to enter Port Chalmers, until the bar entrance deepens considerably. A channel has been dredged through the bank, to the depth of 16 ft., to the entrance, and is in course of being deepened (1872). Extensive workshops and machinery are also to be erected in connection with the dock, the dimensions of which are:—Length over all, 330 ft.; breadth of entrance, 68 ft.; breadth for ships bilge, 43 ft.; depth over sill at ordinary spring tides, 21 ft.; neaps, 17 1/2 ft. There is also a small floating dock used for coasting vessels.

The railway pier at Port Chalmers is 1,000 ft. long, at which vessels of 2,500 tons register have discharged. Another pier was to be completed in 1874.

A Time Ball falls at noon every day. It is established along with a Signal Station (see page 324) on the hill on the West side of the town.

The buildings intended to form a quarantine establishment are in course of erection (1872) on the Halfway Islands.

Wool, flax, and preserved meats, are the principal exports.

CAPE SAUNDERS.—From Tairoa Head the coast runs S.S.-easterly for nearly 7 miles to Cape Saunders, marked by a beacon. This bold and remarkable headland is the south-eastern termination of the peninsula which forms the southern side of the Port of Otago; and from it the land trends away S.W. by S. in a curvilinear form towards Quoin Point, a rounded pro-
jection, 30 miles distant. There are some off-lying rocks and islets in this
bight.

Nugget Point and Lighthouse is 22 miles from Quoin Point, and 52
miles from Cape Saunders, in the southern extreme of Molyneux Bay. It is
a bold and projecting headland, the termination of a remarkable razor-
backed mountain ridge, with three pointed rocky islets standing nearly half
a mile off it.

The Lighthouse was completed July, 1870, on the extremity of Nugget
Point. The tower, 31 ft. high, is built of stone and painted white. The
light is a fixed white light, elevated 250 ft. above the sea level, and in clear
weather should be seen from a distance of 23 miles. Lat. 46° 27’ S., long.
169° 51’ E.

Molyneux Bay.—Anchorage may be obtained in Molyneux Bay with off-
shore winds, in 8 fathoms, about half a mile off the landing-place, and the
same distance northward of Reef Point. This point is little more than 2
miles N.N.W. of Nugget Point, and has a reef of rocks extending three-
quarters of a mile from it. Coal is found in a cliff on the North side of this
bay, 7 miles from the mouth of the Clutha River; on either side of this river
are extensive clumps of wood.

CLUTHA RIVER (Matau) runs into Molyneux Bay, 4½ miles northward
of Nugget Point. This is a considerable river, with deep water, but the
narrow entrance is unfit for anything but boats. The town of Balcluther
lies 15 miles up the river, and contained a population of 400 in 1874.

From Nugget Point the coast trends S.W. by S. 14 miles to Long Point;
thenoe S.W. by W. 11 miles to Chaslands Mistake; and from the latter
W.S.W. 14 miles to Slope Point. Southward from Nugget Point the coast
becomes much broken, with occasional islets and reefs, which, in the absence
of any regular anchorage for shipping on this coast, prove of great benefit as
places of refuge to the boats engaged in the whale and seal fisheries.

Three miles southward of Nugget Point, and half a mile westward of
False Islet connected with the main by a sandy neck, is Catlin River, navi-
gable for small vessels. The township of Newhaven stands on the North
bank of the river, half a mile inside the bar, where the channel is one-third
of a cable wide.

Brothers Point, which has two rocky islets standing off it, is 5 miles
westward of Chaslands Mistake, the coast forming a bight between them, in
the centre of which is a boat harbour. Waikawa River, with 3 fathoms on
its bar at low water, but a very narrow entrance, and strong freshes always
running out, is 3 miles westward of Brothers Point; just to the eastward of
its entrance is a white bluff. Small vessels have laid secured to the shore
within the river, but exposed to considerable danger from the freshes, as
well as the swell from southerly gales.
FOVEAUX STRAIT.

Five miles westward of Waikawa River is Slope Point, the southern extreme of the Middle Island, a low treacherous point.

Waipapapa Point, 7¾ miles westward of Slope Point, is low and sandy, and is the N.E. extremity of Foveaux Strait. From Otago to Waipapapa Point, a distance of about 110 miles, there are no dangers which extend more than a mile from the shore, and very few which do not show; neither can there be said to be any remarkable features by which the seaman may be enabled to ascertain his exact position.

FOVEAUX STRAIT separates the Middle from South or Stewart Island, and lies in a W.N.W. and E.S.E. direction. The general width is 15 miles; and from Ruapuke Island, which lies in the eastern entrance, to the N.W. end of Stewart Island, a distance of 20 miles, it has a depth of from 15 to 28 fathoms over a sandy bottom.

Ruapuke Island, lying nearly in the centre of its eastern entrance, and surrounded as it is in almost every direction by islets, reefs, and tide rippings, renders the approach from the eastward, unless in moderate weather, rather formidable to a stranger; there is, however, a clear passage on either side of it, 5 miles in width, and with not less than 12 fathoms water.

The northern shore of the strait, also, from Bluff Harbour to the western end of Tewawae Bay, a distance of nearly 50 miles, is studded with islets and reefs, some of which extend 8 miles from the coast, and are not always visible; but, notwithstanding these dangers, Foveaux Strait has a clear navigating width, westward of Ruapuke Island, of never less than 10 miles.

The greatest difficulty the seaman has to contend with is the extremely boisterous weather which this part of New Zealand is constantly subject to. Gales from S.W. to N.W., but more frequently from the latter direction, blow with more or less violence, and without regard to seasons, throughout the whole year, frequently continuing without intermission for many days, and then lulling for a few hours only to return with renewed violence. There is also another difficulty to be encountered, which is a current always setting to the southward round the S.W. extreme of the Middle Island.

Although the passage through Foveaux Strait from the eastward cannot be recommended for anything but steam vessels, it may be convenient for vessels from the westward bound for Otago, or the Canterbury settlements, or indeed from the Australian colonies to England, to make the passage through this strait; and from the westerly winds so constantly prevailing, it could be accomplished with great rapidity and in smooth water, and those ugly dangers, the Trap Rocks, to the southward of Stewart Island, avoided.

SOLANDER ISLAND.—Ships entering from the westward should make this island, which is an excellent landmark, indeed a perfect finger post to the strait. It lies 22 miles southward of the South coast of Middle Island, and W. ¼ S. 35 miles from the N.W. end of Stewart Island; it is nearly a
mile in length, rises almost perpendicularly from the sea, and has a remarkable peaked summit 1,100 ft. high.

By arranging to pass Ruapuke Island, distant 68 miles from Solander Island, with daylight, vessels may take this passage without difficulty, and often with considerable advantage.

The only port on the northern shore of Foveaux Strait eligible for ships of burthen is the harbour of the bluff (Awarua). On the southern or Stewart Island shore there are several ports which are always accessible and safe, and where vessels may wait for an opportunity of entering Bluff Harbour or New River on the North side.

**RUAPUKE ISLAND, as before remarked, lies nearly in the centre of the eastern entrance of the strait.** It is a low island, 4½ miles long in a North and South direction, and may be seen from a vessel's deck at a distance of 12 or 14 miles; the central part is 140 ft. high, and thickly covered with trees of stunted growth. The North point is a cliffty headland, with a hummock over it 220 ft. above the sea. The principal dangers lie off the eastern side of the island. The principal remnant of the native tribes of the Middle Island live here under the care of a zealous missionary. There are but very few of their once large number scattered about in the small settlements on Foveaux Strait. **Green Island, 190 ft. high, lies nearly a mile East of Observation Head, the eastern cliffty point of Ruapuke Island; between them is the anchorage.**

The Seal Rocks, to the north-eastward of Green Island, are high out of water. A sandy ridge connects the Seal Rocks with Ruapuke Island, on which the sea occasionally breaks in heavy weather. **Toby Rock** is the most dangerous in the neighbourhood; it is only awash at very low springs, and is not marked by kelp, as most of the dangers here are; it lies directly in a line with the North end of Green Island, and the high part of the Seal Rocks, bearing N.N.E. ½ E., distant 1½ mile from the latter, and E. by N. ½ N. 3½ miles from the North Head of Ruapuke Island.

**Breaksea Isles,** two in number, surrounded by rocks, lie 1½ mile off the missionary station, and a mile South of Green Island.

Three rocky islets extend for half a mile off the South point of Ruapuke; they are known as the South Islets. **Kelly Rock,** which is not marked by kelp, and only breaks occasionally, lies nearly a mile S.S.E. of the southern extreme of the South islets, and 1½ mile E. ½ S. from a remarkable black rock, the easternmost of the Hazelburgh Group.

Between the South and West points of Ruapuke Island is **Henrietta Bay** (on the S.E. corner of which is a considerable native village), and off these points, extending for a distance of 4 miles in a semicircular form, are the **Hazelburgh Group, Half-passage, and Fife Rocks, and Bird Island, together with several smaller patches inside and among them, which generally break.**

Vessels, unless coasters acquainted with the locality, should not go within
the line of these islets and rocks. The north-western side of Ruapuke Island is perfectly free from dangers, with the exception of Tupis Island, which lies close off West point.

Caroline Bay, on the N.W. side of the island, is 1½ mile south-westward of the North head; it has a depth of 6 and 7 fathoms, with a large kelp patch in the centre, inside of which there is 3 fathoms.

It is to be observed, that although Ruapuke Island has so many dangers near it, the greater part of them are above water, Toby and Kelly Rocks are alone those that do not show; a strict look-out, however, is indispensable to ensure the safety of vessels navigating in its vicinity.

Approaching the strait from the eastward, there are passages northward and southward of Ruapuke Island; either may be taken, according as the winds or circumstances may render desirable.

Northern Passage.—Passing along the South coast of the Middle Island at a convenient distance of 5 or 6 miles, the remarkable and solitary hill called the Bluff, 900 ft. high, will be seen in clear weather 35 miles off. Steer for it when it bears W. ½ N., allowing for the streams of tide. When the North end of Ruapuke Island bears South about 3 miles, Port William in Stewart Island will be distant 21 miles on a S.W. bearing, which leads to the northward and eastward of all these islands; if not bound there, but through the strait, steer W.S.W., or for the high range of Mount Angeles, on the northern end of Stewart Island. This course will lead a vessel 2 miles to the southward of Dog Island, a low dangerous islet lying to the south-eastward of Bluff Harbour and Pahia Point, but now marked by a lighthouse.

South Passage.—Vessels from the eastward bound to any of the southern ports of Stewart Island would probably pass to the southward of Ruapuke Island, in which case they have only to give it a berth of about 4 miles, and when abreast and 2 miles off Hazelburgh Group, shape their course accordingly.

The flood tide sets through Foveaux Strait from West to East, and is the strongest between Bluff Harbour and Ruapuke Island. Between Ruapuke and Stewart Islands it sets to the south-eastward, running parallel with the shores of the latter. The ebb takes an exactly contrary direction.

It is high water, on full and change, in the western entrance of Foveaux Strait, that is, between the North point of Stewart Island and Pahia Point, at 12° 15′, the flood stream commencing from half an hour to two hours after low water, according to the winds, it being earlier with those from the westward.

The Bluff.—The remarkable hill or headland which rises immediately over the entrance of the Bluff Harbour, forms a conspicuous and striking feature, contrasted with the great extent of level land in its vicinity, and it may be said to be to the eastern entrance of the strait what the Solander
Island is to the western, a most useful and unmistakeable landmark. It stands at the S.E. extreme of a narrow and irregular-shaped promontory, which forms the Bluff Harbour on its southern side, and the entrance to New River on its northern, these two ports being separated from each other by a low neck. From the summit, which is 855 ft. above the sea, a magnificent view may be obtained.

**BLUFF HARBOUR (Avarua)—**formerly a large whaling station—is at high water an extensive sheet of water stretching in two arms to the North and East, respectively 4 and 5 miles. It is now the first port of arrival and last of departure of the Suez mail-steamers. The anchorage is narrow and confined. Above this, as well as the whole of the eastern portion, is flat and shallow, the greater part being uncovered at low water. The tides run very strong, during the springs as much as 7 knots; there is also a heavy tide rippling at the entrance, caused by the meeting of the harbour tide with that in the strait.

**Campbell Town** stands at the foot of the Bluff on the South side of the harbour. In its early days, in 1857, it only consisted of five houses. It contained about 300 inhabitants in 1874, and is the port for Invercargill, with which it is connected by a railway 20 miles long, which thence extends 20 miles to the eastward. Wool and grain are the chief exports. Preserved meats and timber are also an important item.

**Dog Island and Light.**—The island is 2½ miles S.E. by E. from the entrance of Bluff Harbour; it is low, and three-quarters of a mile in extent. The sea breaks heavily for some distance off its northern and eastern sides. The lighthouse is of grey stone, 118 ft. high from base to vane, from which is shown a revolving white light, attaining its greatest brilliancy every half minute. It is elevated 150 ft. above the mean level of the sea, and in clear weather should be seen at a distance of 18 miles.

A sunken rock with two feet on it at low water spring tides is reported to lie a quarter of a mile from the West end of Dog Island, with the lighthouse on the island, bearing S.E. Another rock, which is awash at low water spring tides, is also reported to lie a quarter of a mile from the East end of the island, with the lighthouse bearing W. by S.

The entrance to the harbour (which is now much frequented by the mail steamers) has been buoyed, as also has the harbour itself.

Vessels coming from the eastward, intending to enter by the North passage, should steer for the sandy point about 3 miles to the eastward of the harbour, until within half a mile of the shore, when a black buoy will be seen, which marks the N.E. end of the sand-spit. In moderate weather the pilot will board here, but should the pilot boat not be in sight, keep along the land about W. by N., leaving the buoys on the port hand, pass a cable off Tewaewae Rock (the eastern extremity of North head, which is about 10 feet above water and bold close-to), and steer across for a large rock on the
beach of the western shore with a white patch on it, off which the pilot can board in any weather. Vessels drawing over 16 ft. water should not take this passage at or near low water.

Vessels from the eastward taking the passage between Dog Island and the sands should give the island a berth of half a mile, and steer about West for Lookout Point until Starling Point bears North, then steer in to pass about 1½ cable off Starling Point, leaving the red buoys on the starboard hand.

On Bluff Hill there is a signal-station, with which, vessels requiring pilots should communicate, or, when obscured, with the station on Starling Point. There is also a semaphore arm on the flagstaff on Starling Point, which is only used should a vessel be seen standing into danger. (See page 324.)

Beacons.—On the North shore of Bluff Harbour are two white beacons, the northern one having a small triangular top. The beacons in line, bearing N. by E., lead towards Starling Point, off which the pilot boat should be seen.

There are also two white beacons (the western one having a small triangular top), which lead through North passage, when in line, bearing W. by N., and close to the black buoy marking the N.E. end of the shoal on the South side of the passage.

Vessels of 14 ft. draft taking the South passage should haul up for Te-waewae Point when abreast of Starling Point, as the beacons in line, when to the northward of this point, lead into 2½ fathoms at low water. Vessels from the eastward should not bring Dog Island to bear to the northward of West, until Green Island bears S. by W. ½ W., in order to clear a dangerous break lying about two miles N.N.E. ½ E. from Green Island.

There is no steam-tug at Bluff Harbour, but the services of coasting steam vessels can often be obtained at moderate rates. There is a wharf in the harbour with a depth of 20 ft. alongside at low water.

The best time for a large steamer or a sailing vessel with a fair wind to enter is at high water or first quarter ebb; but sailing vessels during westerly winds should be at the heads at half flood.

Entering by either channel leave the red buoys on the starboard hand, and the black on the port.—(Mr. Thompson, 1867.)

NEW RIVER (Orete), 8 miles from the Bluff, is accessible in moderate weather, at high water, for vessels drawing from 13 to 15 ft. water; but from the exposed and shifting nature of the bar, and channel within, as also the rapid tides, it is essential that a stranger should employ a pilot, who is established at this port.

The South or outer entrance point is well marked by Steep Head and Islet; the northern is low and sandy. A shifting bar, with 9 and 10 ft. at low and 16 ft. at high water ordinary springs, runs across from Steep Head South Pacific.
to an extensive bank of sand, extending from the North point, which covers at half tide; the bar is narrow, and the water soon deepens within to 4 and 5 fathoms, till the Bombay Rock, 4 ft. above water, and 1½ mile inside Steep Head, is reached. Invercargill is situated on New River 8 miles within its entrance. It contained a population of 2,484 inhabitants in 1874.

Vessels bound for the New River should approach to within a cable of Point Island, in 5 fathoms, then steer for a spiral-shaped black buoy outside the bar, in 6 fathoms, bearing from the North end of the island North half a mile. As the buoy is approached the leading white beacons will come on, bearing E. 4 S., keep them in one, leaving the black buoy on the port hand, and the bar will be crossed in 15 ft., low water springs, the breadth is about a cable, and inside in 4 fathoms is a spiral-shaped white buoy marking the South side of the channel; keep between the white buoy on the starboard, and black on the North side.

From New River the coast trends in a long sandy beach to the N.W. 15 miles, when it curves round to Howell Point, and forms a shallow bay or bight just within it. In this bight, a mile and a half N.W. of that point, is the entrance of Jacob's River, the bar of which is nearly dry at low water, but vessels of 7 or 8 ft. draught enter at high water. There is also anchorage in Howell Road, about a mile off the river's mouth, where vessels may wait for the tide to enter, but they should not lie there in southerly or easterly winds.

Riverton, situated at the mouth of Jacob's River, is rapidly rising in importance on account of its proximity to the Orepuki gold fields, to which a railway is constructing 20 miles long. Large tracts of timbered country exist in the vicinity, coal exists, and ironstone is reported. It is also the port for a large export of grain from the western provinces. A railway is to be made to connect it with Invercargill. The population in 1874 was 1,294.

From Howell Point the coast trends W. by S. ½ 8. 10 miles, to a projecting rocky point (Wakaputa). Midway between at the western end of a sandy bay, is a native village, where a small mountain stream runs down, with a boat harbour at its mouth. This is remarkable as the last fixed native settlement on the coast. From Wakaputa, a rocky and indented coast trends N.W. 6 miles, to Pahia Point, the eastern extreme of Tewaewae Bay.

The northern shore of Foveaux Strait, from New River to Pahia Point, a distance of 25 miles, is fronted with numerous detached reefs and rocks, extending in some cases as far as 8 miles from the coast. Among them is a well-marked island, Centre Island, which, lying nearly at the outer or southern boundary, will be found a good guide for avoiding them. Caution and the chart must be used in passing through.

Fish Reef, which lies 3 miles south-westward of Wakaputa Point, is an extensive patch; it breaks, and has 26 fathoms close outside it.
Escape Reefs.—The most southerly of the many dangers on this coast are the Escape Reefs, 4 miles eastward of Centre Island. They are two detached reefs lying W. by N. and E. by S. of each other, and 1½ mile apart; each has a solitary rock about 20 ft. above the sea. The eastern reef is 4 miles from Centre Island, on the same E. by S. bearing, and from the North point of Stewart Island it bears North 12 miles,—S. by W. ½ W. 7½ miles from Howell Point, and W. ¼ N. 18 miles from the Bluff. N.N.E. about a mile from each of the Escape Reefs, lie two other reefs awash.

_Pig Island_, a low round island, lies 2½ miles S.W. by S. of Howell Point, with a sunken rock half a mile to the south-eastward of it, and two reefs awash between it and the shore. The _Half-way Rocks_ are two rocks standing well out of water, lying in a N.W. and S.E. direction, and nearly three-quarters of a mile apart; the south-easternmost bears N.W. by W. 4 miles from Steep Head, which is 3½ miles from the sandy beach to the North.

_Doubtful Rock._—This sunken rock, which only breaks in heavy weather, and whose exact position is doubtful, is placed on the chart bearing from Steep Head of New River W. ¼ N. 7½ miles; from Howell Point S.S.E. 5½ miles, and from the southernmost of the Escape Reefs N.E. by E. ¾ E. 4 miles, which cannot be far from its true position.

_Caution._—There is deep water among and between many of the dangers just enumerated; they should therefore be approached with caution, and avoided in thick weather. Vessels are recommended not to pass within the 20-fathom line on this part of the coast, and to keep 3 miles to the southward of the Escape Reefs and Centre Island. The coast between Wakaputa and Pahia Points should not be approached within 4 miles by passing vessels.

**TEWAEWAEBAY.**

_Teawewaebay, lying to the westward of Pahia Point, is a remarkable square-shaped bay, 7 miles in depth, Sand-hill Point, its western extreme, bears W. ¼ S. 15 miles from Pahia Point, its eastern limit, and was so named from the coast terminating in a ridge of low sand-hills projecting from the high mountain land 5 to 6 miles northward. There are several detached rocks and reefs extending a mile off it, and at the distance of 2 miles from the shore 16 and 18 fathoms will be found; 2 miles northward of this point is _Muscle Beach_ of the whalers, a small cove with a deserted whaling station, off which there is good anchorage in 5 fathoms, with all westerly winds, even as far round as S.W., but a heavy swell sets in with the wind in a more southerly quarter._

_Mid-bay Reef_ is a treacherous reef lying in a direct line between the points of Teawewaebay, and 4 miles from Sand-hill Point, which, in moderate weather, only occasionally shows itself.
Stewart or South Island was discovered, but not examined, by Captain Cook, in his first voyage, 1770; he considered it to be part of the Middle Island. Its coasts were explored by the ship Pegasus, Captain J. Chase, in 1809. It was then found to be uninhabited, abounding in wood fit for shipbuilding and other purposes. The harbours of Southern Port, or Port Pegasus, were sketched with tolerable accuracy by W. Stewart, first officer of the Pegasus, afterwards commanding the ship James Bay. From him the name of the island is derived. The name of New Leinster was subsequently given, but has not come into use.

In connexion with the extensive pastoral country adjoining it on the Middle Island, and which is so deficient in harbours, it bides fair to become of some importance, as it possesses, on its eastern and S.E. sides, several excellent ports, affording every facility for shipping. Many of the European whalers and sealers, with numerous half-caste descendants, still reside there, forming in themselves an exceedingly interesting community, indeed they are now by far the most numerous occupants of the soil.

The island is of an irregular triangular shape; its western or longest side runs in a North and South direction 39 miles, and its greatest breadth is little more than 20 miles. It is for the most part mountainous and thickly wooded with timber adapted to ship building and other purposes. An irregular ridge of mountains, of which Mount Anglem, 3,200 ft. above the sea, is the highest, runs in an East and West direction along the North coast of the island. The South end of the island is also extremely hilly, though the land does not attain such an elevation as in the North. The coasts are studded in many parts with numerous islets and rocks.

Saddle Point, the N.E. extremity, and remarkable in feature and position, is rather a low projecting point, the end of a spur from Mount Anglem, lying 3 miles S.W. of it. From the bluff on the opposite shore it bears S.W. ¾ W. 15 miles, and forms the breaking point of the westerly swell in Foveaux Strait. After rounding this point, however hard it may be blowing from the westward, shelter, with comparatively smooth water, is immediately met with. From Saddle Point the coast trends S.E. ¾ E. 8½ miles to the entrance of Port William; midway between them, at the northern end of a sandy bay, is a small stream known as the Mercury River.

Murray River, off which is a good roadstead in all winds westward of N.W.; the anchorage is little more than half a mile off the shore in 9 fathoms. The river itself is a mere stream; its entrance, however, forms a good boat harbour, and on the banks is the principal half-caste settlement in the island. In moderate weather anchorage may be had, if necessary,
along the whole line of coast between the N.E. or Saddle Point and Port William, a mile from the shore. *Gull Rock* is a white rock close to the shore, 3½ miles N.W. of the West head of Port William, and forms in appearance the S.E. head of Murray River and Bay.

*Newton Rock*, a dangerous sunken rock lies N.W. ½ W. 2½ miles from the West head of Port William. It is a long mile from the nearest land, has 6 feet on it at low water, and is not marked by either break or tide-ripple; it is therefore an unusual feature in the navigation of these coasts, and lying directly in the tract of vessels running between Saddle Point and Port William, must be carefully avoided.

**PORT WILLIAM**, 5 miles S.W. from Murray River, is an excellent little port, and, although apparently open for a large vessel to anchor in, it is well sheltered from easterly winds and the swell, by the coast about the Bluff Harbour, Ruapuke Island, and the groups of islands and rocks between it and Patersons Inlet. The port may be known by the bearing of the bluff, which is N.N.E., 16 miles from its West head; its entrance bears also W.S.W. 6 miles from the most northern of the group of islands immediately off the port. Approaching from the northward, a remarkable white sand patch will be observed 3 miles westward of the entrance, or just southward of the Gull Rock. *Pender Rock*, which is the only danger in running into Port William, is a 10 feet rock, lying 3 cables E.S.E. from the West head, well marked by a long kelp patch, which also serves to break the swell with easterly winds. Wood and water may be had in abundance from a bay and river at the southern head of the port, where there is also a native village.

"Port William abounds with fish. One settler only is living there now with his family, principally engaged in oyster dredging, finding a market for them at the Bluff. It is reported that the Otago provincial government intend colonising Stewart's Island shortly, Port William being the point of disembarkation."—H.M.S. *Dido*, 1872.

*Fish Rock* is a little more than 1 mile eastward of the East head of Port William; midway between it and the groups of islands which lie off; it is 30 feet high, with deep water close-to, and tide ripplings generally round it.

*Horse-shoe and Half-moon Bays* are two small bays immediately southward of Port William; they are much frequented by whalers, and afford good anchorage with off-shore winds in 5 and 6 fathoms. Half-moon Bay, the southernmost, has a rock above water nearly in the centre, with a patch of 9 ft. a short distance within it. There are a few settlers on its shore. N.E. by E. nearly 3 cables' lengths from the southern point of Half-moon Bay (Akers Point) is the *Barclay Rock*, awash at low water.

**PATERSON INLET.**—The entrance to this spacious port lies 4 miles to the south-eastward of Port William, between Akers and Anglem Points,
which lie nearly N.W. and S.E. 2 miles from each other. This inlet is a deep indentation, running in a westerly direction into the centre of the island for a distance of 10 miles, and with a width in some parts of more than a league, the westerly gales rush down it with great fury, and ships should seek shelter in one of its numerous coves rather than anchor in its open waters.

Vessels entering Paterson Inlet from the northward should pass inside the group of islands off Port William, and on either side of Fish Rock, a mile to the eastward of the East head of Port William. Approaching from the southward, they may either take the passage between Anglem Point and Bench Island, the southernmost of the group of islands and rocks to the North of it, or between Bench Island and Fancy Group. To the northward of Bench Island, between it and Fancy Group, there is a clear channel of a mile in width, with a depth of from 20 to 24 fathoms. It will be needless to describe the numerous bays and coves which indent the shores of the inlet.

**Port Adventure** is 10 miles to the southward of Paterson Inlet, the coast line between being a succession of bold rocky headlands, with occasional sandy beaches, but without shelter even for boats.

**East Head**, a projecting headland, and the eastern point of Stewart Island, is 2½ miles to the northward of Port Adventure.

The port is small, and open to the eastward, but affords good shelter in all westerly winds. Entrance Island renders the passage in, narrow for large vessels to work through. **Stirling Head**, the northern entrance point, is steep and cliffy, with a small islet (Weka) lying close off it. The southern entrance point, Shelter Point, has a detached rock awash lying nearly a quarter of a mile distant.

The best passage is between Stirling Head and Entrance Island; this passage is scarcely 4 cables' lengths in width, but has from 14 to 20 fathoms, except a patch of 18 ft., which lies W. by S. ½ S. 2 cables' lengths from the North point of the island. The passage southward of Entrance Island has the same width, but has a rock in the centre of it, with 20 feet, which is marked by kelp; there is deep water on either side of this rock. When inside the heads there is a clear working width of three-quarters of a mile, with a depth of from 9 to 13 fathoms; on the South side there are several rocky patches, with no more than 9 ft. on them; they extend a quarter of a mile from the shore, are marked by kelp, and have deep water between them. At 1½ mile within the entrance the harbour terminates in three coves, in the southernmost of which, Oyster Cove, small vessels might lie in safety with all winds.

**Weka, Wreck,** and **Bruce Reefs**, lying off the entrance of Port Adventure, are the principal dangers on this part of the coast. **Weka Reef**, the northernmost, is a quarter of a mile in extent, detached, and although covered, always
PORT PEGASUS.  

breaks; it bears from Weka Islet N.E. by E. 4 E., distant 1½ mile, and from the North end of Entrance Island N.E. 4 N., nearly 1½ mile. Wreck Reef is also detached, and has a rock on it just above water. In bad weather it breaks very heavily. The position of this reef is E. by S. 2 miles from the East end of Entrance Island, and N.E. 4 N. 3 miles from the outer Breaksea Islet. Bruce Reef, a serious danger, 3 to 6 ft. high, is 5 miles E. 4 S. from Shelter Point.

Lords River, 3½ miles to the south-westward of Shelter Point, may be known by a cluster of rocky islands lying off its eastern head, the coast between which and the Breaksea Islands forms as a bight when seen from seaward. This little harbour is a narrow arm of the sea, running in a W. by N. direction, and is a snug anchorage for a steamer or small sailing vessel.

PORT PEGASUS may be recognised by three remarkably bare granite cones from 1,000 to 1,400 ft. high, which are over the South arm about a mile from the West side of Stewart Island. The main entrance of this noble port is 17 miles S.W. by W. from Lords River.

The port is 7 miles in extent N.E. and S.W., lying parallel with the coast, which it gives a broken appearance to, from the many passages in. Three islands lie in the entrance, which form the same number of ship channels between them. The main or broad passage is a long half mile wide in its narrowest part, and lies between Pearl and Anchorage Islands, the N.E. and centre islands, and carries a depth of from 20 to 24 fathoms, with no dangers. The southern or narrow passage is between Noble Island, the south-easternmost, and the main land, and in its narrowest part is not more than 2 cables' lengths in width, with a depth of 15 fathoms. The northern or Whale Passage is still narrower, being little more than a cable's length across, with a depth of only 5 fathoms. It lies between the northern shore and Pearl Island; between Noble and Anchorage Islands there is only a boat passage.

Either of the three ship channels may be taken according to circumstances, though Broad Passage alone is recommended for a vessel of large size to work through; it trends N.W. by N., and the Narrow and Whale Passages W.N.W. The port is divided into two distinct portions, the North and South arms, which are connected by a narrow strait, Acheron Anchorage. Broad and Whale Passages lead direct to the North arm, and Narrow Passage to the South.

Port Pegasus abounds in excellent timber fit for ship-building or other purposes, and no difficulty will be found in procuring fresh water from the streams in any of the coves. Wild fowl are numerous in some parts.

Wilson Bay is a deep indentation, trending North and South, 4 miles south-westward from Port Pegasus and 2 miles N.E. of Cook's South Cape of New Zealand; its shores are skirted with rocks, and being exposed with a depth
of water from 14 to 20 fathoms, it can only be considered a retreat in case of necessity; small vessels may, however, obtain shelter in Burial Cove, on its western side, half a mile from the head of the bay.

The southern end of Stewart Island terminates in a block of land 4 miles in width, the extreme of which, the S.W. cape, called by the natives the tail of the island, is 3 miles to the westward of Cook's South cape, and has sunken rocks extending nearly half a mile off it; the neighbouring land is high and bold, with a steep and rugged shore.

The TRAPS are two dangerous and well-named reefs lying to the south-eastward of the South end of Stewart Island. The North Trap Reef covers a space of 2½ miles, and has two rocks near either extremity, 3 to 4 ft. high, and resembling in size and shape a boat turned bottom up; the centre of the reef bears from Cook's South cape E. by S., 15½ miles, and is distant 11 miles from the nearest land (between Wilson Bay and Port Pegasus), the depth of water between being 60 fathoms; 2 miles to the westward of this reef there is 23 fathoms.

The South Trap Reef does not cover so much ground as the North; it is nearly 2 miles in extent, with portions from 4 to 6 ft. above high water, and heavy breakers about it; its course bears from Cook's South Cape S.E. by E. distant 20 miles. These two reefs bear from each other N. ⅔ W. and S. ⅔ E., distant little more than 9 miles. H.M.S. Acheron had 48 fathoms water between them, but since then (in 1862) another reef has been found, the Boomerang Breaker, which lies nearly midway between them.

The South-western Side of Stewart Island is fronted by an irregular group of rocky islands; the most outlying of these, Wedge Island, is a mile long, and fully 6 miles from the land. The natives frequent them during summer for mutton birds.

Port Easy, a confined anchorage in 5 fathoms for small vessels, is occasionally visited by sealing craft, and lies 9 miles to the northward of S.W. cape. Between Port Easy and Mason Bay, a distance of 15 miles, there is no shelter for vessels.

Mason Bay is a peculiar low and sandy feature on the wild and inhospitable West coast of this island; it has a sandy beach 5 miles in length, with wooded flat, lying at the base of the mountain ranges. There is anchorage in its southern part in from 3 to 4 fathoms, protected from West and N.W. winds by two jutting, red, cliffy-faced islands (Ernest Isles). A heavy sea rolls into the bay from the northward.

Codfish Island lies 9 miles N.N.W. of Ernest Islands, and 4½ miles S.S.W. from the Rugged or Raggedy Isles, which latter extend off the N.W. extreme of Stewart Island. It is 3 miles in length in a N.W. and S.E. direction, and 2 miles across, moderately high, level-topped, and has a small stony eminence rising near its centre. There is a confined anchorage in Sealer's
Bay on its N.E. side, well sheltered from all westerly winds, in 6 to 8 fathoms.

Tides.—The flood tide coming from the southward strikes the South end of Stewart Island, and divides, one part running to the northward along its western side, and then to the eastward through Foveaux Strait; the other to the N.E., along the S.E. side of the island, as far as Port Adventure, where they meet again, and flow to the eastward. The ebb takes exactly a contrary direction, splitting near Port Adventure. It runs to the N.W. through the strait, and down the West side of the island, and to the S.W. along the S.E. side as far as the S.W. cape.

It is high water, on full and change days, at Ports Pegasus and Adventure, at 11h 50m and 12h 20m respectively; at Port William and Paterson Inlet at 12h 45m and 1h 10m; and Mason's Bay at 11h 10m. The rise is from 6 to 8 ft.

The Snares are a bold and moderately high group of islands, destitute of vegetation, and covered by myriads of the pintado or cape pigeon; they lie 62 miles S.S.W. of the S.W. end of Stewart Island, and extend 4½ miles in a N.E. by E. and S.W. by W. direction; they are an excellent landmark from the westward, and are recommended to be made as a point of departure in passing South of Stewart Island, whereas the name they bear would deter vessels from approaching them.

The N.E., or largest island, is little more than 1 mile in length by half a mile in breadth, rising on the South side perpendicularly to the height of 470 ft.; the N.E. side is less precipitous, where the land rises gradually from the sea. The island is composed of rough, coarse granite, covered with a chocolate-coloured vegetable mould of variable thickness, in which are numerous bird burrows, every available piece of soil being made use of by them. This island is tolerably well covered with vegetation, consisting chiefly of a heavy scrub, varying in height from 10 to 15 ft., and coarse, high, broad-bladed grass, growing in tufts, together with a finer wiry kind of grass, on stems 2 to 3 ft. high.

About the centre of the N.E. side of this island there is a good boat harbour, the shores of which are rocky; the entrance is about 30 yards wide, with a depth of 8 fathoms in the centre, decreasing gradually to 3 fathoms near the head of the boat harbour, on the North side of which is the landing place. This boat harbour is open to the N.E., but safe in all weathers for boats. About three-quarters of a cable in a south-easterly direction from the entrance lies a sunken rock.

The Snares are surrounded with deep water, and there is no anchorage except close under, and to the eastward of North-east Island, where a steam vessel may ride with a steam anchor in 40 fathoms during moderate weather. Fresh water is plentiful on North-east Island, but strongly impreg-
nated with peat and guano. Eastward of North-east Island lies a smaller island, of much the same character; there is a boat passage between them.

The western portion of the group consists of four islets, separated from the large island by a channel of 2 miles in width. H.M.S. *Chatham*, Lieut. Broughton, in 1790, ran through this channel, passing a breaking reef of rocks lying in nearly a direct line between the larger island and the western group, narrowing the channel between the reef and the former to about 1½ mile.

The largest of the four western islets is about a quarter of a mile long, and the smallest about half that size. These islets lie in a North and South direction, and extend over a mile, forming a rugged ridge of almost inaccessible rocks, the highest of which are 290 ft. high. No vegetation or water appears on any of the western islets, and landing can only be effected in the finest weather.

The S.W. island is in lat. 48° 6' 43" S., long. 166° 28' 40" E.; the tides about the group are inconsiderable.

**WEST COAST of Middle Island.**—Along the whole extent of the West coast of the Middle Island, a distance of 500 miles, are those singular and truly remarkable sounds or inlets which penetrate its south-western shores between the parallels of 44° 34' and 46° 12' S. latitude.

The precipitous and ironbound coast line which forms the sea wall, as it were, in which these extraordinary inlets may be almost likened to so many breaches, runs in a N.N.E. and S.S.W. direction; and the whole, thirteen in number, are included within a space of little more than one hundred miles. These sounds seem to be analogous to the Norwegian fiords, as the inlets which penetrate the lofty coasts of British Columbia, or the glacier-closed sounds of West Greenland. In no other part of the world are such majestic natural features met with.

The country is exceedingly mountainous through all the southern part of this western coast of the Middle Island. A prospect more rude and craggy is rarely to be met with; for inland appears nothing but the summits of mountains of a stupendous height, and consisting of rocks that are totally barren and naked, except where they are covered with snow. But the land bordering on the sea coast, and all the islands, are thickly clothed with wood, almost down to the water’s edge. The trees are of various kinds (among them the useful red pine), and many of them are from 6 to 8 and 10 ft. in girth, and from 60 to 80 or 100 ft. in height.

In approaching from seaward there is so much sameness in the appearance of the land, that unless a vessel knows her position accurately, it is not easy at a distance to distinguish the entrance of one sound from another, and the smaller inlets at a distance of 4 or 5 miles have more the appearance of ravines between the high and rugged mountains than the entrances of har-
PRESERVATION INLET.

bours. In moderately clear weather the coast can be made with confidence, and as the entrances are generally equidistant from each other (about 8 miles), and all running in an easterly direction, there would be little danger to be apprehended from a lee shore; it must be remarked, however, that a fresh or even strong westerly wind in the offing frequently dies away within a mile of the coast, leaving a vessel at the mercy of a calm and swell, when recourse must be had to towing. Moreover, in consequence of the enormous quantity of fresh water which falls in cascades from the steep mountain ridges, there is always an outset, particularly from the smaller sounds, and frequently a draught of wind down their narrow arms, so that, unless with a fresh, fair gale, which blows right home, and up the sounds, sailing vessels will generally find it a difficult and tedious operation to fetch inside their entrances.

The most remarkable feature, common to the whole, is their great depth of water. Soundings can rarely be obtained under 80 or 100 fathoms, and frequently at much greater depths; and the shores, within a few yards, are quite steep-to. Vessels may frequently with advantage warp up by laying out lines to the shore; and when a cove is reached where an anchor may be dropped, it will generally be necessary to secure to the trees also, to prevent being drifted off the steep bank by a flaw of wind. These flaws or squalls frequently blow with great violence off the high land, or down the gulleys, during heavy gales outside.

At the entrance of several of the sounds a narrow bar or belt of soundings from 30 to 50 fathoms will be found to extend across.

Daylight is the best time for leaving these anchorages, when a land wind prevails for a few hours; indeed, unless the wind is blowing direct in, a vessel will seldom have any difficulty in getting to sea. Near the coast a constant current of nearly a mile an hour sets to the S.W.

The prevailing winds on this coast are from N.W. to S.W., the former frequently bring rain and thick weather, and as the shore is approached, generally veer to the northward; S.W. winds are fine and clear; rain is of very frequent occurrence, and often lasts for several days together without intermission.

There are no inhabitants on this part of the island. The ground, being covered with wood, produces myriads of flies of a very poisonous description. The bite of a mosquito is not to be compared to it for severity and effect; it is a small black fly, with a deep blue tinge.

Excellent fish of several kinds are abundant, and may be caught with hook and line close to the rocks at the entrances.

PRESERVATION INLET, the southern of this series of remarkable sounds, lies at the S.W. extreme of the Middle Island, 80 miles from Port William, the nearest port of Stewart Island, and the same distance from Bluff Harbour.
Its entrance lies between Puysegur Point and Gulches Head, which are 42 miles distant from each other in a N.N.W. and S.S.E. direction. The southern point, Puysegur, is a low sloping projection. Gulches Head (the dividing point between Preservation and Chalky Inlets) is extremely rugged and cliffy, with rocks above water extending 2 cables' lengths off, as also a sunken rock, detached and generally breaking, one-third of a mile South of it. Coal Island, 850 ft. high, 2½ miles long North and South, and 1½ mile wide, lies between these two points, and divides the entrance, the northern or main entrance being 1½ mile in width; the southern is merely a boat channel.

Balleny Reef lies off the main entrance, its nearest point bearing S.S.W., three-quarters of a mile distant from Gulches Head. This reef is partly awash. Table Rock, a flat rock, 20 ft. high, lies W.S.W. 1½ mile from Gulches Head, and N.W. by W. ½ W. 1 mile from the outer rock of the Balleny Reef. There is deep water close to this rock, and a passage between it and the latter reef.

Coming from the southward or eastward, Preservation Inlet will be readily known, as being the first opening seen. From the westward the high white cliffs of Chalky Island, at the entrance of the inlet of that name, and 2 miles westward of Gulches Head, are an excellent guide; also Treble Mount, which reaches an elevation of 3,380 ft., and makes from the westward, with two peaked summits. This mountain is remarkable; it bears from the main entrance N.N.E., distant 7 miles.

Entering Preservation Inlet with a N.W. wind, it must be remembered that, as the port is approached, this wind always draws to the N.N.W. The Balleny Reef should therefore be hugged within less than half a mile, and Gulches Head be kept pretty close on board; and if Coal Island cannot be weathered, a vessel should not stand far over towards it, but keep to the North shore until as high up as Price's Beach, which is the first sandy beach a mile above Gulches Head; and off which, in Welcome Road, a vessel may anchor in N.W. winds, in 8 fathoms, 3 cables' lengths from the beach; this, however, is only a stopping place.

Between Gulches Head and Cavern Head, a rugged, broken point, a bay runs to the northward for 1½ mile; 2 cables' lengths within the line of these two heads lies a dangerous reef, which does not always break; there are 17 fathoms close to this reef, and entering with a leading wind a vessel will be well clear of it so long as she does not stand inside the line between Gulches and Cavern Heads.

Cattle Cove, the first sheltered anchorage, lies a mile to the northward of Cavern Head. After rounding this head the passage up lies between the western shore and Cording Islets; and in the narrowest part is scarcely 4 cables' lengths in width. The cove will be known by being the third bight above Cavern Head, and by a small islet (Single Tree Islet) lying off it.
The anchorage is between this islet and the mainland, in from 10 to 15 fathoms, mud, and is snug and well sheltered.

Above this there are several small anchorages, but as they are not generally required, and will only be entered by vessels on special occasions, they need not be described.

The South Entrance of Preservation Inlet lies between the South end of Coal Island and Puysegur Point, and may be used with advantage by small vessels arriving off Preservation Inlet, with a strong N.W. wind. The entrance is narrow, and a sunken reef lying in the centre leaves the passage, which is between the reef and the point of Coal Island, not more than 2 cables' lengths in width. A vessel intending to take this channel must get well to windward before bearing up for it, and then hug the point of Coal Island as close as possible, and if not able to lay through, should drop her anchor as soon as under the lee of it, in 8 or 9 fathoms, and immediately send out a hawser to the rocks on the island shore. A mile within the entrance a bar of sand extends across, with only 6 ft. at low water.

When anchored in one of the snug coves of Preservation Inlet, very little idea can be formed of the weather outside, and a boat should always be sent to Craven Head to observe it before putting to sea.

It is high water on the full and change in Cuttle Cove at 11h 20m; the range of tide from 4 to 8 ft.

CHALKY or Dark Cloud Inlet lies immediately to the N.W. of Preservation Inlet, being only separated from it, as before remarked, by a high peninsula, of which Gulches Head is the southern extreme. Its entrance is well denoted from seaward by the white cliffs of Chalky Island, which lie in the centre of it, and also by the lofty Mount Treble, rising over its eastern side. The main arm of this inlet runs in a N. by E. direction 8½ miles from the S.E. point of Chalky Island, with a breadth of nearly ½ mile, when it divides; Edwardsons Sound continuing the northerly trend for 6 miles further, and Cunaris Sound taking an E.N.E. direction for almost the same distance, the eastern head of the latter meeting within little more than a mile of Long Sound in Preservation Inlet.

The principal anchorages are South Port and North Port, the former on the eastern side, 4 miles above Gulches Head, and the latter on the western, 6 miles within Cape Providence. Chalky Island and the Passage Islands, immediately to the northward, lie in the middle of the entrance, leaving a wide ship channel on either side of them.

The Eastern Passage, between Gulches Head and Chalky Island, is the most convenient for vessels from the southward. Balleny Reef and Table Rock, which have been already described, lie across the entrance of it, and vessels may enter either by the passage between Gulches Head and Balleny Reef, or between Chalky Island and Table Rock. This latter passage is by far the best, and is entirely free from dangers.
The Western Passage, between Cape Providence and Chalky Island, is the best for vessels entering from the N.W., as with a wind not to the northward of N.W. they would lay through and fetch South Port. In taking this passage, the reefs awash and sunken off Cape Providence, the western entrance point, are the only dangers to be avoided.

South Port is a deep bight, penetrating the eastern shore of the inlet for nearly 2 miles in a S.E. by S. direction, and with a breadth, when inside, of nearly half a mile. The entrance, which is 4 miles above Gulches Head, is rendered very narrow by the islets and rocks which lie in it; the narrowest part is less than a cable's length in width, so that vessels can only enter with a leading wind, or tow in during a calm.

North Port, on the western side of Chalky Inlet, 6 miles above Cape Providence, lies between Great Island and the mainland, which are connected by a bank with only 1 fathom water from about the centre of the island; the South entrance to this port becomes in consequence a blind one. A pinnacle rock, with 5 ft. on it at low water, lies a cable outside the outer rock, off the South point of Great Island. North Port is easy of access with a leading wind, but the entrance lying in a westerly direction is opposed to the prevailing winds, and is therefore not so convenient a harbour for sailing vessels as South Port, but for a steamer it is certainly preferable.

WEST CAPE.—From Cape Providence to South Point, the South entrance head of Dusky Sound, is 13 miles in a N. by W. direction. West Cape, a well-defined projecting point of moderate height, lies midway between, and projects about half a mile from the general trend. There are no dangers extending any distance from this coast.

DUSKY SOUND, or Bay, as it was named by Cook when he first discovered the opening, lies between Five Fingers Point and South Point; the width between being 4 miles. In approaching from the southward, Chalky Island will be found a good guide to the entrance, as will also West Cape.

From the northward, Five Fingers Point cannot fail to be recognized; it is the S.W. extreme of Resolution Island, which separates Dusky from Breaksea Sound. Several high pointed rocks stand off its extreme; these, when viewed from certain situations, give it the appearance of the fingers of a man's hand, from which circumstance, it received the name from Cook; as that navigator also observes, "the land about the point is still more remarkable by the little similarity it bears to that adjacent to it, being the extreme of a narrow peninsula, lying N.N.E. and S.S.W. for 7 miles, of a moderate and equal height, and covered with wood."

Dusky Sound runs in an E.N.E. direction 22 miles, and is studded with numerous islands and rocks, but has few dangers that are not visible.

Anchor Island, 3½ miles long, rising to an elevation of 1,360 ft., lies immediately within the entrance, in the direction of the Sound; and is sur-
BREAKSEA SOUND. 463

rounded by a labyrinth of smaller islets. A small harbour on its North side, about the centre of the island, affords secure anchorage, being sheltered from the northward by the Petrel Islands, which lie immediately off its entrance. Vessels entering the Sound northward of Anchor Island with a strong North wind, and unable to work up for Facile Harbour, might find it convenient to anchor here.

Entering by the southern passage, a vessel may pass on either side Entry Island, a small island a quarter of a mile S.E. of the large Petrel Island. The passage in, to the northward of Petrel Island, is the widest, and with a North wind the best. These islands are bold-to; and passing between the large Petrel and the East point of the harbour, take up a berth as before directed.

The principal anchorages in Dusky Sound are, Pickersgill Harbour and Cascade Cove on the South side, Facile Harbour and Duck Cove on the North. Pickersgill Harbour is 5½ miles above the South entrance point, and immediately abreast the West end of Indian Island, which is half a mile from the South shore. Crayfish Island lies across the entrance of the harbour. The narrow passage in, by which Cook entered, is that westward of this island, but the best channel is to the eastward, avoiding a half-tide rock which lies a short distance from the shore of the main land; by keeping the island close on board, this rock will be cleared, and when within, anchorage may be had in 15 fathoms, a cable's length from the shore.

Facile Harbour, on the North side of Dusky Sound, is a deep water anchorage, formed between Parrot and Pigeon Islands, and the eastern shore of the main, its entrance bearing N.E. by N. 4½ miles from Five Fingers Point. Cook recommends this harbour for vessels bound to the southward, and undoubtedly they would get easier to sea, with a northerly or N.W. wind, than from the ports on the southern side.

Duck Cove is easy of access, and is a convenient anchorage for vessels under any circumstance. It lies on the North side of the Sound, 3½ miles N.E. ¼ N. from the North end of Indian Island. Vessels bound for Duck Cove, and entering Dusky Sound by the southern passage, should keep the South shore on board until reaching Indian Island, and after passing a convenient distance along its North side, steer N.E. for the entrance of the cove, where soundings in 30 fathoms will be found, which decrease gradually to 15 and 10 at its head.

If entering from the northward, after passing Anchor Island, steer through the channel between its eastern end and the main land; there are no dangers in it but what are visible.

Returning now to Five Fingers Point, and proceeding northwards, the outer coast of Resolution Island trends N.N.E., and is somewhat remarkable from being lower than the neighbouring land.

BREAKSEA SOUND is noticed by Cook, who did not explore it to its
head, as the northern entrance of Dusky Bay, in consequence of his having
passed to sea through it by the arm which connects the two. Breaksea Island,
which is about 3 miles in circumference, and considerably lower than the
land of the main, lies N.N.E. 12 miles from Five Fingers Point. The
entrance of the sound being rather narrow, and surrounded by very high
land on either side, is not easily distinguished until within a few miles.

There is a passage in on either side of Breaksea Island: that to the
northward is the best, being a mile in width, and entirely free from dangers.
If the South channel is taken a vessel should pass to the southward of three
small islands South of Breaksea Island, between them and Gilbert Islands;
this passage is not more than half a mile in width. There is a passage
between Breaksea Island and the three small islands, but it is not recom-
recommended, as a long reef extends from the South side of the former island,
rendering it very narrow. The best anchorage in Breaksea Sound is on the
South side, 2½ miles above Entry Island, inside the islands, which extend for
3 miles along that shore.

Daggs Sound.—From Breaksea Island to the entrance of Daggs Sound is
12 miles. From the South entrance point of the sound a cluster of rocks
will be seen extending a quarter of a mile off; and 1 mile North of the
North entrance head is a remarkable rocky peninsula point. The general
trend of the sound is E. by S. for nearly 5 miles, when it branches into two
arms, one taking a N. by W. direction for 2 miles, and the other running
south-easterly the same distance. Anchorage may be obtained at the head
of the North arm, in from 12 to 18 fathoms, 2 cables' lengths from a stony
beach, with several streams of fresh water running through it.

Doubtful Inlet.—The entrance of this extensive inlet lies 7 miles N. by E.
from Daggs Sound. The depth of water at the distance of a mile from the
shore was found to be 188 fathoms. Its entrance will be clearly distinguished
from a long distance. All Round Peak, and Mount Groznoz, on its northern
side, from 4,000 to 5,000 ft. elevation, are very striking.

The general trend of Doubtful Inlet is E. by S. ½ S. for 17 miles, with
three arms on its South side extending from 3 to 4 miles in a southerly
direction.

The general depth of water in Doubtful Inlet is very great. In the main
arm soundings were rarely obtained under 120 fathoms, and in the smaller
branches from 40 to 70 fathoms. The anchorages are few, and not easily
found by sailing vessels. With the exception of the small craft anchorage,
between Shelter Islands, that in Blanket Bay, and at the heads of the First
and Crooked Arms, there is no place where a vessel could find shelter in a
moderate depth of water.

Thompson Sound.—The western shore of Secretary Island, which forms
the coast line between Doubtful and Thompson Sounds, is almost straight,
and runs in a N.N.E. direction for 8 miles to Colonial Head, the North ex-
treme of the island and South entrance point of the inlet. At the distance of little more than a mile from this coast no soundings were obtained at a depth of 300 fathoms.

The main arm of this sound has a general trend of S.E. for 10 miles to its junction with Doubtful Inlet, where it turns to the N.E. by E. for a further distance of 8 miles, and thence S.E. 4 miles. The entrance is perfectly free from dangers, with a depth of 75 fathoms. Deas Cove, on its South side, though small, is a secure and sheltered anchorage; this is the only convenient anchorage in Thompson Inlet.

Nancy Sound.—The entrance of this sound is 3 miles from Thompson Sound, and is well denoted by Turn Peak, a conspicuous sharp-peaked mountain, rising over its northern side to an elevation of 4,120 ft. There is a channel northward of Entrance Islet, but a sunken rock lies in the middle and it is only adapted for boats.

Charles Sound is 4 miles to the N.N.E. of Nancy Sound. Turn Peak, rising midway between it and Nancy Sound, serves as a good guide to the entrance.

The trend of Charles Sound for 4 miles is S.E., with a width of half a mile. Three miles from the entrance, close to the North shore, is a small islet, with a cove within, but the shores are steep and rocky, and it is exposed and too small for anchorage. Vessels are not recommended to run for this sound. There is no convenient anchorage.

Caswell Sound.—The entrance of Caswell Sound is narrowed by an island, detached from the South head, with a small reef awash off its North end, leaving a passage between it and the North entrance head of 3½ cables' lengths in width. To the southward of the island is a boat channel, with a sunken rock in its outer entrance. The trend of the sound is S.E. ¾ S. for 1½ mile from the North head, when it turns to the eastward, and increases to the width of a mile. The shores are very steep on either side, 100 fathoms being obtained within a cable's length, but in mid-channel no bottom at 130 fathoms. Close to the North shore, at the head of the reach, which runs E.S.E., is the Boat Rock, just awash at high water; a shoal patch of sand extends round this rock, on which, just above the rock, a vessel may drop her anchor in 4 fathoms if necessary, but it is very steep. From hence the sound runs easterly 3 miles, and the best anchorage is 1½ mile above Boat Rock, in a small bight to the eastward of a wooded islet, just detached from the North shore.

George Sound.—The first reach of George Sound runs S.E. ⅔ S. 7 miles, is nearly a mile wide at the entrance, and preserves that width as far up as the anchorage, a distance of 6 miles. Twenty-two fathoms were found half a mile off the South head, but rapidly deepening within to 50, 80, and 106 fathoms. With the exception of two small rocky islets on the eastern side,
NEW ZEALAND.

2 miles within the entrance, and a rock awash 1 mile within the South head, nearly a cable's length from the western side, the shores are free from danger; and this sound is easier of access and egress than most of the others, in consequence of its greater width, and the winds generally blowing with more steadiness up and down it. There is good anchorage in 15 fathoms in a cove on the North shore, nearly at the head of the first reach.

George Sound is surrounded by mountains of the most rugged and precipitous character.

Bligh Sound is nearly 6 miles N.E. by N. from George Sound. Two remarkable mountains, 3 miles within the North entrance point, Mount Longsight, and Table Mountain; the former, 4,600 ft. in elevation, will serve to point out the entrance from a long distance seaward in clear weather.

This sound has three reaches, in the second of which is *Clio Rock,* very steep-to, with 9 ft. water over it, on which H.M.S. *Clio* struck in February, 1870. It is the outer rock of a cluster, extending 2½ cables from a bluff point on the eastern shore of the sound. From the narrow bends, Bligh Sound would generally be found difficult of access to a sailing vessel.

From Bligh Sound to Milford Sound, a distance of 16 miles, the coast continues its general trend of N.E. by N., broken by Little and Poison Bays, but unfit for anchorage, and which lie at distances of 3 and 8 miles respectively from the former sound, the bold and cliffy coast line between them projecting to the N.W. about a mile from the general trend. In passing along this shore, at a distance of little more than a mile, no bottom was found with from 70 to 160 fathoms line.

**MILFORD SOUND,** 16 miles from Bligh Sound, the northernmost of the series of inlets now described, though comparatively inconsiderable in extent, yet, in remarkable feature and magnificent scenery, far surpasses them all. The mountains by which it is surrounded are the highest on the coast, with the exception of Mount Cook, 120 miles to the north-eastward. *Pembroke Peak,* about 3 miles inland, almost always snow-capped, rises over its northern side to an elevation of 6,710 ft., and *Llaoenyy Peake,* a very remarkable saddle-backed mountain, attains nearly the same elevation on the southern side; but perhaps the most striking features are the remarkable shaped *Mitre,* rising abruptly to a height of 5,560 ft. immediately over the South side of the sound; and a dome-shaped mountain on the opposite shore nearly bare of vegetation, which, from its peculiar colour, resembles a huge mountain of metal; these Alpine features, and its narrow entrance, apparently still more contracted by the stupendous cliffs which rise perpendicular as a

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*Great caution must be used in navigating the sounds on the western shores of Middle Island, as other rocks similar to Clio may exist, and have been left unnoticed by the surveyors.*
MILFORD SOUND.

wall from the water's edge to a height of several thousand feet, invest Milford Sound with a character of solemnity and grandeur which description can barely realize.

From seaward, at 27 miles inland, Mount Earnslaw will be seen. It is 9,164 ft. high, according to Mr. McKerrow, in January, 1863. It is the highest peak in Otago. The entrance of Milford Sound makes as a bay, of which St. Ann's is the South point, and Yates Point the northern. They are 5 miles apart in a N. 4 E. direction; near St. Ann's Point is a remarkable jib-shaped white stripe. Brig Rock, 10 ft. above water, lies three-quarters of a mile outside a line between these two points.

Anita Bay.—After rounding St. Ann's Point, which is low and rocky, Fox Point, with a small islet close off it, lies half a mile to the S.E., and immediately round it, in Anita Bay, convenient anchorage will be found in from 12 to 18 fathoms, with the small islet bearing North about a cable's length distant. The head of Milford Sound, terminates in two coves or basins, separated by a low tongue of wooded land, fronted by a steep-to tidal boulder-bank. In the eastern of these coves (Freshwater Basin) H.M.S. Acheron moored in 12 fathoms. The western cove is larger, with a greater depth of water inside, but its entrance is shallower. It is high water, on full and change, at 11h 15m; the rise of tide from 6 to 8 ft.

The COAST northward of Milford Sound for the distance of 42 miles, to Cascade Point, is generally free from dangers, except at two or three points marked on the charts. The land immediately over the coast is steep and of moderate height, but is backed by lofty and rugged mountain ranges.

The Southern Alps, whose western abutments reach this coast, are among the most important range of the world: and it is among the slopes and ravines of their flanks, as in the valleys which are covered with the detritus brought down by the numerous watercourses, that those deposits of gold are met with which have attracted such a numerous population that must inevitably tend to the material advancement of the colony hereafter.

Dr. Julius Haast, who has examined much of this most romantic region, says this backbone, as it has been sometimes not inappropriately called, begins at the south-western end of the Middle Island, and continues to the East cape of the northern island, broken through by Cook Strait. It reaches its greatest altitude in Otago Province, where clad in a garment of dazzling snow, from which enormous glaciers descend. It presents us with such wild and fantastic forms, that it has been named the Southern Alps. At the northern boundary of Otago the continuous chain seems to terminate, because North of this the range is singularly broken, and also decreases in altitude. A few of its more remarkable peaks will be noticed hereafter.

A portion of the subsequent description is derived from the remarks of Captain Charles W. Hope, R.N., who visited the coast in 1867, in H.M.S.
Brisk, for the purpose of giving additional information for the service of vessels coming on this almost unknown coast.

**Martin's Bay** is 16 miles northward of Milford Sound, in lat. 44° 20' S. The Raduku or Hollyford River, flowing out of Lake Kakapo or McKerrow, runs into this bay, and is navigable for small vessels into the lake, and as there is a perfectly easy pass of only 1,400 ft. above the sea between this and the great lake Wakatipu (the north-western extreme of the Otago Gold Fields), there is little doubt that ere long this will become a haven of importance, as it is said to be capable of much improvement.

**Cascade Point**, 26 miles northward of Martins Bay, is a steep projecting bluff, or rather line of cliffs of moderate height, the face bare and striped by numerous falls of water, which after rains pour down its steep sides, and are visible a considerable distance seaward; from this circumstance it has derived its name.

From Cascade Point, the projecting point of Jackson Bay bears N.E. by E. 1/2 E. distant 10 miles; this latter is a remarkable point rising boldly from the sea with a low neck, separating it from higher land.

**Jackson Bay** is 55 miles northward of Milford Sound; at the South end is a long extent of sandy beach. This bay was occasionally visited by whale ships, from the facility of gaining or leaving the anchorage, as also for chance supplies of vegetables from the natives. It affords good protection from southerly or westerly winds. In making for the anchorage, Jackson Point must be given a berth of half a mile.

From Jackson Bay, the general trend of the coast is N.E. by N. for 80 miles, as far as Abut Head; the first 20 miles is a nearly straight, sandy beach.

**Taumaki**, or Open Bay Islands, are 14 miles north-eastward of Jackson Bay. Several dangerous rocks have been discovered in the neighbourhood of these islands; and as the coasting steamers frequently pass inside of them, caution is required in doing so, until the nature and position of the several dangers have been determined by further examination.

As described by Captain Kerley, this anchorage is sheltered from all quarters, and may be safely used by any vessel. It is situated under the East side of the main island, from the northern point of which a reef of rocks runs out some distance towards the mainland, and forms an excellent breakwater when the sea sets heavy up the coast from North and N.E. Another reef to the South breaks the force of a South and S.W. sea. A rapid current ran South past the island whilst the *Bruce* remained there; its rate was estimated at between 3 and 4 miles an hour.

**River Haast** is 5 miles beyond the Taumaki Islands. It is named after the learned explorer, and leads to Haast Pass, the lowest of those which cross the chain of the Alps towards the Gold Fields. The entrance of the river is navigable for small vessels.
Arnott Point.—Seven miles from the Haast River is Arnott Point, the first projecting cliffto headland North of Jackson Bay. It has a high conical hill over it. The great southern Alps here send their steep spurs down to the coast, and in clear weather the summit of the snow-capped and magnificent Mount Cook, distant 45 miles, is visible. From Arnott Point the coast is cliffto and almost straight for 15 miles to Titiara, or Titihai Head, with scattered rocks extending off the points about one-third of a mile.

**BRUCE BAY,** in lat. 43° 36’ S., lies between Makawiho and Poraugirangi Points, and in its general features resembles Jackson Bay, though smaller. Weldtown lies in the head of the bay. The anchorage is close under the South head, in 3 fathoms water, with hard speckled sand, but apparently good holding ground. It is well sheltered from all southerly winds. The South head is a bold rocky promontory, stretching out 1½ mile in a N.W. direction, thus forming the shelter, and in the adjoining bay to the southward the same headland affords protection from the only winds to which Bruce Bay is exposed. The vicinity of Bruce Bay to Haast Pass and the gold diggings in that locality renders it an important place of shelter.

On the next 12 miles of coast line are three sandy bays; the northern of these bays is the most extensive, and has a remarkable range of parapet land near the coast, its North bluff being a conspicuous yellow cliff; Mount Cook is only distant 13 miles from this part of the coast.

**MOUNT COOK** or Ahraraigi (Piercer of Heaven), the loftiest summit of the Southern Alps, is only 13 miles from the coast. Lat. 43° 34’ S., long. 170° 11’ E. It is 13,200 ft. high, and for several thousand feet is covered with perpetual snow. Another peak, 1,000 ft. lower, is not far to the N.E. of it. It not only rises very remarkably above all the other snowy giants, but is still more conspicuous from the fact that at its western side it is also separated from Mount Stokes, not much inferior to Mount Cook in height, by a steep gap, about 7,000 or 8,000 ft. elevation.

Mount Tyndall, the culminating point of another mighty system of mountains, is about 30 miles north-eastward of Mount Cook. It is one pyramidal mass of about 11,000 ft. elevation, and when near is generally connected by a great many surrounding peaks of nearly equal magnitude. To the West of it is Mount Petermann, and S.W. of this is Mount Keith Johnston, and the glaciers which issue from these snow-clad summits, and fill up the valleys between them and Mount Cook, serve to form the sources of most of the larger rivers of the Middle Island.

From the Yellow Cliffs (or Waikohai?), before mentioned, the coast is a succession of rocky points and bluffs, with occasional sandy beaches between, as far as Abut Head, a further distance of 20 miles.

**OKARITO** is 7 miles S.W. of Abut Head. The river of the same name empties itself into the lagoon on the eastern side. It is a regular tidal harbour, the sea flowing and ebbing with great velocity; the flood continues
to run in one hour after it is high water in the offing. It is high water, full and change, at 11th $40^\circ$; range about 9 ft.

The entrance is practicable for vessels of light draught, there being 14 ft. over the bar at high water springs. The present channel runs N.W. and S.E. Vessels entering should keep well over to the South shore until abreast the North spit, and then stand straight across for the opposite side to avoid the current setting upon a middle shingle bank.

The holding ground is very bad, and vessels must not trust to their anchors and cables if moored in the tideway.

Light.—A signal mast has been erected, on which a green light is hoisted at night, distinguishing it from the bright lights at Greymouth and Hokitika Signal Stations. This light is of importance to vessels arriving off the port at night, enabling them to keep their position when standing off and on, rather than risk anchoring on rocky bottom or bad holding ground. (For signals, see page 324).

The coast to the northward of Okarito, for a distance of 6 miles, is a low sandy bank, covered with coarse grass and flax, whereas about half a mile to the southward there is a high rocky headland, from which foul bottom apparently extends some distance in a north-westerly direction.

Abut Head is a strikingly bold headland abutting on the coast as a spur from the lofty Mount Cook. From Abut Head to Matungitawau Point, bearing N.N.E. $\frac{1}{2}$ E., distant 68 miles, the coast is for the greater part low and sandy, falling a little back from a straight line, and with few remarkable features. N.E. $\frac{1}{2}$ N., 9 miles from Abut Head, the coast is composed of low cliffs, fronted by a sandy beach, through which the small river Wanganui runs into the sea.

Wanganui River.—The entrance is very narrow, and unsafe for vessels of any description to attempt. The South spit overlaps the mouth, and runs for a considerable distance to the northward, where, from the coast being rockbound, a vessel endeavouring to take the bar, and stranding, would without doubt become a wreck.

The coast between Wanganui and Okarito should be approached with caution, as the rocks from the headlands apparently run a considerable distance seaward.

BOLD HEAD (Paramata).—Thirteen miles N.E. of the Wanganui is Bold Head, as its name imports, a bluff point, standing out from the low coast on either side of it; but lying in a bight or recess of the coast, it forms no very prominent object from seaward. Bold Head, lat. $42^\circ 57'$, long. $170^\circ 15'$ E., was reached by a land expedition under Messrs Brunner and Heaphy, in March, 1846. They started from Nelson, and to their remarks the first delineation of the coast was owing. For about 30 miles from Bold Head the coast is low, with a sandy beach. At 5 or 6 miles beyond Bold Head is the
HOKITIKA OR BRUNNER RIVER.

entrance of the Totara River, a very small stream, near the mouth of which is the recent town of Ross. This is 11 miles southward of the Hokitika River.

The Arahura or Greenstone River was crossed by Messrs. Brunner and Heaphy. It is small, and 5 miles beyond the Hokitika. Five miles from its mouth is the town of Goldsborough.

HOKITIKA or Brunner River, in lat. 42° 45' S., long. 170° 57' E., is navigable for vessels of a light draught of water to the distance of 1 1/2 mile from the entrance, but the bar is so constantly shifting its position that no directions for entering could be depended on, local pilotage alone being reliable. There is anchorage from 2 to 3 miles off its mouth in 8 to 10 fathoms, with good holding ground of dark sand.

Hokitika, the capital of Westland Province, had a population, in the town itself, of 3,572; and in the town and district of 7,379, in 1874, which number was not on the increase. It has a large trade with the Australian colonies; besides its gold exports, great quantities of timber are shipped.

The Light, exhibited from a flagstaff at the North side of the entrance of the Brunner or Hokitika River, is white.

The best anchorage off Hokitika is in 15 fathoms, with the flagstaff bearing E.S.E., distant 2 1/2 or 3 miles, veering cable to 60 or 70 fathoms; this is in good holding ground, and a vessel may here ride in safety except with westerly winds.

Vessels intending to take the bar, being obliged to anchor to await daylight or high water, should bring up a little to the southward of the port; for although there is a southerly current in the offing, a strong northerly set will often be found within the break on the bar.

A constant heavy westerly swell rolls in on this portion of the coast; and although the prevailing gales blow from N.W., S.W., and S.E., enabling vessels to lay well off shore and obtain an offing, the masters of vessels should not neglect watching the weather carefully, and in the event of its threatening, put to sea in good time.

The heaviest break of the sea at Hokitika is immediately outside the bar, in 2 fathoms water. The bar is constantly shifting in direction and varying in depth; after a heavy fresh, the stream of the river runs straight out to sea, and during an interval of moderate or fine weather the sea piles up either the northern or southern spit, forming a series of middle banks with channels between, the depths averaging from 12 to 18 inches only at low water.

It is high water, full and change, at Hokitika Bar, at 9h 39m, and the mean rise from 8 1/2 to 9 ft., but this rise is greatly affected by the amount of fresh in the river.

Teremakau River is 8 miles beyond the Arahura, and 10 miles to the southward of Grey River, or midway between the Grey and the Hokitika; at the present time it empties itself into the sea by two channels, one running
northwards, which is nearly dry at low water, and the other in a S.W. direction, with 5 or 6 ft. water in it. The entrance is not so confined as the Grey, but it is not equal to the Hokitika. Small vessels, drawing 4 or 5 feet water, could cross the bar without incurring greater risk than they would at either of the other rivers. It is high water, full and change, at 9h 55m; mean rise 9 feet

**GREY or Mawhera River**, in lat. 42° 28'S., long. 171° 12'E., like all the other rivers on the West coast, has a bar at the entrance, which is constantly shifting, rendering the navigation of vessels entirely dependent on local pilotage.

The coal mines, which will make the river of much greater importance, are being worked at 7 miles from its mouth, and a railway is to be constructed to them. Gold is the chief article of export. The population of the town of Greymouth, situated on the South bank of the river, was 3,000 in 1874. A fixed bright light is shown from a mast on the side of the river entrance.

After a heavy fresh, when the channel breaks out straight in a westerly direction, it is safe and easy of access for vessels drawing 8 or 9 ft. water, but in the absence of any fresh in the river the channel makes either to the North or to the South, but usually to the North, running for a short distance nearly parallel with the coast line, and at such times the entrance of the Grey is far more dangerous than that of the Hokitika River, because, in crossing the bar, the sea takes the vessel on the beam when in the heaviest break, and unless under command with very small helm she is in danger of being stranded on the beach before getting in a position to keep away for the entrance of the river, which latter, although deep, is very narrow. It is high water, full and change, at 10h 15m.

At about 35 miles North of the Grey River is a group of peaks, called by Cook, and also by D'Urville, the Five Fingers. The coast in this space is ironbound, with the exception of a beach about 8 miles long, not backed by any level country.

**CAPE FOULWIND**, a projecting part of the coast, lies about 16 miles North of the Five Fingers. The land about it is high and rocky. Off it are the conical rocks called the Three Steeples, visible 10 or 12 miles off. The cape is low and covered with trees, lat. 41° 46'S., long. 171° 34'E.

**LIGHT.**—A revolving light, to attain its greatest brilliancy every half minute, is exhibited from a lighthouse completed in June, 1876, on the cape.

The coast from Cape Foulwind trends first to the West, then N.E., and then due North; it is low and sandy, and in the bight of the bay thus formed is the mouth of the Buller River or Kawatiri, about 7½ miles East from Cape Foulwind.

**Buller River** is described as being the most easily navigable of all the numerous streams on the West coast, having a great depth of water on the
bar, and the advantage of being sheltered from the prevailing south-westerly swell by Cape Foulwind. A large township, Westport, has been formed at the mouth of this river, which had a population of about 1,000 in 1874. A railway is being extended to the coal fields, and extensive river protection stone-works are in course of construction, expected to make Westport the best in New Zealand for vessels up to 800 tons burthen.

Between Cape Foulwind and the Buller River there is good anchorage in the bay, where vessels may lie sheltered during southerly and S.W. winds. It is important that all craft trading to the West coast rivers should be provided with good hawser and a spare anchor.

Vessels taking shelter in the bay should, with the wind from seaward, get under-way on the ebb tide, as the flood sets towards the Steeples.

The bar at the entrance of the Buller River lies E 3/4 N. 5 1/2 miles from the outer Steeple Rock. Vessels bound for the river should be guided by the signals made at the flagstaff (see p. 324), and in crossing the bar keep the flagstaff and beacon in line, paying attention to the semaphore arm, as a strong current at times sets across the entrance, and the bar is liable to shift.

By night, a fixed white light is shown from the flagstaff, and a red light from the beacon, the white light should be seen 6 miles. By day a red flag is hoisted on the beacon. The pilot only boards inside.

Commander H. L. Percival, H.M.S. Falcon, states that a sunken rock, having 2 or 3 ft. over it at low water, lies midway between the North extreme of the Three Steeples and the entrance of the River Buller.

This rock was searched diligently for but in vain by the harbour master of Westport, Buller River, in the Local Government steam-vessel Luna, in November, 1873, under favourable conditions of wind, weather, and tide. The rock seen was probably one of the known outlying dangers a few hundred yards E. by N. from the northern Steeple.

At 18 miles N.E. from the Buller River is the mouth of the Ngakuhau, North of which is a sandy beach, to which, however, the mountains approach closely. At this distance is the mouth of the Mokihinui River. The coast has an ironbound character for about 10 miles in a N.N.E. direction to a sandy beach, 16 miles in extent, through which the River Karamea flows. The Heaphy or Wakapoai River is 4 1/2 miles southward of Rocks Point. The entrance is remarkable, between two high bluffs sloping to the sea.

Rocks Point is in lat. 40° 58', long. 172° 6' E. The coast for about 14 miles to the South of it trends nearly due North and South, a snowy range, approaching close to the sea. Numerous small streams have their mouths along this coast, and there are two larger ones, the Wakapoai or Heaphy, 5 miles South of Rocky Point, and the Haihai, at its southernmost extremity.

From Rocks Point to the N.E., for a distance of 35 miles, to Wanganui, South Pacific.
the coast is rocky and iron-bound, steep spurs from the high mountains, composed of granite and gneiss, come down into the sea.

Stewart Breakers (Kiourangi Shoal), first reported by Captain Stewart, of the schooner Dunedin, in 1873, were further examined and ascertained to consist of rocky ground three-quarters of a mile long and half a mile broad, having near the southern end a depth of 3½ fathoms. From the shoal, Kiourangi Point bears 4½ miles S.S.E. The shoal, which lies in lat. 40° 44' 40" S., long. 172° 12' E., should be approached cautiously in rough weather, but the channel in-shore of it is safe.

Wanganui Inlet lies about 10 miles S.W. of Cape Farewell. The entrance shows distinctly from seaward; the points are somewhat remarkable, being high and sloping gradually to the sea, with more elevated land behind; the South head after sloping, rises again in a cone from the water's edge, and presents a yellowish cliffy projection. Mount Burnett, or Knuckle Hill, with its double summit, which is so conspicuous an object in Massacre Bay, bears E.S.E. distant 6 miles from the entrance.

The bar, which stretches across from the heads, has 6 ft. at low water, and may be crossed at high water by vessels of from 10 to 12 ft. draught, the deepest channel being close along the southern shore; when inside the water deepens to 3 and 4 fathoms. The inlet, after running in a S.W. by S. direction for little more than one mile, separates into arms, taking a N.E. and S.W. direction or parallel with the coast; the N.E. arm is shallow, and almost dries at low water; there is anchorage in 4 fathoms one mile within the entrance close on the southern shore; to enter, moderate weather and a leading wind is necessary; S.W. winds blow down the southern arm, and generally right out of the harbour. The bar at the entrance has not been closely examined, but vessels of the draught before mentioned have crossed it.

The town of Wanganui is situated on the North bank of the river, about 4 miles from the Heads. A railway is now constructing to Barton, and is ultimately to be extended to Wellington. The population of the town, in 1874, was about 2,600, and of the district, 7,255. A fine bridge 600 ft. long connects the North and South sides of the river. The chief exports are cattle, sheep, wool, dairy produce and flax. Between January and September, 1873, 272 bales of wool, valued at £54,420, were exported, as well as 2,119 bales of flax, value £6,357. Extensive coal beds exist in the locality, probably of the same formation with those in Massacre Bay.

It is high water, full and change, at Wanganui Inlet, at 9h 20m; the springs rise 6 and 7 ft.

From Wanganui Inlet the coast trends N.E. ¼ N. to Cape Farewell, distant 8 miles. Three and a half miles from Cape Farewell is a remarkable piece of table land, its northern end having fallen away by a landslip: close to the shore, in front of it, is a small perforated rock, Archway Islet; several
scattered rocks lie off the adjacent coast, apparently fragments broken from the cliffs.

CAPE FAREWELL, the northernmost point of the Middle Island, has been before described on page 412.

S.W. winds on this part of the coast generally veer to the westward, and draw into Cook Strait after passing Cape Farewell.

The LIGHTHOUSE on Bushend Point of Farewell Spit, has also been described. It is an open framework 113 ft. high, showing a bright revolving light every minute, except between the bearings of N.W. 4 N. and W. by N. 4 N. in the direction of the spit, when it is red.

This completes the circuit of the islands.
CHAPTER X.

ISLANDS BETWEEN LATITUDES 20° AND 40° SOUTH.

The immense extent of ocean comprised in this belt of the South Pacific, between the coasts of Chile and Australia, has but few, very few, spots of land in the southern portion. In the northern half the coral groups of the Low Archipelago extend to the South of, or within, our present limits, but will be described in a separate section hereafter. In pursuance of the system stated on page 280, we return from the description of New Zealand in the West to the lower latitude on the South American coast, and thence again proceed to the westward.

JUAN FERNANDEZ ISLANDS.

This group, if it can be so designated, consists of two chief islands, at a considerable distance asunder, with some smaller ones attached to each. Their name is derived from Juan Fernandez, a Spaniard, who discovered them in his voyage from Lima to Valdivia, in 1563. He designed to settle here, and requested a patent for them, but did not obtain it. It was much visited by the buccaneers in their marauding expeditions against the Spaniards, and Dampier describes his visits here. In 1681 a Mosquito Indian was left on it by the ship Dampier was in, and was taken off by him in March, 1684, he having lived three years solitarily upon the goats first introduced by Fernandez. In February, 1709, Captain Woodes Rogers touched here, and found the well-known hero, Alexander Selcraig, or Selkirk, who had been left on it by the ship Cinque Ports, Capt. Stradling, four years and four months previously. Dampier having been both in the ship he was landed from and that which took him off. Selkirk gave an account of his sojourn to Daniel Defoe, in order to prepare it for the press, and from the ideas there given the excellent romance of Robinson Crusoe was formed. In the visits above mentioned, a prodigious number of goats were found, and these were reduced by the Spaniards, who introduced dogs for the purpose of destroying one of the principal refreshments of their
enemies the buccaneers. These animals were both found in possession of the island by Lord Anson, with the miserable remnant of his crews in the *Centurion*, the *Tryal* sloop, and the *Gloucester*, in June, 1741. Every one is familiar with the terrible descriptions of the havoc made by the scurvy in these ships, and the restoration of the survivors to health in Juan Fernandez. Men thus saved from utter destruction would naturally paint in glowing colours the scene of their deliverance; and these accounts leading to the supposition that the English would colonize both Inchin, in the Chonos Archipelago, and Juan Fernandez, the Spaniards sent a colony in 1751, but it was soon after almost totally destroyed by the dreadful earthquake, a calamity the island has since been subject to on more than one occasion. It was still inhabited when Carteret visited it in 1769. In 1819 the Chilian Government formed it into a penal colony, but it was not much kept up, on account of the expense. When Capt. P. P. King, in H.M.S. *Adventure*, was here in 1830, it was occupied, or rather rented from the Chilian Government for a term of years. In 1835 this prison colony had been increased, and the prisoners rose on, and for a short time overcame the troops. After this it was deserted.

In 1856 a German was superintending the island for the Chilian Government; several families, amounting in all to about fifty persons, residing under his care, cultivating the land, stacking wood, and attending to the cattle, which were fine, and fast increasing. About twenty-five American whalers had annually called for supplies.

Fresh water is good, and easily procured; wood can be purchased; beef of excellent quality, pigs, poultry, vegetables, and fruit, can be obtained at a moderate rate. Peaches grow wild in large quantities; wild goats are numerous, and the bay has fish in great abundance.

The climate of Juan Fernandez is mild, and is considered healthy, but the weather is very changeable. The mornings are generally cloudy, with showers of rain. Towards noon the weather clears up; the afternoons are clear and pleasant; towards midnight the clouds begin to gather on the high lands, which spread over the island. Squalls come down the valleys, and showers of rain, which again clear up as the day advances. This is said to be the general state of the weather for eight or nine months of the year.

— Capt. P. Masters.

The principal islands are Juan Fernandez, called for distinction *Mas-a-Tierra*, because it is nearest the continent, and *Mas-a-Fuera*, or "more in the distance," which is about 90 miles West of it.

**Juan Fernandez** is about 10 or 12 miles long by 4 miles broad, and 3,000 ft. in height. It is 360 miles westward of Valparaiso. It has several bays, and its general appearance is thus described by Captain P. P. King, who anchored in Cumberland Bay, on its North side, January, 1830.

"I have seldom seen a more remarkable and picturesque view than is
presented by the approach to Juan Fernandez. When seen from a distance, the mountain of the 'Yunque' (anvil), so called from its resemblance to a blacksmith's anvil, appears conspicuously placed in the midst of a range of precipitous mountains, and is alone an object of interest. It rises 3,000 ft. above the shore, which is formed by an abrupt wall of dark-coloured bare rock, 800 or 900 ft. in height, through whose wild ravines, broken by the mountain torrents, views are caught of verdant glades, surrounded by luxuriant woodland.

"The higher parts of the island are, in general, thickly wooded, but in some places there are grassy plains of considerable extent, whose lively colour contrasts agreeably with the dark foliage of myrtle trees which abound on the island.

"The Yunque is wooded nearly from the summit to its base, whence an extensive and fertile valley extends to the shore, and is watered by two streams, which take their rise in the heights and fall into the sea.

"The remains of a fort, called San Juan Bautista, are yet in a tolerable state. It is situated on a rising ground, about 180 ft. above the sea, at the S.W. part of the bay, and overlooks the village. In the middle of the beach are some ruins of a four-gun battery, and there are traces of a fort at the N.W. end of the island.

"By sending a boat to the East point of the bay, to fish in 40 fathoms water, a most delicious kind of codfish may be taken in such numbers, that two men in half an hour could fill the boat. Crawfish, of large size, are almost equally abundant; they are taken with a hooked stick. One of our boats caught forty-five in a very short time. The inhabitants catch them and cure their tails, by exposure to the sun, for exportation to Chile, where they are much esteemed, and fetch a high price.

"Fort Juan Bautista is in lat. 33° 37' 45" S., long. 78° 53' W."

French Bay is small, and the curve which forms it differs but little from the direction of the outer part of the coast. It affords no shelter, and is situated at the bottom of a valley which rises quickly to the high land, presenting a pleasing appearance, being well covered with trees, some of which were very large. Between French and Cumberland Bays there appeared to be no landing place.

Cumberland Bay, on the northern side, 3 miles from the eastern extremity, lies exposed to northerly winds, and in the months when these winds prevail no ship should anchor in it; it curves in from the heads which form the bay upwards of a mile. The western head, which divides Cumberland from English Bay, is a precipice upwards of 200 ft. high; the face of it is a deep brown colour, and the eastern head has the same appearance with regard to its formation. The bay has good anchorage for vessels of any size.

A vessel approaching this roadstead from the southward may pass round either end of the island according to circumstances; but she should not
approach the shore nearer than a mile, to avoid the eddy winds down the valleys. In the event of taking the eastern end, which is the best, when off Bacalao Point, Cumberland Bay will open out, and also some caverns which will be seen on the face of the first high land rising from the beach; and when the western part of West Bay shuts in with the western point of Cumberland Bay, deep soundings will be obtained. The ship should anchor with the next cast in about 25 fathoms, on a bottom of fine clear sand, about a quarter of a mile from the beach.

The marks for the best berths are, a small rock off the West point of the bay, which just shows at high water, N.N.W. ² W., the easternmost of the caverns, of which there are six in number, about S.E. ² E., or the flagstaff on the fort W.S.W. In approaching the bay from the westward, keep about a mile from the shore, and when the caverns over Cumberland Bay are well open run towards them, and anchor as above directed.

All vessels visiting this bay should moor, placing the in-shore anchor in about 16 fathoms, and the off-shore anchor in 35 fathoms, the ship will then be in a good berth with a southerly wind, and have room to veer, should the wind come in from the northward. In the summer season southerly winds prevail, and at times heavy gusts rush down from the valleys; consequently, the bottom being of sand, a good scope of cable on the southernmost anchor is necessary. A kedge astern will serve to keep the hawse clear.

It is high water, full and change, in Cumberland Bay, at 9½ 30m.; rise of tide about 4 ft.

English Bay, although not so well sheltered, has a better appearance from the sea than Cumberland Bay. The ground about it is not so much broken, and rises with a more gentle ascent towards the high land. It was in this valley, which runs up from the bottom of the bay, that the celebrated Alexander Selkirk is said to have lived.

Santa Clara, or Goat Island, to the S.W. of Juan Fernandez, is thus described by Mr. Bennett, in his whaling voyage:—It does not exceed 4 or 5 miles in circumference, and is of moderate elevation. Its summit is surrounded by many conical eminences or hummocks. Its western extremity is bluff, whilst the eastern descends gradually to the water's edge. Its shores are precipitous, and chiefly composed of a brown volcanic stone, presenting on the faces of many of the cliffs tortuous columnar projections, resembling the trunks and branches of trees embedded in its structure. This islet has a burnt and desolate aspect, and affords no vegetation higher than a stunted shrub; whilst the few verdant patches of soil tend rather to heighten by contrast, than to relieve, the general sterility of its appearance. On the North side, and towards the western extremity, a run of fresh water empties itself into the sea over the face of the cliffs. Landing is effected with difficulty, and fish is very abundant.
MAS-A-FUERA, the second island of the Juan Fernandez group, is 92 miles westward of Juan Fernandez, in lat. 33° 49' S., and long. 80° 56' 30" West. Captain Masters says it is stated to be more capable of cultivation than Juan Fernandez, and that a greater number of seals frequent it. There was at the time of his visit, in 1835, ten or twelve persons on it, free settlers from Chile, and the crop of potatoes in that year was 800 bushels, besides other vegetables. It appears that there is a place where a boat can land on it with safety. Fresh water is good and plentiful, but there is no anchorage off any part of the island. It is estimated to be about 2,300 ft. high. It offers no convenient anchorage, but there is a sort of bank on its North side, with deep water, and steep-to.

ST. AMBROSE AND ST. FELIX.

These two islands, or groups, lie nearly 500 miles off Copiapo, in Chile, and are only visited for the purposes of fishing or procuring water from St. Ambrose; but the difficulty of finding secure shelter diminishes their value. In former years immense herds of seals frequented their shores, but these have almost all disappeared; their pursuit is no longer profitable. There was a small quantity of guano.

ST. AMBROSE is the easternmost, and is about 4 miles in circumference. On the North side there is a snug little cove for a boat, and a good landing at all seasons of the year, with the wind blowing from any southerly point between East and West. But it is difficult to obtain fresh water from this landing. About the centre of the North side, however, there is still better landing, where fresh water of an excellent quality may be had in any quantity from a pond on the top of the island, and led down to the boats with a hose.

A remarkable rock, very much resembling the "Bass" in the entrance of the Frith of Forth, lies off the East end of this island, and a small, rugged, conical-shaped rock to the eastward of it again. The large island (St. Ambrose) is, to appearance, about 3 miles from East to West, perhaps 4 miles to the conical rock extreme, of the West end of St. Ambrose, the Bass-like rock being almost connected with it, and a small rough rock between it and St. Ambrose. Through the West part of the "Bass" is a remarkable fissure, leaving a cavity through at the water-line, and apparently 20 feet high, shaped as a triangle. Taking the height of the real "Bass" at 400 feet, that of the isle will be about 1,600, the two "Basses" being of a height. From these, keeping our course again, we passed close to the northward of the Isles of St. Felix, distant about 10 miles from the other, and grouped close together; within 6 or 8 miles from this track, we could distinguish
three; five are represented on the chart. These islands all seem to be volcanic, and are without an appearance of verdure; they are all, including the "Bass," much marked by the birds which frequent them, and are numerous. We observed boobies, Cape pigeons, and others unknown. Captain Bruce makes the West point of St. Ambrose to be in lat. 26° 21' S., and long. 7° 53' 30" W. of Fort St. Antonio, at Valparaiso, or 79° 40' 30" W. M. Du Petit Thouars makes it 14' farther W.

ST. FELIX is 11 miles West of St. Ambrose, and consists of two islands connected by a reef. On its West and S.W. sides it shows steep and perpendicular cliffs, but there is a place for landing on the N.W. side, about one-fourth of a mile eastward of the N.W. head or bluff. Here, in a sort of gulley, you may land on a flat rock at all seasons of the year; but on the beaches at the North and East sides of the island the landing is dangerous, as the shores are steep. Captain Colnett's people landed on the North side of it with great risk and difficulty, and traversed the island, which produces nothing but a plant resembling the common nettle, of a salt taste, and disagreeable odour. They could find no fresh water, and the soil was mere sand, from one to six inches deep, on a solid rock, and furrowed by heavy rains. No living thing except flies were seen; but great numbers of addled eggs.

Captain Bruce says:—One of the St. Felix Isles is low and long, about 2 miles in extent, having a peaked hill at its West end. The East hill is high and sugarloaf shaped, and the westernmost is a jagged and very peculiar looking rock. The surf beats heavily against every one of them, even on their lee sides, though the water with us was smooth; and nothing like a possibility of landing could be entertained from our view of them. Colnett says:—When South of the western isle (St. Felix) the whole has the appearance of a double-headed shot; but the easternmost hummock is separated from it by a very narrow reef, which divides it, as it were, into two isles; the lowest land commencing with the reef, and joining the hummock to the West. About 1½ mile W. by N. from the North point is a remarkable islet, which has been named Peterborough Cathedral, and which in most points of view will resemble a ship under sail. It is placed by Captain Harvey, R.N., in 26° 16' 12" S., long. 80° 11' 43" W., but this must be subject to correction.

The position of St. Felix, according to the observations of Malespina, May 10, 1793, is lat. 26° 20' 15" S., and long., from Coquimbo, 79° 49' W.*

* Doubtful Dangers.—Captain Juan E. Lopez, commanding the Chilian corvette O'Higgins, 1874, searched for the following dangers separately, devoting two or more days to cruising over the supposed positions of each danger, and sounding to the depth of 465 fathoms without obtaining bottom, or perceiving any indication of shoal water; they have
SALA-Y-GOMEZ was discovered in 1793, by the Spanish commander of that name. It was again visited by the Spaniards in 1805. An American, named Gwyn, discovered, in 1802, a rocky island on the same parallel, but 5° to the West; but it is probable that it is the island in question, for in Kotzebue's search for it he found only that discovered by Captain Gomez, consequently the Gwyn Rock is no longer placed on the charts. Admiral Beechey examined it, and found Kotzebue's latitude 2 miles in error, probably a typographical mistake. It is an isolated spot, of less extent than had been stated, being scarcely more than a heap of rugged stones, apparently thrown together by the elements, and in a gale of wind would not be distinguishable amidst the spray. The rocks, except such parts as have been selected as roosting places by the sea-gulls, are of a dark brown colour. Upon a small flat spot there was a moss-like vegetation, and near it a few logs of wood, also noticed by Sala-y-Gomez.

"When first seen, the island has the appearance of three rocks. (It was seen at daylight 15 miles off, bearing N.N.W.) Its direction is N.W. and S.E., and is something less than half a mile in length, and a fifth of a mile in width. Some sunken rocks lie off the N.E. and S.E. points; in other directions the island may be approached within a quarter of a mile. N. 50° West, three-quarters of a mile, there are soundings in 46 fathoms, sand and coral; and N. 33° W., 1¾ mile, 140 fathoms, gray sand (Beechey). The S.E. extreme is in lat. 26° 27' 46" S., long. 105° 50' 8" W.

Scott Reef.—Captain H. Scott, of the British barque Druid, reported (in 1855) that a very dangerous patch of breakers existed, as near as he could ascertain, about 5 miles N.N.E. of Sala-y-Gomez.

EASTER ISLAND or RAPA NUI (Great Rapa), also called Teapy or Waihu, is one of the most interesting spots in the Pacific. It is remarkably isolated, as it is 2,030 miles from the coast of Chile, and 1,500 from the nearest inhabited island, except Pitcairn Island, so that its people and their history is an ethnographical problem worthy of much consideration.

It was discovered by Roggewein, in 1721. Cook and La Pérouse visited it, and their accounts invested the island with great interest. It was surveyed by Admiral Beechey in the Blossom in 1825. The visit of H.M.S. Topaze, in November 1st to 7th, 1868, has furnished us with more complete therefore been erased from the charts:—Reef, 31° 58' S., 95° 09' W.; Buchile Island, 26° 21' S., 92° 24' W.; Island, 27° 58' S., 96° 00' W.; Gray Island, 26° 25' S., 94° 33' W.; Gray Island, 25° 30' S., 94° 32' W.; Pilgrim Island, 24° 36' S., 104° 33' W.; Waibou Island, 22° 06' S., 108° 40' W.; Island, 31° 11' S., 110° 30' W.

A small rock awash has been occasionally reported by masters of Chilian vessels, in lat. 29° 34' S., long. 87° 31' W.
particulars. These are from a report by Commodore Powell to the Ad-
miralty, and a most interesting paper by John Linton Palmer, Esq., R.N.,
F.R.G.S., which is given in the Journal of the Royal Geographical Society,
vol. xi. 1870.

Commercially the island is most unimportant; it produces nothing to in-
vite the visit of traders. But in 1863 a dreadful outrage was perpetrated
on the unoffending natives. As they describe it, a number of ships under
Peruvian colours anchored in the bay, and their canoes crowded round the
vessels to barter, but suddenly they were all seized, bound up, and stowed
away. Some of the ships' crews landed, and chased the unfortunate remnant,
carrying away all they could seize, and took them to the Chincha Islands to
work the guano. A large proportion of them soon died under this slavery,
and when the Peruvian Government caused the survivors to be sent back to
their native island, most of them died on their passage, and even the resti-
tution of the few survivors was a great calamity, for they brought with
them the small-pox, whose ravages greatly reduced their lessened numbers.
Prior to these calamities there were about 3,000 inhabitants, a number pro-
ably liable to little fluctuation, who were divided into tribes, each occupy-
ing a small portion of land, and who periodically elected a king, chosen
for the singular qualification of having collected the largest number of sea-
birds' eggs.

The scandalous transaction above related caused the Roman Catholic
Bishop of Tahiti to send a Jesuit missionary, with a lay brother and four
Kanakas, in 1864, to protect and civilize the remnant. They found about
1,500 people on the island, and their efforts have been crowned with com-
plete success. They entirely changed the character and habits of the un-
civilized natives. When the Topaze came in 1868 they found the people the
most happy in the world, and apparently as good as they were happy. The
devotion of the Jesuits was beyond all praise. But there were only about
900 left, who lived near Cook's Bay, and seemed to be complacently await-
ing their doom. They were rapidly dying out; they would not work, and
there were not more than 800 women, so that the proportion of deaths
to births was as three to one. In complexion they are very light, almost
white, most resembling the Marquesans, but thought by some to far sur-
pass this reputed handsome race in personal beauty. Their language is
Polynesian.

The origin of this interesting people is one of the most important prob-
lems connected with the migration of races. They have but one tradition,
which is, that ages ago their ancestors came in a large boat from Rapa
(Oparo), next described, which is 1,900 miles to the westward. They landed
at Ounipu, a bay on the East side. Their king was with them, and he made
the statues (of which there are such large numbers) out of a quarry that was
in a crater on which he lived.
How these early navigators in their canoe managed to reach this lonely spot in the teeth of the usual trade wind, is one of those mysteries, the solution of which would clear up many difficulties in the history of the early races and civilization of Peru and Central America. The character of those architectural and other remains evidently point to an eastern origin. This little island and its ancient sculptures, therefore, as a stepping stone to the solution of this question, is of more than ordinary interest.

Its position will afford some little clue to the mystery of its original settlers. It is near the southern verge of the S.E. trade, which blows constantly during the southern summer, October to April, being strong for about a fortnight, when it commences and leaves off. During the rest of the year it is in the tropical variables; for a few months westerly winds prevail, which bring much rain. It is therefore probable that this was the time of the voyage, but how such a craft could be guided due East without a compass will be a mystery to modern navigators. The peculiar build and rig of the Polynesian canoe or prahu will readily explain away any difficulties as to variation in the direction of the wind, to which they sail so near. The currents hereabout will be very uncertain, being in the zone between the westerly and north-easterly drifts.

The sculptured remains and terraced platforms of former inhabitants have struck every visitor with astonishment. They have been more minutely examined by the officers of H.M.S. Topaze than had been previously done, and Mr. Palmer, the surgeon, has given ample descriptions of their character and localities in the paper before referred to.

The great stone busts or images which are scattered over the island in very great numbers, amounting to several hundred, are the most remarkable; they are usually from 15 to 18 ft. high, and in one case 34 ft. They are all formed of one material, a gray compact lava (trachyte), found in the crater of Otititi, at the N.E. end of the island, where unfinished ones are still to be seen. In form they are trunks, terminating at the hips, the arms close to the side, the hands sculptured in low relief, and clasping the hips. The head is very flat, the top of the forehead cut off level, so as to allow the crown to be put on. The crowns (hau) are made of red tufa, found in the Terano Hau crater, in shape short truncated cones, or nearly cylindrical. The face is square, massive, and sternly disdainful in expression, the aspect always upwards. Mr. Clements Markham says it is impossible not to be struck with the resemblance between these remains and those of the Aymara, an ancient Peruvian race. On Easter Island each of these figures has its special name, but they are not idols. Some are of immense age, others much more recent.

The next remains which are of the greatest age are the sculptured stones, on the brink of the sea cliffs at the Terano Kau, at the South end, where
EASTER ISLAND OR RAPA NUI.

The last lava stream reached the sea. Close to these carved blocks are 80 or more stone-built houses, of very great age, and not now used. They are in capital preservation, and in one of them was found the beautifully perfect bust, about 8 ft. high, and weighing about 4 tons, which was brought by the Topate, and presented to the British Museum.

The papakoo, or cemetery, is a terrace or platform, generally by the sea, made of rolled sea stones carefully fitted together, and about 100 yards long. They are numerous. Another very singular sort of structure is the platform on which numerous images have been placed. They are built on the land sloping towards the sea, and the sea face is thus much more conspicuous than the other sides; they are built with large unhewn stones, fitted with great exactness. They are variable in size; but one fine one halfway between Winipoo and Otu-iti, has an external wall, 30 ft. broad by 100 paces long. On the platform thus supported are numerous images now prostrate, some low pillars, apparently used for sacrifice, and others for burning the bodies, as burnt bones were found near them. Similar platforms have been found in the islands to the north-westward, especially one buried under guano, on the Maldon Island, and this again connects them with the analogous ruins in Peru.

We have been more diffuse on these topics than the nature of this book would require; but as it would seem that this interesting people are fast disappearing, some account of the most remarkable remains in the Pacific, which may have been constructed by their ancestors, may not be inappropriate.

Admiral Beechey says that Easter Island, bearing W. by N., at first had the appearance of being divided into two, rather flat at the top, with rounded capes; the N.E. of which is distinguished by two hillocks. On a nearer approach, numerous small craters are observed rising above the low land; and near the N.E. extremity, one of considerable extent, with a deep chasm in its eastern side. None of them had for a long time been in action.

The island is of triangular shape; its length is exactly 9 miles from N.W. to S.E., 9½ miles from W.N.W. to E.S.E., and 13 miles from N.E. to S.W. The highest part is the N.E. peak, 1,968 ft. high, and in clear weather it may be seen 16 or 18 leagues distance.

The soil is decomposed lava, of a reddish hue, thickly strewn over with black lava blocks. The coast is rocky, and there are only two or three sandy creeks in all its extent. The only landing on the North side is in one snug little cove. On the East and West sides the coast is low and much indented, so that landing may be effected on that side which is to leeward. It has no trees whatever, and vegetation is not abundant; but the Jesuit missionaries have planted a garden, in which vegetables and maize are doing well.
There are no animals, but a few recently imported sheep, which thrive
well.

Water is not abundant; that in the wells is brackish, but at the bottom of
the craters it is to be had in abundance.

Cock's Bay or Hanga-roa, on the western side of the island, is the chief
anchorage, and around it most of the people reside. *La Pérouse Point*, ac-
gording to Admiral Beechey, is in lat. 27° 8' 46" S., long. 109° 24' 36" W.
The bay affords good anchorage from October to April, the season of the
trades; in other months it is often a lee shore, but from the trend of the
land a moderately formed ship could always get away, should it be necessary
to put to sea. It is not recommended to vessels to anchor inside the depth
of 16 fathoms, as then the ground becomes hard, and farther in there are
large boulders.

*Terano Kau*, an extinct volcano, rises above the S.W. point to a height of
1,338 ft. Its crater sinks down to a depth of 700 ft., the bottom being a per-
fecr circle of 2½ miles in circumference; pools of water are scattered about
its level bottom. Off the South point lie two rocky islets, one nearest the
point high and peaked, the other low and flattish.

*Ounipu or Winipo*, on the West side, is the spot where tradition says that
the first settlers arrived, and its position on the lee side indicates the season
in which they came. *Terano Kau* is an extinct volcano, much smaller than
Terano Hau, and its crater is quite dry. It furnished the red stone or tuft
from which the crowns of the images were dug.

*Otuiti*, the "little hill," is at the N.E. end of the island, 684 ft. high. It
is very similar to Terano Kau, but smaller. It stands isolated on a large
plain, and from the grey lava of which its sides are composed all the images
are made. Near the Terano Kau is a large hill of obsidian (volcanic glass).
All the hills are rounded, and the soil on their slopes is very fertile.

The island is too small to sustain a population, and water is not very
abundant. It is impossible to praise too highly the zeal and self devotion
of the missionaries, who have thus endeavoured to save the remnant of its
people.

The S.E. portion of the Low Archipelago, which may be considered as com-
mencing at Ducie Island next to the westward, is within our present limits
of lat. 20° S., but will be described altogether in a succeeding chapter.

*RAPA* or *OPARO, Rapa-iti or "Little Rapa," was discovered by Van-
couver, December 22, 1791. At first it bore N.E. ½ N., and then appeared
as three small islands, the easternmost much resembling a vessel under sail.
They did not land, but saw nearly round it. They considered that anchor-
age might probably be found on both sides of its N.W. point. Its greatest
extent, which is in a N. 18° W. and S. 18° E. direction, is about 6½ miles,
and it may possibly be about 18 or 20 miles in circuit.
RAPA OR OPARO.

Its principal character is a cluster of high craggy mountains, forming, in several places, most remarkable pinnacles, with perpendicular cliffs nearly from their summits to the sea. The natives, who appeared not to have seen Europeans before, resembled other of the great Polynesian nations. They were estimated to amount to above 1,500 at least. On the tops of six of the highest hills some native fortifications were observed.

Rapa suddenly acquired considerable importance, when in 1867 it was determined to establish a line of steamers between Panama, New Zealand, and Australia, as it had the nearest available port for a coaling station between Panama and New Zealand, being as nearly as possible two-thirds of the distance between the two places. It had remained unnoticed and almost unvisited from the time of its discovery until the period above named, and it was chosen by the Steam-ship company as a coaling station, because it was considered to be outside the limits of the islands under the French influence, but in May, 1867, Capt. Quentin, in the French ship Latouche-Treville, called here, and purchased the sovereignty of the island from the king for a gallon of rum and some old clothes, and officially placed it under the French Protectorate.

It was but little known prior to this period, and its fine harbour was discovered through the repeated enquiries of Captain Vine Hall. The people, about 1,500 in number, 76 years before, had diminished to only about 125 or 130 altogether. They are in appearance a fine, manly, well made race, somewhat resembling the New Zealander. As has been mentioned previously, it is by tradition the island from whence Easter Island was peopled, and is still called Rapa iti, Little Rapa, while Easter Island is called Great Rapa. The name Oparo seems to be a misnomer, as it is unknown on the island, where it is usually pronounced "Lappa." The following is chiefly from Captain Vine Hall's account of it, given to the Royal Geographical Society in June, 1869, as derived from his visit to it in the steam ship Iruhine.

The island is of very irregular form, with several indentations in the coast, two of which are considerable bays, having each its little village, whilst the third and largest is the harbour, Ahurei. It is about 20 miles round, though from the irregularity of its outline it is difficult to estimate this exactly. The coast is bold, with no outlying reefs beyond half a mile.

The appearance of the island is very picturesque, with its sharp peaks thrust up as it were into the air, through the irregular but more rounded forms of the mountainous hills of the island. The height of these remarkable Aiguilles, or needle-shaped peaks, had been the subject of such different guesses, varying from 400 to 1,400 ft., that Captain V. Hall ascertained by triangulation, &c., the height of the most remarkable peak in sight from the harbour to be 2,100 ft.

Ahurei Harbour, on the eastern side of the island, is a very snug and
most romantic place; the land rising on three sides like the wall of an am-
phitheatre, and protected by the reefs and a beacon islet on the fourth or
eastern side, with the advantage of having fresh air from the open sea. Near
the anchorage was a very small village, rejoicing in 31 inhabitants, but
further off, on the opposite side, was a large village, called the capital, where
the king and the French resident live. The exit is inconvenient, by reason
of the easterly winds; these are the prevailing winds, and the harbour lies
nearly East and West. The roadstead is deep; the bottom coral, covered
by a thin layer of mud. The squalls which descend from the mountains are
very violent, and the anchors and chains exposed to constant beating and
friction, are very liable to break. There is little danger of dragging, as the
bay is well defended by the reefs at the entrance.

The entrance channel is tortuous through the projecting reefs, and there-
fore requires buoying; but when inside, there is room for twenty ships to
moor safely. The tide rises 2 feet 6 inches, and it is high water at full and
change at 12h15m. The entrance of the Ahurei Harbour, according to Capt.
Bellinghausen, is in lat. 27° 37' 40" S., long. 144° 15' W., but French autho-
rities make the longitude 144° 17' 20" W.

The peculiar irregular form of the land, with precipitous mountains and
deep gullies, cause sudden gusts and eddies of wind in the harbour, varying
continually in direction, so that it is difficult to say exactly what wind is
blowing outside, unless it happens to be from the eastward, or directly in.
It is said that there is a remarkable absence of surf, which is not easily ac-
counted for, that landing is easy anywhere, and boats can lie alongside pre-
cipitous cliffs exposed to a swell which rolls in unchecked for thousands of
miles without breaking.

The climate of the island is very delightful, for, surrounded as it is by sea,
the temperature is very equable, and though close to the Tropics the ther-
nometer seldom shows more than 75° in the height of summer. The weather,
though mostly fine, is changeable, with occasional sudden showers, as might
be expected from the effect of the high peaks arresting the clouds and
causing them to precipitate their suspended moisture. The winds are for
nearly nine months of the year from S.E. to N.E., and westerly the remain-
ing part. Lying so near the Tropics, the trade wind is swayed southward
by the sun in the summer time (November, December, January, and Feb-
uary), when the island is embraced by it, and left in the winter to the
northern limit of the regular westerly current of air which then extends more
northerly.

The resources and products of the island are at present but few in number
or quantity, excepting perhaps goats, which abound, and are to be seen
everywhere delighting in the most inaccessible places, where, with a glass,
their forms moving to and fro on some razor-edged mountain, stand out in
relief against the sky. Small vessels occasionally take a cargo of them away to Tahiti.

The taro-root, the chief support of the inhabitants, grows abundantly, but requires attention to its culture, as it will not grow without plenty of water. Coal of a very inferior quality has been found in the interior; the natives use it occasionally for cooking, &c. But it is useless for steam purposes.

There are curious remains of apparently fortified places at Rapa. On the summits of many of the steep hills are to be seen the square fortresses or terraces, some of very elaborate construction. But what is very singular, they are mostly solid within. The stones are well squared, of very large size, and well cemented. Around or on the top of one in the interior are still to be found the bones and skulls of a number of warriors, who, they say, were starved out by their opponents.

The so-called fortifications are evidently analogous to the "terraces," described on Easter Island; but there is no account of images being found on Rapa.

**NIELSON REEF.**—On January 19th, 1827, the ship Sir George Osborne, passed between two portions of this reef, on which the sea broke in places, being nearly level with the water. White coral was observed under the ship, from 4 to 6 fathoms; the reef extended a considerable distance, curving S.E. in the form of a crescent, as far as the eye could reach from the masthead. The sea being perfectly smooth, showed itself by breakers, only occasionally breaking. Its situation was lat. 27° 0' S., long. 146° 16' 45" W. by chronometer. In 1831 the ship Lancaster struck on it; the weather was also fine, and the sea did not break. The least depth found was 12 ft. Besides the name of Nielson Reef, given to it after the captain, it is also called Osborne Reef, after his ship, and Lancaster Reef, after the second occurrence.

**BASS ISLES.**—To the E.S.E. of Rapa are four small islands, discovered by Mr. Bass, well known as the gentleman who first passed through the strait separating Van Diemen's Land and Australia. They have been marked as the Coronados, or Four Crowns, discovered by Quiros, but there is nothing but their number to support this supposition. These last are identical with the Gloucester Isles, 7° further North.

The Bass Islands were examined by the French ships Limothe-Piquet and D'Entrecasteaux. They lie 46 miles to the S.E. of Rapa, from which island they are visible in fine weather, and the S.E. rock, which is the highest of the group, is 346 ft. high, and is considered to be in lat. 27° 55' 30" S., long. 143° 28' 20" W.*
This is a dispersed group, lying to the southward of the Society Islands and Low Archipelago. The first of these appellations is given to them in the charts by M. Vincendon-Dumoulin. The second is applied by Mr. Williams in his Missionary Enterprises. The islands composing the group have not been much frequented or visited, as they are small, and do not offer many inducements for the calls of passing navigators.

**VAVITAO** is a small, high island, discovered October 23, 1791, by Capt. Broughton, who placed it in lat. 23° 42' S., long. 147° 11' W. He did not apply any name to it, believing it to be the same as Tubuai, but Mr. Bass states that the name is Vavitao.

M. Mauruc gives the particulars of this island which he calls High Island, in lat. 23° 40', long. 148° 0' W. The native name for it being Ravaivat, which must be the same. He says it is high, and surrounded by reefs. There is a well-sheltered harbour in its N.W. part to the West. The people are very mild in their disposition. No provisions can be got. The current here is always so strong that it cannot be outrun in light breezes.

**TUBUAI** is the next island to the westward, and is much smaller than Vavitao, being not more than 5 miles in extent. On making it from the northward it appears like two islands, but the two hills join at the base; steer for the ridge between the two hills, and it leads to the passage through the reefs to the anchorage inside. The harbour inside the reefs is unsafe, fit only for small vessels, and the anchorage outside is insecure and rocky, with bad holding ground. A reef extends a full mile off the S.W. point.

The French flagstaff is on the North side of the island, about the middle, and is placed by M. Delamarche in lat. 23° 21' 45" S., long. 149° 35' 35" W. The anchorage is with the flagstaff bearing S. E., true, about 1½ mile distant, and is very bad, coral bottom, so that if you drive you will lose your anchors. There are pilots—it would be imprudent to enter without one.

 southward of these islands; but as there is very little to support the assertion, it will be only necessary to mention them in this note.

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A group of islands, in 31° 6' S., 127° 24' W., from whaler report.

**Mitchell Group**, in lat. 31° 20' S., long. 129° 30' W.

An island, from whaler report, in lat. 31° 0' S., long. 155° W.

A reef, announced in the San Francisco Herald, in lat. 30° 48' S., long. 161° 17' W.

An island, from various whalers' reports, between lats. 29° 34' S. and 30° 10' S., and longs. 143° 0' W. to 144° 24' W., may refer to Bass Islands, or it is barely possible, though not probable, that another island may exist in one of the points named.

A shoal, from whaler report, lies in lat. 35° 0' S., 155° 0' W. It may be the same as the above.
RURUTU, or Oheteroah, discovered by Captain Cook in his first voyage, August 14, 1769, is about 13 miles in circuit, and rather high than low, but neither populous nor fertile in proportion to the other islands he had seen. M. Mauruc calls it Rouroutous, and says there are some harbours for small ships, the population numerous and inoffensive. Rurutu, says Capt. Bruce, is about 1,900 ft. high, volcanic in appearance, having two small peaks, and higher in the centre, with uneven outline, and is 3 or 4 miles from East to West, with a bold appearance. Capt. Bradley, R.N., in 1869, says that it is 7 miles long; the South extreme showed as a shelving point, with breakers running off it, while the northern side runs off it in several low points to the westward. The South end was made to be in lat. 22° 31' S., the North end 22° 24' 30" S., the long. of the eastern point 151° 18' W. This generally agrees with Capt. Bruce's determination. Lat. 22° 29' S., long. 151° 20' 25" W., which was found to be correct by Commodore Powell, R.N., in the Topaze, 1867.*

Captain Hamon, of the schooner Young, of Tahiti, says there are three villages on the island; and a narrow passage through the reef at the N.E. end, where vessels of 40 to 50 tons can enter. The passage at the S.E. end is only fit for boats, and that in fine weather. The natives export 20 tons of cotton, 5 tons of cocoa-nut oil, 2 tons of sponge, and 15 to 20 tons of arrowroot. The inhabitants are Protestant, under the direction of the London Missionary Society. The island is wooded in parts, and can supply pigs, fowls, and water as well as vegetables and fruit in limited quantities. The natives, who number about 500, have great taste and skill in producing certain cloth, in carving, &c.

RIMITERA was discovered by Capt. Henry. It is highest in the centre, which is about 300 ft., being, according to M. Mauruc, rather lower than its neighbours. It has no harbour, but has the same provisions, which he procured at a very easy rate.

Captain Bruce, R.N., says:—Passing Rimitera at 9 or 10 miles distance, it appears low at the extremes, gradually rising in the centre to a height of 300 ft. at least, and is 2 or 3 miles from point to point, with a coral foundation, but a dark appearance over it. Its position was ascertained as lat. 22° 40' S., long. 152° 59' 49" W., but the French place it in 152° 52' W.

Capt Hamon, of the schooner Young, of Tahiti, says that the natives build

* A group of islands is placed by M. Vincendon-Dumoulin in lat. 21° 50', long. 150° 0' W., apparently sand or coral; and on Mr. Purdy's chart there is another island, in lat. 21° 20' S., long. 149° 20' W.

Captain Moses, of the barque Henry, reports the loss of that vessel on a coral reef, in lat. 22° 47' S., long. 161° 7' W., over which there was only 11 ft. water. Traders do not believe it to exist.

A reef was reported on hearsay by Capt. Hamond, in lat. 24° 46' S., long. 148° 20' W.
boats of from 20 to 50 tons, and export from 15 to 20 tons of cotton. They produce cocoa-nut oil, rear pigs and fowl, and cultivate vegetables and fruit. There is no passage through the reef, but the village on the East, as well as that on the West side, is equally accessible, not so the village at the South end.

**HULL, MARIA or SANDS ISLANDS**, a group of four small islands, were first reported by Mr. J. R. Sands, of the *Benjamin Tucker* whaler, October 19th, 1845, in lat. 21° 50' S., long. 154° 0' W., and appeared 30 feet high. Since that time Hull Island, 28 miles to the westward, and a small island about a degree to the westward, have been reported, and no doubt represent the same group as Sands Island. These islands were thoroughly examined by Lieut. Lebleux, in the French ship *Railleur*, in 1860, who found the reef triangular in form, with its longest side lying N.W. and S.E., along which three islands were placed in a distance of about 3 miles, a fourth island lying at the apex of the triangle, 2 miles N.E. of the centre one. The position of the N.W. corner he placed in 21° 49' S., long. 154° 51' W. Landing was impracticable, owing to the surf.

**COOK'S ISLANDS.**

This group of islands, which lie scattered over a considerable space, without any intimate connection between each other, were so collectively designated by Admiral Krusenstern, in the first volume of his invaluable Memoires Hydrographiques. It consists of nine or ten separate islands, the greater part of which were discovered by Cook; hence the appropriateness of their collective appellation. The progress of Christianity in them occupies a considerable portion of the interesting Missionary Enterprises, by the late Rev. John Williams, who, with some other authors, called them the *Hervey Isles*, the name of one of the groups.

We derive some of the subsequent particulars from imperfect data on the Archipelago, given by Lieut. Alex. Quentin, commanding the French vessel *Latouche-Treville*, in May, 1864; H.M.S. *Cameleon* was also here in 1872, and some later descriptions are given by Karl H. A. Mainwaring, R.N., her commander.

In 1864, the population of the Archipelago was estimated at about 7,000. There are permanently about 400 or 500 people who go over to Tahiti as labourers, where they remain two or three years, and return to their homes with some money, and with habits of order and civilization.

**MANGAIA or Mangea** is the south-easternmost of the group. It was discovered by Capt. Cook, March 30th, 1777, in his third voyage. He places it in lat. 21° 57' S., long. 158° 7' W. Lieut. Quentin gives it as lat. 21° 49' S., long. 157° 56' W.

It is of volcanic origin, not more than 700 ft. high, and is about 30 miles
in circumference. At a distance it appears flat. The coast is not defended, as usual, by a reef; the sea beats nearly direct upon its flanks; but a mass of coral attached to it, and not extending more than 15 or 20 yards out, serves as a breakwater and shelter to it. There is not any opening; it consequently has neither port nor road. The sea around it is of great depth, and without any danger. The only communication with the land is made by means of canoes, which alone are capable of clearing the narrow line of heavy surf separating the shore from the ocean, which is done at high water, and seizing the most favourable instant.

The principal village, Oneroa, lies on the West side of the island; and it is to this part that ships desiring to trade with the natives ought to come. With the usual winds it is preferable to make it to the South, for the currents bear to the North.

Mangaia is governed by a king and five chiefs, assisted by sub-chiefs of districts. There are three villages, each of which has a church and school, but the only Mission Station is at Oneroa, on the West side, where there is landing. The island is healthy. The number of births and deaths, in 1872, were nearly equal. The chief exports are cotton, coffee, arrowroot, and cocoa-nut oil. Pigs, turkeys, fowls, ducks, yams, sweet potatoes, and pineapples are also produced. The natives are spoken of as industrious, intelligent, and fair dealing people. About a dozen schooners visit the island during the year, principally from Tahiti and Rarotonga. It is necessary to go 3 miles inland to procure water.

In 1848 the population was considered to be about 4,000; in 1864 it was 1,200 to 1,500, and in 1872 it was estimated at 2,000.

RAROTONGA is a beautiful island seen in the Seringapatam, in 1814, Mr. Williams, the missionary, says that he discovered it in 1823. It was also seen by Capt. Dibbs, in the schooner Endeavour. It is a mass of mountains, which are about 2,900 ft. high, and present a remarkable romantic appearance. It has several good boat harbours, but no anchorage; it is about 30 miles in circumference, and surrounded by a reef.

This island appears to be of the same formation as Mangaia. Like it, it may be seen at a great distance, and only differs in that the surrounding reef is not quite continuous, but has in some points small openings, which afford harbours for small vessels, without shelter, and anchorage without holding ground.

The principal village, named Avarua, is in the North. The entrance to it, which affords communication with the sea, may be about 50 yards broad within the reef, where schooners of 100 tons can enter and moor to the reef on either side. Another, named Atauria, is in the S.E.; Ngatangia on the East; and the last, Arognani, in the N.W. Atauria, the most important after Avarua, is a bad harbour; and the recent loss of some coasting vessels
ISLANDS BETWEEN LAT. 20° AND 40° S.

offers little encouragement for others to follow them. That of Aragnani is in still greater discredit.

The productions of this island, which is much more fertile than Mangaia, are exactly the same; and although frequent communication and the ties of relationship unite the inhabitants of these two islands, they but little resemble each other in respect of industry and intelligence.

The brother of Mr. Gill, of Mangaia, exercised the same functions at Rarotonga, but stated with regret that he had not obtained the same good results. In 1864 the population was estimated at 2,500 men, divided into five districts, which seemed independent of each other, but Avarua was the chief. Some European traders are settled here. The anchorage off Avarua, on the N.W. side, is perfectly sheltered from southerly winds, but is very dangerous with northerly ones. Large vessels standing off and on should be careful not to get too close in-shore, especially on the West side of the settlement, as there is a considerable set on-shore, and several ships have been wrecked, there being deep water and no anchorage close to the edge of the barrier reef. A steamer could almost stop here. The bearings are easy; bring a peak in one with a wooded hill on the shore, bearing S. 21° E., true, and then pass the line of breakers in an easterly direction, and anchor in 13 or 14 fathoms, at 5 or 6 cables off shore. The depth diminishes rapidly, and so there is some chance of driving. At the bottom of the bay is a brook where water is got easily.

"South Sea Island cotton is grown, about 250 acres of land of that plant being under cultivation. A ginning machine is erected near the settlement, where the cotton from the Hervey group is sent previous to its being shipped off either to New Zealand or Tahiti. Coffee of a good quality is also grown and forms one of the chief exports. A Queen is the Sovereign, and the form of government is the same as at Mangaia. The natives number 2,000.

"The Rev. Mr. Chalmers (L.M.S.) has an institution at Avarua for the education of native missionaries, many of whom have been sent to the outlying stations at Humphrey (Manihiki), Reirson (Rakaanga), and Danger (Puka-Puka) Islands, lying to the northward of this group."—H.M.S. Calmelion, 1872.

Position of the centre of the island, according to M. Dutailly: lat. 21° 13' S., long. 160° 6' 33" W., var., 10° E. The N.W. point is in lat. 21° 11' 35" S., long. 159° 47" W. It is the same as the Roxburgh Island of Capt. White, and the Armstrong Island of Reynolds.

Buruti.—Nothing is known of this island, and its existence is even very doubtful. Capt. D. Bethune, of H.M.S. Conway, in 1837, speaks of it on hearsay, as 50 or 60 miles N. by E. (nearly) from Rarotonga. From the English Admiralty chart it is omitted; on the French charts it is placed N. by W. from Rarotonga. Capt. Bethune gives the position, lat. 20° 20' S.,
COOK'S ISLANDS.

long. 160° W.; Lieut. Quentin gives lat. 20° 19' S., long. 160° 2' W., and no further particulars beyond its being uninhabited. If it is the Oruruti of Capt. Henry in 1811, he placed it a degree further South than Capt. Bethune and Lieut. Quentin, in which case it would be Rarotonga, already described.

VATIU, Atiu, the Wateeo of Cook, who discovered it March 31st, 1777, is about 8 miles long. The chief's house may be seen afar off, and near to it is a church, built in 1864 by the native missionary, Abrahama. Centre of the island, lat. 20° 4' South, long. 158° 8' W. Cook describes his friendly reception by the natives at great length.

Mr. Williams describes the island as larger than Mauki or Mittiero, and about 20 miles in circumference. The highest point is about 380 ft. above the sea, and may be seen 25 miles off. There are three villages on the island, and the population numbers about 1,200 or 1,400. The missionary is a Protestant native. The island produces 10 tons of cocoa-nut oil, a ton of cotton, a ton of arrowroot, and 3 tons of sponge. Other produce like the rest of the group. Storms from between S.S.E. by the S. and W. to N.N.W. sometimes occur in February and March.

There is but little navigation; their canoes are too small, and the reef must be crossed. The North side is the best to make. Small vessels can anchor in 16 fathoms, on a small patch on the edge of the reef. They are sheltered from the South, but should not, if possible, pass the night here, in case a North wind should set in.

Takutea is the Wenoaette (i.e., Wenua-iti, Little Island) of Cook, who discovered it. It is in lat. 19° 51' S., long. 158° 16' W., about 3 or 4 leagues from Atiu, the inhabitants of which called it Otakootaia, and sometimes Fenua-iti, or Little Island. It is not more than 3 miles in circuit, the beach without the reef is composed of white corals, above which the land does not rise higher than 6 or 7 ft., on which grow several clusters of cocoa palms and vast numbers of other trees. It is entirely destitute of water. It was then uninhabited, but some empty huts, &c., were seen.

Mittiero, according to the account given by Capt. Dibbs, of the Endeavour, lies in lat. 20° 1' S., long. 157° 34' W., at the distance of 25 miles from Atiu. It is a low island, having a large clump of trees in its centre; it is from 3 to 4 (Lieutenant Quentin says 8) miles from North to South, and a mile from East to West. Williams states, that from famine and invasion the population did not exceed 100 persons; in 1864 it was estimated at 300 or 400. It produces about 2 tons of cocoa-nut oil. Atiu, Tokutea, and Mittiero (or Mattiaro), are connected together socially; the rest of the group are independent.

Mauki, or Parry Island, is also a low island. It is about 2 miles in diameter, well wooded, and inhabited; but the soil does not appear in any part
to exceed 40 ft. above the sea level. It is situated in lat. 20° 7′ S., long. 157° 11′ W.

In Arrowsmith's chart the island is termed Parry's Island, as laid down by Lord Byron in 1825, who calls it Mauti. At the time of this visit the natives were exceedingly friendly, and were civilized by the missionaries. Cocoa-nut, pandanus, and bread-fruit grew on it. Mr. Williams says, that prior to 1820 the population was considerable, but in that year an invasion and terrible massacre reduced the population to 300, since which it has increased but little. A small quantity of cocoa-nut oil is produced, but no cotton. Other productions are the same as at Mangaia. Whalers often call here and procure men.

HERVEY ISLANDS were discovered by Cook in his second voyage, in 1773, and also seen by him in his third voyage, in 1777. They were named by him after Capt. Hervey, afterwards Earl of Bristol, one of the Lords of the Admiralty. This name has sometimes been extended to the whole group. Cook says that they consist of three islands, surrounded by a reef, which may be 6 leagues in circumference. The inhabitants call two of them, perhaps the largest, Manuai and Avoatu (Bethune) or Uitate. These two islands, Lieut. Quentin says, lie 5 or 6 miles N.E. to S.W. from each other. In 1870 the population did not exceed ten in number, and an export of five tons of cocoa-nut oil was reported. Mr. Williams says that there is no entrance into the reef, and that the desolating wars among themselves had reduced their number to a dozen people in 1830. Lat. 19° 18′ S., long. 158° 54′ W.

AITUTAKI (or Whytootaki) is the northernmost of this group. It was discovered, April 11, 1798, by Capt. Bligh, in the Bounty, a few days before the mutiny. When he made it to the S.S.W., 5 leagues distant, it appeared of moderate height, with a round hill on the North part; the N.W. part was highest and steep; the S.E. sloped off to a low point. It has a most fruitful appearance, its shores being bordered by flat land, on which grow innumerable cocoa-nut and other trees, and the higher grounds beautifully interspersed with lawns. Capt. Bligh says it is 10 miles, Williams says 18 miles, in circuit. Bligh's observations place it between lats. 18° 50′ and 18° 54′ S., long. 159° 41′.

"This island is low, except at its N.E. side, where it rises to a hill about 450 ft. high; a reef extends to the S.W. for 7 or 8 miles, and should be approached with caution. The mission settlement of Arutanga is on the N.W. side. There is a break in the barrier reef off the settlement where boats can enter, but no anchorage for trading vessels; they can, however, approach the reef, as there is always an off-set. Hurricanes occur about once every seven years, but these storms are very local, the worst months are from December to March inclusive. Commencing at N.W. to North, ending at S.E., they do immense damage.

"The government consists of three chiefs and a number of sub-chiefs.
PALMERSTON'S ISLAND.

The population by the census of 1872 was 1,550; the births are far in excess of the deaths. Cook Islands seldom suffer from the effects of epidemics, and are generally healthy. Their houses are built of coral, white-washed, with thatched roofs, and present a very picturesque appearance from the sea."—H.M.S. Cameleon, 1872.

The cultivation of oil has lately commenced, and cocoa-nut oil is exported. On the western side of the island the chapel and school-house are large and conspicuous. The channel through the reef, marked by a beacon, is a mile long, and very narrow, with from 6 to 10 ft. water in it. A jetty is constructed at the head of this channel, from which there is a supply of water. American whaling ships are annual visitors, calling for wood, water, and general supplies.

The reef commences at a rocky point terminating the beach, at the S.W. end of the island, and extends in a S.W. by S. direction, connecting the island with another small one, covered with trees, distant 5 miles from the South point of the principal one; and from this small island the reef continues nearly due East for 8 miles, enclosing a group of seven or eight small islands, all thickly wooded. The southernmost of the group is in lat. 19° 1' S.

Besides the above, which it is believed constitute the whole of the group, Cook mentions another, which he calls Mahowarah, which is probably Mitiaro, or Mauki.

PALMERSTON'S ISLAND, discovered by Cook in his second voyage, is a group of small islets, nine or ten in number, lying in a circular form, and connected by a coral reef. They are covered with trees, but no water was found. The N.E. portion of the group was submerged by the effects of a hurricane in 1865, and is now dangerous, several wrecks having occurred. By the observations made in the French corvette Bucephale, October, 1843, the West Islet is in lat. 18° 5' 50" S., long. 163° 10' W.; and the N.E. Islet in lat. 18° 1' 10", long. 163° 6', results very nearly coinciding with those of Cook.*

* New Island.—According to M. Dutaillis, this island, which from private interests would remain unknown, lies, it is said, in lat. 24° 20' S., and long. 159° 30' W. In addition to the position above given, Commander Hamond, H.M.S. Salamander, states that an island exists in lat. 24° 6' S., long. 159° 10' W. This must be the same, if such an island exists, which is very doubtful, and totally disbelieved in by South Sea traders.

Tuamana (?) is also an island announced as doubtful by Commander Hamond, in lat. South Pacific.

3*
Haymet Rocks were discovered by Captain Haymet, of the cutter *Will Watch*, in 1863. He passed between two rocks about a quarter of a mile distant from each other, with apparently but 7 or 8 ft. water over them, and struck on the northern one. Lat. 27° 11' S., long. 160° 13' W.

Orne Bank, with 16 fathoms water over it, is placed on the chart in lat. 27° 40' S., long. 157° 45' W., 140 miles E. by S. from Haymet Rocks.

Maria Theresa Reef, discovered in 1843, lies about lat. 35° 20' (or 37° 0') S., long. 151° 0' W.

Beveridge Reef, a very dangerous shoal, first announced in the *Nautical Magazine*, August, 1833, page 442. It is also the same reef called *King George Reef*, *Middleton Reef*, and *Nicholson Shoal*. It is nearly certain that all these reports refer to the same danger, as the routes of several vessels along and near the parallel of 20°, including the French vessels *Provence* in 1859, and *Mégré* in 1870, sufficiently show there is not a second.

According to the original notice, no part of it appears above water, but the sea breaks over it in many places. On the inside of the reef there appeared to be deep water. Its extent is about 10 miles North and South, and about 8 miles East and West. On the West side, near the S.W. point, there appeared to be an opening. The position first assigned agrees exactly with that obtained by Sir Edward Belcher. By this latter it is called *Lagoon Reef*, and his account is as follows:—"By our survey it appears that this reef occupies an outline similar to that of a coral island, having an entrance to the N.W. All the mass of shoal water appeared to be contracted at its S.W. extremity, but no rocks above water could be traced. The S.W. extremity was determined to be in lat. 20° 2' S., long. 167° 49' W., which differs from that assigned to the shoal seen by Capt. Nicholson. We termed it *Lagoon Reef*."

But some portion of it would appear to have become an island, as Mr. Edward Howard, of the American barque *Hermione* (1855), discovered a coral *island* in the exact position, in length 3 miles, width about 2½ miles.*

26° 30' S., long. 160° 25' W. It is called *Tuanaka* by Capt. Gray, United States' Consul at Tahiti, and placed by him in 25° 50' S., 160° 55' W.

Droto Island, a whaler report, in lat. 27° 17' S., long. 150° 40' W., is in this vicinity, so that there may be an island herabouts; but Capt. Harvey, R.N., in H.M.S. *Havannah*, could not find them in the assigned positions.

* Doubtful Reefs.—On June 26th, 1842, the ship *Thomas Dickenson*, Captain Harana, passed a low reef, apparently level with the sea, about two ships' lengths in extent, N.E. and S.W.; being dusk, could not determine exactly. Lat. 21° 32' S., long. 168° 54' 30" W. A reef, announced by the "San Francisco Herald," as in 21° 42' S., long. 167° 45' W., may be the same. Another report by a whaler places a reef in 21° 40' S., long. 167° 45' W.*

*Thompson Reef* is reported to lie about 200 miles E.S.E. of Tonga-tabu. Capt. Thompson,
TONGA OR FRIENDLY ISLANDS.

The merit of the discovery of these islands is due to Tasman, who first saw them, January 29th, 1643. He anchored on the N.W. side of Tonga-tabu, to which he gave the name of Amsterdam, as he imposed those of Middelburg and Rotterdam to Eoa and Namuka. The recollection of his friendly relations with the natives still remained when Cook visited it during his third voyage, in 1777, when he stayed three months here (April to July). Cook was the second navigator who saw them, in October, 1773, during his second voyage. In his third voyage, above alluded to, he stayed more particularly at Tonga-tabu, where he remained for thirty-six days, and maintained the most amicable relations with the inhabitants, which caused him to attach to them the appellation by which they were known; but we learn from the narrative of Mariner, and also from other sources, that these apparently friendly people, with Finow at their head, had planned an assault on the two ships, and a massacre of the whole crew; but the plot failed, from a misunderstanding of one of the chiefs. This people, also, we are told by D'Urville, had the same intentions towards D'Entrecasteaux and his ships.

In February and March, 1781, the Spanish navigator, Maurelle, discovered Vavu and several of the neighbouring islands. In the last days of 1787, La Perouse saw these islands. In the year following, Lieut. Bligh passed three days at Namuka; two days after which the mutiny of the Bounty took place. In 1791 Capt. Edwards, in the Pandora, made two visits to these islands. In 1795 an American vessel left six deserters here, not for the benefit of the natives.

It is to the excellent work drawn up from the recital of William Mariner, by Dr. John Martin, that we owe the most complete knowledge we possess of the Tonga Islands. On the 22nd of November, 1806, the English privateer, Port-au-Prince, carrying 96 men, anchored before Lefuka, one of the Hapa'i Isles. On the morrow the ship was seized by the natives, and of the 62 men that then formed her crew, the captain and 36 of his companions were massacred. Of the 26 who were spared Mariner was of the number, and the chief, Finow, being much interested in the young man, took him into his own service. He was taken off by the brig Favourite at the end of 1810, with the deep regrets of the people who had been so kind to him; during his residence of nearly four years among them, he observed the cus-

of the Acis, stated that he saw the seas breaking heavily on it, and that it extended N.E. and S.W. about 3 miles. From good observations it was placed in lat. 22° 47' S., long. 171° 46' 30" (1854).
toms and manners of the natives, and from observations gathered during his stay, the narrative alluded to was drawn up.

The London Mission attempted the conversion of these islands as far back as 1797, but was compelled by the war to abandon its project; in 1822, the first Wesleyan missionary landed at Tonga-tabu, but, owing to a variety of circumstances, the mission was not fully established till 1826. There are no longer any avowed heathens; all the natives have embraced Christianity, the greater part of them as Wesleyans, the remainder, about 1,200, as Roman Catholics. Primary instruction is so extensively diffused that nearly everybody knows how to read. English is tolerably well understood, but little spoken, in consequence of the difficulty presented by the pronunciation of the consonants.—Brenchley, 1865.

The Tonga Archipelago is composed of at least one hundred islands and islets, comprised between 18° and 22° S, latitude, and 174° and 176° W. longitude. The three islands of Tonga-tabu, Vavu, and Eooa, are alone of any extent, which is from 15 to 20 miles in length. Seven others, namely, Letté, Toffos, Kao, Namuka, Lefuka, Eoa, and Haano, are from 5 to 7 miles in their greatest extent. The rest are much smaller. Many of them are only banks of sand or coral, covered with some tufts of trees. Toffos, Kao, Letté, and the two rocks of Honga Hapa'i and Honga Tonga, are sufficiently high to be distinguished at 15 or 20 leagues off at sea. Eooa, Namuka, and Vavu are of a moderate height. Tonga-tabu, and all the rest, are very low.

The population of the Tonga Islands, as given by the missionaries in 1839, was 18,500; namely, Eooa, 200; Hapa'i, 4,000; Vavu, 4,000; Keppel's Island, 1,000; Boscawen Island, 1,300; Tonga-tabu, 8,000. In 1865, the population of Tonga-tabu Island was about 9,000, including the population of the small surrounding islands, Eooa 500, Eua Iki 100, and Atata 100. At this time there were 54 whites on the island.

The states of King George, whose royal title is Tuikanakubulu, comprise the three groups of Tonga, Hapa'i, and Vavu, and likewise three islands of the Fiji group, Moala, Matuka, and Vanua Lava. The king's residence was at Tonga-tabu, in 1865, when H.M.S. Curacoa was here. In 1849 his residence was at Lefuka; the king was then a fine man about 48 years of age. He is reported to have been of a warlike character in his younger days. The government may be called a limited monarchy, the chiefs meeting for debates. This mode of government was adopted in 1862.

The Climate of Tonga is humid, and the heat oppressive, rising frequently to 90° in the shade; much rain falls. The trade winds are by no means constant, and westerly winds occasionally blow in every season, which, from their variable character have obtained the name with the natives of "foolish winds." The climate cannot be considered salubrious; very heavy dews fall at night, and no constitution can endure frequent exposure at this time;
the transitions from heat to cold are sudden and great, and the nights are often so chilly as to make blankets necessary.

_Hurricanes_ are frequent in this group, scarcely a season passing without some occurrence of the kind; the months of February and March are those in which they occur; but they have also taken place in November and December. The storms begin at the N.W., thence veer to the eastward, and end at S.E. In these storms the wind is frequently observed to change almost immediately from one point to its opposite; and in the same group of islands trees have fallen, during the same gale, some to the South, others to the North. They are local in their effects, and fall chiefly upon Hapai and Vavu; if the fury of the storm be felt at Vavu, Tonga generally escapes, and _vice versa_; but Hapai is more or less the sufferer in both cases, situated as it is between the two places. These phenomena, which are those well known as attendant on _revolving_ cyclones or storms, will be readily explained by their means.

_Winds_ from S.E. and E.S.E. prevail in the vicinity of Tonga-tabu, but in the months of February, March, and April, they frequently blow from West and N.W., and often for several days together, accompanied by showers of rain and violent gusts. The very heavy swell from S.W., raised by the gales in high South latitudes, is almost continual, and keeps up a very strong surf on the southern coast of that island.

_Earthquakes_ are rather frequent at the Tonga Isles; for the first missionaries, in 1797, felt two or three shocks in the space of three months only. Without doubt these convulsions are connected with the eruptions of Tofoa, which is a volcano in continual activity.

_Mosquitoes_ are exceedingly troublesome at times. Sometimes a crew will be almost overpowered by their intolerable annoyances, and the ship so filled with them, that she may be (not inaptly) likened to a "musical box."

**TONGA-TABU GROUP.**

This is the principal and southernmost group, taking its name from the best known and largest of the islands.

_EEOA_, or _Eua_, lies to the S.E. of Tonga-tabu; a channel of 3 leagues broad separates them. Tasman called it _Middelburg_. Cook saw it at 12 leagues distance; and the place where he anchored, on the N.W. part of the island, he called _English Road_, lat. 21° 20' 30" S., long. 174° 52' W. The island is about 10 leagues in circuit, and 600 ft. high. It is rocky and barren, and contains only about 203 inhabitants.

_Catto_, lat. 21° 30', long. 175° 1', is 2 miles off the South end of Eua. Cook passed between them.

**TONGA-TABU**, 36 miles in length from E. to W., and 8 miles in width, is of the form of an irregular crescent, whose convexity faces the South, and
the concavity the North, deeply indented by a lagoon of 5 miles broad, and 3 miles deep. Immense reefs of coral extend 6 or 8 miles off the island on all its North part, and form different channels, with a useful road for any ship that anchors here. Many islets are disseminated on these corals, the greater part covered with trees. One of them, Eoa-Tehi (Eouaige or Eooajii), is placed on an isolated reef, and has a surface of a league in circuit. All the rest of the littoral of Tonga-tabu, from its eastern point round South to the western, is of a totally different aspect, and the belt of coral surrounding it rarely extends more than a cable's length off.

The island itself is nearly a dead level, with the exception of a few hillocks 30 or 40 ft. high. Its highest point is 60 ft., on which is the fortress of Niukalofa, the scene of many of the exploits which Mariner relates, and on it now stands a Christian church, a striking object from the anchorage. The view from it is extensive, over the island on one hand, and over the coral reefs and the deep ocean on the other. Near the church door is the tomb of Capt. Croker, of H.M.S. Favorite, who was killed June 21, 1840, in the assault on the fortress of Bea. The tombs of two missionaries, who were massacred by the natives, are also to be seen some yards below the fortifications of Bea, 5 miles from Nukualofa.

D'Urvilles says that everywhere the soil of Tonga-tabu is of prodigious fertility, whether for natural productions or for those cultivated by man. The missionaries found that it consisted of a rich soil, 15 inches deep, free from stones, beneath which is a reddish earth, 4 or 5 inches deep, and then a blueish clay, more compact. In some parts there is a blackish mould, exhalting an agreeable odour of bergamot, which quickly evaporates in the air. This extent of vegetable mould, which distinguishes it from other coral islands, giving a different character to its vegetation, which, in luxuriance of foliage, is not to be surpassed. Some pieces of pumice have been found on its shores, drifted there probably from the volcanic island of Tofoua.

Fresh water is rare upon the surface of the island, and it is doubted if there is a rivulet, properly so called; but, by digging to a trifling depth, brackish water is generally obtained. An excellent road, 20 feet wide, extends from one end of the island to the other, sending out branches to each village.

The commercial products of Tonga-tabu are cocoa-nut oil, about 100 tons, valued at £7,000; arrowroot, tapioca, cotton, and coffee, the latter in small quantities, although the island is admirably suited for both cotton and coffee. The principal articles in request by the natives are clothing, cotton prints, &c., for which they pay in silver or oil, yams, pork, and poultry. The demand for European goods is, however, not increasing. Of animals, the ox, horse, ass, sheep, pig, goat, dog, rat, and rabbit have been imported. Birds are numerous, including pigeons, ducks, fowls, turkeys, &c. Several
European vegetables are grown, besides bananas, yams, oranges, pineapples, sugar-cane, sweet potatoes, &c.

The residence of King George, to whom the islands owe so much, was at Niukalofa, the principal town of the island, situated at the head of the harbour. The missionary station is built on the sea-shore, about a mile eastward of the King's palace, and surrounded by trees (1865).

Tasman, when he discovered the islands, anchored in a bay in the western part of the island, which he called Van Diemen Road; a second bay was named by him Maria Bay. These two names, which are elsewhere applied, perpetuate the attachment he had for the daughter of the Dutch Governor of the East Indies. In 1773 Cook also anchored in the first of these bays, but he does not speak well of it; he found a safe road in the northern part of the island, formed to the S.E. by the coast of Tonga-tabu, and to the East and E.N.E. by two small islands, Panghai-motu (Pangimadoo of Cook) and Hoolaiva.

This harbour is a well determined position. Cook stayed three months in the Friendly Islands, and referred all his chronometric measurements to this. D'Entrecasteaux established his observatory on Panghai-motu. Cook referred his position to a tongue of land on the chief island a mile to the southward. This latter is in lat. 21° 8' 19", long. 175° 14' 45" W. The variation was 10° 13'E., in 1777, and very nearly the same at present. High water, full and change, 6h 58m; the tide rises 4 ft. 9 in. at springs, and 3 ft. 6 in. at neaps; the flood running to S.E., and the ebb returning to the same direction.

This road or harbour has two entrances; one from the East, the other from the North. The first is between the coast of Tonga-tabu and a chain of islets and reefs; the length of the passage is 3 leagues in an East and West direction, and 1½ mile broad, reckoning at a small island lying precisely in the opening of the road; this entrance is preferable to the northern one, and is called the Astrolabe Channel by D'Urville.

The following directions for making Tonga-tabu, and entering this anchorage, are by Mr. David Duncan, Master of H.M.S. Zebra:—Ships running for Tonga-tabu should try to make the Island of Eooa, which is moderately high; and, if toward evening, should keep off and on during the night, not losing sight of it, if possible, as there is a current setting to the westward.

At daylight bear up for the Island of Eooajii, which leave on your starboard hand, keeping over towards the reef surrounding the Island of Tonga, which makes low. As you draw in, keep close to the reef on the port hand, for the passage cannot be seen until close-to; but with a good lookout at the mast-head, and keeping the port reef close on board, it will be seen on the starboard bow.

In the narrowest part of the passage there is a sunken rock, which you
504 ISLANDS BETWEEN LAT. 20° AND 40° S.

will avoid by still keeping the port reef close on board. After passing this, you have a clear passage up to the anchorage, which is under some small islands to the eastward; or run to the westward, and anchor in 16 fathoms, about a mile from the shore, abreast of a flagstaff erected by the missionaries, on which is generally a flag.

There is a pilot, but he seldom comes out until you have passed the narrowest part of the passage, and then he is not required. The course is N.N.W. 1/2 W., which will take you clear of all danger, by keeping a lookout at the mast-head. It is high water, at full and change, at 8 h; and the rise of tide is 8 1/2 ft., with easterly winds.

The North Passage, by the N.E. of Atata Island, is thus described by Capt. Drinkwater Bethune, who came hither in H.M.S. Conway:—

"Having rounded the West end of the island, avoiding some reefs of it, all of which, I believe, are visible, I ran to the E.N.E. until past the Island of Atata. The passage into which I entered is to the northward of the middle reef, which is circular, and lies N.E. from Atata. The passage is about half a mile wide, with another reef about that distance North from the circular one. Having entered betwixt these two, it is necessary to keep to the S.E. for about 1 1/2 mile, to avoid some stones that lie off the middle reef, and then haul up South by compass for Niukalofa, which may be distinguished by the church, built on the only rising ground near. I anchored in 14 fathoms, with the small reef bearing North, the church South, Panghaimotu E. by N., just shutting in the distant main land. With the prevailing S.E. winds, the usual passage in is between the East end of Tonga and Eooa Islands to the anchorage under Panghaimotu. The North passage is to be preferred in going out, the passage West of Atata being narrow and intricate, and therefore should not be attempted without a leading wind.

The landing is awkward, as a reef extends a quarter of a mile from the shore; but just to the eastward of the church a cut has been made, which admits a boat to approach the shore at high water. A pilot will come off on a signal being made."

Admiral D'Urville gives the following account:—

"The Fafaa Reef extends nearly a mile to the West. Up to this the depth varies from 18 to 10 fathoms; but as soon as you reach the line joining Malinoa and Holoa, the bottom has patches of coral, some of which have not more than 3 1/2 fathoms on them, and perhaps less. The mouth of the pass is between the N.E. extreme of the Atata Reef and a bank of detached reefs more to the East, about 3 miles N.E. 1/2 N. from Atata, and is not more than 1,600 yards wide. It is quite safe throughout, and easily made.

"In leaving the anchorage of Panghaimotu to reach this passage, steer first for the point of the Fafaa Reef, and from this to N.N.W. for 4 miles. You will then see the two reefs, taking care to keep close to the wind. The
TONGA OR FRIENDLY ISLANDS.

channel is hardly half a mile long; then, steering to N.W., you will soon be clear of the breakers to the North of Tonga-tabu."

H.M.S. Dido, in 1873, passed within a quarter of a mile of a reef on which the sea was breaking heavily, about 3 miles in a N. by W. direction from the North extreme of the main reef, on the North side Tonga-tabu Island.

When navigating this part of the group, allowance must be made for the current, which sets strongly to the westward.

_Pilots_ can be obtained at Euaigee Island; the island lies about 4 miles N.E. of East Point, Tonga-tabu Island.

_North Star Reef_, a dangerous outlying coral bank, on which H.M.S. North Star touched in 1844, lies N. 54° E., 17 miles from Tonga-tabu, or, according to Lieut. Raper, in lat. 19° 20' S., long. 173° 45' W. She touched only for an instant, and has 7, 9, 10, and 18 fathoms immediately afterwards.

Two small islands, Hunga Tonga and Hunga Hapai, lie between Tonga-tabu and Namuka. They are each about 1½ mile in circuit, and are merely gigantic rocks, 150 ft. high, and may be seen 15 leagues off.

NAMUKA GROUP.

The principal island of this group is that which gives it the name, Anamooka, according to Cook; or Namocka, according to Mariner.

_NAMUKA_ is rather higher than the small surrounding islets, but still is low. It is composed of a steep, rugged, coral rock, 9 to 10 ft. high except where there are two sandy beaches, defended, however, by coral reefs to seaward. In the centre of the island is a salt-water lake, without communication with the sea, and about 1½ mile broad. Cook found the island to be well cultivated, chiefly with yams and plantains, with bread-fruit and cocoa-nut trees interspersed.

To the North and East of Namuka the sea is sprinkled with a vast number of small islands. They lie scattered at unequal distances, and are in general as high as Namuka, but only from 2 to 3 miles to half a mile in length, and some less. Most of them are entirely clothed with trees, among which are many cocoa palms, and each forms a prospect, like a beautiful garden placed in the sea.

The _Culebras Bank_ lies somewhere to the westward of the Namuka Islands, and was discovered by Maurelle. It does not exist in the position assigned to it, but is more likely nearer the land. La Pérouse saw it in 1787; according to him it is 6 miles in extent, N. by W. and S. by E. It may be the same as that stated to have been discovered in 1845, in lat. 20° 9' S., long. 175° 8' W., that is, to the S.W. of Kotoo.

The _HAPAI GROUP_, or, as it is otherwise spelt, Hapaee, Habai, or Havaiai, was discovered by Cook in his third voyage, and is composed of four

South Pacific.
larger and numerous smaller islands, connected by coral reefs, so that they are considered by the inhabitants as but forming one island. Cook named them Haano, Eoa, Lefouka, and Hoolaiva.

These islands are very low; the reefs do not extend more than a quarter of a mile on the eastern side of the northernmost islands. In rounding Haano, the northernmost, it is necessary to give the N.W. point a berth of half a mile, to avoid a reef off it. From the point, N. 41° E., true, 6 miles, lies a bank with only 3 fathoms on it.

They were visited by Lieutenant W. Creak, R.N., in H.M.S. Esk, in 1866. Nearly all the islands of the Hapai Group, sighted by the Esk, partook of the same character; from a distance they appeared low and flat topped, and on a nearer approach a white sandy beach was seen encircling a densely wooded island, entirely surrounded by a reef. The only exception was Mangone Island, whose N.W. side appeared to be bounded by a low, rugged, rocky coast, and apparently (as seen from the mast-head) deep water close-to.

The Esk passed about half a mile North of the 6-fathom patch, S.S.W. from Loohooga Island; it appeared to consist of a series of irregular patches of coral, of about a mile in extent.

After passing Mangone Island to the southward, the Islands of Lefuka, Foua, and Haans appear as one long, low line of land, broken by gaps; if wishing to reach the Lefuka anchorage, steer for the second gap from the northward.

Lifuka, Lefouka, or Leefooga, one of the islands on the eastern bank, is the most interesting, as it was on this that Mariner chiefly resided, between 1806 and 1816, as described on a previous page. It is also one of the three missionary stations in the Friendly Islands, Vavu and Tonga-tabu being the others.

Lifuka is not above 7 miles long, and in some places not above 2 or 3 broad. The East side of it, which is exposed to the trade wind, has a reef running to a considerable breadth from it, on which the sea breaks with great violence. It is a continuation of this reef that joins Lifuka to Eoa, which is not above half a mile distant; at low water the natives pass on foot from one island to another. No good water could be got; that which was procured was execrable. Near the South end of the island, and on the West side, they found an artificial mount 40 feet high, and 50 feet in diameter at its summit.

"We stood in for the Island of Lifuka, running along to the westward of the islands Haano and Eoa, and at 9 a.m. (August 23, 1848), anchored in 17 fathoms; the West end of Haano, N. 44° E.; and the North end of Lifuka,

* M. Vincendon-Dumoulin states that a coral reef to the East of Lifuka serves as a base to a coral island. -Annales Hydrographiques, vol. i., page 254.
TONGA OR FRIENDLY ISLANDS.

E. 2 S.; the latter distant 2½ miles, and from the nearest reef half a mile. Although we did not observe any shoals whilst running for the anchorage, I was afterwards informed that many existed, and great caution should be used in sailing in and out of this part of the group.

"The anchorage of Lifuka, where King George, king of the whole group, formerly had his residence, is in lat. 19° 48' 12", long. 174° 20' W., and is by no means a good anchorage, being much exposed to the bad weather and high seas from the westward, the outstanding reefs affording but little or no shelter from the violent gales from that quarter, which frequently occur, particularly in February and March."—Captain Worth, R.N.

Hoolava is also connected to Lifuka by a coral reef, partly dry at low water. There was no trace of habitation or cultivation on it, which, by contrast, was rather extraordinary. Here, too, is an artificial mount. The East side of it has a reef like Lifuka, and the West side has a bending at the North part, where there seemed to be good anchorage.

The Kotoo Group may be almost considered as a portion of the Hapaï Group, as the distinction is not so well marked as in the others, being more or less connected together by coral reefs. According to Cook they are separated from them by a channel, 7 or 8 miles broad, but which is narrowed by a reef. The two islands forming the North end of this channel are Neeneva to the East, and Foutoua, or Footooha, to the West. The largest island of the group is called Kotoo, and is scarcely 2 miles long, and about the same breadth; a coral reef surrounds it. Its N.W. extremity is as low as Hapaï, and around it are eight other islands, as shown on the charts.

Tofoa, or Toofoa, an active volcanic island, lies to the N.W. of Kotoo, in lat. 19° 45' S., long. 175° 3' W., according to D’Urville, and is about 2,800 ft. high. A remarkable lake is said to exist on it, from which the islanders bring small black volcanic pebbles, which are much in request, to cover the graves of their friends. It is covered with trees to the summit, and is about 5 miles in diameter.

Tofoa was in strong action at the time of Cook’s second visit; they saw the smoke at Namuka, 10 leagues off. He was told that it was but thinly inhabited, but the water upon it was good.

Kao is a vast rock of a conical figure, about 5,000 ft. high, to the N.E. of Tofoa. Its summit, according to D’Urville, is in lat. 19° 41' 35", long. 174° 59' 50".

* There may be some doubt as to the longitudes here, as Captain Virgen made the longitude of the East point of Haanoo to be 174° 22', several miles more to the westward.
HAFFLUHAO ISLANDS, OR VAVU GROUP.

This, which is the northernmost cluster, is one of the most important, as it is perhaps as much frequented as any. It lies 70 miles N.N.E. of the Hapa'i Group, but the intervening space is much contracted by coral shoals. The local pilots say that there is a continuous line of soundings between the Hapa'i and Vavu Groups, and that the sea has been known to break heavily in 20 fathoms.

The Disney Shoal, a very dangerous reef, lies some 45 miles to the S.E. of Vavu. It was first seen in the *Frolic* whaler, October 29, 1841. Capt. Disney obtained soundings in 9 fathoms, sand and coral rock, deepening to 40 fathoms; but, from appearances, there was much less water than this. Lat. 19° 15' S., long. 173° 40' W. This position seemed satisfactory, but Captain C. A. Virgin, of H. Swedish M.S. *Eugenie*, in 1852, saw a reef in a different locality. The Disney Shoal would bear N.E. by E., true, 35 miles from the N.E. point of Haano, whereas that seen by Captain Virgin would be N.N.E. by E., distant 25 miles. Perhaps the latter might be the water breaking on some part of the bank of soundings above mentioned, but it is desirable that a further examination should be made, and caution used.

The Campion Shoal (1860) lies to the East of a sandy islet to the South of Vavu, in lat. 19° 4' S., long. 173° 52' 30" W., extending 4 miles to the S.W.

The Home Shoal, which we venture to call from Sir Everard Home, who fixed its position in 1844, lies in lat. 19° 4' S., long. 174° 39', and is of coral, thus lying to the S.S.W. of the peak of Léttó. This is probably the same as that seen by Capt. J. E. Montgomerie, in H.M.S. *Blanche*. He describes it as a rock a few feet above water; but, owing to the thickness of the weather, the correct position could not be ascertained. Lat. 19° 17' S., long. 174° 45' W. (approximate). Indications of volcanic action have been observed hereabouts.

VAVAU or VAVU is the principal island of the group. Although Cook makes frequent mention of it in his Third Voyage, Maurelle was the first to visit it, in 1781, when he named them *Martin de Mayorga Islands*. La Pérouse saw them, but did not anchor. Captain Edwards visited them in H.M.S. *Pandora*, in 1791, and called them *Lord Howe's Islands*, and to the different islands of the group he gave the names of *Barrington*, *Sawyer*, *Hotham*, and *Jervis*; and the fine Port Refugio of Maurelle he calls Curtis Sound. Malespina made some stay here, in Port Refugio. Sir Everard Home thus describes it:—

"The Island of Vavau, when approached from the West, has a very remarkable appearance. It is highest towards the North, sloping gradually to the South. The whole is a group of numerous islands, which, with few exceptions, show abrupt sides; towards the North steep cliffs, forming
TONGA OR FRIENDLY ISLANDS.

angles 70° or 80° with the horizon. The extreme point North is of moderate height, but South of it there is a bold head of considerable height, forming an angle with the horizon of 75° or 80°. This is on part of the main island of Vavau; two others like it to the southward are islands, the land gradually sloping to the South. Towards the northern end of Vavau there is a remarkable piece of table land, the highest, and from which the land slopes off, all southward of it being islands of regular form, and low. The entrance is South of the highest head before mentioned. The peak of the Island of Lettë bore S. 68° W.; the North head, or highest head, N. 25° E.; and the South head bore South. This head is the North extreme of a larger island, the southern extremity of which bore S. 55° W. When standing in with the North head on the port hand, two remarkable round rocky islands will appear. Their tops are flat, and covered with brushwood, the lower half to the water's edge bare rock; they cannot be mistaken. Between the northernmost of the two islands and the main there is a detached rock. Passing between these two large rocks, or small islands, a rocky point will be seen upon the left, bearing S. 83° E.; after rounding which, at about a cable's length, another point, more high, and covered with trees to the water's edge, will appear also on the left, bearing N. 47° E. The passage appears narrow. Southward and eastward the land is composed of islands very numerous, and showing several openings to the sea, between some of which the breakers extend quite across; the eye guided us in. A lumpish hill covered with trees will soon open, and a small low green island, which is left upon the right hand. At six we anchored under this hill in 30 fathoms water, sand, with a sandy point N.E., and the hill North. The village is to be seen upon a rising ground; there is a hill at the back of it. These islands are all formed of a hard rock, quite white, and, as I believe, of coral origin. They are thickly covered with trees of various sorts, and all of a very deep green. Cocoa-nuts appear to be most numerous. These islands, clothed as they are, and the rocks often showing between the foliage, the variety of their forms, tints, and sandy bays, give the harbour a most beautiful appearance. Passing on, the natives are seen in numerous groups, lying under the trees; and canoes are seen passing and repassing in various directions. A few, and a very few, patches of cleared ground are to be seen upon the hills.

"The village of Neafa, like Niukalofa at Tonga-tabu, is rendered conspicuous by the large boat-houses upon the beach, their gables open to the sea. From the anchorage to the village the water is deep, the shoalest being 5 fathoms, but the bottom is bad. The usual anchorage above Sandy Point is secure; the bottom is sand. I landed upon a good stone pier, built by King George."

At the time of the visit of H.M.S. Curagoa to this island, in 1865, David Unga, son and heir of King George, was the resident Governor of Vavau,
his residence being at Neafu. Much had been done in Christianizing the natives by the Wesleyans, who have a free church here, and Roman Catholics. Roads were being constructed by prisoners. The chief product of the island is cocoa-nut oil, a little sugar-cane and cotton being grown. Yams, sweet potatoes, taro, bananas, pineapples, cabbages, and onions, were under cultivation. The population of Vavau and the surrounding small islands was about 4,000, indicating a diminution in a few years.

Lieut. Creak, R.N., says:—To round Sandy Point, keep the Talau shore close on board till past the reef, which generally shows plainly. The longitude of Sandy Point was found to be 174° 1' W. The height of Talau by aneroid barometer was found to be 440 ft.

Port Refuge lies off the West point of the island, its South end being formed by the islands which front Port Valdez, above described by Sir Everard Home. The village of Neafu stands in lat. 18° 38' 20" S., long. 173° 55' W.

We cannot here describe the coral reefs and islets which extend to the southward of Vavau. They reach to lat. 20° S. Many interesting details of Vavau will be found in Mariner's account of the Tonga Islands.

Latte or Lette Island lies to the West of the Vavau Group. It is a high island, formerly a volcano. The peak, 1,790 ft. high, is in the centre of the island, from which the hill falls with a pretty gradual slope into the sea. The island is 6 or 7 miles in circumference, and is sufficiently high to be seen at 20 leagues off. Edwards calls it Bickerton Island. From the observations of D'Urville, in the Astrolabe and Zelee, it is in lat. 18° 45' 15" S., long. 174° 28' W. But Lieut. Creak found it to be 2' 42" West of Sandy Point of Vavau.

It was visited on November 3, 1866, by H.M.S. Esk, Lieut. E. W. Creak, R.N., who says:—

From the South side round by East to the N.W. the island is bare and rugged, with deep fissures about a third down from the crater; below the fissures a quantity of scrub grows. The remaining portion is well wooded, showing a few patches of cocoa-nut trees and large quantities of iron-wood. Near the landing-place are the remains of a village, and several trunks of old trees were observed standing against the rocks.

Wild pigs and pigeons abound in the bush, and from the hollow cocoa-nut trees left by former inhabitants a small quantity of rain-water is obtainable.

On the East coast there is a second crater, now extinct, which the landing party report to be oval in shape, the inner sides rising perpendicularly from a small flat ledge surrounding a lake of water, whose depth and quality they had no means of ascertaining. The large crater gave out a vapourous looking smoke, and small jets were seen issuing from its sides. No dangers were visible beyond a cable from the shore, nor were soundings obtainable.
with the hand lead a quarter of a mile from the landing place. On two occasions breakers were reported, but they turned out to be the swell in the tide-rip meeting opposing squalls of wind from off the island, and causing a strong resemblance to breakers. They disappeared with the tide-rip.

A line of breakers lie a considerable distance West of the island; they were seen by Sir Everard Home, and appeared to be caused by an extensive reef stretching East and West.

**AMARGURA, or Fanoualie, is the northernmost of the group.** Maurelle named it Amargura (bitterness, Spanish), because he was disappointed in obtaining fresh provisions here. Edwards called it Gardner's Island. It is a barren spot. It is formed of two hills, the N.E. the highest, connected by a very low space, everywhere surrounded by rocky cliffs, except in two places on the West side. No trees, no signs of inhabitants. Capt. Worth passed it in H.M.S. *Calypso*, in 1848. His position is lat. 18° 2' S., long. 174° 16' W.; variation, 9° 41' E., 1844. There is said to be a dangerous reef about 4 miles West from it.

In August, 1847, Amargura was destroyed by the eruption of its crater, which, according to the Rev. Mr. Lawry, was heard at Niua Fu, 160 miles distant, and it damaged the crops and trees at Vavau, 35 miles off. Ashes were thrown in large quantities on passing ships, 500 and 600 miles to the N.E. Banks were also said to have been raised above the level of the sea, eastward of Tonga-tabu.

**Toku** is a small low island, 11 miles S.E. of Amargura, in about 18° 8' S., long. 174° 8' W.

To the south-westward of Tonga-tabu is a line or cluster of reefs and an island, which apparently is a prolongation of the line of land composing the Tonga Archipelago, and which, as it is subject to earthquakes, may assume a dangerous character should the depth of water be lessened through this agency.

**KAAPA or PYLSTAART ISLAND,** the earliest known, is one that does not belong to any particular group. Its name was given by Tasman, the discoverer. Freycinet places it in lat. 22° 24' 45" (between Cook and La Pérouse), long. 176° 2' W. It is 600 ft. high, covered with trees, cocoa-nut among the number. It was called Sola Island by Maurelle. In 1865 Kaafa was uninhabited, the population having emigrated to Eua. It is 3 miles in its greatest length, and without any anchorage.

**Pelorus Reef was discovered by H.M.S. Pelorus, July 12, 1861.** It lies 37 miles S.by W. from Pylstaart Island, which is in sight from it. It is about a quarter of a mile in length, with not more than 1 or 2 fathoms water
on its western end, at the extremity of which breakers were visible, lat. 22° 52' 15" S., long. 176° 27' 50" W. Midway between Pelorus Reef and Pylstaart is a bank of 22 fathoms.

Seymour Bank, of 6½ and 7 fathoms, very steep-to, was also crossed on the same day to the N.E. of the former, in lat. 21° 43' S., long. 176° 42' W. It may be that this is a growing coral reef, and therefore the utmost caution is requisite, as the lead may not be of much use in nearing it.

La Rance Banks.—On the 27th of January, 1872, at 10 a.m., the French transport La Rance, commanded by Lieutenant Chevalier, was running at the rate of 9 knots, with a fresh breeze from the S.E., when a sudden change in the colour of the sea was observed. The ship was hove to, a boat lowered, and an officer sent to sound; 3½ fathoms, then 12, 22, and 16 fathoms were found on a bank which appeared to extend 4 miles in a North and South direction.

When the La Rance crossed the western part of this bank, the look-out man reported a large bank about 9 miles to the N.W., with the sea breaking over it; a lagoon was observed at its N.E. end.

A third shoal bank was also seen about 2 miles northward of the La Rance; there appeared to be less water on this bank than on that which was sounded over; and lastly a fourth bank was observed about 11 miles to the southward, which appeared to have a greater depth. The position of the depth of 3½ fathoms, deduced from the noon observations of the La Rance, was determined to be in lat. 24° 18' S., long. 176° 1' W.

Mc Cloud Bank, of 17 fathoms, is placed in 25° 12' S., 178° 30' W.

Ono Islands are a group of several small islands, the highest of which is elevated 370 ft., and the largest 3 miles long and 1½ mile broad. A chain of coral reefs, 7 miles long in a N.E. by N. and S.W. by S. direction, surrounds the group, the centre of which is in lat. 20° 39' S., longitude 181° 20' E.

Ono, according to Captain Worth, R.N., is a small but very productive island, the inhabitants being exceedingly well behaved and industrious, and having a great horror of cannibalism. Stock is very abundant, and easily procured by bartering articles of dress; indeed the natives will receive anything in exchange for their commodities. No anchorage is attainable at Ono, which is low, and is formed by a cluster of six islands enclosed within one reef, which forms a sort of lagoon, and contains about 400 inhabitants, all of whom are Christians, and of whom the missionary speaks in the highest terms. On the western side, at the distance of about 8 miles, there is a shoal. This reef, which, according to Capt. Bellingshausen, is ten miles to the S.W. of the islands, he named Bereghis Reef (i.e., be careful), because he nearly lost his vessel on it.

Mikhaloff and Simonoff Islands are two small islands to the South of the Ono Isles, separated from each other by a channel 6 miles wide. The first,
which is named after the artist attached to Bellingshausen's expedition, is 1½ mile long by half a mile broad. They are each about 90 ft. high, and surrounded by a reef at the distance of a mile, so that the circumference of each is 5½ miles. Simonoff, named from the astronomer of the expedition, is in lat. 21° 2' 50" S., long. 178° 46' 20" W.

Calinon Reef.—The French missionary on the Tonga Islands gave to Capt. Erskine the particulars of a reef, which was 2 or 3 ft. above the sea, about a quarter of a mile in extent, no vegetation, and which the natives say had risen lately from the effects of an earthquake; and as they are seldom mistaken on such points, they may be trusted. It is in about lat. 20° 21' S., long. 179° 24' W., or 35 miles north-westward of Ono.

It was thought at first that it was upon this that the whaler United States was wrecked, December, 22, 1848, but the natives also say that there is another bank more to the westward, in the direction of Fiji, which is longer than the above, and does not rise above the level of the sea.

MINERVA REEFS.—Two reefs are marked upon Arrowsmith's chart, near together, stated to have been discovered in 1818, by Capt. Nicholson. According to Norie's chart, the ship Minerva was lost here in 1831, on the southern of these reefs; they have been therefore called Minerva Reefs.

Their character and position were accurately established by Captain Denham, R.N., in the Herald, August, 1854. The northern reef has a passage, a cable wide with a depth of 15 fathoms, on its N.W. side leading into tranquil water within. At 2 cables off the entrance to this passage is a depth of 55 fathoms. The northern reef is circular, about 3½ miles in diameter, enclosing a space in which the depths vary from 3 fathoms at 3 cables from the edge of the reef to 15 and 17 fathoms in the centre of the enclosed space.

The southern reef resembles the figure 8 in shape, and encloses two separate lagoon. Its greatest length is E.N.E. and W.S.W. 5 miles, with a mean breadth of 2 miles. There is an entrance into the easternmost of the lagoons called Herald Bight, on its N.W. side, and off the entrance is a sheltered anchorage during the S.E. trade. This entrance is a mile wide between the reefs, but several patches of 9 to 12 ft. extend three-quarters across from the northern side. The navigable passage, with a depth of 15 fathoms, lies to the southward of these, and is 2 cables wide. Inside is a circular space of tranquil water, 1½ mile in diameter. Two sunken dangers lie within half a mile from the entrance, each about 3 cables from the southern shore of the lagoon; and a third lies 2 cables S.S.E. from the innermost of these, and 1½ cable distant from the reef.

Northern Reef observation spot on N.E. side of reef, lat. 23° 37' 19" S., 178° 49' 39" W.

South Pacific.
Southern Reef observation spot, just within Herald Bight, on South side of entrance, lat. 23° 56' 22" S., long. 179° 4' 57" W.

They both partake of the coral reef, or atoll, character. A sounding of 967 fathoms was found between them, the bottom consisting of shells and microscopic animalculae. High water, full and change, 8 h.; rise 6 ft.

It is evidently the southern reef on which the whale ship Canton, Captain Folger, struck a few days after Captain Denham left, but it is stated that they saw a few black volcanic rocks scattered over it. The whale ship Caroline, Captain Gifford, was probably also lost on the southern part in 1865.

KERMADEC ISLANDS.

A scattered group of islands to the N.E. of New Zealand, which has been very badly placed on the charts, is first denominated the Kermadee Islands in the chart accompanying Admiral Rossel’s account of D’Entrecasteaux’s voyage. The first of them, Macauley and Curtis Islands, were discovered by Lieut. Watts, in the Penrhyn, in 1788. Raoul Island and L’Esperance Rock were discovered on March 15, 1793, by the Recherche and L’Esperance. There has been thus some confusion of names, and this was not diminished by an extra island, Sunday Island, which appeared in Arrowsmith’s chart, which must be identical with Raoul Island. Since their original discovery their character and position have been more exactly fixed by subsequent navigators. They are in West longitude.

RAOUL or SUNDAY ISLAND, the northernmost, was discovered by Admiral D’Entrecasteaux, March 15, 1793. It is of a triangular form, and not more than 4 leagues in circuit. It forms a high, rugged mountain, very steep, and covered with wood. It has every appearance of being volcanic, and the rocks rise like basaltic columns.

Its position was accurately determined by Captain Denham, in the Herald, July, 1854. He says it offers three anchorages, according to the winds, and that water, vegetables, and poultry, could be procured by the whalers in the summer, or whaling season. Its maximum altitude is 1,627 ft. Its only inhabitants consisted of one family from New York, named Halstead, of whom Captain Denham speaks in the kindest terms for their humane disposition shown under the trying circumstances of having to inter a beloved son close to their settlement. The observation spot in the West bay is in lat. 29° 15' 30" S., long. 177° 54' 52" W. High water, full and change, 6 h.; rise 5 ft.

Macauley Island is a small round island, very steep, with some tufts of herbage and a few bushes, but not a single tree. It is about 3 miles in circumference, and its height may be about 750 ft. Off its S.E. point is a small rock, half a cable’s length distant. Lat. 30° 16’, long. 178° 32’ W.

Curtis Island is composed of two rocks of moderate height; the largest,
KERMADEC ISLANDS.

which is double the size of the other, is half a mile in length; they may be about 500 ft. The channel separating them is about 400 yards wide. They are resorted to by numberless birds. D'Urville placed it, in 1837, in lat. 30° 36' S., long. 178° 37' 20'' W., or 6' East of that assigned to it by D'Entrecasteaux. But it had been removed on the charts to long. 179° 14', when the Kermadec Islands were more correctly known. Captain Hope passed this last-named position in H.M.S. Brisk, in 1866, without seeing it; but he heard from a whaler that D'Urville's longitude was correct. Then it may be taken as lat. 30° 36' S., long. 178° 37' W.

L'Esperance Rock (Brind's or French Rock) is 577 ft. high, and of small extent, and is placed by D'Entrecasteaux in lat. 31° 27' 30'', long. 179° 5' W. (corrected). The Havre Rock, near to it, was seen by a whaler about 4 leagues N.W. of it; it was also seen by Capt. George Rule, of Nantucket, in 1824. He at first thought it was a whale breathing.

It was again seen by a whaling captain, who reported it (with the two following) in the Honolulu Advocate and Friend, November, 1844. He says it is 10 miles N.N.W. from the French or Espérance Rock. It is just awash, and breaks heavily in boisterous weather.

A second reef, by the same authority, lies 45 miles E.N.E. from the Espérance Rock. It was said to have 12 ft. water over it, but no breakers were discovered; lat. 31° 14' S., long. 178° 8' W.

A third was found to be in lat. 31° 28' S., long. 178° 10' W., bearing West from Espérance Rock, 133 miles distant from it. Heavy breakers are discerned when the surface is roughened by the wind. Another reef, which may be the same as the preceding, is marked on the French chart in lat. 30° 55' S., long. 178° 5' E.

What bearing these may have on the Rosaretta and other reported reefs need not be discussed here, but they want further verification.

Between the southern extremity of the Friendly Islands and New Caledonia there are several islands and reported reefs.

Conway Shoal (or Rapids Reef) was discovered in 1838. It has been many times reported as a new discovery, and, in addition to the previous names, it has been called Mercator's Shoal, having been seen in the ship of that name. The assigned positions do not vary too much to prevent this identification. It lies in lat. 21° 44' 48'' S., long. 174° 37' 45'' East. This position was ascertained by Captain Denham, who states that the sand islet on it is 5 ft. above water. Some mould was landed, and some cocoa-nuts planted on it, in the hope that they might make a beacon for this fearful reef.*

To the southward and eastward of Conway Shoal we have several reports of dangers which may have reference to earthquake shocks, one of which was felt in February, 1867, in lat. 22° S., long. 126° E. The English brig Isabella reported dangers in the following
HUNTER ISLAND was discovered by Captain Fearn, in the Hunter, in 1798. It was examined by Captain Denham. It is a volcanic block, with its summit elevated 974 ft., while only spreading at its base half a mile North and South by one-third of a mile across. Its abrupt slopes are wooded, although jets of sulphureous vapour issue therefrom; it is not in other respects active as a volcano. Two days attempt to effect a landing proved abortive. There are 40 fathoms water within half a cable of its base, and within a mile 500 fathoms, over black sand. There are no outlying dangers, although the eddies extend for nearly 2 miles off its north-western side. It is in 22° 24' 2" S., and 172° 5' 15" E. It seems to harbour less sea-fowl than anticipated, and is classed with the New Hebrides range.

In the "Nautical Magazine" for July, 1841, Captain W. Goodwin, of the Florentia, says, that on the 15th March (no date) his attention was attracted by a singular white cloud, which, on a closer examination, proved to be smoke from Hunter Island, just on the horizon. He stood on to within 4 miles of the East end of the island, and on opening the northern point, saw at times a body of fire running from the summit to the base, in a cleft or chasm, to the water's edge. It was watched until a very late hour with the same appearances.

Matthew Island was discovered by Capt. Gilbert, in the ship Charlotte, in 1788. It is small, but high enough to be seen 11 or 12 leagues off. It was also described by Captain Fearn as being 14 leagues from Hunter Island. Captain Denham says it is 465 feet high, and in lat. 22° 20' 12" S., long. 171° 20' 30" E.

La Brillante Shoal is a very dangerous reef, discovered in the French corvette La Brillante, under the command of M. Le Comte Dubouzet, 28th August, 1847. It appeared to be a mass of coral, of a round form, and is about 150 ft. in diameter. It was the more dangerous as the sea did not break on it, although there was a heavy swell. Two soundings in 20 and 23 fathoms were obtained; but it was thought that there was not more than 6½ to 10 ft. on it at most, as the sea was quite yellow. Its position was taken to be in lat. 23° 13' 52" S., long. 169° 55' 38" E.

La Brillante was sought for ineffectually for six days by Capt. Denham, in H.M.S. Herald, and who considered that the whole space to the S.E. of positions: in lat. 22° 5' S., long. 179° 15' W.; in lat. 22° S., long. 177° 46' E.; and in lat. 22° 38' S., long. 171° 53' E. (a horse-shoe reef). The Atalante, Admiral Roussin, proceeding from Taiti to New Caledonia, passed 3 miles North of the first; 6 miles North of the second; and 2 miles N.W. of the third; but saw no indications of any banks or other danger. Spraye Reef was said to have been discovered by the commander of the ship Mercator, in lat. 21° 52' S., long. 178° 36' E. On the 31st of January, 1872, the La Rance passed near a patch of discoloured water, which appeared to extend North and South for about 6 miles. It was estimated to have a depth of from 8 to 11 fathoms, and was placed by observation in lat. 24° 11' S., long. 175° 54' E.
the Island of Pines, between 23° and 25° S. and 167° and 170° 30' E., was entirely clear.

Nevertheless, this important danger exists as previously stated. It has since been seen by a French ship in 1856, placing it in lat. 23° 9' 30" S., long. 170° 11' E. (Ann. Hydrog., 1857, tome xiii., p. 7). It was also seen by Capt. Krabbe, in the Creole, October, 1859, placing it in lat. 23° 14' S., long. 170° 6' E. The latter authority says it is most dangerous, the shoal part not more than 2 cables' lengths in circumference, with not more than 6 feet water on it.

It was also seen, the sea breaking fearfully on it, on October 31, 1869, by Capt. H. Halverson, of the Norwegian barque N. C. Kierkegaard. He says it is now very near the surface of the sea—perhaps only 2 or 3 ft. water on it—as the tops were occasionally to be seen. The reef extends for about half a mile, and was seen from the mast-head plainly for several hours, the weather being very calm. All round the reef the water had a yellowish colour. No bottom with 95 fathoms within a mile of it. The latitude observed was identical with Count Dubouzet's, but the longitude is 7' East of the discoverer's. As the descriptions do not quite coincide, unless this latter was at low water, it is possible there may be two reefs.

Walpole Island, was discovered by Captain Butler, of the Walpole, November 17th, 1794. It is a narrow table surface, coral structure, covered with herbage, without any prominent trees, and elevated 229 ft. above the base of its perpendicular cliffs. It lies North and South, 1 1/2 mile in length, and a quarter of a mile in breadth; very difficult of access, uninhabited, and in January (about midsummer) presented but few sea birds. According to Captain Denham, R.N., the southern extreme is in lat. 22° 38' 7" S., and long. 168° 56' 45" E.

The island is free from outlying dangers, but affords no anchorage, there being as much as 180 fathoms water at half a mile off its southern extremity, while no bottom with 230 fathoms could be found along its sides at one-third of a mile off. It appears to be of the Loyalty range.

O'Neill Bank, of 13 fathoms, lies 10 miles North of Walpole Island.

Durand Reef, seen the same day as Walpole Island, by Capt. Butler; its centre is in lat. 22° 2' 25" S., long. 168° 39' 34" E., according to Capt. Denham. It covers 6 to 9 ft. It is subject to occasional breaks, which would be fatal to a vessel, while in moderate weather she might ground upon its 9 ft. ridge, which forms a circle of two-thirds of a mile diameter. The lead will not warn approach to Durand Shoal, as there are 210 fathoms, coral grit, within half a mile of its breakers.

NORFOLK ISLAND was discovered October 10th, 1774, by Capt. Cook. It forms a portion of the British colony of New South Wales. It is a beautiful island; all early visitors speak loudly in its praise. It was said of Norfolk Island, in 1798, that it had arrived at a state yet more flourishing
than Port Jackson, "the air being more soft, and the soil inexpressibly productive. It is a perfect image of paradise. Our officers and their ladies, while they never regret their absence from Old England, were very sensibly affected at their departure from their insular garden, and at their banishment to Sydney." It was then abandoned by the government, but subsequently was again formed into a penal settlement, for doubly-convicted and the more important felons from the colony of New South Wales. Norfolk Island, says an "officer on the spot" in 1847, is by nature a paradise, endowed with the choicest gifts of climate, scenery, and vegetable productions; by art, society, or policy, a hell, disfigured by crime, loathsome vice, and misery.

Its present occupants are of a very different character. The convict establishment was broken up on May 7, 1855, and on June 8th, 1856, the interesting community from Pitcairn Island, amounting to 194 persons, were landed here without accident. Everything belonging to the Bounty was brought with them, and the island, with its buildings, 2,000 sheep, 300 horses, pigs, poultry, &c., were given to them, a free and handsome gift from the British Government. Pitcairn Island had become too small for their increasing numbers; and thus, after a sojourn of 67 years on their first home, they have found an excellent end permanent resting place. Forty of the number, however, soon returned to Pitcairn.

The island has been brought into a high state of cultivation by the convict labour, and its roads, buildings, and gardens were in admirable order, but from the few able-bodied men, and their different tastes and habits, these have all become neglected and ruinous. The island was divided into plots of 50 acres, and each adult male is allowed a section, drawn for by lot, but it will be many years before they are all occupied, and still larger before they are brought into cultivation, for the wants of these simple people are few and easily satisfied. Whale fishery is their favourite occupation, and this and their farm produce, which finds a market at Sydney, supplies them well with all luxuries.

The old convict town, with its huge dilapidated barracks and gaols, officers' houses and servants' huts, is situated on the S.E. edge of the island, where the little Nepean Islet gives shelter enough to form a precarious roadstead, available in certain winds. This old town is occupied by the ex-Pitcairners, now some 300 strong, all told. Three miles from this across the island, on its north-eastern shore, and communicating by a fair road with 'the town,' and also by a fair road some 3 miles long, with the other eastern landing place at Cascade Bay, lies the Mission estate of about 1,000 acres, facing North, and sloping gently down to low cliffs and a rocky shore. The land—a low table flat, broken by gentle gulleys—is a light red soil, of fair quality, covered naturally by a close growth of wild couch grass, sprinkled, after a beautiful park-like fashion, with Norfolk Island pines and 'white
NORFOLK ISLAND.

oak,' while the gulleys and flanks of 'Mount Pitt' are full of thick growth of a wild lemon scrub, tree ferns, wild cotton and wild tobacco, and guava. On a slight ridge, half a mile from the sea stand the scattered group of wooden mission buildings."

The group, of which Norfolk Island is the principal, is 900 miles E.N.E. from Sydney, and 1,350 miles N.E. from Cape Pillar, in Van Diemen's Land. Norfolk and Philip Islands, the largest of the group, are about 3 miles distant from each other; and about a dozen others, the Nepean and Bird Islands, are little more than dry rocks distributed among them.

Norfolk Island is not quite 5 miles long, with a medium breadth of about 2½ miles, and is said to be 8,960 acres. Its greatest elevation is the double summit of Mount Pitt; 1,050 ft. high. It stands on the N.W. corner of the island. The ascent to it is in parts very steep, but practicable for a horse. The entire island, with the exception of the settlement, may be seen from hence. Its sea front is high and precipitous, presenting cliffs of 200 and 250 ft. in height; and the small streams which occupy the ravines in winter fall in cascades, 30 or 50 ft. high, into the sea.

There is no spot round the island, sufficiently sheltered, where a vessel can take up an anchorage without being obliged to quit instantly to avoid wreck, in case an onshore breeze springs up.

There are but two or three spots where landing is practicable, one at the settlement, another at Cascade Bay, on the North side of the island. The latter is described by Mr. Brenchley, who landed here from H.M.S. Curacao, as a charming spot, adorned with picturesque clusters of trees, above which soar, giant-like, magnificent specimens of the famous Norfolk Island pine. It has tolerable landing when the sea is calm. Even at the settlement the danger in landing is often very great, owing to the "Bar," or reef of rocks, the extremity of which boats have to round in order to reach a rude wharf. The accomplishment of this feat is perilous whenever there is a sea or ground swell rolling in from the S.W. The position of this entrance over the bar is, or was, shown by two trees on Nepean Island in one.

Sydney Bay, between Nepean Island and Point Ross, lies at the South side of the island. Its eastern boundary is at Point Hunter, near the windmill. The town called Kingston is agreeably situated, facing the sea, and about 500 yards from the shore at the head of Sydney Bay. When the tide is out a coral reef is seen stretching from the shore, at varying distances of from 100 to 700 yards. Boats landing are obliged to cross the reef. The sea all along the coast is of great depth. Besides this locality there were other stations for convicts, one at Longridge, about 1½ mile distant, and another at Cascade, on the North side.

Philip Island, named in honour of Arthur Philip, first governor of New South Wales, is about 1½ mile long, with an average breadth of three-fourths of a mile; it bears S. 20° E. by compass, 3½ miles from the landing-place at
Sydney Bay. Its most elevated part, a remarkable peak on its South side, is probably 200 or 300 ft. less than that of Norfolk Island. It is everywhere precipitous, furrowed by deep channels, and densely wooded, though the timber is small and of little value. At half a mile to the South of it there is a rock always above water.

*Nepean Island* is in lat. 29° 2' S., long. 167° 48' E. This island lies half a mile off the land, and for a larger portion of the passage between there are numbers of detached rocky banks. The channel is close to the reefs on the North side, and has a depth of 4 and 5 fathoms. N.E. by N. of Nepean Island, for a considerable distance, is a bank of sand and mud.

Nepean Island rises to the height of 50 ft.; it is a quarter of a mile long, and of a horse-shoe shape, open to the East. No water has been found in it, and its vegetation has almost disappeared, owing to a colony of rabbits, which, having destroyed everything edible, themselves perished. It is reported that, in 1793, this island was only a boat's length from Norfolk Island, but that, in 1797, two severe earthquake shocks were experienced, by the second of which the nearer point of Nepean Island was submerged, and the channel altered to its present form.

*Point Ross* is the southernmost point of Norfolk Island, and the S.W. point of Sydney Bay. To the East of it, as far as the bottom of the bay, the rocky banks extend a long distance off the shore, and the sea breaks all across them in a S.W. gale or heavy surf.

The *tide* flows, full and change, at 7½, and rises from 5 to 7 feet. The flood runs to the S.W. by S., and ebb to the N.E. by N. The tide makes two hours sooner on the Norfolk Island shore than in the stream and over towards Philip Island, and is sometimes irregular, but in general equal.

The space comprised between the western shore of New Caledonia and that of Australia, and South of the Solomon Islands and the Louisiade Archipelago, is bestrowed with an infinity of dangers. To this area, from its character, Flinders has proposed the very appropriate title of the *Coral Sea*. As the navigation of this part of the Pacific more immediately refers to that between New South Wales and Torres Strait, &c., we shall include all necessary notices of it in a subsequent section.

**NEW CALEDONIA AND THE LOYALTY ISLANDS.**

To the same great navigator to whom so much of our knowledge of the Pacific is owing we are indebted for the discovery (1774) of this the largest island in the great ocean, except New Zealand. It is the only one of his numerous discoveries, too, that he did not make a complete examination of. Captain Cook attempted to sail around its North extremity, but, on reaching
NEW CALEDONIA. 521

lat. 19° 17', he found that a line of reefs extended beyond his view to the northward, which his want of time prevented him from following up. He then essayed to round its South end, but met with a similar repulse, and thus he abandoned it for that time. The French commander, Admiral D'Entrecasteaux, completed what Cook had left undone. He examined both the N.E. and S.W. sides of the island, and determined the limits of the frightful chain of reefs which form a continuation of the island both at its N.W. and S.E. extremities, the former reaching 50 leagues from the end of the island. His stay at Port Balade, where Cook also remained, gave him the opportunity of reversing the opinion that Cook had formed of the natives. He found them to be the same fierce cannibal race that were described to exist at the Fiji Islands. Cook thought them more mild and peaceable than the Friendly Islanders. Later intercourse confirms what D'Entrecasteaux experienced. They numbered 5,000 to 6,000 souls, but have much decreased since the first discovery of the island. In appearance they are a fine race of a type intermediate between the Papuan and Polynesian. They were called Kanaks at the time of the discovery of the islands. The remains of aqueducts and other irrigation works, some of which are even now in use, point to the fact that the natives of the island in past times have been more highly civilized than they are at present.

A French missionary establishment was first founded at Balade in 1843, but, owing to the bad success of the mission, the members of it were obliged to quit, and take refuge in the Isle of Pines, in 1847. In 1851, a surveying party from the French corvette, la Brillante, was attacked, and several lives taken by the natives at Balade, who were severely punished with a great destruction of property and life. It was owing to the description of the beauty of the country by the crew of this vessel that the French Government first thought of New Caledonia as suitable for a penal settlement in place of Guyana. In 1853 the French flag was planted on the island, and Port de France soon rose into existence.

The penal settlement was first established in 1863, by the arrival of a batch of 215 convicts, who were placed on the Isle Nou, or du Bouzet, near Noumea. From reports issued in 1867 and 1869, by the French Government, we learn that the convicts are divided into four classes. Of the first class several have already been set up as colonists. The second class, of whom it is expected that little good may come, work at a farm at Yahoué, situated about 5½ miles from Noumea. The third class are employed in making roads, and the fourth class kept under strict prison discipline on Ile Nou. The convicts can rise or fall from one class to the other according to their behaviour. In 1871 there were a total number of 2,755 convicts on Ile Nou. Political prisoners are confined at Ile Ducos, a few leagues to the northward, or at the Isle of Pines.

South Pacific. 3 x
The progress of the colony has been very slow. In 1867 one sugar factory existed on the shores of the Dumbea, 12 miles from the capital; and in 1871 six of these factories had been established. Cotton is grown in small quantities. The news that gold is being worked in the valley of the Diahot River, on the northern part of the island, may stimulate the opening up of that little-known country. The necessaries of New Caledonia are mostly supplied in British vessels from Australia. In 1866 imports were valued at £90,786, exports at £4,553; in 1867, imports at £127,560, exports at £7,788. A monthly line of packets runs between Noumea and Sydney.

The French officers on the station have recorded some valuable nautical particulars, and have surveyed the S.W. portion. To the remarks of these officers, Capt. Tardy de Montravel, Lieut. Grimoult, &c., and the surveys of M. Bouquet de la Grye, Capt. Ferre, M. Banaré, &c., we owe many of the subsequent brief particulars. Sir Edw. Belcher, Capt. Cheyne, and Capt. Denham have also added to our knowledge.

New Caledonia is about 72 leagues in length, and 10 leagues in breadth. Throughout this extent are two parallel ranges of mountains separated by a central valley, but united here and there by transverse plateaux. The eastern chain has a regular and even outline, with few prominent peaks or summits to serve as landmarks. The average height of these mountains is about 2,500 ft., visible 50 or 60 miles off. It commences at Cape Coronation, the S.E. point; and at Cape Colnett, in the N.E., it begins to decrease in elevation, and terminates at the low N.E. point.

The western chain is higher and more irregular and broken than the eastern. Its ridges rise into points of 2,500 to 3,600 feet, and from its rugged nature is evidently the result of volcanic action. Thus while its straight eastern coast is skirted by an extensive coral reef, on which are some sandy islets, the western shore is broken up into peninsulas and bays, formed and sheltered by high islets, and also coral reefs which surround the shores and islets.

From the northern extremity of the island, in lat. 20° 4' S., an immense reef, with many groups of islands, extends to lat. 19° 36'. These were seen by D'Entrecasteaux, but have not since been entirely examined. Still farther North is a group of islets, in 17° 44' S., named the Huon Islets by the same navigator. The Isle of Pines, or Kunie, lies to the S.E. of the South point of New Caledonia, the interval of 25 miles between is filled with coral reefs, having deep and safe passages between. The S.E. extremity of the group is a coral patch 3 miles in diameter, on the South edge of which is an islet, in lat. 22° 46', long. 167° 35' 30" E.

The S.W. point of New Caledonia is Uen Island, which was named by Cook Prince of Wales Forland. A line of coral reefs extends from it to lat. 23° 1' S., long. 167° 2' E., a distance of 35 miles, leaving a wide gulf between
NEW CALEDONIA.  

The Climate of the group is like that of all tropical regions. The year is divided into two seasons, winter from Dec. 15 to April 15, with variable winds, rains, and hurricanes; the other eight months is the fine season, with regular winds from E.S.E. with fine weather, although at times there are squalls from S.W. to S.

This division of the year is correct for the eastern coast, but not less so the western side, for this aspect participates in the monsoons of the Australian coast, and during the months of July, August, and September, westerly and south-westerly winds appear to be more prevalent.

Hurricanes are experienced most frequently in January and February, and are more violent to the North. Their southern limit is somewhere between Kanala and the Isle of Pines, for at the latter place they are not known. Although not much is recorded on the subject, yet they bear out the cyclone theory. They are much dreaded by vessel in the northern ports, and loss is considered certain if the ship is not in a landlocked harbour, the reefs being no shelter from the sea in these devastations.

The Currents generally are from S.E. to N.W., along the coasts and outside the reefs; within the latter they are subject to the tides, and the directions of the channels.

The ISLE of PINES is the south-easternmost land of New Caledonia. It is 11½ miles in extent from N.W. to S.E., but the latter part is a separate island, being divided by a very narrow channel. It may be premised that it is difficult to give a clear description of its features without a reference to the chart, which shows the numerous coral reefs and intricacies which surround it.

Near the shore the land is generally low and rocky, with little soil, but very thickly wooded. About 2 miles inland the soil improves, and from that to the centre of the island (on the North side) the ground rises with a gentle ascent, with very little timber; and a rich alluvial soil, forming a large clear space of hundreds of acres. From this clear space the land rises gradually towards the peak (which is situated on the S.W. part of the island), and is thickly wooded to the top. The peak Ngao is conical, 880 ft. high, visible 30 miles off, and from the S.W. shows double. It is in lat. 22° 39' 20", long. 167° 29'. At 2 miles S.E. of it is the Vao District, where there is a mission station, near a stream inconvenient for watering, and between which and this outer reef is a secure port, called Vao. At about 3 miles due South of it is Alémente Island, which shelters another anchorage to the West of it. On the S.E. side of the island are some shallow inlets. On the North side is the Gadji Anchorage, protected by the barrier reef; and on the West side is Uamao Bay, with Victoria Harbour, so named by Sir Edward
524 ISLANDS BETWEEN LAT. 20° AND 40° S.

Belcher in 1840. To the S.E. of the Isle of Pines is a lagoon reef, called the Nokanhui Reef, having a narrow channel inside it.

The island is most easily made from the eastward. Its conical peak will readily distinguish it. Having clearly made this out, steer for the sand islets Ana or Ami, lying on the S.E. side of the Nokanhui Reef, which, as was said above, lie about 4 miles from the South point of the Isle of Pines; they are covered with bushes, and the southernmost is also at the South point of the reef. Having rounded this at a convenient distance, though not close-to, as the bank reaches off to the S.E., when this islet is on with the N.E. side of the Lesser Isle of Pines, keep on to W.N.W. till the summit of the peak bears N. 16° E., when Alcémène Islet, which is covered with the remarkable pine-trees, will be to the right of the peak.

Great caution must be used in approaching the Alcémène Passage, which lies to the West of the island, as many coral patches lie in its entrance, which can only be avoided by the eye. This channel is ½ mile wide between the island and a cluster of coral patches, which separate it from the Nokue Passage. The mark for taking this passage is Duroc Islet (small, with pine trees), lying immediately under the Nga Peak, in one with its East summit bearing N. 2° E. This will carry through in 6 to 10 fathoms between the reefs on the starboard hand, and also clear of the reefs which extend for half a mile westward of Alcémène, which must be strictly guarded against. When the N.W. point of the islet bears S.E., bear to the E.N.E., and anchor as far in as needful, to the North of the island. It would be better for a large ship not to venture farther, except with a good knowledge of the channels; but if this is done, you can keep on towards the peak and Duroc Islet till within half a mile of the latter, when an easterly course for 2 miles will take to a more sheltered anchorage than the former, called Port Vao (or Assumption), and anchor with the Mission Station bearing N.N.W. in 4 fathoms. Neither of these anchorages can be considered safe or convenient, as they are open to winds from South to N.W., a vessel is liable to the squalls or gales from S.W., which are sometimes very violent. Besides this communication with the land is difficult, and the tide rapid, the flood to the West, the ebb to eastward.

Although it is an indifferent port, it is a useful place for refreshment, as fresh provisions, poultry, pigs, vegetables, excellent potatoes, sheep, and sometimes even beef, can be got from the natives, and a few foreigners established near the mission. Water is readily got at the brook.

The Nokue Passage is more open and deeper (17 to 25 fathoms) than the Alcémène Entrance. On its N.W. side is an isolated shoal and islet, Infernal Islet. It may be entered by bringing the Nga Peak to bear N.E. 2 N.

There is another passage to these anchorages from the north-eastward, by using the Nokanhui Channel, between the S.E. reef and the Isle of Pines. In its narrowest part it is two-thirds of a mile wide, and its least depth is 6
and 7 fathoms. The tides run very slowly through it, and with the westerly flood there is a tremendous sea in it with S.W. winds. When the S.E. winds are settled, there is no swell in any part, but there the current is so violent that it needs a very fresh breeze to enable a ship to clear it. For these reasons it is unadvisable for small vessels or steamers of moderate power to use.

The Torch Bank, a sounding obtained by Lieut. Chimmo in that vessel, lies 16 miles S.E. of the southern islet of the S.E. isles, and 17½ miles S.E. by E. from the Peak, which bearing will be a guide for it. The depth obtained was 20 fathoms, coral bottom. The latter fact may be taken as a probability of the depths being less and decreasing.

Pine Islet (Gie) is the northernmost of a cluster lying off the North end of the Isle of Pines, and stands midway in the entrance to an anchorage to the East side, and others on the West side of the island. It is covered with the remarkable pine-trees.

Gadji, the residence of the principal chief, is on the large island to the South of this cluster. The Gadji Anchorage, that on the N.E. side of the Isle of Pines, is protected from seaward by the Barrier Reef, near 2 miles off shore, and has a depth of 10 to 20 fathoms all over it. There is an entrance to the S.E., and another from the North, keeping the Peak S.S.E. ½ E., leaving the Pine Islet on the port hand, and coral reefs and sand-banks of the Barrier Reef to the eastward. The entrance and anchorage itself is free, as far as is known, from coral patches.

Umeeo Bay, or Port Victoria, is on the West side of the island, the first being its native name on the French chart, the second that given by Sir Edward Belcher, in 1840. It is surrounded by the low coral reefs, forming an area of about 6 miles by 4 miles, with several entrances on either side. As may be supposed, this space, although in quiet weather may be protected from the swell, yet it is an exposed place to the prevalent wind.

If bound to Victoria Harbour, get the peak to bear S.W., then steer for it, and when within a quarter of a mile of the reef bear away to the westward, keeping it close aboard. So soon as it terminates you will see the small island, Pine Islet, bearing from you about South; that island forms the West side. The channel is not above 200 yards wide, and the course is about South; borrow on the sand-bank side, as a coral ledge runs from the Pine Island some distance.

After getting inside, steer for a small rocky islet which you will see on your port bow; leave it on your port hand, and anchor between it and the main in 3 or 5 fathoms, coral and sand.

If the wind will not allow a vessel to lay through the small channel, she will require to run down along the reef for the large entrance. It is half a mile wide, and the peak bears S.E. from it. In working in, keep a good lookout for a large coral patch, which lies a little inside the entrance; leave
it on the starboard hand, and work up inside the reef for Victoria Harbour, keeping a good lookout from the mast-head for coral patches, of which there are several. In working a ship amongst coral reefs, a careful and experienced officer ought always to be at the topmast head. All dangers can be seen from aloft when the sun is not ahead.

Captain Cheyne says that the sandal-wood tree was found on the Isle of Pines, as well as fine timber trees. The sandal-wood is the heart of the larger trunks of the tree, of a deep yellow colour, and of a most agreeable perfume. Clumps of tall pine trees grow on many parts of the island, and especially near the sea, and on the smaller outlying islets. They are not fit for spars generally, though very tall, and are very remarkable at a distance, resembling the masts of an immense fleet of shipping.

The character of the natives of the Isle of Pines has undergone much change for the better since their first intercourse with the sandal-wood traders in 1841. At that time, like their neighbours, they were treacherous cannibals, and cut off some vessels. But they are now so much civilized as to render it safe for a white man to walk unarmed all over the island. The Roman Catholic Mission, as was said before, is at the South Harbour, Port Vao.

The Botany Isles of Cook are some small islets, two of which have pine trees scattered over the line of reefs which extend from the Isle of Pines to Cape Queen Charlotte, the S.E. extremity of New Caledonia. These reefs have several channels through them, which the deficiency of any landmarks renders difficult of explanation. The chart must be the best and only guide, except the eye, and the usual caution amongst these dangerous reefs. The widest and deepest channel, the Sarcelle (or Teal) Passage of the French survey, is nearly midway between the two islands, and is more than 2 miles wide in its narrowest part, with 30 to 40 fathoms water. Its direction is to the S.W.

To the N.W. of this passage, encircled by reef, is Cook's Anchorage, called Améré in the French charts, and the island named by him, which is low and sandy, about three-quarters of a mile in circuit, covered with tall pines, and a variety of other trees, shrubs, and plants, is on the South side of the anchorage. It is also called Améré in the survey, and has safe channels and passages on either side of it. The Isendi Passage is separated from the Sarcelle Passage by a narrow coral reef, and, though narrow, is deep, and leads into the anchorage, and to the westward.

CAPE QUEEN CHARLOTTE, of Cook, is not a projecting headland, as represented on the old charts, but is only the bluff S.E. termination of New Caledonia, beyond which is some low land, and a projecting reef, which forms the port of Goro and Kueboni. Port Goro (or Cascades) is entered from the South through two passes through the reef, and is well sheltered from the swell, but open to the wind.
To the S.W. of it runs for 6 miles to Cape Ndua the bluff South point of New Caledonia, and perhaps the Cape Prince of Wales of Cook. About midway is Port Rue, a narrow creek open to the South, and Wooded Port, a land-locked basin, entered by a narrow passage through the reef.

The Savannah Passage, named from the ship, passes along the S.E. end of New Caledonia, the fairway through being with Cape Ndua bearing S.W. by W. On its South side is Kie Island, which, with Améré Island, are the only ones covered with the remarkable pines on the southern reefs, and will serve as marks for them. On the North side, and projecting from the eastern reef of Port Goro, is a bank of 4 fathoms, which adds to the violence of the currents which run through the passage. At times, during an hour at the change of spring tides, they form a bore or mascaret, where the whole passage is barred by a continuous line of breakers. It would not be prudent to attempt it at this period, but a short time afterwards the streams resume their ordinary condition. On some charts a line of coral reefs is marked to the N.E. of the entrance.

Roche du Var is a dangerous sunken rock, having only 6 ft. water, in lat. 22° 14' 25" S., long. 167° 9' 15" E., 7½ miles N.N.E. from the entrance to Havannah Passage. From the rock a peak on the mainland of New Caledonia is in line with the South extreme of Nau Island, bearing W.S.W., and the South extreme of Cape Ndua bears S. 42° W.

The area South of Cape Ndua is strewed with coral reefs, which can only be understood by an inspection of the chart. On two of them are islands, Nuare, low and bushy, at 4 miles S.W. by S. of Kie Island, on the South of the Havannah Passage, and S. by E. 5 miles from Cape Ndua. The other, Ugo, is 2½ miles South, true, from Cape Ndua. No written description will enable a ship to avoid these reefs.

Prafilin Bay.—From Cape Ndua to the N.E. point of Uen Island is 5 miles, and this is the South entrance point of passage. Opposite it is Pine Point, half a mile distant, S.E. of which one-third of a mile is a danger. Separated from Pine Point to the eastward by a very narrow channel is Montravel Island, a mile long East and West, which forms the West entrance Point of Praslin or Prony Bay. Just round the eastern entrance point of this bay, off which a reef extends a short distance, is Good Cove, where H.M.S. Curacao stayed for two days in 1865, and found good anchorage in 20 fathoms. A few natives were seen, and a missionary came off in a boat to ask if a pilot was wanted. Praslin Bay has been thoroughly examined; it is very extensive, and has in it abundance of fish.

Its shores are inhabited and well wooded. In general the coasts are high and steep-to. There is good depth and good holding ground throughout. Many rivers enter this bay, forming cascades, of which, one in the N.E. is remarkable. A mile northward of Montravel Island is Casey Island, covered with pine trees; S.E. of this island the holding ground is not good. Two
detached 6 ft. dangers are existing in the bay, one about a mile true West of Casey Isle in the West Road, and about 2 cables off a pine-covered point; another 1½ mile N. by W. from the West end of Casey Isle, with the West end of that island and the West end of Montravel in line, about midway between two projecting points. This is on the northern side of the Grande Rade. It is high water, full and change, at 8h 10m.

Woodin Passage, the Constantine Strait of M. Tardy de Montravel, insulates the S.W. point of New Caledonia, Uen Island being formerly considered part of the main land. It was first passed through by Captain Woodin, in the barque Eleanor, in 1847, who also passed through the Havannah Channel at the same time. Captain Woodin gives a sad picture of the cruelties and atrocities of the natives.

The Woodin Channel is safe and clear throughout, no detached dangers, and deep water 10 to 20 fathoms close to the shores. It is about 14 miles in extent, and its East entrance is taken with Jë PEAK, a rugged mountain 1,624 feet high at the S.W. point of New Caledonia, bearing W. 4 N. From its West entrance there is a clear passage to sea through the Bulari entrance, 20 miles to the S.W., or to the Port de France to the westward.

The best passage from the North end of Uen Island to Port Nouméa is called Tareti Passage. A vessel should pass North of Tareti Island or sand-bank, and South of Nakae shoals. These, together with four northern banks on the South side of the channel, always show above water. From abreast of Four Northern banks steer to pass between Mando and Maitre Islands. Tareti Passage is preferable to Porcupine Island Passage, as Oliver Bank and Provident Shoal are not always visible. They were not seen from the masthead of the Pearl when the vessel passed near them.

Several good anchorages exist between the western entrance of Woodin Passage and Noumea, where a vessel could anchor for the night, or to await a change of wind or tide. The first of them is Uid Bay, having good holding ground and a mountain stream on its northern side. Vessels should not pass too far in towards the head of the bay, as the bottom becomes rocky and uneven. N'go Bay, 2 miles to the N.W., is a small port, well sheltered but sometimes difficult to leave for a sailing vessel. Tareti Island lies 7 miles S. by E. from Mount D'Or, and has convenient anchorage a mile from its N.E. side, on sand bottom. Another anchorage is found on the East or West sides of Porcupine Islet.

Uen Island, or Waima, above spoken of, is 4½ miles from North to South, high, rugged, and deeply indented on its eastern side by Port Kuts, clear and deep when once inside, but the entrance to which is past several rocky patches. It is on the South side of the opening. There is a very narrow channel through the reefs to the South of it.

The Great South-west Reef, before mentioned (page 522), extends 35 miles to the southward of Uen Island. Its southern point being fixed by Captain
BULARI BAY.

Denham's survey as in 23°1' S. by 167°3' E. There are several entrances apparently through its outer edge, on the eastern side from Waakzamheyd Bay; but as there is but little inducement for attempting them, nothing more need be said here. From this South extremity its western face trends in a general N.W. by W. direction for 85 miles to Port St. Vincent, enclosing at a distance of from 5 to 20 miles, what is at present the most important portion of New Caledonia to Europeans, the French settlements near Bulari and Dumbea Bays.

MOUNT D'OR.—The most remarkable landmark on this part of the coast bears from La Peak, at the N.W. entrance of Woodin Channel, 11 miles to W.N.W. Mount D'Or has a rounded top, surmounted by two small pinnacles or heads close together, and in some positions they are seen but as one. Its upper part is quite bare and of a reddish colour, unlike any other mountain in this part. It is quite detached from the interior chain, which is higher and more irregular. A fine cascade, 70 ft. high, falls into the sea from its side, at which watering is very easy by means of the ship's fire-engine pumps during fine weather, and with off-shore winds. This mountain once made out is an excellent guide to all the entrances and ports in its neighbourhood. It is 2,543 ft. high.

BULARI BAY (or Morare) is to the westward of Mount D'Or. It is here that the French were first attracted by the beauty of the scenery and the fertility of the land, on their founding the colony in 1854. Its western side is formed by the peninsula which separates it from Noumea or Port de France. It is open to the South between S.W. and S.E., and is 13 or 14 miles within the barrier reef. In its N.E. part an extensive plain which separates Mount D'Or from the principal chain opens upon the sea, and through it issue some streams by several branches, which bring down the alluvial matter, which has filled all the head of the bay. Immediately on the North flank of Mount D'Or are some coal deposits. This part of the bay is bounded on the S.E. by a steep rock point, to the N.W. of which, half a mile distant, are some shoals. Within these latter, near to the shore, is good anchorage.

The S.E. point of the bay is formed by three or four islands, connected by shoal water, which stretch out 2½ miles from the foot of the mount, and which must have a good berth in rounding. The southern islet is covered with pines, and that nearest the point is of a remarkable wedge shape, with the steep end to the South, and surmounted by a small rounded peak. At a mile W.N.W. of this is the Caledonienne Shoal, of 9 ft., but steep-to; it lies off the cascade before mentioned 1½ mile distant.

In the south-western part of the bay is Mission Bay, filled with mud banks, except along the edge of a coral reef, which almost encloses it, but having an opening between its West end and the point. On the western side of the

South Pacific.
bay is Ngea Island, which forms its S.W. limit. Between this island and the Ducos Peninsula is Port Ngea, entered from the southward only, and having a shoal of 13 ft. in its mouth.

The whole circuit of Bulari Bay affords an excellent supply of wood, fit for ship building or carpentering. Water may also be obtained from the streams and cascades, and coal of good, though untried quality, is found in several places.

The Bulari Passages, by which the bay is approached through the barrier reef, lie with the summit of Mount D'Or, bearing N. by E. 1/2 E. 17 miles distant, in about lat. 22° 31'. There are several of them separated by coral patches, and the reef here runs about N.N.W. instead of its usual trend of W.N.W. on either side of it. They may also be recognized by a small islet on the outer reef, and another Amedee Islet, within the reef.

The Lighthouse on Amedee Islet is one of the finest structures in the world.* It is a round iron tower, painted in red and white bands, 175 ft. high from the base to the lightning conductor, and stands in lat. 22° 28' 44" S., long. 166° 27' 40" E.

The light is brilliant and fixed, from a first order dioptic, or lens apparatus, elevated 150 ft. above the sea level, and visible from a ship's deck all round the horizon to a distance of 20 miles, and to greater distances from aloft.

Amedee Islet is of sand, covered with low bushes. It lies within the madrepore reef, which encircles New Caledonia, and its lighthouse serves as a grand mark for the Bulari Passages, which are to the South of Noumea.

To enter the northernmost pass, which is 200 yards wide, and 2 miles S. 48° W. true from the lighthouse, bring the lighthouse to bear N. 48° W. true, and then steer for it; when within the entrance keep a little to starboard to avoid the point of the Great Reef, which is left to port, then keep close to the reef, which is awash, and which is 1 mile N. by E. from the pass, passing it at a cable's length to East or West. After this, bear to the northward, so as to bring the centre of the wooded Maitre Islet to West; then place the head N.W., so as to pass between it and the small islet Mando or Aux Canards, also wooded. When in the middle of the channel formed by these two small islands, steer toward the North end of Brown Island, which is left to starboard, and then enter the passage of the road of Noumea.

In approaching the Bulari Passages in clear weather, the light may be seen from an elevation of 40 ft. at a distance of 22 miles. As soon as it

* That such a lighthouse should be placed in this remote and almost unknown region, is a grand tribute to the importance of these structures. A similar tower, but destined for the North coast of France, formed one of the most conspicuous features of the great Paris Exhibition in 1867.
comes in sight from this height on the bearings below stated, the ship will
be distant from the reef ahead of her the number of miles placed beneath
that bearing:—

<table>
<thead>
<tr>
<th>Bearing</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>N.N.W.</td>
<td>14 1/2</td>
</tr>
<tr>
<td>N.</td>
<td>16 1/2</td>
</tr>
<tr>
<td>N.E.</td>
<td>17 1/2</td>
</tr>
<tr>
<td>E.N.E.</td>
<td>20</td>
</tr>
<tr>
<td>E.</td>
<td>20</td>
</tr>
<tr>
<td>E.S.E.</td>
<td>18 1/2</td>
</tr>
<tr>
<td>S.E. by E.</td>
<td>14</td>
</tr>
<tr>
<td>S.E. by E.</td>
<td>6</td>
</tr>
</tbody>
</table>

But the shortest distance between the ship and the general direction of the reef (S.E. and N.W.) measured on a perpendicular, will be as the second line of figures in miles.

Consequently, when a ship in clear weather sees the light to N.E. she is 20 miles from the reef itself, and 17 1/2 miles from the general direction of the reef. It is therefore recommended that the light should be made between N.N.E. and E. by N.

**NOUMEA,** or Port de France, the principal French establishment in the Western Pacific, was founded by the late Captain Tardy de Montravel, in the *Constantine* and *Phoque,* in 1854. It lies on the West side of the Ducos Peninsula, within Du Bouzet Island. The first task was to erect a fortification for the protection of the small military colony, who were the pioneers of the settlement. In 1871 the town consisted of about 300 houses, including a hospital. The water supply is bad, and this, together with the barrenness of the land immediately surrounding, is a great drawback to the progress of the town. One of the first objects seen in approaching is the semaphore for signalling the approach of vessels, situated at the back of the town. There is a small jetty, large enough for the use of coasting vessels. Provisions are scarce and dear. H.M.S. *Rosario* was here in January, 1872, and procured coal at 50 francs per ton. A condenser had at this time been established on shore, but the distilled water cost 25 francs per ton.

The fortification occupies the North side of a small bay on the western side of the peninsula. On its South side is Bayonnaise Cove, and the harbour is formed by the East end of Du Bouzet Island, which shelters a space of 1 1/4 mile long by half a mile in width, having a depth of from 5 to 8 fathoms all over. There is a southern or little entrance to this harbour between the S.E. point of Du Bouzet, and a small island, *Debrun,* to the South of it; the latter is connected with the shore by shoal water. The N.E. point, too, of Du Bouzet, has a sort of bar, with 19 ft. water between it and the main.

*Du Bouzet Island,* or *Ile Nou,* on which is the chief convict establishment, is 2 3/4 miles in length from W.N.W. to E.N.E. It is narrow, and consists of a series of hills, of which two close together stand on its N.W. end. The

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* The name was changed by Imperial decree in March, 1866, from Port de France to the native name. This was done on account of its similarity to *Fort de France,* the capital of Martinique, which led to numerous and serious postal mistakes.
next eastward to these is Mount Jo, used as a mark for the entrance through the reef. The Roadstead lies between the North side of the island and a projection from the Ducos Peninsula, a space of 3 miles in length, East and West, by a mile in width, with deep water all over, and the shores bold-to. At its eastern end is the bar which separates it from the inner harbour, as above mentioned.

Capt. De Montravel says:—What struck us all at first was the splendour of the harbour, which our boat had observed at the entrance of Noumea (Dumbea) Bay. A harbour formed by a peninsula, which presents in its cleft several creeks, of themselves fit to receive ships, and by an island which runs parallel to the shore, and is separated from it by a channel 3 miles in length, and about a mile in mean breadth. This channel, which offers an anchorage in any part, sheltered from all winds, is divided into two parts by a bar, which cuts it at its narrowest part without entirely intercepting the communication from one to the other by ships, drawing less than 16 ft. It possesses the invaluable advantage of having two outlets, the one to the East, the other to the West, of the island, which serves it as a defence towards the sea. It is, in short, impossible to see anything more complete than this harbour, of which every advantage will be evident at a glance on our survey. Complete security is there first evident, facility of defence and easy appropriation to any kind of establishment, convenient ingress and egress with all winds. I confess that, with every one near me, I was lost in admiration at so many advantages united in a single spot. I thought I could not give a better name than Port de France to this valuable discovery.

The Dumbea or Jitema Passage, through the encircling reef, lies abreast of the Port de France, and is a safe and excellent entrance. It is one of those rare interruptions to the continuity of the coral reef, and is 13 miles W.N.W. from the Bulari Passage, the Great Abore Reef being straight and continuous between them. The ensuing remarks on it and the route within are by M. M. Senez and Laregnère, who, under Captain De Montravel, first examined it, but they were written before the lighthouse was erected. The names, bearings, and other particulars, have been corrected by the later and more complete surveys made by the French Government.

The opening is nearly three-quarters of a mile in width, in lat. 22° 21½ S., long. 166° 16½ E. It is quite free from danger, and the depth in it is from 50 fathoms in the entrance to 13 and 14 on its inner side. These depths are found close to the reef on either side, but on the South side there is a small coral patch, projecting 200 yards, on which the depth suddenly diminishes from 20 to 6½ fathoms. This spot is useful for anchoring in case the ship is overtaken by a calm, or being drifted out of the course by the current. During our stay here the current was almost always to the West from half to 1 mile per hour, being only modified by strong breezes from the southern
quarter, during which it runs to N.W. and N.N.W., with a rate of 2 miles
an hour, which makes it more dangerous, as there is no anchorage on the
North side.

Several times we encountered a singular turbulent sea in the entrance, as
had been felt in that of St. Vincent, which could not be accounted for. The
sea rolled in a most singular manner, rolled over and broke so violently
that the cable was obliged to be slipped to prevent being swamped. For
this reason, which must be guarded against, it is best to keep on the South
side of the pass at 1 or 2 cables' lengths from the reef.

The Dumbea Passage is very clearly distinguished from others by two
wooded islets (on one of which is the lighthouse), one bearing N.N.E., the
other N.E. from the middle of the entrance, each distant 4 miles from the pass,
and 2½ miles apart. There are no others of the same sort within the reef
in this portion of the barrier. The first, or northernmost, Senæ, or Te Nëu,
covered with a tufted vegetation, can be seen 2 or 3 miles outside. It stands
on a coral bank, in the N.W. of which is an entrance for boats. The other
islet, Laregnere, or Nge, is smaller, its vegetation less vigorous, is not very
remarkable, and cannot be seen very far off.

Besides these islets, a bearing of Mount D'Or is one of the best means of
making the passage out; it bears from it N. 72° E. Besides this bearing,
these more recently given are the double peak of Mount Kogi (3,537 ft.), to
the N.W. of Mount D'Or, in one with the little Mount Io, on the West end
of Du Bouzet Island, bearing N.E. ⅔ N. Or of Freycinet Island, which is
not very clearly distinguishable by a stranger, but lies to the N.W. of Du
Bouzet Island. It is small, round, and wooded islet, of a dark colour, should
bear N.N.E. ⅔ E., and this bearing is the best for leading up to the North
entrance between the dangers within the reef.

The first of these is a coral patch lying on the first leading mark or N.E.
of the middle of the entrance, and should be left to starboard, passing nearer
to the pyramid on the islet on the port hand. The next is a reef bearing
East 2 miles from the pyramid, which is nearly awash, but seldom shows,
and therefore the more dangerous. The next is the Prony Reef, which bears
N.E. ⅔ E. from the pyramid 3 miles distant, and must also be left to port.
These reefs are best seen and avoided by a look-out from aloft. These coral
dangers are the principal that require caution, either in entering the Port de
France by the southern or western entrances.

If it be required to pass through the Woodin Channel, it is best to steer
or beat up toward Du Bouzet Island, and then take a westerly course, or
vice versa.

It is high water, full and change, in the Port de France, at 8h 25m, springs
rise 4 ft.

Noumea, or Dumbea Bay, is to the northward of Port de France, or
rather the latter, lies on the eastern side of the former. They are separated
from Port Laguerre to the westward by a mass of high land, remarkable from two high summits, whose southern face runs about N.N.W. and S.S.E. They are called Gere, elevated 1,266 ft., and stand on the Mestro Peninsula. The bay affords no anchorage, except in its unsheltered space, the upper portions throughout being filled with shoals and sandbanks, formed by the matter brought down by the rivers falling into it. On its North shore is the village of Gadji, where lived a powerful chief. In the interior to the northward are some coal deposits, which at some time may become important. They lie up the river, running into Port Laguerre to the westward.

On the western side of the bay is a small creek or harbour with anchorage, at the head of which is the most permanent spring to be found in the vicinity, the want of water at all seasons being an important drawback to Port de France. This spring, on the other hand, was found to be abundant after a long drought of 40 days.

Port Laguerre lies to the westward of the Mestro Peninsula, and 7 miles from the Port de France. It is sheltered from the S.W. by Jeanne d'Arc Islet (To Ndu). From the South point of this a coral bank projects for three-quarters of a mile to the S.E., which does not always break, but is marked by the change in the colour of the water. Its outer extremity is due South of the point which separates the mouths of the two rivers which enter the bay from the N.E. and N.W.

It is about a mile in diameter, and has good anchorage all over. The best is in the triangle formed by the three points of the two rivers in 5 fathoms. The principal river coming from the N.E. crosses a wide plain from the interior, and near the shore covered with mangroves, forms an inner basin to Port Laguerre, but is of little depth, 3 to 5 ft.; but there is a deeper channel though which the streams pass. The upper branches of this river lead to the excellent coal mines before mentioned. This bay, like Noumea Bay and the Port de France, is readily arrived at by the Noumea Passage, using the precaution to avoid the coral patches indicated before, and shown on the chart, which is indispensable to a stranger, unless carefully conned from the mast-head.

Uitoe Passage, in lat. 22° 10' S., is another opening in the reef, which is continuous from the Noumea Passage, 14 miles to the S.E. ¼ E. The coast within it, to the north-westward of Port Laguerre, is lower, and the high lands lie some distance inland. The principal mark is a sugar-loaf hill, Karikate Peak (768 ft.), which bears N.E. from the entrance. It is a sharp, conical, bare peak, without verdure, except at the summit, where it is crowned with bushes, which clearly distinguishes it. It is 7 miles from Port Laguerre, and at 2¾ miles eastward of it is another sharp-pointed conical hill, the Titema Summit (1,174 ft.). This last brought in one with the table-topped Mu Mountain (4,000 ft.), bearing N.E. ¼ E., leads through the passage, which is quite clear, and has 14 fathoms water.
Port Uitoe, a basin sheltered by a line of low islands, lies to the N.W. of the Karikate Peak, and affords a large and well sheltered anchorage.

PORT ST. VINCENT, the next important place to the N.W., was so named by Captain Kent, in 1793. It was overlooked by D'Entrecasteaux, who marked it on his chart as Havre Trompeter.

Mathieu Island, in its S.W. part, lies westward of Port Vitoe, and may be known by a hill on its West side, which falls nearly perpendicularly into the sea. Between this bluff and two or three small islets is the southern entrance to the port from the Uitoe entrance.

The port is chiefly sheltered by three islands, which lie in a N.N.W. and S.S.E. direction for 8 miles, leaving channels between them. The southernmost is Hugon, of the French, 3½ miles long. It is steep-to on its East and West sides; but its northern side, the shortest, is fronted by a coral and sandy strand. There are some springs at 800 yards southward from its North point. Governor King or Ducos Island is the largest of the islands, and used by the French government as a convict settlement for political prisoners. It resembles a bat with extended wings. Its eastern point is a peninsula, joined by a low sandy neck, which forms two excellent well sheltered bays on each side of it. That to the S.E. is protected partly by Hugon Island; there is a shallow passage between these two islands. The bay on the North side is nearly a mile deep, and 750 yards wide, with a depth of 5 to 3 fathoms. It makes an excellent land-locked basin, where a vessel can heave down or careen at all times or seasons. Off its entrance is Marceau Island, on which the observations were taken, placing it in lat. 22° 0' 10" S., long. 166° 5' 0" E., high water, 5° 50"; rise 4½ ft.

The N.E. point of Ducos Island is called Arche d'Alliance Point, after the French missionary vessel, and between it and the steep eastern end of the rugged Colonel Paterson or Le Predour Island, is the principal entrance to the port. It is not more than one-third of a mile in width, but has deep water. Within this entrance the harbour extends to the eastward along the North side of Governor King Island, but all its area, near the land, and also the same with the Gulf of St. Denis to the eastward, is shoal water. The chart must furnish further instruction.

The St. Vincent Passage, through the outer reef, is S.W. by W. from the entrance between the two islands last mentioned. It is wide and deep, and may be known by a sandy islet (Tenia), covered with shrubs and vegetation, which stands on the outer reef at a mile N.W. from the passage. It is subject to the ground swell or boiling sea mentioned above as occurring in the Dumbea Passage. The entrance is in lat. 22° 2' S., long. 165° 59' E.

Uarai Passage, according to Lieutenant Grimoult, is in lat. 21° 46' 15" S., long. 165° 43' E., and may be known by a sandy islet, with some bushes on the reef, about a mile from the South side. A mountain, with a table summit rather sloping to the South, when brought to bear North, leads up
to it. When made out, steer through towards La Bris Island, like a large hill on the main, leaving it to starboard. There is sufficient depth for anchorage, and there is also a passage within the reef to Port St. Vincent. There is another opening through the reef in 21° 54' S., 3 miles to the south-eastward of Urai Passage.

The Burai Passage, in lat. 21° 39' S., may be known by the long, low, sandy island, which is inside the reef. The pass is very broad, and in a deep recess of the reef. In entering these some fine clumps of pine trees, one among others, at the foot of which is a white sandy beach. The pass runs North and South, and there is good anchorage within, the best to the S.E., where there is a fine river. There is a fine biche-de-mer establishment to the N.W. It is a fine anchorage at all seasons, and the lands appear to be well cultivated. The bight is about 3 miles deep.

Cape Goulvain, in lat. 21° 33' S., is a prominent headland, so named by D'Entrecasteaux, but of which we know little more. The reef here is close to the mainland.

Contraritis Island is a sand-bank covered with bushes, and is about 12 miles beyond Cape Goulvain; the reef, which is close to at the latter place, runs somewhat off the land; and at 7½ miles beyond this island is the Mouo Passage. In the bay were some houses of European fishermen, near two small rivers. The pass is in 21° 24' S., 164° 57' E.

The entrance lies in a W. by S. and E. by N. direction, thence gradually turning to the northward. This bight is about 5 miles deep, and has anchorage at its head in 5 or 6 fathoms, mud, about three-quarters of a mile northward of Grimoult Island, off the North side of which a 9-ft. patch exists, which must be avoided.

Puembut Passage is in lat. 21° 14' S., a mile broad, and has a reef in its centre, to the southward of which is the best channel. Inside the channel extends 3 miles to the north-eastward, and thence 8 miles to the northward between the reefs, where it joins the Koné Passage. There is anchorage in 3 fathoms under the western side of an island lying a mile south-westward of Puembut River, 8 miles up the channel, which is a mile wide up to this point, with a least depth of 4½ fathoms. Koné Passage, 8 miles to the northward of Puembut Passage, is about half a mile wide in its entrance, and extends 5 miles to the northward, having anchorage at its head.

The Duroc Pass is in lat. 21° S., and there is a passage within the reef, through which the French vessel of that name came from the North end of the island, but it is intricate and difficult. Pouaco Village lies about 7 miles within the entrance, and about 2½ miles south-eastward of it is a good anchorage. Opposite the village the channel is 2½ miles broad, narrowing rapidly to one-third of a mile broad 4 miles to the north-westward.

Alliance Cut, the next entrance to the northward through the reef, lies in lat. 20° 57' S. It is very narrow.
NEW CALEDONIA.

Between lats. 20° 45½' and 20° 41' is an opening through the reef, having its centre blocked up by a reef 3 miles long, on the North and South sides of which is a navigable channel, that to the northward called the Koumac Passage, and to the southward the Deverd Passage, the latter of which runs in an East and West direction towards Cape Deverd, a headland, in lat. 20° 45' S., and remarkable for a pointed summit on the mass of hills which compose it. There is anchorage under the North side of this headland, and a clear and wide channel up to it 8 miles long from Deverd entrance.

The Great Koumac Reef extends from Koumac Passage for 23 miles in a north-westerly direction without an opening through it. Abreast it on the coast lies the lofty Mount Kaâla, in lat. 20° 37' S.; and The Dome, a peak 2,000 ft. high, in lat. 20° 27' S. In 20° 23½' S. is the Gazelle Passage, leading into Néhoué Bay. Cape Tonnerre bears E. by N. 10 miles from this entrance, and 5 miles from the Dome Mountain. It is about 350 ft. high. Behind it is a plateau with two summits, forming a well-marked table land 800 or 1,000 ft. high.

Néhoué Bay.—From the Gazelle entrance an E. by N. course for 5 miles will lead up to between the low patches of reef called Isle Ouanne, on the North, and Tiamboué Isle on the South, which leave a channel 2 miles wide between them. From this position the entrance of Néhoué Bay will be about 4 or 5 miles to the E.N.E. It is 3 miles wide, and has three islets in its entrance, which have ample water between them for any vessel. The best anchorage in Néhoué Bay is in its southern part, in 5 fathoms, at 2 cables eastward of the largest islet lying off the northern end of Cape Tonnerre Peninsula, and 2 cables northward of a reef under water, which is always visible. To gain this anchorage with the prevalent S.E. wind, several tacks will have to be made in the bay, and care must be taken not to get too far to the eastward, by not bringing the western high land of Cape Tonnerre to bear southward of S. by E.

Tanlé Bay, 2 miles wide, is separated from Néhoué Bay by Boh Island. Its N.W. side is formed by Poume Peninsula. The anchorage of Tanlé Bay is sheltered from the southward by Tanlé Island, lying westward of Boh Island. Bonn'mahame Reef, westward of Tanlé Island, forms the southern side of the entrance; and, in entering, the northern side of this reef must be carefully avoided. The anchorage, in 4 fathoms, is northward of Observatory Hill at the eastern end of Tanlé Island, and affords security in the worst weather. Another anchorage, more easily attained, is off the middle of Tanlé Island, with Maaboun'ghi Islet bearing W. by S., in 6 fathoms. A stream of water runs into Tanlé Bay from the high land of Poume Peninsula, but it is a difficult watering place, as the prevalent winds make boat landing dangerous. It is high water at Tanlé at 8° 4'; springs rise 5 ft. From the northern side of Tanlé Bay the high land of Poume Peninsula

South Pacific.
extends for 4½ miles to the north-westward to Poume Point. Its central and highest point reaching 1,468 ft. elevation.

**Poume Pass**, in lat. 20° 15' S., is 7 miles westward of Poume Point, 1½ mile wide, and may be entered by keeping that point or the pointed summit just northward of it, bearing E. by N. Great care is required in entering this passage, as the tides run strongly. Flood E. by S. 2 knots; ebb W. by N. Within the reef the tide runs at the rate of 3 knots, flood to the southward, ebb to the northward.

**Banaré Bay** lies between Poume Peninsula and Bouabon' de Peninsula, 5 miles to the northward. It has islands and anchorages in it. Off it lies Nība Island, 2 miles long, N.W. and S.E., and moderately high. Its southern end is 5½ miles N.W. of Poume Point. There is a village on its western side, and anchorage half a mile off it in 8 or 9 fathoms sand. At 2 miles South of its S.E. extremity, is a 2-fathom patch of coral, and a coral patch of 4 fathoms lies N.W. 3 miles from its N.W. end, and nearly midway between it and Yandé Island.

**Yandé** or **Yendi Pass**, a little more than a mile wide, has its centre in lat. 20° 5' S., long. 163° 47' E. It is entered by keeping the summit of Yandé Island (1,070 ft.) bearing N.E. As in Poume Pass, great caution must be used on account of the tides, which at time of change produce a sort of bore. Flood runs to the eastward, and ebb westward, at the rate of 3 knots. There is a temporary anchorage off the N.W. side of Yandé Island.

Eastward of Yandé Island lies Paaba Island at a distance of 8 miles. This island is inhabited by the Nenena tribe—infamous for the massacre of some of the crew of the Alcemene, and the unfortunate De Varenne. It is 5 miles long, North and South, and has islets extending a distance of 3 miles off its N.W. side. *Tuw*, the northernmost, is of small extent, but offers shelter either South or West of it. There is no passage apparently, even for a boat, among the Pahaba Group. The *Belep Isles*, to the northward, consist of five islands and some rocks. In approaching them from the southward, the depth of water varies considerably. It was supposed that there was anchorage among them from ordinary gales. Rounding these islets the distance along the eastern shore of the main land is about 23 miles into Harcourt Bay. It is only navigable by the chart or a good pilot. Harcourt Bay, and the channels leading into it from the eastward, are described hereafter.

**D'ENTRECASTEAUX REEF**.—An immense range of dangers extends for 150 miles N.W. of the North extreme of New Caledonia, but it is probably separated into distinct portions. The northernmost was discovered by Capt. Bond, in the *Royal Admiral*, in 1792. In the same year the French Admiral also sailed along them, and thinking he had doubled their North end, discovered the small island, what he called Surprise Island. They were partially examined by Lieutenant W. Chimmo, in the *Torch*, when he went
to relieve the surviving remainder of the crew of the ship Ningpo, which had been wrecked on them in July, 1854. The following are his cursory notes:—

This dangerous and extensive reef, North of New Caledonia, occupying a space of nearly 1,000 square miles, is an invisible coral reef, with only a few large rocks or stones on its margin; one of these in particular on its N.W. end is nearly 20 ft. high. This reef has two openings on its western face, and one (?) on its eastern. The former lead to small sand islets; and from the centre island I think there is a passage through the reef.

This reef encloses four small islands, of about 2 or 3 miles in circumference, viz., North Huon, Middle Huon, and South Huon, with Surprise Island on its South extreme; also a few small sand islets and the rocks above mentioned.

North Huon Island, in lat. 18° 2' S., has a good and safe anchorage from easterly winds; but should be carefully approached, particularly by sailing vessels, having many sunken coral patches 2 or 3 miles W.N.W. from it, which is the channel. The landing is good, on a steep sandy beach, having 8 ft. water over the boat's stern when her bow is on the beach. The island abounds with turtle, fish, and sea birds, but no water.

Middle Huon is safe of approach, but the anchorage is bad, irregular coral bottom, in 12 fathoms, close to the fringe or inner reef which surrounds the island, and renders it difficult and dangerous for boats to cross. It is in lat. 18° 18' 37", and abounds with turtle, sea-fowl, fish, and landrail. It was here the crew of the Ningpo lived for three months, but they found no water, although wells were dug 18 to 20 ft. deep.

South Huon has also a fringe reef round it, and is still more dangerous of approach for boats than Middle Huon. Being more to the westward it has not the advantage of the shelter of an outer reef. This island is about South 4 miles from Middle Huon.

Surprise Island, so called by D'Entrecasteaux, when he thought he had weathered the North reef of New Caledonia, is S.S.E. 26 miles (about) from Middle Huon. The master of the Ningpo landed on this island, and describes it "the same as the other islands."

It was found that the West face of the reef, instead of being a continuous line North and South, forms two deep bights. The N.W. extreme may be known by several rocks 15 to 20 ft. out of the water—one, the highest, much resembling a boat's lug sail.

The N.W. extreme forms one arm of a deep bay, strewn with patches of coral (awaah); in the bight of which lays North Huon Island, of crescent shape, magnetic North and South, and forming, with its sand spits and coral patches, a good anchorage open to the westward on ten points of the compass. The course for this anchorage is to bring the centre of the island E.S.E., distant 5 or 6 miles, and steer for it, keeping (with the sun to the
West) a good lookout for the small coral patches awash directly in the entrance, and distant from the island 2 or 3 miles. Gradual soundings, from 50 to 19 fathoms, will be carried to the anchorage. The centre portion of the reef has not so much western extent, and forms the South arm of North Huon Bay. It is a detached reef from the main, and is connected with the island and sand islets. South Huon Bay is of much greater extent; the depth of which is formed by Middle Huon and South Huon Islands and two sand islets. Here the anchorage is not so safe or good, and the ground foul. The islands are entirely surrounded by a fringe reef only passable for boats on their lee or N.W. side at high water, which makes it dangerous to cross, a heavy sea rolling over it.

The S.W. point of this reef, forming the South arm of South Huon Bay, is an abrupt point with deep water close to it. Between Middle and South Huon Islands there is apparently clear passage as far as the eye can reach to the eastward.

Captain D'Urville, in the Astrolabe, determined the position of the North extreme in 1827 as follows:—N.E. point, lat. 17° 59' 7" S., long. 62° 55' 14" E.; the N.W. point, lat. 17° 52' 40" S., long. 162° 41' 47" E.

The NORTH-EAST COAST of New Caledonia trends in a general direction for 210 miles. It has been more visited than the opposite side, and there are many sad tales to be related of the murderous propensities of the natives wreaked on the adventurous French missionaries and colonists, who had come hither with the humane endeavour of humanising these treacherous beings, or of developing the hidden but untried resources of their fine country. It has not been fully surveyed, and therefore the unconnected remarks which follow must be received accordingly. It should be remembered that, while possessing the same dangerous character as the other side from its barren reefs, it is a lee shore from the prevalent trade wind, and that the northern portion, as noticed before on page 523, is liable to the visitation of cyclones, to which the portions South of lat. 21° do not appear to be liable. In navigating within the reefs a man aloft should be kept on the lookout for dangers. The usual depth between the reef and the shore varies from 49 to 22 fathoms.

Queen Charlotte Foreland, before noticed, is the S.E. extreme. This headland is fringed, as is usual, with the coral reef, and it may be said to be limited to the North by the little harbour of Yate, an indifferent anchorage, known by some of the remarkable pines on the North side of the entrance. According to Mr. Morgan, of the barque John Williams, it is a good place for heaving a vessel down, and has plenty of fresh water. A mission station is established on its northern side, a mile within the entrance.

Kuebuni, 8 miles to the south-eastward, is entered between the islands Nu and Nea, where a channel is kept open by the river water. The anchorage, in 11 fathoms, is only suitable for large vessels as a stopping-place, and
NEW CALEDONIA.

Care must be exercised in entering to avoid a danger lying in the channel. A dangerous 2 fathom patch lies a mile N.N.E. from Kuebini entrance.

Southward of Yate Passage the reef with 4 fathoms on it lies at a distance of 3 miles from the shore. On the northern side of Yate Passage the reef is shallower and awash in places for a distance of 2½ miles; northward of this, between lats. 22° 5' and 22° 1', the least depth of water is 3½ fathoms. Thence to lat. 21° 18' S., the reef continues at a general distance of 7 miles from the shore, with many openings through it.

CAPE CORONATION of Cook is not a well marked promontory, but a compact mass of mountains, at the foot of which is a narrow belt of low land with many cocoa-nut trees on it. There is a narrow cut through the reef, opposite a small valley through which a rivulet runs. It will admit a large boat; but beware of the natives. To the North of the Coronation lands is the broad valley and small river Unia. The reef and low lands terminate here, and the land falls back and forms a bay sheltered by coral patches. Point Unné, or Renoncet Bay, in lat. 21° 59' S., may be known by some cocoa-nut trees, and by a large red vertical patch on the flank of the hill to the North. The anchorage here is very good. The land to the northward is exceedingly irregular, and is of a reddish tint. Each ravine carries a small river.

On the northern side of Unné Bay the land is 1,184 ft. high, and 3 miles northward of it is Kuakue Bay, 1 mile wide and 1 mile deep. Two patches of 2 and 1½ fathoms lies 1½ mile to the northward of its entrance. There is good anchorage in the head of this bay in 15 fathoms. Abreast Unné and Kuakue Bays are several entrances through the reef: Unia Passage, 1½ mile wide, in lat. 21° 58' S.; Little Passage, half a mile wide, in 21° 56' S.; Unné Passage in 21° 54½' S., and Kuakue Passage, a mile wide, in 21° 53½' S., the latter a mile wide, and opening in a N. and S. direction. The next opening is the S.E. Solitary Passage, 2 miles wide, in 21° 49' S., separated from the N.W. Solitary Passage, a mile wide, by Solitary Reef, which shows. At 1¾ mile N.W. from the N.W. Solitary Passage is Pavee Passage, in lat. 21° 46'; its entrance runs N. and S., and is a mile wide. East N'Goe Passage runs in N.E. and S.W., in lat. 21° 43½' S. It is a mile wide, and separated from North N'Goe Passage, of the same character, by Buende Reef, 5 miles long.

Kundio River enters the sea in 21° 46½' S., and has an anchorage off its mouth sheltered from the eastward by reefs. Between this river and Tupeti Island, 6 miles to the N.W., reefs extend to a distance of 3½ miles from the shore, with a passage on either side of them, best understood from the chart. The channel between their eastern limit and the main reef is 2 miles wide. There is a detached 2-fathom spot 2½ miles N.E. from the summit of Tupeti Island, and 2 miles W.S.W. from the North N'Goe Passage. Tupeti Island is of a pyramidal form detached from the coast, and may be known by its dark vegetation.
Port Bouquet extends for 5½ miles to the northward from Tupeti Island, to Nemmeni Peninsula, 1,184 ft. high. It is sheltered from the eastward by two reefs, and has in its centre Nénou Island, which is 1½ mile long, in an E. by N. and W. by S. direction.

*Tupeti Pass* is 2 miles wide, and has a dangerous sunken rock exactly in its centre. To enter by this pass to the southward of the sunken rock, bring the southern extreme of Nemmeni Peninsula to bear S. 18½° W. or the summit of Tupeti Island S. 25° E.; the northern of these courses will lead to the northern entrance of Port Bouquet, close round Nemmeni Peninsula; and the southern will lead up to the southern entrance of the port, which passes close round the northern side of Tupeti Island; the central passage crosses the line of reefs N.E. of the East end of Nénou Island. Nemmeni Peninsula is of a reddish colour, and covered with pines along its eastern side.

*Tchoio Pass*, 1½ mile wide, in lat. 21° 31½' S., is entered by bringing Bouateméré Rock, a high black rock covered with pines, to bear S. 40° W. true. On the South side of the passage is Nilotouti Island, low and wooded, situated on the exterior reef. Within the reefs flood tide runs to the N.W. and ebb to the S.E.

*Nékéto Bay*, about 20 miles beyond Port Bouquet, has its entrance 2 miles wide between the coast and a small island Nani on its northern side. It has good anchorage. The *Nékéto Pass*, half a mile wide, is entered by keeping Nani Island bearing S. 41° W. true. *Constantine Pass*, 3 or 4 miles wide, is separated from Nékéto Pass by a reef a mile long, but is useless, as it is nearly blocked up by reefs.

E.N.E., 3¼ miles from Nani Island, is the *Ondiao-Oupoura Reef*; and off the North end of this island a reef extends nearly a mile, forming the eastern side of Lavaissièere Bay, which is 1½ mile in diameter, and has good anchorage in its southern part in 10 or 15 fathoms. Its entrance between the reef before mentioned and that extending the same distance southward from the extreme of Meunh Peninsula, is only 2 cables wide, with a depth of 12 to 24 fathoms. From Meunh Peninsula to Cape Dumoulin, a distance of 6½ miles, the shore, which slopes gradually from the ridge to the sea, has a line of reefs, named the *Bogota Reefs*, running parallel with it at a distance of a mile. The *Laurent Reefs*, three patches extending a mile in a N.W. and S.E. direction, lie 3 miles E.N.E. from Cape Dumoulin. A 2-fathom patch lies 1½ mile North from this cape, and *Ana Reef*, awash, 2½ miles N.W. by N. from it, and East 3½ miles from Cape Bogat or Mara Peak which is situated on the cape.

*Meunh Village* is situated on the South side of Meunh Peninsula, and just northward of the peninsula is an opening through the reef leading to a secure anchorage in *Ouaseé Bay*, a mile to the westward, and to several other anchorages in the bays between Meunh and Dumoulin Capes.
PORT KANALA, of which Cape Dumoulin forms the eastern entrance point, is probably the largest port on the East coast. The mountains surrounding it are the highest and most uneven on the coast, and when a double peak in the front range bears S. 50° W., it is in one with the entrance point of Kanala, a dark cape with white cliffs. The exterior reef is not more than 4½ miles off shore at Kanala, and there are several entrances through it; one N.E. from the Pyramid Rock; another N.E. of the entrance of Kanala, and a third between the two, which perhaps is the best, bearing N. 18° E. from Nani Island. H.M.S. Havannah passed through one of these. The harbour is 1½ mile wide in its entrance, and extends 3 miles to the S.S.E., and has several good harbours at its head, named after the French officers.

Port Kuaua is 12 miles beyond Kanala, the route between being quite safe. The harbour is good, there is a small river, and but few inhabitants. The harbour is divided into an inner and outer harbour. There is a difficulty in entering with ordinary winds without towing. The Waillo River, beyond Kuaua, may be recognized by a mountain above it, on which is an oblique mark very much resembling a road, this brought S.S.W. or S.W. by S. leads up to it. There is a pass through the outer reef bearing N.N.E. by compass, 6 or 7 miles distant. Cape Bocage is in lat. 21° 13' S. It is composed of high perpendicular hills visible at a great distance. It is one of the most projecting and distinctly marked points on the East coast of New Caledonia. The curve of the coast to the South of it makes Muniau Bay, that to the North of it Suaka Bay, both little known.

One-tree Island stands on the Barrier Reef to the S.E. of the Pass, and abreast of it is One-tree Island on the main. The Pass is 3 miles broad, and the single pine noticed by Cook still stands (1849) on the island, "like the tall chimney of a steam engine." There are several other passes hereabout. Thence to Cape Tuho, or Porcupine, the coast recedes considerably so as to leave an interval of 12 miles between it and the reef. Several rivers fall into this bay, one of which, the Suaka or Tiouaka, has the mission of Wagap near its mouth; off it is good anchorage. Cape Touô has its second name from two clusters of pine-trees at its extremity.

Yengen, or Jonghèhe, was visited by Captain Erskine, in H.M.S. Havannah, in September, 1849. "For 3 miles before reaching Yengen (from One-tree Pass, the principal entrance) the coast assumed a very extraordinary appearance, being bordered by a range of perpendicular black rocks, nearly 1,000 feet in height. These rocks were of the most varied shapes, being fluted down the whole of their surfaces, and rising into points apparently as sharp as needles. Toward Yengen this range breaks into several detached rocks, only one of which stands on the northern side of the harbour, of which it is in fact the North head. A very remarkable one on the south-eastern side
has a striking resemblance to a ruined castle. The group we called 'The Gates of Yengen.' Having, in company with the bishop, reconnoitred and sounded the entrance, I found it gradually shoaled from 17 fathoms to 4. I anchored the ship with the Castle Rock East; high rock at N.W. entrance S.W. This part is sheltered by the outer reefs, which are 15 miles distant."

The inner anchorage, the French officers say, is not so well sheltered as to be safe. There are two large rivers which enter the harbour. The Gates Yengen above mentioned are named by the French the Towers of Notre Dame. The south-eastern one is in lat. 20° 40' 35" S., long. 164° 58' 30" E.

Cape Colnett is not remarkable of itself, but is readily known by the waterfalls that are to the North of it, one of which is a double cascade, but the land is the highest in New Caledonia, the loftiest summit, Mt. Douit, being over it. There is a sand islet off the cape with a deep water channel inside it. The outer reef becomes entirely interrupted before Yengen, which renders it a bad anchorage, but at Cape Colnett it again appears near to the land, and gradually increases in distance from it in going to the North. There are several passages, as shown by the chart, and at 17 miles beyond Cape Colnett is that of Pouébo or Puesepo, which has a southerly direction.

The valley of Puepo is the first well marked point North of Cape Colnett.

S.W., 2½ miles from Pouébo Passage, between a small projecting point in lat. 20° 22' S. and a reef a quarter of a mile southward of it, is an anchorage off the mouth of the Pouébo River, up which river is a mission station, with a road extending from the houses to the mouth of the river, a distance of three-quarters of a mile. The anchorage is insecure with fresh N.E. breezes.

Balade is 9½ miles beyond Pouébo. It was visited by Cook in 1774, and D'Entrecasteaux's expedition also came here, and here the commander of the Recherche, his consort, Captain Huon, was buried on Observatory Isle, June, 1792. The coast from Cape Colnett to Baiao is quite uniform, there is a French mission here; above it are two bare hummocks. Further to the North is Balablo Island. Passing on northward the chapel of the mission will be seen (it has no steeple now), but is conspicuous; then a short distance S.E. of it, the ruins of an unfinished fort are conspicuous from being kept whitewashed. The present blockhouse is 2 miles further to the W.N.W. and near to the anchorage of Balade; it is the best point to distinguish the place. One necessary observation in making out the place is, that from Yengen there is no sandy beach visible outside the outer reef until you come to Balade, from which they extend to the West.

The Balade Passage is half a mile wide, and when in the middle of it the blockhouse bears S. ½ W., true, and the mission church S. ½ W. At 2 or 3 miles further West is a second passage, but though fit for ships, it is not very well known. From Balade Pass to the anchorage the distance is 4 miles, and the best position is with the blockhouse bearing S. by W., and the old fort kept a little to the left of the church.
**THE LOYALTY ISLANDS.**

Amoss Pass is 3 miles to the westward of Balade Pass. It is about three-quarters of a mile wide, and its entrance found by bringing the summit of Paon Island to bear S. 79° W., true, and when up with the entrance, rounding the reef at a cable distance until the Blockhouse bears S. 29° E. Both passes require great caution in navigating, on account of the currents. The flood tide running into these passages divides into two streams when within the entrances.

Water is easily procured at the mission, and is good; the River Baiao is difficult of access. There are two species of fish, the one red, the other like a sardine, which are very poisonous. It is best to consult the natives before using any caught here.

It is high water, full and change, at 6h 15m. The range at springs is from 3 ft. 6 in. to 4 ft. 3 in.

The Diabot River, 80 miles long, enters the sea in Harcourt Bay, 10 miles westward of Balade, from which it is reached by a good channel, and is of increasing interest on account of the recent discoveries of gold on its banks. In its course it passes the villages of Bondé, Manghine, and Diabot. The navigable portion extends from Pam Isle, which stands at the entrance of the river to Bonde, a distance of 25 miles. At its mouth the river is three-quarters of a mile wide, gradually decreasing till at Bondé it is about 125 yards wide. At 13 miles up are the mines of Mouendine or Manghine. The navigable portion of the river consists of deep channels, separated by moving sandbanks.

In the eastern part of Harcourt Bay excellent anchorage will be found near Pam Isle on its eastern or western sides. The bottom is of white sand and good holding ground. An appearance like shoal patches has been observed hereabouts at times after stormy breezes, which cause the sand to rise from the bottom, producing this effect.

Balabio Island, off the N.E. point of New Caledonia, is not very well known. There are some channels within the reef leading to the N.W., through De Varenne Strait, and round the North end of the island to the openings through the reef on its eastern side, before described.

THE LOYALTY ISLANDS.

This group, it is said, was discovered by Capt. Butler, in the *Walpole*, in 1800; or, according to others, in the *Britannia*, in 1803. Since 1827, however, they have been frequented by trading vessels, and also have had both Roman Catholic and Protestant missionaries established on them. It is not until a very recent period that we have had a correct knowledge of either their number or character, and much confusion arose from the erroneous reckonings of some sandal-wood vessels in 1841-2, who, trusting to their *South Pacific.*
defective longitudes, announced some of them, before known, as new discoveries. The Bishop of New Zealand and the French missionaries have now given us full particulars. They may be considered as part of the New Caledonia Group, running parallel with the trend of that island, at a distance of 50 to 60 miles, with only one danger announced between them, the Simpson Reef, in lat. 21° 30' S., long. 166° 50' E. Captain T. B. Simpson says it is of large extent, but it has been sought for without success since.

The group consists of three principal islands, Maré, Lifu, and Uea; between the former two are five smaller islets; the last only having good shelter.

**MARE, or Britannia Island,** is the first point made by D'Urville, June 15th, 1827. *Cape Coster,* the N.E. point, is in lat. 21° 29' 30'' S., long. 168° 6' E. It is the Burrows Island of 1842. The eastern side of the island was nearly North and South for the space of 12 miles, a steep cliff, with a narrow beach, or frequently without this. In the southern part cocoa-nut trees and pines were seen. There were no surrounding reefs. *Cape Roussin,* on the North coast, is separated from Cape Coster by an extensive bay. The land is throughout of the same character; the whitish cliffs inland, which characterize the hills, giving them the appearance of castles or high walls, indicating a calcareous or madreporic origin. The northern side of the island is a deep bay, having *Cape Mackau* at its West extremity. Cape Coster is a peninsula, surrounded by breakers at a short distance. Off Cape Mackau is a small inhabited island, called by D'Urville Molard Island. It is only about 3 miles in circuit. On one of its points were some curious pines in the form of columns.

The anchorage is on the North side, between Cape Roussin and Mackau, the N.W. point, to the westward of some perpendicular white cliffs, and with the head to a white patch to the West of these cliffs. Near this is the residence of the English missionary. Off the North shore of Maré Island there are several coral patches and knolls, with apparently 2 to 5 fathoms water over them, lying about three-quarters of a mile from the beach, with the church bearing S.W. by S.

**Tandine or Undine Bay** appears to afford the only anchorage on the West side of Maré Island, the bay which is about 2 miles across, recedes to the north-eastward from Castle Point, and when well open, a large white house will be seen North of a grove of cocoa-nut trees. The mission station is here. The population of the island is about 2,000.

To the northward of it, besides Molard Island, previously alluded to, are three other small islands, named by the French Hamelin, Laine, and Vauviliers. To the East of these is a fourth, Boucher Isle, or Teka, 8 or 10 miles in circumference.

**LIFU, or Chabrol,** is the island next in order to the N.W. It is a raised coral island, 100 to 250 ft. high, level at the top, with perpendicular cliffs, and quite steep-to, except at some of the points, off which ledges extend
into the sea. Its S.E. point, Cape Pines, is in lat. 21° 9' 30" S., long. 167° 21' 0" E. The cape is a projecting promontory, in the form of a peninsula, crowned with a mass of pine trees; hence its name. At 5 or 6 miles N.E. of it, and beyond Point Daussay, is a large and deep bay, Chateaubriand Bay, which without doubt would offer good shelter against S.W. winds, but must be completely exposed to those from the East, or the prevalent ones. At Cape Bernardin, the N.E. point, the coast assumes a new direction, to the westward, and is altogether perpendicular and wild looking.

Cape Escarpé, the North point, is in lat. 20° 44' 40", long. 167° 1' 4" E. To the West of it, 7 miles, and 2½ off the land, there is a dangerous reef, a mile in length and half a mile broad.

The West coast of Lifu is nearly perpendicular in most parts. Its South point, Cape Deflotte, is a low point projecting from a steep cliff. At about 6 miles N.W. of it there is a semicircular bay of 2 or 3 miles in diameter, the South cape of which is covered with pine trees, and which, with the North point, are conspicuous from the offing. It sometimes occurs that this bay is thus mistaken for Sandal Bay to the northward.

Wide or Sandal Bay is a considerable inlet on the N.W. coast. It lies between Lefebvre and Aime-Martín Points, 10 miles apart; these two points with a third, Cape Lafond, to the South, lie nearly in the same line North and South. At 1½ or 2 miles to the eastward of the South point is a high, rocky, perpendicular reddish cliff, covered with pine trees, and off the space between these capes is the dangerous Seller Bank, which is about 2 miles off shore, between one of these capes and the high hill on the North side, over Morne Bay. In beating into Sandal Bay do not pass beyond the line of this high hill in one with the white sandy beach near the N.W. part of the bay. In the S.E. part of the bay, near the sandy beach of Kyjah or Caidja, there is a small detached islet. Near this there is a bank sufficiently deep whereon to anchor, if necessary, with Cape Lefebvre bearing S. 80° W. Morne Bay, or Uacho, is a slight indentation in the N.E. part of the bay. Nearly in its centre is a large black rock on the beach, called the Tower, from its form. There is anchorage either to the East or West of this rock. The eastern anchorage is abreast of the Protestant church, with the Bluff (Le Morne) bearing S. 84° W., and the Tower Rock N. 26° W., by compass. The western anchorage is near the Catholic mission, but is only fit for small vessels.

H.M.S. Havannah anchored in the N.E. bay. Captain Cheyney says the best anchorage is at Caidja. He also says that no part of the bay is safe during the hurricane months, say from December till the latter end of March.

The Island of Lifu, although thickly clothed with timber, will bear no comparison with the Isle of Pines. Fresh water is very scarce.

The natives of Lifu, about 3,000 in number, are about the middle size,
and exhibit much variety of figure. Their complexion is between that of the black and copper-coloured races. The males go entirely naked; and the only dress worn by the females is a fringe about three inches wide tied round the body. They are (or have been) cannibals, and are very treacherous.

UEA, or Uvea, or Halgan, is separated from Lifu by a channel 20 miles broad. It is a narrow belt of raised coral, extending 23 miles from S. by W. to N. by E., with a mean breadth of 1½ mile, except in the North part, where it is 7 or 8 miles broad. Towards the West a chain of islets, the Pleiades, extend in a circle from the North to the South end of the island, encircling a lagoon of 12 or 15 miles in diameter, called after the good New Zealand pastor, Bishop Selwyn Sound, in which are several anchorages reached by the passages between these coral islets. The village of Tidawee and a mission station are situated on the S.E. side of this bay, and the village of Achir is on the N.E. side. The island itself is low, with many abrupt rocky eminences, which at a distance resemble fortifications. It is the only one of the Loyalty Group which affords safe shelter.

The island is separated into two parts, the South, Meali or Bodenou Island, is not more than 5 miles long. Its South coast is foul, the dividing channel is only fit for boats. The South coast to Point Fataua (Finaway), or St. Hilare, a distance of 10 miles, is a high flat-topped cliff. Off the latter is a detached columnar rock. All the East part of the coast is covered here and there with trees for 10 miles to Cape Essarpe (steep), from whence it turns to Cape Rossel, 5 miles to N.W. At 6 miles W.S.W. from this is a small opening for boats, and here commences the range called the Pleiades.

The first islet of the Pleiades resembles a ruined tower. There is no passage on either side of this. The next islet is called La Baleine (whale) or Isénay. Between this and the next islet, La Tortue (turtle) is the Whale Pass of M. Grimoult, narrow, but deep, and running to S.S.E. The third (Tortue) islet is a flat rock; but the fourth (Fatouba) is also flat, and care should be taken not to attempt the apparent passage between the two last. The pass, as above said, is between the second and third islets. The fifth islet, Pine Islet, or Honegueneck), is lower and longer than the others, and has three clumps of columnar pine trees equidistant on its middle.

The Bull Entrance, the great N.W. Pass, is between the last and the following islet (Olo), nearly a mile wide, with 12 fathoms water, in a S.E. by E. direction. The passes to the westward, between Olo and Deguala Islets, appeared to Lieutenant Jouan, of the La Bonite, in 1860, to be bad. We have derived some of the foregoing particulars from his account. Capt. Sicard, of the Arche d'Alliance, has described some other passes to the westward.

The southern entrances are in some degree preferable, from the wind being more favourable. The Styx Passage of M. Grimoult is taken by approaching
(not too near) to the South point of Mouli or Badeneu Island, and then steering, at three-quarters or 1 mile off shore, to W. by N. for 2 miles, when the entrance will be found between the third and fourth islet. It is broad, safe, and excellent, running to N. and N. by E. The broad pass of Anemata is further to the West.

From this entrance to the Catholic mission there is a clear passage. The mission may be seen from afar by a large church recently erected, the mission-house being near it. The best anchorage is near Fa'aoue, or Sandalwood Wells, in 4½ fathoms, with the chief's house bearing S.S.E. and the Protestant mission-house about 2 miles off.

Uea is the most fertile of the group, and poultry and pigs may be procured, but good water is scarce. The inhabitants of the southern portion are a different and milder race to the northern tribe. It was conquered by a New Caledonian chief, Whiningay, since dead. The northern tribes, it is supposed, came from Uea or Wallis Island, and gave the present name to the island.

The Beaupré Islands were discovered and named by D'Entrecasteaux, after the celebrated hydrographer. D'Urville's position of them is latitude 20° 18', long. 165° 59' E. (N.W. point of the reef). They consist of three small low islands, covered with cocoa-nut trees, and surrounded by a coral reef, which extends from the islands some distance to the N.W. and North. The largest island is at present inhabited by natives of Uea Island.

The ASTROLABE REEFS nearly proved fatal to D'Urville's ship; they are 30 miles from Beaupré Islands, and 60 miles from the nearest point of New Caledonia. The southernmost of them may be about 4 or 5 miles from North to South. At the North extremity is a sandy islet, nearly level with the water. The northernmost of these reefs is 5 leagues distant from the other, and 6 or 7 miles from North to South. The North point is in lat. 19° 40' 20", long. 165° 26' 24" E.

Petrie Reef was discovered March 16th, 1835, by Lieut. Peter Petrie, R.N., in the barque Betsey. No part appeared above water, but it was just awash, extending 8 miles S.E. and N.W. This reef was sighted by Mr. Goodall, in the May Queen, in March, 1874, and its position was determined by him. The reef is about 5½ miles long, North and South, and 3 miles broad, East and West. On its N.W. side is an opening, about 2 miles wide, leading into a lagoon which apparently has deep water; a detached reef lies just within, on the N.E. side of the entrance. There appeared also to be a small opening at the southern extremity of the main reef. On the western and S.E. sides of Petrie Reef are sand-banks from 20 to 25 ft. high. Off the North extremity a strong tide rip was observed, the stream at the time setting to the N.E.

The North point of Petrie Reef is in lat. 18° 31' S., long. 164° 26' E., the South point in lat. 18° 36' 26" S., long. 164° 24' 35" E.
CHAPTER XI.

THE LOW ARCHIPELAGO, OR PAUMOTU GROUP.

This vast collection of coral islands, one of the wonders of the Pacific, extends over 16 degrees of longitude, without taking into consideration the detached islands to the S.E. of it. They are all of them of similar character, and exhibit very great sameness in their features. When they are seen at a distance, which cannot be great, on account of their lowness, the aspect is one of surpassing beauty, if the dry part of the island or belt is sufficiently covered with trees: but much of this beauty is dispelled on a nearer approach, as the vegetation is usually found to be scanty and wiry. Their ordinary and distinctive features will be sufficiently adverted to in the detailed descriptions ensuing.

The names applied to the group are characteristic. It is sometimes called the Dangerous Archipelago (first so by Bougainville), a character much more formidable in former years, when knowledge was much more imperfect. The native name, which is variously spelt, Paamuto (FitzRoy), Paumotu (Wilkes), Pomotou (Vincendon-Dumoulin), signifies "a cloud of islands,"—an expressive term. It is called Tuamotu in the late French reports.

The form and formation of a coral island are among the most interesting phenomena in nature, and of late have received much attention. The remarks that have been made by various observers cannot here be detailed.

From the extent of the Archipelago, and the character of the islands, they have been discovered by various navigators, whose voyages have extended over a very long series of years. The first who gave any notice of their existence was Quiros, who, in 1606, saw several islands on the South and North side of the group, all of which have not yet been satisfactorily identified. Le Maire and Schouten, in 1616, discovered several islands in the North part; and Roggewein, also in the North, passed here in 1722. Subsequently to this, Byron (1765), Wallis and Carteret (1767), Cook (1769, 1773, 1774), Bougainville (1763), Boenecheo, captain of the Spanish frigate Sta. Maria Magdalena (1772—1774), Edwards (1791), Bligh (1792), Wilson
LOW ARCHIPELAGO.

(1797), Turnbull, in the Margaret (1803), have all given us some additions to the history of discovery. More exact observations were then made by Kotzebue (1816), Bellinghausen (1819), and Duperrey (1823). Beechey (1826), FitzRoy (1835), and Wilkes (1841), have given us more accurate details. All these will be hereafter noticed. Since that period the French have made many observations as to their position and character, and from them we have derived many of the subsequent details.

The natives are not all of the same origin. Some of them resemble the Feejeans in the darkness of their skins, their figure, and their ferocity. Others have the more gentle character of the Tahitians; but it is acknowledged that they have a more warlike disposition than the latter, and for this reason Pomare I. kept a body guard of them in preference to his own subjects. They apparently speak a different dialect of the great Polynesian language to that of Tahiti, but it is soon acquired by others. The greater part of the natives are reputed to be an honest and trustworthy race. They are all, or nearly all, in the western part converted to the Protestant religion, which is zealously and conscientiously followed. The French Roman Catholics have an establishment in Anaa, and another at Mangareva.

The islanders navigate among the different groups; but the most venturesome are those on Anaa or Anha, or Chain Island. Their vessels are double canoes, about 35 ft. long, and 4½ ft. wide, connected by a strong framework, on which is placed a deck, and sometimes a temporary hut. They are built of wood sewn together, and hoist two large mat sails on separate masts. They are strong, and have no difficulty in navigating; but sometimes they are blown away in storms, which they say come from the N.W. They are thus frequently obliged to take refuge on strange islands. The trade of the islands is carried on by merchants of Tahiti, who are principally English and American.

The Archipelago, like the adjoining groups of the Marquesas and the Society Islands, are under the French protectorate, and the officers of this nation have made us more intimate with the details of their geography than could be obtained from the desultory observations of former visitors. The western groups were first minutely examined in 1850, by Capts. Delamarche and Gizoline, who found very considerable errors in the charts. After that period, the daily intercourse between Nukahiva, Anaa, and Tahiti, was carried on by a circuitous and tedious route, first South and then East, to double the Low Archipelago, to windward for the Marquesas. Now this is abandoned, and the islands being well known, they beat through the Archipelago in half the former time. The latter examination was made by Lieut. Caillet, under the orders of Contre-amiral Page, in 1853.

There are 78 islands, 18 are uninhabited, and 16 are still occupied by savage tribes. These are in the south-eastern parts of the group, farthest
removed from the civilizing neighbourhood of Tahiti. The western portion is divided by the French into 4 groups or circles, that to the West with 8 islands, the North with 5, the centre with 14, and the eastern of 17 islands. They are all coralline, or lagoon-reefs, with three exceptions, and a few have entrances for large vessels.

The native population of the entire archipelago is estimated by Lieutenant Mariot, in 1874, to number 8,000 inhabitants, of whom 1,500 are residents at the little but most important island of Anaa. The people are considered much more industrious than their neighbours of Tahiti. They also have the ambition to live in good houses, constructed from the coral, and work to obtain decent clothes and food. Cocoa-nuts, bread-fruit, fish, fowls, and pork, are their food.

The commerce of these islands is much greater than is generally supposed. Owing to the steady cultivation of cocoa-nut trees, a great increase in the value of the products of that tree has taken place in recent years. Copra, or dried cocoa-nut, was exported in 1873 to the amount of 3,000 tons, worth £30,000. Mother-of-pearl shell is the next important item, 400 tons, worth £8,000, having been exported in 1873. This is a great decrease in the value of the latter article over previous years, owing to the oyster beds becoming used up from over fishing. It is probable, however, that this industry will again increase by the adoption of strict preservation laws, and the construction of artificial beds, which seem likely to answer. Pearls are largely exported; and, among other products, a valuable fibre seems to exist in the hanging roots of the pandanus, which tree is most plentiful.

The islands would generally be considered to lie within the verge of the regular trade wind, which is observed to blow with considerable regularity throughout the breadth of the Pacific; but from some cause, not satisfactorily accounted for, the land, small in area and unimportant in height, has such an influence, that it interrupts altogether the regularity of its eastern direction. "Not only does the easterly wind often fail among them, but heavy squalls come from the opposite direction, and more frequently by night than by day. This is especially the case from November to March."—(FitzRoy, p. 506).

From this cause it is much better, in the case when their neighbourhood lies in the track of a ship across the ocean, to avoid the Low Archipelago, than to get entangled among its numerous islands and reefs, all requiring the greatest watchfulness, and when the usual facilities for a direct course may fail.

The effect of the prevalent south-westerly gales in the high latitudes, in sending in a heavy sea, which is felt many hundred miles from the place whence it proceeds, occasions a serious obstacle to landing upon the low islands, by rolling in upon the shore in an opposite direction to the trade
wind, and thereby making it more dangerous to land upon the lee side of the island than on the other.*

In most of the entrances to harbours in the Lagoon Islands there is a strong current of tide, which sets in and out alternately about 6 hours each way. The tide rises nearly 2, or at most 3 ft. It is high water about 1°, on the days of full and new moon, among the western groups of islands; and from half an hour to an hour later among those which lie towards the S.E. The currents, which do not appear to be caused by tide, are irregular; and as yet too little is known of their usual direction to enable any one to say more than that, during settled weather and a steady trade wind (south-easterly), the surface waters in general move westward, from 5 to 25 miles a day; and that in the rainy season, from October to March, when westerly winds, squalls, and rain are frequent, the currents vary most, and occasionally set eastward, at the rate of from half a mile to 2 miles an hour.

Numerous instances are upon record of canoes being drifted out of their course, even several hundred miles, by currents and westerly winds; few narratives of voyages in the Pacific are without a notice of them: and they materially assist in explaining how remote, and perhaps very small islands, may have been peopled from the West against the direction of the generally prevalent wind.†

Following the usual plan, we commence our descriptions with the south-eastern islands, and proceed onward to the N.W. But in this we include some islands which lie beyond the limits of the Low Archipelago proper, but which belong to no other system.

* Beechey, vol. L, p. 145. Captain Sir Edward Belcher points out a possible source of mistake in announcing the existence of a reef or shoal. During the period of the N.W. swell, which exceeded anything he had before seen in the Pacific, the wind backed off to W.S.W. in rain squalls. "In one of these I observed the sunbeams on the horizon through the surrounding rains, shining on the crests of the swell, resembling very heavy rollers; and although I instantly perceived the cause, and named it, yet having riveted my attention for some time, I could hardly bring myself to believe they were not heavy rollers probably from hearing those around me confident that they were so. Upon similar grounds, doubtless, many of the reefs and islands in these seas have been reported."—Voyage of the Sulphur, vol. i., p. 351.

† One singular feature in the islands is the immense quantities of the common house-fly, which are found in all inhabited islands; for on Honden Island, which is without inhabitants, there were none. Their numbers are incredible, and extremely annoying. It has been thought that they had been introduced by the visit of ships: but one of the discoveries was Vliegen (or Fly) Island, by William Schouten, on April 18th, 1616. His boat's crew, on landing, found themselves attacked by millions of a sort of black fly, in such prodigious swarms, that the men returned covered with them from head to foot; their very boat and oars were also covered. This dreadful plague of flies lasted three or four days on board the ship after they quitted the island.
DUCIE ISLAND was discovered by Capt. Edwards in 1791. It is in lat. 24° 40' 20", long. 124° 48'. It is of coral formation, of an oval form, with a lagoon in the interior, partly enclosed by trees, and partly by low coral flats, scarcely above the water's edge. The height of the soil above the island is about 12 ft., and the trees rise 14 ft. more, making its greatest elevation 26 feet from the level of the sea. The lagoon appears to be deep, and has an entrance into it for a boat, when the water is sufficiently smooth to admit of passing over the bar. It is situated at the S.E. extremity, to the right of two eminences that have the appearance of sand-hills. The island lies in a N.E. and S.W. direction; it is 1½ mile long and 1 mile wide. No living things, birds excepted, were seen upon the island; but its environs appeared to abound in fish, and sharks were very numerous.

By the soundings round this little island it appeared for a certain distance to take the shape of a truncated cone, having its base downwards. The sand mounds raised upon the barrier are confined to the eastern and north-western sides of the lagoon, the south-western part being left low, and broken by a channel of water. On the rocky surface of the causeway, between the lake and the sea, lies a stratum of dark, rounded particles, probably coral, and above it another, apparently composed of decayed vegetable substances. A variety of evergreen trees take root in this bank, and form a canopy almost impenetrable to the sun's rays, presenting to the eye a grove of the liveliest green. The island was lost sight of at the distance of 7 miles.

ELIZABETH ISLAND, or Henderson Island.—This island was discovered by the crew of the Essex whaler, whose singular history is briefly related by Admiral Beechey.* It was afterwards seen by Captain Henderson.

Admiral Beechey's description is the most ample:—"We found that the island differed essentially from all others in the vicinity, and belonged to a peculiar formation, very few instances of which are in existence. Wateo and Savage Islands, discovered by Capt. Cook, are of this number, and perhaps also Malden Island. The island is 5 miles in length and 1 mile in breadth, and has a flat surface, nearly 80 ft. above the sea. On all sides, except the North, it is bounded by perpendicular cliffs, about 50 ft. high, composed entirely of dead coral, more or less porous, honeycombed at the surface, and

* The fate of the Essex has been related in a pamphlet by the mate, published at New York. She was struck by an infuriated whale, which, at the third blow, stove in her bows, and she sunk. The crew took to the boats, and, first steering southwards, found this island, where they left two by their own request. Two out of the three boats arrived at the coast of Chili, the third was never heard of; but the wreck of a boat and four skeletons were seen by another ship on Ducie Island, which was probably the boat in question. The two men were subsequently taken off by a ship which had heard of their situation; had they known of Pitcairn Island the whole might have been saved. Its N.E. point is in lat. 24° 21' 20", long. 128° 19'.
LOW ARCHIPELAGO.

hardening into a compact, calcareous substance within, possessing the fracture of secondary limestone, and has a species of millepore interspersed through it. These cliffs are considerably undermined by the action of the waves, and some of them appear on the eve of precipitating their superincumbent weight into the sea. Those which are less injured in this way present no alternate ridges or indication of the different levels which the sea might have occupied at different periods: but a smooth surface, as of the island, which there is every probability has been raised by volcanic agency, had been forced up by one great subterraneous convulsion. The dead coral, of which the higher part of the island consists, is nearly circumscribed by ledges of living coral, which project beyond each other at different depths; on the northern side of the island the first of these had an easy slope from the beach to a distance of about 50 yards, where it terminated abruptly about 3 fathoms under water. The next ledge had a greater descent, and extended to 200 yards from the beach, with 25 fathoms water over it, and then ended as abruptly as the former, a short distance beyond which no bottom could be found with 200 fathoms of line. The sea rolls in successive breakers over these ledges of coral, and renders landing upon them extremely difficult.

"Insignificant as this island is in height compared with others, it is extremely difficult to gain the summit, in consequence of the thickly interlacing shrubs which grow on it, and form so dense a covering that it is impossible to see the cavities beneath. There is no plant producing fruit on it but the pandanus, which is the largest tree. And from the narrative of the wreck of the Essex whaler, it possesses no spring; the two men left on it finding sufficient for their daily consumption in a small pool, which collected the drainings from the upper part of the island." — Beechey.

PITCAIRN ISLAND.—We have included this well-known island in the present chapter, though its character is essentially different from that of the rest which we have to describe, but its situation places it among the list of Low Islands.

It was discovered and named by Carteret in 1767, but he gives an erroneous idea of its dimensions. It has been by many supposed to be identical with the Encarnacion of Quiros, 1606.

*Encarnacion and San Juan Bautista are two islands placed in these parallels by Quiros in 1606; but they have never been seen in the positions he assigned them.

Encarnacion was described as nearly level with the water, 12 leagues in circumference, and about 1,000 leagues from the coast of New Spain (South America), hence in about lat. 24° 46' S., long. 136° 40' W. San Juan Bautista was also described as low, 10 to 12 leagues in circumference, in lat. 24° S., long. 139° 10' W.—W. by N. from Encarnacion.

If we disregard the fact of their having been described as nearly level with the water, they might be Ducie and Henderson Islands, or Henderson and Oeno Islands; regarding
Pitcairn Island derived its interest, and that in no ordinary degree, from the mutiny of the *Bounty*. After the mutineers had set Captain Bligh and the rest of the crew adrift, April 26, 1789, they bore away in the *Bounty* for Otaheite, but they reached Tubuai, and this was the only intelligence gained of them, for they were obliged to leave on account of warfare with the natives; they then went to Otaheite, where Christian, after some had landed, cut the cable and put to sea, and was not heard of for many years.

Captain Mayhew Folger touched on Pitcairn Island, February, 1808, to procure seals, from the account given of it in Carteret's voyage, supposing it to be uninhabited, and for the first time discovered the crew of the *Bounty*; as a test of this, he procured a timepiece and an azimuth compass which had belonged to the *Bounty*. The latter was sent to the Admiralty from Nantucket, March 1, 1813. And nearly about the same time Vice-Admiral Dixon sent intelligence of their existence to Europe, H.M.S. *Briton* having touched there September 17, 1814.

An interesting account of this first visit of Captain Sir Thomas Staines, in the *Briton*, is given by Lieutenant Shillibeer, and naturally attracted a very great deal of interest in Europe. The happiness, simplicity, and excellence of this little isolated community was almost unequalled. It has since been frequently visited and described, and these notices will be found scattered through almost every work on the Pacific. It has been found that the *Bounty*’s crew were not the first inhabitants, either permanent or incidental, for several morais, or burial places, have been discovered, the skeletons having a pearl shell (not found here) under the head. Stone hatchets, and other warlike implements, are also among the remnants. Lady Belcher has given the latest account of the *Bounty*’s crew, supplying in her book many particulars not previously known. Capt. Bligh is buried in the churchyard of Lambeth, opposite the Houses of Parliament, in London.

The following information is chiefly by Lieut. J. Wood, of H.M.S. *Pandora*, who was here in 1849:

The soil is very rich but porous, a great proportion decomposed lava, the other a rich black earth with clayey ground; climate temperate, thermometer 59° to 89° in the shade. Spring commences in August, which is the harvest, when they dig their yams and potatoes, which are their principal food. They have two crops of potatoes per year, which are planted in February and July, and dug in June and November.

*Winds.*—No regular trade winds. In the summer months the wind prevails mostly from E.S.E. to North. Northerly winds are generally light, often accompanied with rain or fog. When the wind is North it invariably

them as described, low, they could be, from their lay, Morane and Ahunui, or Tematangi and Nukutipipi, greatly misplaced, as might well be the case when stated to be a given number of leagues from the American coast.
LOW ARCHIPELAGO.

557

goes round to the westward, from which quarter and S.E. are the strongest gales; when it is S.W. it is generally clear weather with moderate breezes. During the winter season the prevailing winds are from S.W. to E.S.E.

The animals are sheep, hogs, goats, and poultry. Vegetables: yams, sweet and Irish potatoes, the api root and taro in small quantities. Fruits: plantains, pines, melons, oranges, bread-fruit, sugar-cane, limes, and the vi or Brasilia plum. Grain: maize.

Food: chiefly yams and potatoes. Animal food two or three times a week. Fish is getting scarce. Bedclothes are generally manufactured by the females from the ante or paper mulberry. Wearing apparel obtained from whale-ships in exchange for vegetables, &c. Often in want of cotton cloth, blankets, and woollen articles; soap scarce. About 8 ships call annually on their way from San Francisco to Newcastle, New South Wales, or England.

The community had been gradually getting too numerous for the capabilities of the island to support them, and therefore it became manifest to those who were interested in them that some important measure should be adopted for their relief. This came in the offer of Norfolk Island as a gift, which, after much deliberation, was accepted, and here they could maintain their isolation and simplicity, with abundance of means for support and luxury. They were therefore entirely removed with all the relics of the Bounty by the Morays, on May 3rd, 1856, consisting of 90 males and 102 females. Of this number, however, 40 soon returned to their old quarters on Pitcairn Island. In 1873, at the time of the visit of H.M.S. Cameleon, there were 76 inhabitants living in a simple and primitive way, and dependent on the resources of the island for their support. Epidemic or endemic diseases were unknown.

The island is about 2½ miles long, in an E. by S. and W. by N. direction, and about 1 mile broad. The entire circuit of the island, with one or two exceptions, is perpendicular, and will not allow of any landing. Its appearance is very pleasant, and its height, about 1,000 ft., will allow it to be seen 50 miles off.

There is nothing particular in its appearance on making it; and lying in the midst of the Pacific, it may almost be said to lie in the variables, as the true trade wind does not blow home.

It is thickly clothed to its summits with the most luxuriant verdure, terminating in lofty cliffs, skirted at their bases with thickly branching evergreens, which afford a welcome retreat from the burning rays of an almost vertical sun. The coast is fringed with formidable barriers, which seem to present insurmountable obstacles to landing, except in Bounty Bay, situated on the N.E. side, and even here it is impracticable when it blows strong. On passing round the East end from the southward, St. Paul's Point is shaped by the most grotesquely formed, tall spiral rocks, and the island called Adam's Rock becomes visible. Having passed this rock a cable's length to
the N.W., you are abreast of Bounty Bay, when you must stand on and off, as there is no safe anchorage.*

Bounty Bay is the only place where ships communicated with the shore, and this not by means of their boats, but by the island canoes, which were very light, and carried up to the top of the cliffs. Adamstown, which is a short distance to the West of Bounty Bay, is the only point where the people used to be congregated. There is another landing place at the West end of the island. It is a very good one, with East, N.E., or S.E. winds.

There is very generally a westerly current running past the island, and frequently a strong one; this must be taken into consideration in making the island.

The position of Adamstown, according to the observations of Captain Beechey, is lat. 25° 3' 37", long. 130° 8' 23.

Oeno Island was discovered by Capt. Henderson, in the Hercules, but its name is derived from a whale ship, whose commander thought it a new discovery. It is so low, that it can only be seen at a short distance, and therefore is highly dangerous. The reef completely surrounds the lagoon; near the centre of it is a small island, covered with shrubs; and towards the northern extremity are two sandy islets a few feet above water. The lagoon was in places fordable as far as the wooded island, but in other parts it appeared to be 3 or 4 fathoms deep. The reef is entirely of coral formation, and has deep water all round it. The S.W. part of the reef is the highest, and the lagoon in that part nearly filled up. There are of course no inhabitants. Its North point is in lat. 24° 1' 20", long. 130° 41' W. The American clipper Wildwave, Captain Knowles, was totally wrecked on it in April, 1858. The captain placed it in long. 130° 56', but Capt. Beechey's position is deserving of all consideration.

Timoe, or Crescent Island, was discovered by Captain Wilson, in the missionary voyage of the Duff. It is exactly 3½ miles in length and 1½ miles in width, and of similar formation to Oeno and Ducie Islands. It consists of a strip of coral 100 yards in width, enclosing a lagoon, and generally about 2 ft. above the water. Upon the strip are several small islands, the highest, 6 ft. above the sea, covered with trees nearly 20 ft. high. No entrance; no inhabitants (1861). The South extreme is in lat. 23° 20' 29" S., and long. 134° 35' 8" W.

Portland Reef was discovered by H.M.S. Portland. It is said to be 3 miles in diameter, of coral rocks, with 5 fathoms water over them, lying S. 54° E., 45 miles from Mount Duff of the Manga Reva Islands. It is said

* Anchorage off some parts may be had in 30 to 35 fathoms at a quarter of a mile distant, or even more; but the ground being foul, it would be injudicious to anchor, unless to avoid being drifted on shore in calms, &c.—Capt. Worth, R.N.
LOW ARCHIPELAGO.

559

to be in lat. 23° 39' S. by 134° 21' W. It was searched for unsuccessfully by the Lamothe Piquet, in 1868, and the people at Mangareva know nothing of it, nevertheless it may exist.

Minerva Reef, or Ebrill Island, placed on the charts in 22° 45' S. and 133° 35' W., is said by Captain Marcq Saint Hilaire to lie a few miles North of that position, and consists of a great bank in which are some very low islets that have at times been inhabited by persons fishing for nacre. It is doubtless the same as Bertero Island, reported as lying 35 miles to the northward. A bank has been reported, with 9 or 10 ft. water over it, lying 45 miles East of Manga Reva. Its existence is very doubtful.

The MANGA BEVA, or Gambier Islands, were discovered by Captain Wilson, in the ship Duff, May 25th, 1797, and named by him after Admiral Lord Gambier. The group consists of an encircling coral reef of an irregular triangular figure, enclosing five large and several smaller islands. They are of some importance to the navigator, inasmuch as they afford a supply of water (but water only); the only source, except Pitcairn Island, between Tahiti and Peru or Chile.

The highest point is Mount Duff, nearly in the centre of the group, and 1,248 ft. high. It is at the southern end of the principal island, named Peard Island by Captain Beechey, after his first lieutenant. The other islands were named in succession, Belcher, Wainwright, Elson, Collie, and Marsh, after the other officers.

Peard Island is about 6 miles in length, and Mount Duff rises into two peaks in the form of wedges, very conspicuous at a distance, and may be seen 14 or 15 leagues. All the islands are steep and rugged, particularly Marsh Island, which, at a distance, resembles a ship. The external form of these islands conveys at once an impression of their volcanic origin; and, on examination, they all appear to have been subjected to the action of great heat. There are no appearances of pseudo-craters on any of the islands; but they are clothed for the most part with trees. The surrounding reef is conspicuously contrasted to the islands. It is fast growing up in the lagoon, and on the N.E. side already bears a fertile soil, with trees and habitations. In the opposite direction it dips 30 or 40 ft. beneath the surface, affording an entrance to the lagoon within. The outer side of the wall springs from an unfathomable depth; the inner descends with a slope to 120 or 150 ft. The inhabitants, estimated by Beechey, in 1826, at 1,250 or 1,500 in number, have a fine Asiatic countenance, and are fairer and handsomer than the Sandwich Islanders, but less effeminate than those of Otaheite. In 1871 the population numbered 936. The island is one of the chief Roman Catholic missionary stations in the South Pacific.

As these islands may be visited for watering, we give Captain Beechey's directions for entering the group:

This group consists of eight high islands, surrounded by coral islands and
reefs, enclosing a lagoon, in which there are several secure anchoring places; but the lagoon has many knolls, which render necessary a good look-out from aloft, and even the precaution of keeping a boat ahead. As the islands only afford a supply of water, the anchorage under Mount Duff is the most desirable.

The best channel to enter by lies on the eastern side of the group, to the southward of all the coral islands; and with Mount Duff bearing N. 39° W., true, in one with the South tangent of the easternmost high island. With these marks steer boldly over the reef, upon which there are, in this part, 6 fathoms water, and pass close to the southern extreme of the island, before in one with Mount Duff. Then, keeping a boat ahead, proceed under easy sail for the anchorage, about a quarter of a mile South of Mount Duff, the peaks being about North, true; but do not attempt to go to the northward, as all that part of the lagoon is full of reefs and knolls. In this situation a ship will be abreast of two streams of good water; but there will be some difficulty in procuring it, on account of the ledges of coral which surround this and all the other islands. As the ground is rocky it is advisable to use a chain cable. There are several other anchorages, and water may also be had at the north-eastern island; but this appears to me to be, on the whole, the most convenient. There are also other passages over the reef; and the islands lying to the S.E. may be passed on either side; but those which I have recommended are the best, and most convenient for navigating with the trade wind. The western channel must not be attempted, and all the south-western part of the group should be avoided as dangerous. The best passage to sail out at bears about South, true, from Mount Duff, the eastern bluffs of Peard Island, upon which Mount Duff is situated, in one. This mark will lead over the bar in 6½ fathoms. Though this channel lies to the leeward of the group, there is generally a very heavy swell upon the reef; and it would not be advisable to attempt it in light winds, as there is no anchoring ground outside; and the swell and the currents, which sometimes run strong, might drift a vessel upon a shallow part of the bar, either to the eastward or westward of the channel, upon which the sea breaks heavily in 4 fathoms, and outside which there is no bottom at 80 fathoms, within 40 yards of the breakers.

The plan which I have given of these islands must not be considered complete, as such a survey required more examination than I could bestow; and there are, no doubt, many knolls of coral on the lagoon which we did not discover. A careful look-out from aloft is therefore absolutely necessary.

The channel eastward of Mount Duff leads into a fine roadstead large enough for a vast number of vessels; unfortunately there are in it three small obtunding coral heads which are not in all weathers, readily perceptible, and are certainly in the way of vessels beating out with the wind from S.E. The bottom is of mud mixed with coral, and the water is generally
deeper than ordinary anchorage; the holding is not always good, but that depends upon the slope of the bottom, thus 22 fathoms may succeed 6 fathoms; it is necessary therefore to be cautious. From the reef which forms the port of Rikitea, the depth increases to 25 fathoms, the bottom then rises towards the coral heads; the eastern side of the roadstead is full of small heads connected with banks. Anchorage during easterly winds is good, but only moderate during westerly winds.

The Port of Rikitea is formed by the spaces between the coral banks which extend along the East side of the Island of Manga-reva; it affords good shelter for ships, but the depths are very irregular, as close to 11 fathoms there may be only 1, 1½, or 2 fathoms, so that on the whole, it is not safe for vessels drawing over 15 ft.; still, in a calm, and in a case of necessity, a larger ship might, at slack tide, be hauled in: it must be slack, for at certain times of tide the current is strong and variable, and the width, in places, not over 160 ft., so there is no turning. The village with the flagstaff is on the East side of Manga-reva, and north-eastward of Mount Duff.

During a fortnight's stay of the French ship Le Somme, in 1871, it was found to be high water at new moon between one and two hours after noon; greatest rise 3 ft. When the tide ebbs a strong current enters at the N.W. channel and runs thence through the S.W. and S.E. channels. A current generally sets to the westward in the daytime, and runs strong in the western channel.

The eastern peak of Mount Duff is in latitude 23° 7' 58" S., longitude 184° 55' 21" W.

Morane, or Cadmus Island is a low coral reef, 5 miles long by 2½ miles broad, without an entrance to the lagoon, in which are situated three low islands, inhabited by a few hostile natives. Position of centre, according to the French despatch boat, Mégère, lat. 23° 8', long. 137° 8½' W.

Maria, or Moerenhout Island, discovered by Mr. Thomas Ebrill, of the Amphitrite, in 1832. It was also seen in December, 1835, by M. Denis; lat. 21° 59' S., long. 136° 12' W. It is long, low, wooded in the centre; the northern and southern extremes planted with cocoa-nut trees: no traces of inhabitants to be seen.

We have also an account of the supposed discovery of a low coral island, on March 27th, 1837, by Capt. Wright, of the Medway:—"At 2 h 30 m the middle of the island bore due South, distant 4 miles. The whole island might be about 7 miles in circumference, and containing a large lagoon. At the East end there is a reef, about a mile long, on which the sea broke very high. The western extremity is woody, but without any cocoa-nut trees, as is frequently the case; it is apparently uninhabited. The middle of it is in lat. 22° 4' S., long. (by a good chronometer) 136° 20' W. This South Pacific.
being a new discovery, I have named it Wright's Lagoon Island." The corrected longitude is 136° 16' W.

Marutea, or Lord Hood's Island, was discovered in 1791, by Captain Edwards, in the Pandora. It consists of an assemblage of small islets, rising from a chain of coral, even with, or a little above, the water's edge. "Upon these grew a variety of evergreen trees thickly intertwined, among which the broad leaves and clusters of fruit of the pandanus were conspicuous, and beneath them a matted surface of moss and grass, so luxuriantly and invitingly cool, that we were almost tempted to land at any risk." It is 11½ miles in length and 4½ miles wide, in a North and South direction; it is uninhabited, and, like almost all the coral islands it contains a lagoon (no entrance), and is steep on all its sides. Lat. of the W. point, 21° 30' 50", long. 135° 33' 19" W.

The AMPHITRITE, or ACTAEON ISLANDS (Mature-vavao), were first discovered by Mr. Thomas Ebrill, in the Tahitian merchant vessel, the Amphitrite, in 1833, but were first made known to geographers by Captain Lord Edward Russel, in the ship whose name they bear, January 3rd, 1837. The following is the Acteon's account of them:—"While standing to the N E. we discovered land, and, at three p.m., being within 3 miles of the western island, bearing N.N.W., we made out three very low wooded islands, with a heavy surf on the beach, and no appearance of any anchorage: the north-westernmost island appeared to be a lagoon island, with a reef extending about three-quarters of a mile from its N.W. and N.E. extremes.

More recent investigations prove that, instead of three, there are four islands belonging to the group, and hence some confusion has arisen respecting the names of each island. The probability is that Estancelin Island was never seen by H.M.S. Acteon, and therefore we name the three north-westernmost as named in the sketch of Mr. Biddlecombe, master of H.M.S. Acteon. In this the centre island is shown as the largest, which could not possibly have been so drawn had Matuerei Vavao been seen, which so far exceeds any of the others in size.

From the latest authorities we gather the following particulars of the islands:—Maturei Vavao, the south-easternmost and largest is about 6 miles long in a N.W. and S.E. direction. It is the same island as Estancelin, laid down more to the westward on some French charts. It is uninhabited and wooded, except on its West side. There is no entrance into the lagoon. N.W. extremity 21° 27' S., 136° 28' W.; S.E. extremity 21° 31' S., 136° 25' W.

Tenarunga, or Melbourne Island, about 7 miles north-westward of Maturei Vavao, has about 20 inhabitants, and is wooded. It is misnamed Minto in some charts. Position, 21° 22' S., 136° 34' W.
LOW ARCHIPELAGO.

Vehanga, or Minto Island, 5 miles to the north-westward of Tena-runga, is uninhabited; in 21° 20' S., 136° 39' W.

Tena-raro or Bedford Island has about 20 inhabitants, and is wooded. It lies 4 or 5 miles north-westward of Vehanga, in 21° 18' S., 136° 42' W. The last three islands are stated by Lieut. Parchappe to be each about 2 miles in diameter.

The current of these islands, with a light westerly wind, sets E.N.E. 7 miles in twenty-four hours; but it varied with the wind, and usually set to the westward.

Tureia, or Carysfort Island, or Tureie, was discovered by Capt. Edwards, in the Pandora, in 1791. It is of coral, and the strip of land is so low, that the sea in several places washes into the lagoon. The weather side and points of the island, as in others, are most wooded; but the vegetation on the whole is scanty. A few people; no entrance. Lat. of the East extreme 20° 44' 53" S., long. 138° 22 30" W.

Ahunui, or Cockburn Island, was discovered by Captain Beechey, Feb. 2nd, 1826, in a search for Osmaburgh Island of Captain Carteret. It is a small coral island, 3½ miles in length by 3 miles in width. Its form is nearly an oblong, with the southern side much curved. The lagoon in the centre was deep; its boundary very low and narrow, and in places it overflowed. No cocoa-nuttrees. It is uninhabited (1861). Hillock at N.E. end. Lat. 22° 12' S., long. 138° 42' W.

Mururea, or Osmaburgh Island, was discovered by Capt. Carteret in 1767, who describes it as being small, flat, and so far awash, as scarcely to merit the name of an island.* The progress of this coralline formation is interesting in the history of these low islands. In 1792, the Matilda, a whaler, was wrecked in the night-time on a reef of coral rocks, in lat. 22° S., and long. 138° 34' W. In February, 1826, Capt. Beechey, exploring the vicinity, determined the identity of these same spots, by finding on the back part of the reef unequivocal signs of a shipwreck; two anchors, a canon, metal boiler, and a leaden pump, dated 1790. That these were the remains of the unfortunate vessel in question there can be but little doubt, though they now lay beyond the reach of the waves, and the island on which they were found extends 14 miles in length, and has one of its sides covered nearly the whole of the way with high trees, which from the spot where the vessel was wrecked, are very conspicuous, and could not fail to be seen by persons in the situation of her crew.

* It is probably the two low islands thought to have been discovered by the brig Dagget, as announced in the "San Francisco Herald." Another island, 21° 39' S., 138° 32' W., is announced in the "China Mail," and is most probably the same, but as this part of the Low Archipelago has not been thoroughly surveyed, there may be some discrepancies.
This island differs from other coral formations in having a greater disproportion in the growth of its sides. The one to windward is covered with trees, as before mentioned, while that to leeward is nearly all under water. The dry part of the chain enclosing the lagoon is about a sixth of a mile in width, but varies considerably in its dimensions; the broad parts are furnished with low mounds of sand, which have been raised by the action of the waves, but are now out of their reach, and mostly covered with vegetation. The lagoon, which is generally 20 fathoms deep, is dotted with knolls or columns of coral, which rise to all intermediate heights between the bottom and the surface, and are dangerous to boats sailing in the lagoon with a fresh breeze, particularly in cloudy weather, as they are then difficult to distinguish.

The lagoon was entered by an opening to the eastward. The channel was sufficiently wide and deep for a vessel of the class of H.M.s. Blossom, but is now closed (1861). It has now about 100 inhabitants who are hostile.

The island, which differs very considerably from the position given by Capt. Carteret, is in lat. 21° 50' 32'', long. 138° 44' 28'' W., E. extreme; but the reef was unsuccessfully sought for many miles in the passage in both directions. The Matilda Reef and Osnaburgh Island may therefore be considered as identical.

Bligh Island (Tomatangi, according to Cassini, 1861, or Horsehoea), was discovered by Captain Bligh in 1792, named by him Lagoon Island. The natives seen by Captain Beechey are darker than the Lagoon Islanders of Cook, and were all provided with stones, clubs, and spears. A portion of these hostile natives were removed to Tahiti in 1858. They were strongly suspected of having eaten the shipwrecked crew of the Sarah Anne. It is about 7 miles in diameter, and its North end is in lat. 21° 37' 45'' S., long. 140° 40' 15'' W.

The DUKE OF GLOUCESTER ISLES is a small group about which there is some confusion of names, especially in the native names, M. Cassini, in 1861, giving a different nomenclature to that previously applied. There are also more islands. The name was given by Carteret in 1767.*

Nukutipipi, or Margaret Island, is from the observations of the Margaret, in 1803. Its true position was also ascertained by the United States' Expedition. M. Mauruc says that there is no entrance to the lagoon, and but little or no mother-of-pearl. There are some cocoa-nut trees, but no people. From the American examination it proved to be a small, round lagoon

* Among the islands, whose existence is now disproved in the positions assigned, is that extensive group called St. Elmo by Quiros, in 1606, which, according to Burney's account, is in lat. 21° 20' S., long. 143° 50' W.; it is low, surrounded with coral reefs, and having a circumference of 30 Spanish leagues.
island, 2 miles in circumference, high, and well wooded on the North side, with a flat, submerged reef on the S.E. and East sides. Its S.W. point is in lat. 20° 42' 15" S., long. 143° 6' W.

Anu-anuruga or Coronados, or Four Crowns, discovered by Quiros in 1606. It has now five clumps of trees. It had no opening to its lagoon, not could a landing be effected. No traces of inhabitants were seen on either side of the last two islands. Lat. 20° 38', long. 143° 19'.

Anu-anurararo, or San Miguel Arcangel Island, is one of the earliest discoveries in the Pacific, having been named by Quiros in 1606. Its true situation and character were not, however, ascertained until the visit of the United State's Exploring Expedition in 1841.

On the 10th of January, Lieutenant Ringgold made what they supposed to be the Island of Arcangel, but very much out of place:—"It is a small lagoon island, of oblong shape, lying N.W. and S.E., wooded on the N.E. and East, with a stunted growth of trees. No cocoa-nut trees were seen, and the eastern portion of the trees appeared as if burnt. A reef extends off the N.W. and S.W. sides, with a heavy surf, and there is a submerged reef on the South and West sides. No opening exists, and a landing cannot be effected without imminent danger to the boats. Its centre is in lat. 20° 25', and long. 143° 41'. The supposed situation of Arcangel was then searched for, but no signs of land found. Turnbull Island was also looked for in vain."

Hereseretue, or San Pablo, was also discovered by Quiros, in 1606, and was examined by Lieut. Com. Ringgold, in the American exploring vessel Porpoise. M. Mauruc says it is very low, but the former that it is higher than those to the S.E. of it. It encloses a lagoon, 3 miles in diameter, but has no pearl-shells. It has several cocoa-nut groves. No opening was seen into its lagoon. The inhabitants were the dark-skinned race who resisted the landing of the Americans. North end, lat. 19° 52', long. 145° 0' W.

Vana-Vana, or Barrow Island, was discovered by Capt. Beechey, on Jan. 31st, 1826.* It is a small coral island, only 1 1/2 miles in length North and South, and 1 3-10th miles in width. It consists of a narrow strip of land, not more than 200 yards wide in any part, with a lagoon in its centre, probably of no great depth, with no entrance to it. Upon the shores of the lagoon the pandanus, cocoa-nut, and evergreens common to these formations constitute a thick wood, affording a cool retreat from the scorching rays of a vertical sun, and the still greater annoyance arising from the reflection of the bright white sand. Under these trees Capt. Beechey found three large pits, containing several tons of fresh water, and not far from them some low

* Faith Island is marked by Lieut. Raper as lying between Osnaburgh and Barrow Islands in lat. 21° 10', long. 138° 52' W.
huts, apparently long deserted, but containing some evidences of former visitors. These were subsequently found to be a party of natives from Chain Island, who had been drifted here, and were afterwards found by Capt. Beechey at Byam Martin Island. Capt. Beechey's party collected a tolerable supply of hard wood on Barrow Island, very well adapted for fuel. No natives on it, but some of their canoes were found on the lagoon. There were, in 1861, a few hostile people. The North end is in lat. 20° 45' 7" S., long. 139° 3' 9" W.

**Whit-Sunday Island (or Vaihitai)** was discovered by Capt. Wallis in 1767, but is 40' to the West of his position of it. Capt. Beechey says it is only 1½ mile in length instead of 4 miles, as stated by Capt. Wallis. It is steep all round, of coral formation, and containing a lagoon. The general height of the soil is 6 ft. above the level of the sea, of which 2 ft. are coral rock; from the trees to the surf there is a space of hard rock nearly 150 yards in length, covered with about a foot of water, beyond which it descends rapidly, and at 500 yards distance no bottom was found with 1,500 ft. of line. On the inner side, from the trees to the lake, is a gentle declivity of muddy sand, filled with shells. The trees, which formed a tolerably thick wood round the lagoon, consist principally of pandanus and cocoa-nut. Capt. Beechey places a large tree near the N.W. extreme, in lat. 19° 23' 40" S., long. 138° 32' 28" W.

**Queen Charlotte's Island, or Reao**, was discovered by Wallis in 1767. Capt. Beechey says that it is of coral formation, so grown up that we could not see any lagoon in its centre, as we had done in all the others to the eastward. Several huts and sheds, similar to those on Whit-Sunday Island, occur in a bay on its northern shore, but there were no inhabitants. There were a few friendly natives on it in 1861. Lat. of East extreme, 19° 17' 40", long. 138° 42' 28" W.

**Clermont-Tonnere Island, or Natupe**, was first seen by Capt. Duperrey, of the French marine, in *La Coquille*, on April 22nd, 1822. There is every probability, notwithstanding Admiral Krusenstern's opinion otherwise (vol. i. page 287), that it is the same placed in a different position by the English vessel, the *Minerva*, on June 27th, in the same year, and named after the ship.

Clermont-Tonnere, named after the French Minister of Marine, bears a very close resemblance to Hood's Island, but is inhabited by a few hostile natives, and clothed with cocoa-nut trees. The island is 10 or 11 miles long, W.N.W. and E.S.E., and very narrow, particularly at the extremities, and when seen at a distance does not appear to be half a mile wide. It is of the same formation as Hood's Island, but more perfect. With the exception of a few breaks on the southern shore, by which the sea, when high, may at times communicate with the lagoon, it is altogether above water. At the extremities and angles the soil is more elevated than in other parts, as if the
influence of the sea had been more felt upon them, and heaped up the coral higher. They are also better provided with shrubs, and particularly cocoa-nut trees, the soil resting upon the debris being probably deeper. The lagoon has several small islets in it, and the shores all round are steep, and abound with fish, but Capt. Beechey did not see any sharks. East end of island is in lat. 18° 33' 42" S., long. 136° 20' W.

**Pukaruha, or Serle Island,** was discovered in the missionary voyage of the *Duff,* by Capt. Wilson, 28th May, 1797, who named it after the author of the "Horse Solitarie."

The island is 7½ miles in length in a N.W. direction, and 2½ miles in width in its broadest part. It is of coral formation. Its windward side is the most perfect; the southern side of the chain, however, differs in being wider, and having a barren flat, full an eighth of a mile wide, outside the trees. On this account it is necessary for a ship to be cautious in approaching it during the night, as it is so low that the breakers would be the first warning of their situation. The lagoon is very narrow, and apparently shallow, with several islands in the middle. There is not the smallest opening into it even for a canoe. Besides clumps of trees at the extremities of the island, which at a distance have the appearance of banyan trees, there are several clusters of palms; a distinction recommended by Capt. Beechey to the attention of commanders of vessels, as, besides assisting them in identifying the islands, it will enable them to estimate their distance from them with tolerable precision. There are but few inhabitants on it, and they are hostile. Its S.E. extreme is in lat. 18° 22' 30", long. 136° 58' 30".—

*(Beechey.)*

**Pukarunga, or Egmont Island,** was discovered by Wallis, 1767. It is of coral, and the reef is so low toward the centre, that in high tides there can be communication with the extremities. The island is steep, like all the other coral islands, and well wooded with cocoa-nut and pandanus trees, and has one of the large clumps at its N.W. extremity. Capt. Beechey found that no boat could land on the windward island, nor on any other part of the island; to leeward the S.W. swell rolled even more heavily upon the shore than that occasioned by the trade wind on the opposite side. About thirty inhabitants (friendly) in 1861. North extreme, lat. 19° 22' 59", long. 139° 12' 3".

**Pukararo, or Tres Cocotiers, or Three Cocoa-Nut Trees Island,** is first described by M. Armand Mauruc. He saw it from near Egmont Island, and places it in lat. 19° 19' S., and long. 139° 29'. It is very low and very small. If it is not always inhabited, it is so occasionally. In 1869, Capt. Maroq Saint Hilaire, of the French ship *Lamothe-Piquet,* navigating in this vicinity, and having recently left Queen Charlotte Island, came upon *Puka-runga:* he could not find *Puka-raro* in the position assigned it by Capt. Mauruc, and says "the latter is probably on the same reef as the former; *Puka* is the
name of a tree which is abundant on the eastern island, and there are some also on the western island: runga signifies windward, and rare, leeward; the traders call the reef Vairaatea, the eastern island on it Puka-runga, and the western island Puka-raro”.

Pinaki, or Byam Martin Island, was discovered by Capt. Beechey, February, 1836, and named after the comptroller of the navy. The island is nearly of an oval form, of 3½ miles diameter. It is of coral formation, and has a lagoon and productions very similar to the other islands recently described. Capt. Beechey procured a large supply of firewood, to which use it is well adapted, as it burns a long time, gives great heat, is as hard as lignum vitae, and equally good for tools. No entrance; uninhabited. Its North end is in lat. 19° 40' 22", long. 140° 24' 28" W.

Manuhangi, or Cumberland Island, was discovered by Wallis in 1767, who describes it to be 6 miles long and 1½ mile broad. Its North end is in lat. 19° 9', long. 141° 11' W. No inhabitants; no entrance. Wooded, except to the S.W.

Paraoa, or Gloucester Island, was discovered by Capt. Wallis in 1767. “Its appearance has been accurately described by its discoverer, but its present form and extent differ materially. At the S.E. angle of the island we noticed a morai built of stones, but there were no inhabitants upon the shore.”—(Beechey.) Lat. 19° 8', long. 140° 37'.

Akiaki, or Lanciers or Thrum Cap Island, discovered by Bougainville in 1768, and seen by Cook in 1769, is of coral, three-quarters of a mile in length, well wooded, and steep all round. Some slabs placed erect, and a hut, showed it had once been inhabited. M. Bougainville gave the name Des Lanciers to it prior to Cook's visit in 1769, in consequence of the people on it being armed with long spears. There were a few hostile natives on it in 1861. The captain of the Lamothe Piquet reports that the French flag has been hoisted on its North side. The island is well wooded, except on the eastern side. There are no cocoa-nuts. Lat. 18° 30' 8", long. 139° 11' 30" W.

Nukutavake, or Four Facardins or Lagoon Island, was discovered by Bougainville in 1768, and Capt. Cook in his first voyage in 1769.

It is 3 miles in length in a W. by S. direction, and 1½ mile in width. Its general figure has been accurately described by Cook; the southern side is still the low reef of breakers which he saw, and the three shallow openings on the North shore have disappeared. Capt. Beechey speaks highly of the natives for integrity and good nature. He purchased a quantity of cocoa-nuts. It is still inhabited. The North extreme is in lat. 18° 42' 26"; the East extreme in long. 138° 43' 12'.

Tatakotoreu, or Narcissus, or Clerke Island, was discovered by Bonecheo in 1774. It is described to be 4 miles in length and 1 mile broad; it is very low, and encloses a lagoon; no entrance. The northern part is wooded;
Cocoa-nut trees are abundant; the southern part is only formed by a reef. M. Manruc says that the inhabitants endeavoured to cut off (in 1839) the boats of a ship sent to communicate with them. Spot on North side, about 1 mile westward of N.E. extremity, lat. 17° 22' 30" S., long. 138° 17' 30" W.*

**Amanu, or Moller Island,** was discovered by Capt. Bellinghausen, in 1829. According to him it trends N.E. by E. and S.W. by W., 17 miles in length, and is 7 miles broad. Inhabitants friendly; pearl oyster abundant. Its N.E. point is in lat. 17° 43', long. 140° 37' W.

**Hao, or Harpe, or Bow Island (Heyou, Beechey or Ocheou, Belcher, or Esoo),** was discovered by Bougainville in 1768, and was visited in the following year by Capt. Cook, who gave it its second name from the appearance of its shape, although the survey of it gives it a very irregular figure. For several reasons it is an interesting island. It was minutely surveyed and examined by Capt. Beechey, in the **Blossom,** in 1826, and was selected for the experiments on the nature of coral structures by Sir Edward Belcher.

By Capt. Beechey’s trigonometrical survey, Bow Island is 30 miles long by an average of 5 miles broad. It is similar to other coral islands, confining within a narrow band of coral a spacious lagoon, and having its windward side higher and more wooded than the other; which, indeed, with the exception of a few clusters of trees and heaps of sand, is little better than a reef. The sea in many places washes into the lagoon, but there is no passage for a boat except that by which the ship entered to the N.W., which is sometimes dangerous to boats in consequence of the overfalls from the lagoon, especially a little after the time of high water. It may be known by two straggling cocoa-nut trees near it on the western side, and a clump of trees on the other.

The strip of low land enclosing the lagoon is nearly 70 miles in extent, and the part that is dry is about a quarter of a mile in extent. The inhabitants are friendly; abundance of pearl oysters.

Captain Sir E. Belcher’s later observations subjoined will be useful to the navigator in visiting this island.

“At the period of the **Blossom’s** visit the wind and current on his entrance as well as exit favoured him, but no sound conclusion or direction for navigators could be deduced therefrom. A fair wind out would be foul weather

* * * * *

**Tatakotopoto, or Anonymous Island,** according to M. Manruc, from native information, lies in about lat. 17° S., long. 138° 16' W. It is said to be low and inhabited by a hostile race. It is wooded, except in the East. In 1871, Capt. Prouhet, of the D’Entrécostaux made Tatakotoren Island, and on a beautiful clear day steered for the assigned position of Tatakotopoto, and saw no signs of an island. Its existence is therefore disproved.
wind inside. In both cases, on reference to the Blossom and Sulphur, the winds at entrance and exit ranged from East to E.N.E., or leading winds.

"We found the time of exit or entry depended also on the time of high or slack water, and that it was necessary to watch this at the entrance, as the velocity of the ebb, when much water had been forced into the lagoon, prevented the ship from steering. It is at all times a difficult place to enter with a vessel drawing over 15 ft. It cannot be entered against the ebb without a breeze which would command 6 knots at least, as the current, which has 1 foot fall, runs above 4 knots.

Approaching from seaward the state of the current can generally be pretty fairly estimated by the 'tail race,' which sweeps to sea about three-quarters of a mile. The instant this slackens or ceases the entrance may be approached. The starboard side close to the breaker is the boldest, but a rock near the inner point, having only 9 ft. on it, must be avoided. The two cocoa-nut trees over the western point, clear of the bushes, notes it, as well as one on the opposite side. These two rocks form the gateway of the channel, and as all the rocks are plainly visible, they are easily avoided."

It has been stated that the tides in the Pacific did not follow the usual laws; but the experiments carried on carefully by Sir E. Belcher, disprove this. The tides on the outer reef conform to these laws, and the time of high water at full and change may be assumed at 2h 40m; rise, 2 feet 9 inches.

The experiments of Capt. Sir E. Belcher in boring the coral on the inner side of the island were conducted with considerable difficulty, and proved, after 35 days' hard labour, and piercing to the depth of 45 ft., when the auger broke, that nothing but sand is found below 20 ft. The site of his labours is marked by seventeen cocoa-nut trees, 15 ft. apart, planted nearly on the same line; on the nearest of which is a copper plate stating its locality.

The water obtained at Bow Island is not wholesome, unless for immediate consumption, perhaps scarcely for this. It is worthy of special attention to other navigators that the water obtained by digging within 4 ft. of the flow of the sea, and allowed to settle, and then rebaled, was preferred by the natives, and approved by Sir E. Belcher.

The position of this island may now be considered as well determined by the observations of Beechey in 1826; of M. Parchappe in 1860; and those more recent ones by the Lamothe Piquet in 1871. The position of a spot on East side of the N.W. entrance of the lagoon is in lat. 18° 4' 30" S., long. 140° 59' 30" W.

Nengo-Nengo, or Prince William-Henry or L'Ostange Island, was discovered by Wallis in 1765, though there is some discrepancy between his latitude and that of L'Ostange Island of Duperrey; but there remains little doubt, on an examination of their calculations, but that they are identical. Du-
perrey says that this island is about 5 miles long in an East and West direction, and its East point is in lat. 18° 46', long. 141° 39'.

The southern island is a bare reef on its S.E. and West sides, with a cocoa-nut grove on the South end. No entrance exists to the lagoon, and no natives. The southern portion of the northern isle is a bare reef with some high clumps of trees on the eastern side.

Two Groups Marukau and Raecheete, or Manaka and Dawhaida), were discovered by Cook in 1773. According to M. Mauruc they are very low, and each enclosing a lagoon. Communication can be made to the first in a canoe by a small passage situated in its S.E. part. Mother-o'-pearl is found in it. They are separated by a channel which narrows very much in its western part, but still room enough for the largest ship to work. The people are very friendly. M. Mauruc says that being embayed under the land one morning, and having doubled several points with great difficulty, they were forced to take this channel, which they got through without any trouble. The pass is in lat. 18° 10' S., long. 142° 7'.

Capt. Beechey places the North extreme in lat. 17° 58' 20", long. 142° 8', and the South extreme in lat. 18° 18' 10, long. 142° 6' 45".

Reitornu, or Bird Island, or Heueru, was discovered by Cook in 1769. It is small and low, and encloses a lagoon. It is resorted to by birds in large flocks for incubation. It is uninhabited, but has pearl shells. Captain Beechey places it in lat. 17° 48', long. 143° 7':*

Tekotota, or Doubtful Island, discovered by Cook in 1770, is a circular reef, 1 mile in diameter, on the West point of which is a conspicuous tuft of trees. Lat. of the West point, 17° 20' 16" S., long. 142° 27'.

Hikuero, or Melville Island, was discovered by Capt. Beechey in 1826. According to M. Mauruc it is well wooded, very low, and enclosing a lagoon; a very small passage by which communication can be made by a small boat; some mother-o'-pearl; no fixed inhabitants. The North end is in lat. 17° 35' 28" S., long. 142° 37' W.

Tauere, or St. Simon, or Resolution Island, was discovered by Bonecheo in 1772, and named by Cook in 1773, after his ship. It consists of two small isles, together about 4 miles in circumference; it has three clumps of cocoa-nut trees upon it, but of its South and West sides the greater portion is a bare reef.

M. Mauruc says it is small, low, and encloses a lagoon. No mother-o'-pearl; but few cocoa-nut trees. There is a passage for a canoe nearly in the W.N.W. part; very few people, but very harmless. Capt. Beechey places it in lat. 17° 22' 20", long. 141° 24'.

* Buyers Group, or Reiotous, stated to exist in lat. 18° 20' S., long. 143° 7', was ineffectually sought for by Lieut. Parchappe, in 1853, and it is therefore expunged.
Rekareka, or Good Hope Island, is wooded, and has a few friendly natives. The entrance to its lagoon is in the N.E., and will admit large boats. The island is 5 miles long N.E. and S.W., and 3 or 4 miles broad. Its South extremity is in 16° 51' S., 141° 40' W.

Humphrey Island? is placed among those of doubtful existence by Admiral Krusenstern. Its position there given is lat. 16° 52', long. 140° 30'.—Merrill Island? We also venture to give this name to an island of doubtful existence, said to have been discovered by the American ship Comboy, whose commander, Capt. Harding T. Merrill, on his voyage from Oahu to Callao, in April, 1832, fell in with it in lat. 16° 38', long. 141° 0' W. Neither of these are mentioned by Capt. Lejeune.

Fakaina, or Predpriatie Island, was discovered by Kotzebue in the vessel (the Enterprise), whose Russian name he gave it, February 26, 1824. "The dazzling whiteness of the coral shore fringed a bright green ground, upon which rose a forest of palms; and we distinguished canoes moving upon a large lake in the centre of the island. Its greatest extent is only 4 miles from E.N.E. to W.S.W. Its centre is in lat. 15° 58' 18" S., and long. 140° 2' 30".

Mauruc says it is low, and encloses a lagoon, where it is probable that mother-o'-pearl may be found, for the natives wore it as ornaments. There are some cocoa-nut trees, but they are not very abundant. M. Mauruc says that in 1838, in endeavouring to effect a relationship with the natives, he nearly had an outbreak.

Henuake, Honden, or Dog Island, was discovered by Le Maire and Schouten, April 10th, 1616. They describe it as clothed with vegetation, and, from what they could judge, the greater part of the island was overflowed at high water. This is certainly not the case now, and therefore it appears to be somewhat raised. It is a coral island with a central lagoon, which can only communicate with the sea at very high tides, by means of two channels on opposite sides of the island. There are no cocoa-nut palms on the island, as was reported by Captain FitzRoy. No traces of inhabitants were perceived, nor is there any fresh water to be found. From the observations of the day, the usual neap tide is 3½ ft., and it would give high water, at full and change of the moon, at 2 p.m. The centre of the island is in lat. 14° 50' S., long. 138° 47' 36" W.

The Disappointment Islands were discovered by Byron in 1765, but his position is nearly 4° to the West of the correct longitude.

The group consists of two islands, the easternmost Napuka (or Wytoohee), the other Totopoto (or Otohoo). The N.W. point of Napuka is in lat. 14° 9' 30" S., long. 141° 17' 50" W. The island is formed of islets, connected by a washed coral reef, of irregular shape, with a lagoon having many knolls in it, of various sizes, some 4 or 5 ft. above the surface. The S.E. portion is the largest and most thickly wooded, and contains the greatest number of in-
habitants. These were estimated to be about 90 in number, and understood the Tahitian language. They were peculiar, and appeared totally distinct from any others met with in the group, having strong wiry beards and mustaches, and a different physiognomy. There were about 60 in 1861, and were hostile. The island has some cocoa-nut, bread-fruit, and pandanus trees; the pisonia, tournefourtia, and the shrubs that are common to the Low Islands also grow on it.

Tetopoto, the other island of the group, lies W.N.W., distant 12½ miles from Wytoohee, from which it is distinctly visible, like a round knoll. This appearance is owing to the trees upon it, for the land is as low as coral islands usually are. The superficial extent of the island is about a square mile; it has no lagoon, and is well covered with trees. The inhabitants computed at about 20, are hostile.

Angatau, or Araktcheef Island (Aatao, Nanatao, Ahangatou, or Maroupo), was discovered by Bellinghausen in 1820. M. Mauruc was informed by the natives that the pearl oyster was to be found in the lagoon, and that they cultivated taro. He was attacked when a mile off by eight canoes, containing about 30 men, who were dispersed by a musket-shot. There are about 120 hostile and miserable natives.

Kotzebue's position is lat. 15° 51' 20" S., long. 140° 50' 50" W.

Takume, or Wolkhonsky Island, was also discovered by Bellinghausen in 1820. It is low, and encloses a lagoon. People very harmless, and few in number. No passage communicating with the lagoon. Mother-of-pearl tolerably abundant. The village is in lat. 15° 44' 20" S., long. 142° 8' 42" W.

RAROIA, or BARCLAY DE TOLLY, is another discovery of Bellinghausen's. It is very lightly wooded on the East side, but the North and West are covered with luxuriant vegetation, and especially at 1 mile to the South of the West pass, and at the S.W. point, where the clumps of cocoa-nuts are very remarkable. The West entrance is fit for large ships, except that it has numerous coral patches, and the tide runs 6 and even 8 knots in it. Capt. Lejeune, in the Cassini, observed that there was a good anchorage to the S.S.W. of the entrance, 1 mile off, near a village among the cocoa-nut trees. Inhabitants friendly. The village contained about 75 inhabitants in 1873, at the time of the visit of the Mesange. A mole was constructed. Cocoa-nut trees were extensively cultivated, but the oyster fishery was stopped. Pigs, fowls, and fish were obtained, and good water from some wells. The village Gnarumaoa is in lat. 16° 1' 25", long. 142° 27' 42"; and the S.W. point is in lat. 16° 13' 37", long. 142° 32' 20" W.

Nikiru, or Nigeri Island, was discovered by Captain Bellinghausen in 1819. It lies N. 3° W. and S. 3° E. 7 miles in length. It is inhabited, and well wooded in the North and at its two extremities. Between the South and S.E. points of the island the reef forms a decided bay. A strong S.W.
current was experienced round the S.E. point by the *Mesange*. Its S.W. point is in lat. 16° 44' 29", long. 142° 53' 39" W.

*Taenga*, *Holt*, or *Yermaloff Island*, was first seen by Captain Turnbull, in the *Margaret*, in 1803. The last name, *Yermaloff*, or *Jermaloff*, was given to it by Bellinghausen in 1820. It is very low, and enclosing a lagoon, with which you may communicate by two passages, one in the N.E., which is the smallest, and the other 1½ mile from the South point on the S.W. coast, where a vessel of 200 tons can easily pass. The N.E. coast is well wooded. In the southern part of the island there are only two patches of cocoa-nut trees, one on each side of the pass. The village is at the southern extremity of the island. In 1873 the *Mesange* visited it, and found about 30 inhabitants; most of the young men were in the neighbouring islands. Very few provisions. The pass is in lat. 16° 19' 53", long. 143° 19' 11".

*Marutea*, or *Furneaux Islands*, were discovered by Cook in 1773. They are very low, and consequently very dangerous, and enclosing a lagoon, which has mother-of-pearl in it. The northern part is wooded; the southern part is but a rocky flat, forming the belt. In the N.E. part there is a passage, through which a boat might pass. No cocoa-nut trees; few inhabitants. Captain Lejeune places its West point in lat. 16° 54' 46", long. 143° 19' 8"; and the N.E. pass 16° 58' 30" S., and 145° 5' 5" W.

*TAHANEA*, or *Tchitchagoff Island*, was discovered by Bellinghausen in 1820. It has been very erroneously represented, being two or three times the length shown on the charts. The North side projects considerably in the middle, and the channel between it and Motutunga is not more than 12 or 14 miles, instead of 34 miles. It is thinly inhabited.

At about 16 miles westward from the N.E. point of the island there are three entrances for large ships into the lagoon. They are at equal distances from each other, and about one-quarter of a mile apart. The island is all covered with wood on the North and N.E. sides, but there are few trees on the S.E. coast. The N.W. point is in lat. 16° 46' 46", long. 144° 58' 6" W. The Pass is in lat. 16° 51', long. 144° 39' 48"; and the S.E. point is in lat. 16° 56' 46", long. 144° 34' 7".

*ANAA*, or *CHAIN ISLAND* (or *Anhar*) was discovered by Cook in 1769, and it was again seen in his second voyage in 1773.

The principal seat of power in the Low Archipelago, or at least for a large portion of it, has been in this island; and its warlike inhabitants have carried their expeditions to all the islands West of Hau or Bow Island, and conquered them all. It is one of the smallest, yet it is the most thickly-peopled island of the group, possessing the best cultivation, and exporting one quarter the value of the exports of the whole group. It was formerly believed to contain 5,000 inhabitants, or one-half the whole population of the archipelago, which large number was accounted for by the conquest of the other islands, and taking their inhabitants as captives. In 1861 the
LOW ARCHIPELAGO.

estimate was 950, and in 1874 Lieut. Mariot estimated it at 1,500. The whole island is one cocoa-nut grove, and estimated to contain, in 1874, 7,000,000 trees. The principal food is fish and cocoa-nuts; the former is caught in large quantities in the lagoon. Cocoa-nut oil is produced, and in 1872 coprath* (dried cocoa-nut) was exported to the amount of 350 tons; in 1873 to 900 tons, and likely to increase in quantity for the following years. Besides these there are plantations of taro. A great change has been brought about in the character of these islanders during the time the Tahitian missionaries have been established at Anaa. Before this period the inhabitants were cannibals. Since the residence of the missionaries they have imbibed better tastes, and the Christian influence has made them more peaceful. This change was first evinced by the treatment of their captives, whom they allowed to return, if they chose, to their own island; but very many of them had married at Anaa, and become permanent residents there, and few have taken advantage of the permission to return.

Since the establishment of the French Protectorate over these islands, a Catholic Mission was established on Anaa, at the village of Tuhoro, on the North part of the island, where there are some stone chapels; but, notwithstanding the zeal of these propagandists, they have not made much progress till recently. At this village, also, are courts of appeal for the archipelago. The inhabitants in 1860 cut a passage through the reef for boats to approach the village, near a small circular islet, which is in lat. 17° 20' S., long. 145° 30' W.

RAEFFSKY ISLANDS.—In 1820 Captain Bellingshausen discovered an island, whose West extreme is in lat. 16° 43', long. 144° 11', which he named as above. But later observations show that there are three islands, though not connected with each other, close enough to form a group. M. Mauruc says that he saw two of the islands, and was assured of the existence of the third, at the end of 1830.

Tepoto, or Elisa Island of Mauruc, is Raeffsky Island of Bellingshausen. It is the southernmost of the three, and is in lat. 16° 42' S., long. 144° 5' W.

Tuanake, Touanagui of Mauruc, is now uninhabited, and has a small passage for boats to the N.W. Lat. 16° 38' 42" S., long. 144° 14' 49" W.

Hiti, the Louise or Ophi of Mauruc, is the southernmost. Like the others, it is small, and was uninhabited when Mauruc saw it in 1831. Centre, 16° 39' S., 144° 13' W.

Haraiki, or St. Quentin or Croker Island, was discovered by Bonecheo in

* In the production of this article great care has to be taken that none other than ripe nuts, or those which have naturally fallen from the tree, are used, and these must not remain above a month or six weeks after the fall before being used. The coprath dried quickly, is very rich in oil, and seldom mildews.
LOW ARCHIPELAGO.

1772, and was surveyed by Beechey in 1826. It is 4 miles long in a N.W. and S.E. direction, and its North point is in lat. 17° 26′ S., long. 143° 26′ W. There is a small boat entrance on the S.W. side. It is uninhabited.

**Mottunaga,** or *Adventure Island,* was discovered by Cook in 1773. It is very low, and enclosing a lagoon; a small passage in the North, fit for a boat; a little mother-o'-pearl; some cocoa-nut trees; occasionally inhabited. The N.W. entrance is in lat. 17° 3′ 15″, long. 144° 24′ 45″ W.

**Makemo,** or *Phillips Island,* was discovered in the *Margaret,* in 1803. It was called *Koutousoff Island* by Bellinghausen in 1820. According to the latter, it lies W.N.W. 1⁄4 W. and E.N.E. 1⁄4 E., 32 miles long. According to M. Mauruc it is very low, and encloses a lagoon. The N.E. coast of the island is well wooded. There are two passages into the lagoon, one on the N.E. part, and the other on the western part of the island; they are each divided into three channels by two patches of coral. In the N.E. passage any one of these may be chosen according to the wind. The anchorage is good, and will be found westward of the reef which bounds the western side of the pass. The French war-vessel *Mesange* anchored in 7 fathoms, sand and coral, a cable S.S.W. of the wharf which lies abreast the village, of about 100 inhabitants. Pigs, fowls, and good water were found. A second village lies 15 miles westward of the last. There is anchorage in the lagoon off its mole. This is the residence of the chief, and contains about 50 inhabitants. The *Mesange,* entering by the N.E. pass, visited and anchored off each of the villages, and then left by the West pass, in which the pilot said there was not depth for a vessel drawing over 16 ft. water. The South part of the island is but a chain of reefs. Of the N.E. pass, the western side of the entrance is in lat. 16° 36′ S., long. 145° 53′ W. High water, full and change, at 3h. The West passage is in lat. 16° 26′, long. 143° 58′ 4″. The East point of the island is in lat. 16° 38′ 31″, long. 143° 20′ 6″ W.

**Katiu,** or *Saken Island,* was discovered by Bellinghausen in 1822. It is very low, and encloses a lagoon; two passages, one in the N.W., fit for ships, the other in the S.W., but smaller, communicates with it. Some mother-o'-pearl, a few yellow pearls; some cocoa-nut trees; no fixed population. West end, lat. 16° 22′ 37″, long. 144° 27′ 46″ W.

**Faaiti,** or *Miloradowitch Island,* was discovered by Bellinghausen in 1819. It is 15 miles in length, in a W.N.W. and E.S.E. direction, and 5½ miles broad. At the West end of the reef is a large opening, where small vessels may moor, but only small boats can enter the lagoon. It is well wooded in this part, and there are some clumps of trees at the North and N.E., but the South end is only a long reef. There are few cocoa-nut trees, but the natives are planting some (1861). Good water is in greater abundance here than in other isles, but it is difficult to procure. Its N.W. extremity is in lat. 16° 42′, long. 145° 22′.

**Fakarava,** or *Wittgenstein Island,* is another discovery of Bellinghausen,
at the same period as the last mentioned. It is still larger, being 32 miles long, N.W. by N. and S.E. by S., by 9½ miles broad.

The island has about 190 inhabitants, and several groves of cocoa-nut trees. The western part is without vegetation. The lagoon is 30 miles long N.N.E. and S.S.W., with very few pearl oysters. It forms an excellent harbour, sheltered from all winds; and the two entrances, one at the N.W., and the other at the S.E. end of the island, will admit large vessels. The N.W. entrance is about 1½ mile wide, and easy of access; the anchorage is in the lagoon under the N.E. point of the island, 2 cables from the shore, in 5 fathoms. Beating in, care must be taken to avoid the coral banks, which are very steep-to, but from their light colour are easily seen. In scant winds vessels should not attempt to enter the lagoon except at slack water, as the tidal streams run strong.

The S.E. entrance is narrower and less easy of access than the N.W. entrance, and there are many more coral heads to be avoided, but the starboard or eastern shore on entering affords anchorage. Vessels can navigate the lagoon from one entrance to the other, by carefully avoiding the coral reefs, some of which are awash; black patches will be seen and must be avoided also, as there is very little water on them.

Near the village, on the East point of the channel, Capt. Lejeune built a boat-landing in 1860.

Raraka was discovered on October 1st, 1831, by Capt. Ireland, of the brig Adhemar. It appeared, when first seen, to be a low island, thickly wooded. On the next day it appeared well covered with trees, not so high as cocoa-nut trees, of which latter, also, there were a few. It was calculated to extend 19 miles in an East and West direction. Like all other islands of the archipelago, it encloses a lagoon.

There has been some misrepresentation on the charts of this island, as it has not been made to extend sufficiently to the South. This may have arisen from the fact that there is a clump of cocoa-nut trees on its S.E. point, on either side of which the reef is bare.

The North and N.E. sides are wooded. In the N.E. part there is a miserable village and a practicable channel for vessels of 100 tons to enter with N.E. winds, and leave with S.E. It is in lat. 16° 6' 33', long. 144° 49' 25".

The result of a day's observations gave the tides, at full and change of the moon, 2 o'clock, and 3 ft. in height. The shore, however, showed that there were at times very high tides. Some fresh water may be obtained here. The spring or pond is on the West side of the entrance. Water is, however, in no great abundance.

Talaro, or Tai-a-ra, subsequently called King's Island, was discovered by Captain FitzRoy in the Beagle, November 13, 1835. It is low, nearly of a

South Pacific.
circular form, about 2 or 3 miles in diameter, and well covered with trees and shrubs, and has a lagoon of some extent, which, however, has no entrance; a few friendly natives. Its West side is in lat. 15° 43' 15" S., long. 144° 38' 45" W.

Aratika, or Carls-Hof Island, was discovered by Roggewein in 1772. It was identified by Kotzebue in his second voyage, and named Carls-Hof—the Court of Charles. It is 8 miles in length and 5 in breadth, and its highest point, at the south-western end, is 12 ft. above low-water mark, and is thickly wooded; it is therefore one of the most elevated of the low coral islands. The lagoon abounds with fish (which is poisonous), and has several small coral knolls in it, though none with vegetation on them. The lagoon has a boat entrance on its West side, and another on the East.

Fresh water is procured from a large pool about 50 ft. in diameter, and of considerable depth; it is about half a mile from the village to the North, and situated within the line of woods. The West point of the island is in lat. 15° 33' 8", long. 145° 39' 46" W.

Kawahi, or Cavahi (or Vincennes Island), is a lagoon island discovered by Captain FitzRoy in the Beagle, November 13th, 1835. He saw a number of islets covered with cocoa-nut trees, surrounding a lagoon, but could not delay to examine the South side.

It is 16 miles long by 10 miles wide, its greatest diameter lying North and South. It is a narrow, annular ridge, consisting of many blocks and slabs of coral, which give a clinky sound when struck. The lagoon is the most beautiful in the archipelago, and its entrance also one of the best, with 15 fathoms water. There is an opening into the lagoon on the S.W. side; on its south-eastern part is a high clump of trees, looking like a knoll at a distance. The rest of the island is covered with a growth of bushes, 10 or 12 ft. high. Off the beach, at the N.E. point, is good anchorage near to a large grove of cocoa-nuts. It is in lat. 15° 48' 15" S., long. 145° 3' 34". To reach it, and to avoid some coral patches lying in the direct route, first steer two miles to N. 38° E. true, and then 5½ miles to N.N.E. The bearing of the anchorage from the entrance is N.N.E. ¾ E. true.

PALLISER ISLANDS are the Schadelyk or Pernicious Islands of Roggewein, 1772. This group is mentioned but slightly by Cook, who named them after his worthy friend, Captain Palliser. Kotzebue made a closer examination of them. "The group consists of a number of small islands, connected by coral reefs, which form a circular chain, and enclose a large area of water. When we had reached the southern point of the East Palliser, we saw ridges stretching 10 miles westward to two small islands, and then, taking a northern direction, united at a considerable distance from the larger ones."

"Cook, from his own account, did not approach near enough to see this ridge, and from a distance mistook the two little woody islands it embraces"
for the most southerly of a distant cluster, which he calls the fourth group of the Palliser Islands. I can maintain that there are only three such groups. The above-mentioned two small islands on the reef lay directly North, and the southern part of the first cluster of the Pallisers was no longer visible. Viewed from this spot, the smaller ones might have been mistaken by us also for part of another group, if we had not previously ascertained that they were connected with the first by means of the reef.

The different members of the group are all separately distinguished, as, indeed, they have no further connexion with each other than their proximity.

Toau, or Elizabeth Island, is about 24 miles in length, and has anchorage according to Capt. FitzRoy's chart, on its West side. There are two large passages on the East side. It is inhabited and wooded. All the fish in the lagoon are poisonous. Its East end is in lat. 15° 58', long. 145° 48'.

Niau, or Greig Island, is about 3½ miles North and South, and 5 miles from East to West. It has no entrance to its lagoon, which is only a large salt pond, not exceeding 12 ft. in depth, but which contains an excellent fish of the flavour of salmon. There is abundance of cocoa-nuts, which the inhabitants continue to plant. Its North point is in lat. 16° 8' 10'' S., and its West point in long. 146° 24' W.

Kaukura, or Aura Island, is about the same extent and character as Elizabeth Island. It has a boat entrance on the W.N.W. About 30 tons of cocoa-nut oil are made annually. Its West point is in lat. 15° 43', long. 146° 50' 36'' W.

Apatiki, or Hagemeister, was discovered by Captain Hagemeister in 1830. It is scarcely above the surface of the water, and lies between the first and fourth group of the Palliser Islands. Admiral Krusenstern is disposed to believe that this was the reef on which the Margaret struck in 1803, and that in the interval it had acquired the character of an island instead of a submarine reef, from the growth of the coral. It is triangular in form, its eastern side 18 miles long true North and South, with two entrances through it. Its northern side, without an opening, runs East and West, 20 miles; and its southern side, E.S.E. and W.N.W., has two openings through it. N.E. extremity 15° 17' S., 146° 18' 30'' W.

Arutua, or Burick Island, of Kotzebue, is 20 miles in extent, N.N.E. and S.S.W. Its population is of Tahitian origin. It has no channel into the lagoon. Its South point is in lat. 15° 28' S., long. 146° 49' W.

Tikei, or Romanzoff Island, was discovered April 20th, 1815, by Otto von Kotzebue, and was named after the munificent author of his voyage. He describes it as a small coral island, 3 miles long, N.N.E. and S.S.W.; its whole circumference being not more than 10 miles. It is particularly distinguished by having no lagoon, like most coral islands. It is in lat. 14° 57' 20'' S., long. 144° 35'.
KING GEORGE ISLANDS.—This name is applied by Cook to two islands which had, however, been previously discovered. It may be the Sondergrond of Le Maire and Schouten, 1616. The N.E. island, Takaroa, or Tiouka, was seen by Roggewein, in 1722. It is 15 miles long E.N.E. and W.S.W.; its North point being in about lat. 14° 23' S., long. 144° 56' W. There is an entrance for large vessels to the S.W.

Takapoto, or Ours, or Taputa, is the S.W. island, and is 12 miles long N.N.E. and S.S.W. It was seen by Byron in 1765, and is called Spiridoff, by Kotzebue. Its South point is in lat. 14° 44' S., long. 145° 20'. Its position was corrected in 1859 by the captain of the Railleur.

They appeared to Captain Hudson, of the American expedition, to be well inhabited, and have entrances to their lagoons on the West side.

Manihi, or Waterlandt Island.—In 1616 Le Maire and Schouten discovered an island 15 leagues to the West of Sondergrond, which latter Admiral Krusenstern considers identical with the King George Islands. In 1767 Captain Wilson, in the ship Duff, also saw an island in the above situation. Captain Duperrey places two islands to the West of the King George group; a second to the S.W. of the former, and the track of Turnbull between the two. In Capt. FitzRoy's chart these two islands are placed in the foregoing positions, so that which is Le Maire's Waterlandt, and the island seen by Wilson, has to be decided. Krusenstern considered that the latter was one of the King George Islands. Captain Duperrey thought the contrary, but without convincing Admiral Krusenstern. The discovery of the second island decided in favour of Duperrey. These two islands were more correctly placed and surveyed by the United States' Exploring Expedition in 1839. Their native names are Manihi and Oahe or Ahii; they lie 8½ miles W. ⅔ N. and E. ⅔ S. asunder, from reef to reef.

Manihi is, in all probability, the Waterlandt of Schouten and Le Maire, and also Wilson's Island of the Duff. There is a large and deep entrance at the S.E. end into the lagoon of Manihi Island, in which the natives informed me vessels had often anchored whilst engaged in pearl fishing, but it must have grown up so as to be only fit for boats (1861). Many cocoa-nut trees were seen on the island, and fresh water is to be procured on the S.W. side. The island at this end is upwards of half a mile wide to the lagoon; the coral reef is here quite broad. Soundings are not to be had with 100 fathoms of line 50 ft. from the edge of it. The East end of the island lies in lat. 14° 23' 22'' S., long. 145° 52' W.

Oahe, or Ahii, or Peacock Island, has only a small boat entrance into its lagoon on the West side. The coral belt is similar to that last described. It was found to be upwards of half a mile in width, and was covered with the same kind of vegetation as the last. The lagoon is quite shallow; a few inhabitants, in 1861. It was named after the Peacock, to show that its position was correctly ascertained by the Exploring Expedition. West point,
LOW ARCHIPELAGO. 581

lat. 14° 33', long. 146° 27'. H.M.S. Topaze passed it on June 19th, 1867, and found this position quite correct. Wilkes says that there were no cocoanut trees, but in 1867 there were a few, though of no great height.

RANGIROA, Vliegen, Dean Island, or Nairaa.—On April 18, 1616, William Cornelison Schouten and Jacques Le Maire, in the Unity, after rounding Cape Horn and touching at Waterlandt, &c., discovered an island, on which they landed, and were assailed by myriads of a sort of black fly, as has been alluded to on page 553, which soon made them quit it, and apply the name of Fly (Vliegen) Island to it. This is the extensive island in question. Commodore Byron, in 1765, described it under the name of Prince of Wales Island, and as 20 leagues in length. In 1803, the ship Margaret reached an island which they called Dean Island, but which there is no difficulty in proving is the same.

The very great extent of this island has led to considerable confusion in the early charts and claims to discovery. Several navigators have coasted around the island, but none have described it very fully. It was found by the United States' Expedition to be 66 miles in length. Its West point is in lat. 15° 5' 15" S., long. 147° 58' 34" W., and its East point by Captains Delamarche and Gizoline (1851), lat. 15° 18' 7", long. 147° 15' 13" W. The positions and the islands are correctly given according to Captain Powell, H.M.S. Topaze, 1867. The natives there acknowledged themselves subjects of Queen Pomare of Tahiti.

The coral reef is even with the water's edge in the southern part, and wooded in the North. The lagoon is 100 miles in circuit. There are abundance of cocoa-nut trees, but little oil is made, and in the lagoon are but few pearl oysters of any size, though small ones are abundant. There are three passages into the lagoon; one in the West, for boats, and two larger ones in the North, Avitoru and Toputa.

The Avatoru Entrance to the lagoon, suitable for the largest vessels, is at the N.W. point of the island, and has in its centre a wooded islet. On the eastern side of this passage is a wharf used by small vessels unable to enter the lagoon on account of the currents, and reach the inner anchorage and harbour, situated at the eastern end of Atimaro Village, which occupies the S.E. entrance point, and contains about 200 inhabitants. Entering, give the N.E. end of the wooded islet a good berth, and also the village point a berth of 80 or 100 yards.

Tiputa or Atifareura, the eastern opening, is narrower, and obstructed by stronger currents than Avatoru entrance, but it is reported practicable for large vessels. There is a bare islet a little westward of the inner part of the passage. The village is situated about half a mile eastward of the entrance, and contains 300 inhabitants, who possess 12 small schooners. A small mole is run out to protect them against the S.E. swell.

Two dangers have been reported in the lagoon, a coral bank 3 miles S.S.E.
of the wooded islet at Avatoru, and a bank of 2½ fathoms S. by E. ½ E. from Tiputa entrance.

Makatea, or Aurora, or Mata Island, was discovered by Roggewein in 1712. Its North end is in lat. 15° 50' S., long. 148° 13' 15" W.

It is a coral island uplifted, exposing its formation distinctly, and as such is very interesting. The perpendicular cliff appears worn into caverns, and its height proved to be 250 ft. The coral shelf was found to be 500 ft. in width, extending on the North side of the island, and gradually diminishing in width until it loses itself at the western end. This island has all the features that one would naturally be led to expect from a low island uplifted. The North, East, and West sides present a perpendicular cliff or wall, but this character does not prevail on the South side, although it has some high knolls. The North ridge is nearly level, and there is a break through it (by which we ascended to its top) very much like the opening of a lagoon. The North side is concave, and there is found within the indentations between its two points an extensive inclined plane, composed of large masses of limestone and vegetable mould, on which the village is situated, in a luxuriant grove of bread-fruit, cocoa-nut, pandanus, and other trees, similar to those already spoken of as seen on the other islands. There were several copious springs, but the natives said there were no running streams on the island. The upper portion of this island is composed of limestone or compact coral rock, and it has unequivocal marks of having been uplifted at different periods; the cliff, at two different heights, appears to have suffered abrasion by the sea.

On the western side of the island there are several small openings in the encircling reef, through which landing is practicable for boats during strong easterly winds. When between two very wooded summits on the western side of the island, the reef will be found steep-to, and can be approached to within 60 yards, thus avoiding the heavy sea and strong current. There is said to be an anchorage northward of the West point of the island.

The inhabitants have derived very great improvement from the missionaries; in times past they had all war, but now all is peace. Abundance of fruit and vegetables can be purchased. The flies, which are in incredible numbers on all the inhabited islands, are a great nuisance.∗

Tikahau, or Ruaenestern Island, was discovered by Kotzebue, April 24th, 1815. It is of the usual description, the island chain extending from N.N.W. to S.S.E., 15 miles in length, and particularly distinguished by having in the middle of the lagoon a small island thickly overgrown with trees. It has no entrance. There are many cocoa-nut trees and taro plantations.

∗ Cecile Island is marked on M. Vincendon-Dumoulin's chart as low, and in lat. 18° 30', long. 148° 20'. Can this be the Vesper of Roggewein?
The people have come from Tahiti. The western entrance of the group is placed in lat. 15° S., long. 148° 21' W.

Matahiva, or Lasareff Island (or Malivi), is the westernmost of the islands of the Low Archipelago, and was discovered by Bellinghausen in 1820. It has a boat entrance in the West. It has some trees on it, among which the cocoa-nut may be seen, but has no vegetation in the West. There are young cocoa-nut plantations. It is inhabited. Its length is 6 miles, and the West point is in lat. 14° 55' S., long. 148° 45' W.

As we observed in the outset, many of the geographical particulars above given of the Low Archipelago are derived from the partial surveys and the observations made by the French officers on the station. The longitudes are dependant on the position of Motu-uta, a small islet in the roadstead of Papeite, Tahiti, being in long. 149° 34' 20·6". The first of these were made on the western groups, by M. Adam Kulczycki, and were discussed by M. Vincendon-Dumoulin. These showed very large errors in the charts. The subsequent observations are mentioned before. The representations, though not complete, are now sufficiently exact for navigation, and all the groups and islands are named, so that they may be traversed with the caution imperatively demanded by their peculiar and dangerous character.
CHAPTER XII.

SOCIETY ISLANDS.

This important group of islands, which in some respects is the principal of the South Pacific, consists, as is well known, of the celebrated Island of Tahiti and several other smaller dependants. There is no spot on the globe which has received a more lively attention that this, from the great experiment of the civilization of man by means of religious influence. The islands themselves are not so important to the rest of the world.

There would appear to be little doubt but that Tahiti was first seen by the expedition under Pedro Fernandez de Quiros, in 1606. This voyage has, as it ought to be, become one of the most famous ever performed; inasmuch as the discoveries made in it have been verified by subsequent observations.

It would appear that Quiros went as pilot mayor in Mendaña's famous expedition across the Pacific, in and subsequent to 1595, and on his return obtained of King Philip III. an order from the Conde de Monterey, viceroy of Peru, to furnish him with two ships for the purpose of extending the former discoveries. Two ships, Quiros commanding the first, and Luis Valdes de Torres, the Almiranta, the second; besides, there was a small vessel called a zabra. They left Callao December 21st, 1605, and after making several discoveries, on February 10th, 1606, the weather being rainy, "they saw a low island, with a point to the S.E., which was covered with palm trees." This island has no name in the account given by Torres or by Torquemada, but in the list of Quiros it is called La Sagittaria. Almost all particulars coincide with that of the large and important island now under consideration. Quiros must therefore have the honour of discovering Tahiti.

Like many other Spanish discoveries, this was unknown or unnoticed by the rest of the world, so that when the ship sent by George III. to make discoveries in the South Seas, the Dolphin, under Captain Wallis, reached Tahiti on June 19th, 1767, it was supposed to be the primary discovery, and it was named King George Island. He made it on the S.E. side, and was
SOCIETY ISLANDS.

soon surrounded with a great multitude of canoes, the natives being very friendly, but thievish, which led to a slight skirmish. Captain Wallis sailed along its eastern side, and anchored off its N.E. shore. On the 23rd he weighed, and discovered Matavai Bay; and, in passing it, struck on the detached coral bank, now called the Dolphin Bank. They, however, got safely off, and anchored in the bay, when Lieutenant Furneaux landed, and took formal possession in the name of George III., by hoisting a flag. This ceremony has been continued since the time when the Pope claimed all countries inhabited by heathens. The flag was soon taken down by the natives, and was made by them into a badge of sovereignty for many years afterwards.

On April 2nd, 1768, M. de Bougainville came hither in the Boudeuse frigate and a store-ship, and quitted on the 14th, naming it Nouvelle Cythère.

The next visit is perhaps the most important, as it made the world much more intimately acquainted with this group than those previously, and besides filled up one of the most important vacancies of science, and of obtaining a more complete knowledge of the figure of the earth. It had been recommended by the learned of Europe that the rare occurrence of the transit of Venus across the sun’s disc should be observed at points the greatest possible distance apart. For this purpose Lieutenant James Cook, who from his great ability had been promoted, was sent in the Endeavour, with an efficient staff of scientific observers, among whom was Mr. (afterwards Sir Joseph) Banks, to Wallis's discovery, arriving at Matavai Bay April 12th, 1769. A small fort was erected near the northernmost point of the island, and the transit observed on June 3rd following; the point thus becoming one of the then best-determined positions in the western hemisphere, and was named Point Venus. Cook surveyed the chief island, and discovered several of the north-western group, to which he gave the appellation of Society Islands.

The occupation of the Falkland Islands in 1765-66, led the Spanish Government to suspect that the English would establish themselves in the South Seas. Accordingly orders were sent to Don Manuel de Amat, viceroy of Lima, to forward an expedition to Tahiti. Don Domingo Bonecheo was accordingly sent, in the Aguila frigate, reaching Tahiti November 10th, 1772. He gave it the name of Amat or Tagiti. His report on returning caused the attempt to colonize; for in September, 1774, Bonecheo was again sent, with two Franciscan missionaries, and other means of establishing a settlement. Between these visits Cook had, in company with Captain Furneaux, in the Resolution and Endeavour, again visited the island, August, 1773, and heard of the Spaniards' visit, though he mistakes the commander. Capt. Bonecheo made a minute examination of the island, but unfortunately died, January 26th, 1775, and was buried at the foot of a cross they had erected on first landing. Cook visited it in his last voyage, in August, 1777, and found the house, cross, &c., of the Spaniards, carefully preserved.
The subsequent events which distinguish Tahiti stand prominent, and are familiar to most. Eleven years passed after Cook's last visit without any intercourse between Europe and Tahiti. Lieut. Bligh, who had also sailed with Cook as master, came hither in command of the *Bounty*, which was commissioned by George III. to transport the bread-fruit tree to the British West India Islands. She arrived at Matavai October 26th, 1788, and her five months' sojourn allowed the crew to form connexions with the native women. This has been assigned as a sole reason for the ensuing catastrophe, but it is more to be attributed to the commander's harshness and severity. The subsequent mutiny and return of the mutineers to Tahiti, June 6th, and a second time September 22nd, 1789, is well known.

The *Pandora* frigate, commanded by Capt. Edwards, was sent in search of the *Bounty* and her mutineers, and arrived here March 23rd, 1791, and took away those who had remained, fourteen in number, three of whom were afterwards executed at Spithead. Vancouver also visited Tahiti in this year. Thus most of the great voyages to which we owe our first knowledge of the Pacific Islands have made this one point.

The foregoing voyages, made by order of George III., excited wonderful attention in England, and one result of them was the formation of a missionary society in London, whose first operation was the outfit of a vessel, the *Duff*, which was to carry missionaries and the Bible into these newly-discovered islands. The *Duff* sailed from the Thames August 10th, 1796, and after visiting the groups to the eastward arrived at Tahiti, Sunday, March 5th, 1797. Perhaps the very success of these missions led to their downfall. The exclusive system introduced, and the, perhaps, harsh and intolerant measures proposed and effected, carried their own retribution. The success of the French mission in the Gambier Islands, and other places, induced the Romish propagandists to send two priests MM. L. J. Laval and F. Caret, to Tahiti, in order to establish their rule of faith in these islands. This was fiercely opposed by those at the head of the existing order of theological opinions, and the consequence was that these two persons with a third, A. Vincent, a carpenter, were forcibly deported from Tahiti. This aggression against French subjects naturally drew down the vengeance of the government; and the frigate *La Venus*, under Admiral Lu Petit Thouars, arrived and demanded 2,000 piasters as the expense of their voyage to France—perhaps a little act for a great nation—and obliged Queen Pomare to sign a treaty which allowed liberty to all French subjects. This was in 1842. The ice once broken, and the French power having been established in the Marquesas, it was not difficult to find a pretext to lay stronger hold on this important island, in some points the key of the Pacific. After various controversies, backed by the presence of a powerful fleet, Capt. Bruat, early in January, 1844, landed a strong force, and hauled down Queen Pomare's standard, and hoisted the French flag, taking possession of the island in the
TAHITI.

name of Louis Philippe, the king of the French. Since which time they have been nominally under the French protectorate. In the abstract French protection, however, is but a name;* their power is absolute, and in a few years there will be no evidence of the years of labour and expense bestowed in rendering this beautiful island and its people civilized in an English sense. But the protectors, with their military system, have proved to be bad colonizers, and have neither developed the few resources of the islands, or greatly changed the character of the natives.

The ports open to foreign commerce at Tahiti and its dependencies, are Papiete and Taonos at Tahiti, and the Port of Papetoai at Moorea or Eimeo; and foreign ships are expressly authorized by a local regulation to proceed from Papiete or Taonos to Papetoai, and vice versa, for the purpose of effecting or completing their landing. But no foreign-going ship may, unless by special permission or a case of necessity, anchor in any of the ports of the islands subject to the French Protectorate, besides those mentioned above; while the coasting trade of those islands is exclusively reserved to vessels carrying the French, or the Protectoral (Tahitian) flag. A local regulation, however, authorizes the issue, at Papiete, of special licence to foreign vessels to enter and load oranges for exportation in other ports of Tahiti and Moorea. But practically the coasting trade is carried on by Tahitian vessels.

No tonnage or light dues are charged at Tahiti, the only obligatory payment is for pilotage, which is charged on vessels both on entering and leaving, whether they take a pilot or not. These charges are for the first 100 tons of a ship's burthen at the rate of 4 francs per 10 tons; for the 300 following, 3½ francs per 10 tons; for the 100 tons following, 3 francs per 10 tons, and all above that at the rate of 1½ franc the 10 tons. These dues are not charged on vessels entering for repairs only, and not engaged in commerce here. A general duty of 10 per cent. is charged on imports.

Cotton planting, for which the islands are well suited, and the manufacture of cocoa-nut oil, are the chief occupations of the Europeans settled on these islands; the export of cotton will probably supplant that of oil, as there is a greater demand for it. Trade is carried on partly in money and partly in Manchester goods. Foreigners experience great difficulty in obtaining land; the natives, being unwilling to sell, lease it for short periods only. Sailing vessels run monthly to San Francisco, calling at the Marquesas Islands.

Of exports, cotton is the most important. In the year 1874 the total

* The French keep their Sunday, which is a day before that usually and formerly kept. The missionaries came round the Cape of Good Hope, and thus lost a day to what it would have been had they rounded Cape Horn.
export of that article from Tahiti was valued at £36,302; coprah, or dried cocoa-nut kernels, exported during the same year, was valued at £20,191; cocoa-nut oil, at £11,190; pearl shells, at £20,530; edible fungus for China, at £7,599; and oranges, at £6,160. The total value of exports for the year reached £110,000; the greater proportion of this was the production of Tahiti itself, but the coprah, oil, and shells, come chiefly from the Low Archipelago, and other surrounding islands. As illustrating the increasing importance of Tahiti, we may state, that the average annual value of exports have increased from £8,442 between the years 1845 and 1849, to £26,000 between the years 1860 and 1864, and to £98,000 between the years 1870 and 1874.

The Leeward Islands, containing a population of 3,000 or 4,000 people, or those independent of the French Government, are Huahine, Raiatea, and Bolabola. Each of these is ruled by a sovereign elected by the people.

The natives have been so very frequently described, that it is needless to say much here. They will not compare with those of the Sandwich Islands, neither will Tahiti itself with the latter for commercial activity or importance; they are indolent and luxurious, easily susceptible of external impressions.

On Raiatea an institution for the education of native missionaries has been established under the management of the London Missionary Society. There are several schools and churches on each of the islands, and all the natives are Protestants.

Climate and Winds.—In the prefatory remarks in the preceding chapter we have cited some observations by Captain FitzRoy, as to the variability of what would be expected to be the regular trade winds in this latitude. The ensuing extract from the narrative of the first voyage made by the great circumnavigator Cook, in 1779, places the matter in clearer light.

"Though this and the neighbouring islands lie within the tropic of capricorn, yet the heat is not troublesome, nor did the winds blow constantly from the East. We had frequently a fresh gale from the S.W. for two or three days, and sometimes, though very seldom, from the N.W. Tupia reported that south-westerly winds prevail in October, November, and December, and we have no doubt of the fact. When the winds are variable, they are always accompanied by a swell from the S.W. or W.S.W.; there is also a swell from the same points when it is calm, and the atmosphere loaded with clouds, which is a sure indication that the winds are variable, or westerly out at sea, for with the settled trade wind the weather is clear."

"The meeting with westerly winds within the general limits of the eastern trade has induced some navigators to suppose that they were near some large tract of land, of which, however, I think they are no indication. It has been found, both by us and the Dolphin, that the trade wind in these parts does not extend farther to the South than 20°, beyond which we generally
found a gale from the westward; and it is reasonable to suppose, that when these winds blow strong, they will drive back the easterly wind, and consequently encroach upon the limits within which they constantly blow, and thus necessarily produce variable winds, as either happens to prevail, and a south-westerly swell. This supposition is the more probable, as it is well known that the trade winds blow but faintly for some distance within their limits, and therefore may be more easily stopped or repelled by a wind in the contrary direction; it is also well known that the limits of the trade winds vary not only at different seasons of the year, but sometimes at the same season in different years.

"There is therefore no reason to suppose that south-westerly winds, within these limits, are caused by the vicinity of large tracts of land, especially as they are always accompanied with a large swell in the same direction in which they blow, and we find a much greater surf beating upon the shores of the S.W. side of the islands that are just situated within the limits of the trade wind than upon any other part of them."

The following is from the more extended observations of the French officers resident there, and who have surveyed the N.W. portions of Tahiti:—

The year may be divided into three seasons, characterized by the prevalent wind. 1. The season of S.E. winds, May to August; 2. Of easterly winds, from September to November, and part of December, which is the finest season of the year; and 3. The bad or rainy season, from the middle of December to March or April.

The S.E. trade winds, on reaching Tahiti, are divided into two branches, by the peninsula of Taiarapu and the mountains, of which that passing to the N.E. blows regularly; but that which continues along the S.W. is impeded by the island of Moorea or Eimeo, and is deflected by it towards Tahiti, reaching it as a S.W., or W., or even as a N.W. wind, according to the force of the trade wind. This fact must be taken into consideration in making the Bay of Papiete.

The extent of the zone of calms, caused by the mountains, also varies in different parts of the day, and with the strength of the breeze.

The tides about these islands are perhaps as inconsiderable as in any part of the world. A South or S. by W. moon makes high water in the Bay of Matavai in Tahiti; but the water very seldom rises perpendicularly above 10 or 12 inches.

A few words may be said as to the names of the islands. The first appellations, La Sagittaria by Quiros, King George Island, by Wallis, Nouvelle Cythère by Bougainville, or Amat of Bonecheo, have all been abandoned for the native name, as is most proper it should be in all cases. Captain Cook was the first to give it its correct appellation, Otaheite, as he spells it. "Thus Otaheite is to be pronounced as to rhyme with the adjective mighty."
Subsequently an important change was found necessary, and in this the consonants were used as in French and German, and the vowels as in Italian. Thus the new form of the word is O Tahiti, or generally without the prefixed article; and as the printed language has in a great degree become the standard, Tahiti, as is there used, has been here preferred, and is well known.

MAITEA, or Osnaburgh Island, is the easternmost of the group. It was discovered by Wallis in the Dolphin, in 1767, and he gave it the second of the above names; though there seems to be but little doubt that it is the same called by Quiros Demana, because it was the tenth discovery made in his voyage. Bougainville saw it in 1768, and called it Le Boudoir, or Pic de la Boudeuse; and Benecheo, previously mentioned, called it San Cristobal. The native name is to be preferred to all these. It is high, round, and not more than 7 miles in its greatest extent. Its North side is remarkably steep. The South side, where the declivity from the hills is more gradual, is, or was, the chief place of residence of the natives; but the North side, from the very summit down to the sea, is so steep, that it can afford no support to the inhabitants. The eastern part is very pleasant, cocoa-nut and other trees abounding. Near the East end are two remarkable rocks, and a reef runs off to the eastward about half a league.

Its greatest elevation is 1,597 ft., and it is in lat. 17° 53', long. 148° 5'.

TAHITI is about 32 miles long from N.W. to S.E., and is an elongated range of high land, which, being interrupted in one part, forms an isthmus about 3 miles in breadth, which connects the two peninsulas. From a low margin of sea-coast the land rises to a very considerable height on both extremities of the island, where some highly fertile plans or valleys intersect the ranges in different parts. The loftiest mountain, which is in the northern peninsula, is Orohena, which, according to the French, is 7,339 ft. high; Pito Hiti is the next, 6,996 ft.; and Vaorai, or Aorai, 6,771 ft. These high mountains are sometimes called the Diadem. From these peaks ridges diverge to all parts of the coast; they are precipitous, and generally narrow, in places a mere edge.

Of late years the lower lands of Tahiti have undergone considerable change by the introduction of the guava shrub, brought from Norfolk Island fifty years since. This has flourished in an extraordinary manner, and has now usurped the soil to a very great extent. For miles the woodlands and bush are composed almost entirely of this shrub, which bears a profusion of large and delicious fruit.

The island is nearly or quite surrounded by an excellent broad road, called the Broom Road, which, overshadowed with trees, affords a delightful means of visiting the different settlements distributed around it. In the code of laws adopted by Pomare, the punishment for getting intoxicated was making so many feet of this road.
TAHITI—POINT VENUS.

Outside the low belt of land at the foot of the mountains, a coral reef encircles the island at the distance of 2 or 3 miles, and within this are several excellent harbours, where the sea is constantly tranquil, but the best and only one used is Matavai Bay, on the North side.

All voyagers unite in praise of the beautiful appearance of Tahiti. It is sufficiently high to be seen at 15 leagues' distance, when, if to the East or West, it appears like two islands, the low connecting isthmus not being seen.

Tahiti consists of two peninsulas, which the natives distinguish by the names of Opourouo (Cook), or Tahiti-Nui (Great Tahiti), and Tiararoa or Tiarapu, or Tahiti-Iti (Little Tahiti), united by the isthmus of Taravau. On the North side of the former is the chief place of the group.

POINT VENUS, the northern point of Tahiti, is the most important geographical site in the Pacific Ocean, as it has been the point most accurately determined, or at least has had more extensive series of observations made on it than elsewhere. Cook's first expedition led to this spot to observe the transit of Venus, in 1769, as previously stated, and here the great navigator and Mr. Green, the astronomer, observed that occurrence. From these observations Mr. Wales deduces its position as long. 149° 26' 15" W. From the observations made during his second voyage, Mr. Bayley deduces it as long. 149° 28' 23" W., nearly identical with what Capt. Beechey made it in 1826.

In the first chronometrical chain of distances carried round the world which was done by Capt. FitzRoy, in H.M.S. Beagle, in measuring eastward it was 149° 26' 14", and westward 149° 34' 30". Thus the entire circumference was made to be 8' 16" in excess, and, taking Tahiti as the point where this correction would be best made, the mean would be 149° 30' 25". But it has been lately shown that Valparaiso, one of the points in the Beagle's chain, is 4' 2" in excess, if that correction is applied to the westerly measurement, it will make it exactly the same as Bayley and Beechey, 149° 28' 21".

The French give the longitude of the new lighthouse as 1' in excess of the last position.

There is a small church and a fort on the point, and the coral reef extends one-third of a mile off the point.

Near the point lies the village of Matavai, inhabited by several white settlers, each in his little cottage, with its blooming garden around it, the entire scene being almost sufficient to captivate a European.

LIGHTHOUSE.—Near its extremity was a lighthouse, which since 1856 showed a fixed (or intermitting?) light, visible 14 miles off. It was in charge of an old French veteran, and near it is still shown the tamarind tree, planted by Captain Cook, close to the spot where he completed his important labours. But on January 1st, 1868, a new lighthouse was first
illuminated. It is a square white tower, 72 ft. high, and from it is shown a fixed white light, elevated 82 ft. above the sea, and visible 15 miles off.

The Arthnise Bank lies E. S. from Venus Point light, distant 9 miles. When coming from the South or S.E., on opening the light, a vessel should not steer to the West of North until the light bears S.W. by W., when she may alter course to West, passing to the northward of all the dangers. By day, a good mark is Eimeo open of Point Venus.

MATAVAI BAY lies to the westward of Point Venus, and was called Port Royal Harbour by its discoverer, Wallis, in 1767, but this has been superseded by its native name. To the West of the point is a coral bank, which is separated from it by a very narrow channel; and it was upon this bank, which has only 13 ft. on it in places, that Wallis's ship struck as he entered the bay, hence it is called the Dolphin Bank. The S.W. limit of the bay is at the Tahara, or West Bluff, surmounted by One Tree Hill, about a mile from Point Venus. There are some detached spots off the West Bluff, and to the northward of the Dolphin Bank, with 18 and 20 feet water on them. One is called the Banana Reef, another the Pooreo Reef, by Captain Beechey.

Papawa Harbour commences about a mile W.S.W. of the West Bluff, and is formed to seaward by the usual line of shore reef, just level with the water. Outside this the water becomes unfathomable immediately. The village of Papawa lines the shore of the harbour, which is about a mile in length, East and West.

TOANOA HARBOUR adjoins it on the West, and its entrance is formed by an opening between the outer reef. Capt. Beechey surveyed it in 1826, and has given directions for it, recited beneath. There would appear to be an increase of depth here since that survey, either from volcanic action or from the wearing away of the coral banks, for Captain Sir Edward Belcher states that in 1840 ships might ride on the spot where the consul's house stood in 1826. At the latter period the channel which leads to Papiete from it was considered impracticable, but in 1836 the French frigate L'Artémise, under Captain Laplace, entered by it, and it has since become the common entrance to Papiete.

The ensuing directions for these harbours on the North side of Tahiti are given by Captain Beechey, in the voyage of the Blossom:

In clear weather the mountains of Otaheite may be seen 90 miles from deck. The ports most frequented are situated on the North side of the island, and may be approached without difficulty when the trade wind is blowing. It, however, sometimes happens in the winter months that the trade wind is interrupted by breezes from the N.W. and West, and at others that calms and unsettled weather prevail. At such times avoid getting into the bay between Otaheite and Tiarraboo, especially on the S.W. side of the
island, as the swell rolls in heavily upon the shore, and there is no anchorage outside the reefs.

Arrived within a few miles of the north-eastern part of Otaheite, several points covered with cocoa-nut trees will be seen stretching from the foot of the hills. One of these is Point Venus, and may be known by the lighthouse and One Tree Hill, which, with the exception of the western extremity of the island, is the last bluff headland upon this part of the coast. (By night the light indicates it.)

Matavai Bay, on the south-western side of Point Venus, may be considered a safe anchorage from April to December; but during the remainder of the year the trade is liable to interruptions from westerly winds, which blow directly into Matavai, and occasion a high sea. The protection to the anchorage is afforded by Point Venus and the Dolphin Shoal, a coral bank, with only 2½ fathoms upon its shallowest part. Between it and Point Venus there is a channel about 50 yards wide, with 17, 15, and 10 fathoms close to the reef; and by anchoring a boat on the edge of the shoal, a vessel may enter with perfect safety, provided the breeze be fair. It is, however, better to pass to the southward of the bank, which may be ascertained by two remarkable cocoa-nut trees on the E.N.E. being seen, to the southward of the European built house on the beach, bearing E. by N., and haul round it towards the anchorage, taking care not to get to leeward, so as to bring the N.E. bluff of One Tree Hill to bear to the southward of S.E., as there are several coral banks in that direction. Anchor in 8½ or 9 fathoms, mud, off old Pomare's house, taking care of the reef that lies off that part of the shore.

To the westward of Matavai there are three good harbours, Papawa, Toanoa (Tau-Noa), and Papiete, of which the latter is the largest and most frequented. The others, however, are the most healthy. The entrances to all are extremely narrow, and a stranger ought to take a pilot on board; but he should bear in mind that some of the persons who act in that capacity, though well acquainted with the channels, understand very little about navigating a vessel.

Toanoa is 4 miles West of Matavai, and may be known by a remarkable rugged mountain, which will be seen through a deep valley when abreast of it. When near, this mountain is very conspicuous, and at night is a good guide to the entrance.

The channel into Toanoa is only 330 yards wide; off the eastern side of the passage there is a rock, upon which the sea sometimes breaks, lying N.W. 60 fathoms from the breakers, and another on the inner side of the opposite reef. Neither of these rocks, however, narrow the channel much, and are only dangerous in the event of the wind breaking the ship off, or in rounding the reefs closely. With a fine wind sail boldly in, keeping mid-South Pacific.
channel, and clewing all up, allow the ship to shoot into a berth, about 2 cables' lengths from the shore, in 13 or 14 fathoms. Here she must await until the wind falls, and then tow into the harbour; or if the wind be off the land, set fore and aft sails, and keep the boats ready with lines in them. There are three channels to the inner harbour, of which the two South ones are only frequented, on account of the currents running strong through that to the northward. Perhaps the centre channel, though scarcely broader than a frigate, had better be used going in, and the South coming out. In the centre channel there are 8 to 12 fathoms water; but in the southern one a shoal extends from the shore, which renders it necessary to keep close to the rock. Anchor in 8½ fathoms, about midway between the outer reef and the shore, opposite some cottages; and moor head and stern by fastening cables to the trees on shore, and carrying out the small bower close to the outer reef. To proceed to sea, it is necessary to warp into the outer anchorage, after the sea breeze has done in the evening, or very early in the morning before it sets in, and push through the channel before the current makes strong. In all these entrances the current sets out in the daytime, sometimes at the rate of 2 or 3 knots, and rather sweeps over the reef to the leeward. There is another entrance to Toanoa from Papiete, but that just described is the most convenient.

PAPIETE, or Papeete.—Two miles to the westward of Toanoa there is a harbour, called by the natives Papiete, capable of containing at least thirty vessels. The entrance is even narrower than that at Toanoa, being only 320 feet in the clear, and has a bar with only 4½ fathoms on it. The current here sets out faster than through the channel to the northward, and in blowing weather the sea breaks quite across. This is also a more intricate and dangerous channel than the other; and the only way for a stranger to ensure safety is to moor a boat in the middle of the channel. There are no good marks for this spot; but as a general remark keep about 40 yards from the western extremity of two rocks which lie 80 yards off the dry part of the eastern reef. These two rocks have only 1½ fathom upon them, and generally break. There is another rock about 60 yards North of the eastern reef, but this lies out of the channel. On the western side of the channel there is a shoal, with only 1½ fathom water upon it, which extends midway between the dry reefs. From this description it is evident that a pilot is necessary for this port, and that the boats should be in readiness to tow or run out kedges as required, whether the pilot advises or not.

By night the entrance is facilitated by two red lights in one, bearing E.S.E., the lower one on the corner of l'Embuscade Battery, the other on the side of a hill 1,520 yards from the first. But these lights cannot be depended on.

After the entrance is passed, steer S. by E., true, until the first rock on the inside, bearing S.E. by S., one-eighth of a mile from the eastern dry reef, is passed; then haul towards the missionary church, and beat up the anchorage
between that shore, which may be approached within half a cable's length, and the reefs which extend from the Motu-uta, or Ile-de-la-Reine, or Low Island, towards the S.W. There is a flagstaff on its South point. These reefs will be seen, and may be approached as close as convenient. Another rock lies S. by W., true, 2,000 ft. from the entrance; but with the trade wind this will be weathered. If it be necessary, the Motu may be passed to the eastward; but the channel is very narrow.

Papete is a very convenient harbour in many respects, but it is subject to calms and much hot weather, in consequence of its being rather to leeward, and the trade wind being obstructed by woods of cocoa-nut trees.

The tides in all these harbours are very irregular. It is generally high water at half an hour after noon every day, and low water at six in the morning, but it only varies about a foot. Respecting the tides, see some preceding remarks on p. 589.

Papete, the seat of government of the Tahitian Islands, stands at the foot of the highest mountains of the island. The ground here is level, but there is not much space between it and the foot of the mountains. It is covered with the richest and most beautiful vegetation. It is a town of modern construction, with some hotels and other buildings, erected with very little order in the midst of orange trees, cocoa-nuts, and guavas, which embellish the shore, that extends in a semicircle around the road. The aspect in general is extremely pleasant and picturesque. The background is filled up with a number of pinnacled mountains, jutting in a great variety of forms.

At the back of Papete is the village of Amelie, a single street of houses or cottages in the European style, built of coral rocks, and so constructed as to be capable of being defended. On the height over the village is the blockhouse, a wooden building, one of six which protect the town.

The patent slip at Papete will take a vessel of 600 tons, the heaving down quay being adapted to careening vessels of a far larger size. Fresh water of good quality can be got free of charge at the watering quay.

Captain Powell, R.N., of H.M.S. Topaze, who came here in June, 1867, says:—The harbour of Papete is commodious and snug, but the passage into it through the coral reef is narrow and intricate, and it is advisable to have a pilot. Excellent water can be obtained from pipes laid to the end of the pier, and fresh provisions, stores, and supplies of various kinds can be procured, but the price is large.

The French encourage commerce and agriculture, which are almost entirely engrossed by the English; and the authorities have conceded considerable privileges to an English company, who have undertaken a large cotton and coffee plantation. The company employs 1,200 people, consisting of Chinese and natives of other islands, and large quantities of cotton have been raised by them and others.

The French appear to be very liberal in their government, and the na-
tives have only to pay a small capitation tax, in default of which they give so many days' work. The protestant religion is not interfered with, and the missionary schools are encouraged; order is preserved, and the only restrictions on the natives are for their own benefit. On comparing the scale of this island with that of others where European influence is not felt, I am of opinion that the presence of the French in Tahiti has been very beneficial.

A vessel coming from the East, and finding that the eastern breeze does not reach Papiete, should bear towards Moorea, and then approach Papiete on a S.E. course. Otherwise this failure of the wind might be dangerous in causing the ship to be drifted on to the reef. If the East or N.E. wind is well established, it may be better to enter by the Tau-Noa channel to the N.E., but it must be under the pilot's direction. In leaving, too, it will be best to pass to the North of Moorea, to get in the true trade, and to avoid the calms and uncertain breezes.

There is another entrance which may be used, that of Taapuna, on the West coast, about 5½ miles around the reef to the S.W. The direction of this pass is East, true, but it is dangerous from the rapidity of the currents and the swell beating on to it.

The Bay of Punaavia is 1¼ mile South of Taapuna, on the S.E. side of which is the Point of Punaavia; on it is a block house, towards which the current always runs. This is occasioned by the drift of the water accumulated in the interior of the reef extending towards Paea.

Mr. Bennett, in his whaling voyage, went round the island:—"On the S.W. side of the island I noticed the numerous caverns which penetrate the base of the precipitous cliffs that form this portion of the coast. One of these caverns which we inspected was situated at the base of a mural cliff, of 200 feet high, and its face clothed with ferns and other elegant verdure. The mouth of the cavern formed a large arch; the bottom was occupied by a sheet of fresh water, produced by infiltration through the rock. I also noticed here a number of springs of fresh water, that rise from the midst of the sea, at greater or less distances from the shore. Their situation is marked by small eddies or whirls on the smooth surface of the sea over the coral reef; and upon some of these the natives have placed bamboos, with apertures in their sides, through which the fresh water flows as from a pump. When fishing on the coast in their canoes, it is not unusual for the natives to dive beneath the surface of the sea, and quench their thirst at these fresh water springs. The cause of their existence is of course simple, although the effect is somewhat extraordinary."

The great morais of Papawa, at the S.W. part of the larger peninsula, described by Sir Joseph Banks at the time of Cook's first voyage, was then nearly perfect. It is an enormous pile of stone work, of a pyramidal form, on a rectangular base, 270 ft. long, and 94 ft. wide; the ten steps by which
TIARRABU, OR TIARRAPU.

It rises are 6 and 5 ft. in height. The labour required to collect this mass of stones and coral blocks must have been enormous. Since Cook's visit it is much dilapidated, and is now about 40 ft. high, and the sides obliterated. It has been taken by conquest, and thus left to decay since the earlier visits of Europeans.

The coral reef is interrupted in front of the small bay which makes up to Papawa, and the surf dashes with some violence against the shore; with this exception the passage may be made within the reef in smooth water. From this part the South coast assumes a more easterly direction to the low isthmus, which was probably alluded to by Quiros, the first discoverer.

The Isthmus which connects the two peninsulas is apparently covered with trees quite across, and on both sides the land seems to be better fitted for cultivation than any other part of Tahiti. On the Tiarrabu side it is covered with fern, and scattered clumps of trees; the land level at top, but broken, or rent as it were, into chasms or deep hollows, and rising with a gradual ascent towards the lofty mountains which form the middle and eastern divisions of Tiarrabu. At the South side of the isthmus a cove, about 60 yards wide, and of sufficient depth to admit a ship, runs close up to the low neck; it would be an excellent place for a ship to moor in if a passage could be found between the large coral patches which lie without it.

TIARRABU, or Tiarrapu, is the name of the lesser Peninsula of Tahiti. It is of much less importance at present than the northern portion. Captain Cook says:—"Perhaps there is scarcely a spot in the universe that affords a more luxuriant prospect than the S.E. part of Otaheite. The hills are high and steep, and in many places craggy; but they are covered to the very summits with trees and shrubs, in such a manner that the spectator can scarcely help thinking that the very rocks possess the property of producing and supporting their verdant clothing. The flat land which bounds those hills toward the sea, and the interjacent valleys also, teem with various productions that grow with the most exuberant vigour, and at once fill the mind of the beholder with the idea that no place upon earth can outdo this in the strength and beauty of vegetation. Nature has been no less liberal in distributing rivulets, which are found in every valley, and, as they approach the sea, often divide into two or three branches, fertilizing the flat lands through which they run. The habitations of the natives are scattered without order upon these flats; and many of them, appearing towards the shore, presented a delightful scene, viewed from our ships; especially as the sea within the reef which bounds the coast is perfectly still, and affords a safe navigation at all times for the inhabitants, who are often seen paddling in their canoes indolently along, in passing from place to place, or in going to fish. On viewing these charming scenes, I have often regretted my inability to transmit to those who have had no opportunity of seeing them such a description as might in some measure convey an impression similar to
what must be felt by every one who has been fortunate enough to be on the spot."

All the eastern part of Tiarrabu consists of high rugged mountains, which run to the seaside, and form steep cliffs, which are extremely dangerous to pass by land; on this account the low land is narrow, and distributed partially. The coral reef fronts the whole of the eastern portion of the land, and on it, towards the South part, are some small islands.

Aguila, or Langara's Harbour, or Owahiuoro, lies to the northward of one of these islands, and was so named, in 1772, by the Spanish navigator alluded to in the introductory remarks. In August, 1773, Cook's ships, the Resolution and Endeavour, narrowly escaped shipwreck here.

Ocatipea Bay is on the North side of Tiarrabu, and was visited by Cook, both in his second and third voyages. In the interval between these the Spanish commander, Don D. Bonecheo, had come hither and had died. He was busied at the foot of a cross they had erected here, as was mentioned in the prefatory remarks.

Bougainville's Harbour is on the eastern side of the larger peninsula. That navigator came here, and lost both his anchors and cables. Its entrance is through the encircling reef to the southward of an island lying within it. A second island is marked to the northward of this, and the reef continues hence at a considerable distance off the shore as far as Point Venus. It was on a portion of this that the French frigate L'Artemis struck in 1836.

The N.E. reef extends from 1 ¼ mile E. by N. ¾ N. of Point Venus to the valley of Hapaino. It is about 10 miles distant from Point Venus, and the first valley to the eastward of it. This reef is detached, and for the most part lies parallel to the coast, except near its centre, when it then trends to the N.N.E. for about a quarter of a mile. The channel between this reef and the reef to the southward is abreast of this valley (Hapaino), and about 2 miles in width. The soundings on this reef are very regular; from the shoal part near its centre the depths gradually increase from 3 to 12 fathoms, coral rocks; it has on one part for a considerable distance from 3 to 4½ fathoms; and this tract may be known by its lying directly off a remarkable part of the land, which is a little declining, but nearly table land. Towards the eastern end it trends for a short distance S.S.E., and then terminates to S.W.; the outer part of this reef is from 2½ to 3 miles off shore. Marks, when on its centre:—Point Venus will just be on with the highest peak in the Island of Eimeo, bearing W. by S. ½ S. To avoid it, a ship coming from the eastward, when within 10 miles of Point Venus, ought not to bring that point to bear more westerly than W.S.W. Between the reef and shore the passage is good, but, leading to neither harbour nor place of shelter, can be of no advantage, and ought therefore to be avoided. This reef seldom, if ever, breaks, and is from one-quarter to three-quarters of a mile in width; least water, 3 fathoms.
This reef and the following have not been laid down on any chart. They exist in the only spot off the N.E. part of the island where Capt. Cook has not laid down any, and therefore very liable to mislead a stranger.

The eastern reef off Tahiti lies off the Valley of Teallay, and is more dangerous than the former, from its being hid from Point Venus. Most vessels making that part of the coast invariably stand in-shore; to make that point (which is low, and covered with cocoanut trees) would, by keeping too close in, in all probability, get within this reef, as it does not break. The outer part is from 2½ to 3 miles off shore. The depths are regular, from 4 to 8, 10 and 12 fathoms, sailing over it in a direction parallel to the shore. The bottom is all coral rocks; it is from three-quarters of a mile to a mile wide, and lies parallel to the shore. Marks, from the depth of 3 fathoms, least water found on it, are the high peak, and near the centre of the peninsula of Tiarrabu, on with the low and extreme point of the largest peninsula, bearing S.S.E. ⅔ E. This point has two small islands lying off it, and a very remarkable black mould-hill near the village, close to the beach, and nearly perpendicular, bearing S.W. by W. ¾ W. A ship may enter within this reef, as there is deep water at either end. It is about 5 miles in length, and very detached.—Mr. W. Forbes, H.M.S. Hyacinth, 1835.

This completes the circuit of Tahiti. This imperfection of the description of all the southern and eastern parts is of the less importance, as they are, in a commercial view, but of very slight interest.

TETUAROA, or Tethuroa, is a small, low island, or rather group of small low islets, about 6 miles in length, enclosed in a reef about 10 leagues in circuit, and lying, according to Capt. Cook, at 8 leagues N. ¾ W. from Point Venus. The reef is inaccessible to large canoes. The islets abound in cocoanut, which flourish most in the lowest places; in this, perhaps, they differ in their qualities from those of Tahiti. The former rulers of Tahiti would not allow the bread-fruit to be planted here, so that those who lived on it should be obliged to bring the fish which abounds around it to exchange for that article. It is plainly seen from the high ridges of Tahiti, and in former times was the watering place of Tahiti, being frequented by the licentious Aretis for recovery of their bodily diseases. Its S.E. point is in lat. 17° 2' S., long. 149° 47' W.

Bougainville called it Omaitai. Burney considers it to be the same island as the Fugitiva of Quiros. This opinion, which varies from that of Fleurieu and Espinosa, is also followed by Admiral Krusenstern.

MOOREA, or Eimeo, was discovered by Capt. Wallis, July 27th, 1767, and by him named Duke of York Island.

The distance between the reefs of Tahiti and that of Eimeo, as was measured by the United States' Exploring Expedition ship Vincennes, with the patent log, was 10 miles. This passage requires to be used with caution, as vessels have been becalmed for days in it while a steady breeze prevailed.
outside. The only winds which blow through and may be relied on are N.E. and S.W. The westerly current striking the eastern shore of Eimeo is turned to the eastward and reaches the western shore of Tahiti. Steam-vessels should sight Point Venus light before passing to the eastward.

Eimeo is a beautiful object in the view from Tahiti, and its beauty is enhanced on a nearer approach; its hills and mountains may, without any great stretch of imagination, be converted into battlements, spires and towers rising one above the other; their grey sides clothed here and there with verdure, which, at a distance, resembles ivy of the richest hue.

Eimeo has, if possible, a more broken surface than Tahiti, and is more thrown up into separate peaks; its scenery is wild even in comparison with that of Tahiti, and particularly upon the shores, where the mountains rise precipitously from the water to the height of 2,500 ft. The reef which surrounds the island is similar to that of Tahiti, and has no soundings immediately outside of it. Black cellular lava abounds, and holes are found in its shattered ridges, among which is the noted one through which the god Oroo is said to have thrown his spear.

The inhabitants of Eimeo reside upon the shores, and there are several large villages on the southern side of the island. Coffee, cotton, sugar, and all other tropical plants, succeed well at Eimeo, and sugar is made to a considerable extent.

Talu Harbour lies on the North side of Eimeo. It is a romantic glen, penetrating the island for 2 or 3 miles in a southerly direction, enclosed by precipitous sides, rising in some places to the height of 2,000 ft.; at its head is an extensive flat of rich alluvial soil, employed in the culture of sugar. Capt. Cook, in his third visit, was the first to find this singular and excellent harbour. "For security and goodness of its bottom it is not inferior to any harbour that I have met with at any of the islands in this ocean; and it has this advantage over most of them, that a ship can sail in and out with the reigning trade wind, so that access and recess are equally easy. There are several rivulets that fall into it. The one at the head is so considerable as to admit boats to go a quarter of a mile up, where we found the water perfectly fresh."

The entrance to the harbour is between two reefs; the only danger not above water lies on the port hand going in. The land wind blows out generally strong.

Captain Powell, R.N., of H.M.S. Topaze, says:—"The harbour of Talu is extremely safe, and as there are no hidden dangers in the channel through the coral reef, the place is easy of access. Here the French have only a resident, but with the aid of native police the island is kept in perfect order. Europeans have commenced laying out plantations for sugar and cotton, but the labour is generally performed by natives of the Fiji or other islands, as the inhabitants of the Society Islands cannot be depended upon
for any consecutive work, and as they have land where everything grows without labour, they live well enough. The population is now on the increase, and the natives are gradually selling their land.—1867.

Parau-Roa Harbour.—"On the same side of the island, and about 2 miles to the eastward, is Parau-roa or Parawroah, much larger within than that of Talu; but the entrance or opening in the reef (for the whole island is surrounded by a reef of coral rock) is considerably narrower, and lies to the leeward of the harbour. These two defects are so striking that the Harbour of Talu must always have the preference. It is a little extraordinary that I should have been three times at Otaheite before, and have once sent a boat to Eimeo, and yet not know till now that there was a harbour in it. On the contrary, I always understood that there was not. Whereas there are not only the two above mentioned, but one or two more on the South side of the island. But these last are not so considerable as the two just described." It has been called Papoa, or Cook's Harbour, and there is a marked resemblance between it and Talu. Wood and water may be had at both harbours in abundance, but in other respects the island is not well adapted for the supply of ships. Not more than a single ship would probably be able to find refreshments at a time. It is therefore seldom visited, and its surplus produce is carried to Tahiti for sale. Notwithstanding, the articles of traffic are quite as dear as at Tahiti.

From the dissensions and internal disorder incident to the protectorate wars, provisions and supplies have become scarce and dear of late years, more particularly at Tahiti, Eimeo, and Huahine. At Bora-Bora they are cheaper. The principal articles of stock to be procured are pigs, poultry, and bread-fruit; there is but a small quantity of taro.—(Captain Worth, H.M.S. Calypso, 1848.)

The perforated peak, before alluded to, which is 4,041 ft. high, is in lat. 17° 30' S., long. 149° 47' W.

TAPAMANOVA, Mauiti, Maio, or Sir Charles Saunders's Island, was discovered July 28, 1767, by Captain Wallis. Its greatest length, from East to West, is about 6 miles. In the centre a mountain with a double peak rises, but the greater part has a fertile appearance, and the lower ground abounded with cocoa-nut trees. The habitations seemed to be small, and not very numerous. The island was formerly celebrated for its yams, and in 1836 was used as a penal settlement. It is also called Tapooa-manoo, and Tubuai-manu. The hills are wooded to their summits, and at a distance the island has much the appearance of a ship under sail. The North point is in lat. 17° 38' 41" S., long. 150° 43' W.

HUAHEINE (Vahine, woman) is the easternmost of the group which was called the Society Islands by Cook. He discovered it in July, 1769. It is about 20 miles in circumference, and is divided into two peninsulas, Huahine-South Pacific.
Nui, or large, and Huaheine-Iti, or small. The isthmus connecting these two portions is overflowed at high water, forming a boat passage. In other parts of the island there are also salt lakes near the sea. It has a very narrow strip of fertile land near the shore; and the hills, which are not near so high as those of Tahiti, more strongly indicate volcanic action, and are in some parts entirely cultivated. The productions are similar to those of Tahiti, but come to perfection earlier. Mr. Bennett noticed the venerable shaddock tree planted by Cook in 1777. Coffee thrives in the missionaries' gardens. The population, in 1828, was estimated at 2,000.

Owharre Harbour, which was always visited by Cook on quitting Tahiti, is situate at the N.W. end of the island. Run round the North end of the island, which is clear, and you are off the entrance. Shoot up as far as you can if the wind is scant, anchor and warp in. There is another entrance more to the southward, marked by a small woody key. The name of the settlement is Fari. It was here that Cook, in his last visit, left Omai, the Tahitian native, who had attracted so much attention in England. Owharre Harbour lies, according to Cook, in lat. 16° 43', long. 151° 7' W.

RAIATEA, or ULIETEA, lies 7 leagues to the westward of Huaheine. Prior to Captain Wallis's visit in 1767, it was the principal island of the group, and in strict alliance with Otata, the adjoining island, and also with Huaheine, but the secession of Otaha led to its decline. Mr. Bennett describes it as follows:—"Raiatea is situate about 130 miles to the N.W. of Tahiti, this being the bearing in which the islands of the Polynesian groups usually lie, a direction that volcanic action appears very generally to follow. It is about 40 miles in circumference; of a mountainous character, covered with vegetation, and but too well watered, cascades, rivers, and swamps, abounding in all directions. At the distance of 1½ or 2 miles from the shore the land is encircled by a coral reef, that also includes the adjacent Island of Taha. Here are seven excellent anchorages on the weather and lee sides of the island, accessible at times, and egress easy, except with a due South wind. Raiatea has no commerce worthy of notice; cocoa-nut oil and arrow-root are occasionally procured by small vessels from New South Wales or South America; attempts have been made to produce tobacco, and to make ships' cordage from the bark of the hibiscus, for the Sydney market, and biche-de-mer, with which the reefs abound, for that of China.

The island is beyond the limits of the French Protectorate (1867), and the inhabitants are constantly in a state of war, either among themselves, or with the natives of the neighbouring islands. The zeal and devotion of the two missionaries, Messrs. Vivian and Green, have done much towards civilizing these people, and their influence is very great.

"The soil is exceedingly fertile, exotic fruit trees thrive vigorously; and particularly the fruit of the lime proves invaluable to foreign shipping, and affords a striking example of the important advantages that accrue from the
TAHAA—BOLA-BOLA.

Dissemination of useful fruits and vegetables. The population appeared to me to have suffered dreadfully from disease."—Bennett.

The surrounding coral reef has several islets on it, and the space between it and the island offers several excellent anchorages, as before stated.

Uturoa Harbour is one of the best of them, and is on the East side. It is a reef harbour, and has two or three entrances. H.M.S. Conway went in at the most northerly. From Huaheine steer across for a bluff that forms the northern extreme of Raiatea, and you will fall upon two islets, between which is the passage. If bound to leeward, it is usual to run out through a passage to leeward of the island, keeping round inside the reefs; to do this you must be able to lay up South on the port tack. The King's Wharf in Uturoa is in lat. 16° 50' S., long. 151° 24' W. Capt. Worth, R.N., says the best anchorage amongst the islands is at Raiatea, as there is a good entrance, and equally as good an exit, and which are always capable of being taken, the wind always blowing directly through. The only disadvantage is the depth of water, about 18 to 24 fathoms. The holding ground is, however, very good, with abundance of fresh meat, vegetables, and fish, to be obtained. Fresh water can also be procured here, but not so readily as at Tahiti.

Ohamaneno Harbour is on the N.W. side of Eaiatea. The entrance is between two sand islands, and is about a quarter of a mile broad. The numerous astronomic observations made by Capt. Cook and King, here in 1777, place this bay in lat. 16° 45' 32", long. 151° 36' 22" W.

TAHAA, or Otaha, lies to the northward of Raiatea, but is separated only by a channel of not more than 2 miles in width. They are both surrounded by the same reef; and the space between them enclosed by the reef forms a beautiful sound, which merits examination. Tahaa is about half the size of Raiatea, and is not so fertile. Captain Cook visited it in 1769 in his boats, and Lieutenant Pickersgill was sent around it by him in a boat in 1773. It is surrounded on all sides by a number of small islands, and all the passages between them are encumbered with coral reefs. But there are several commodious harbours within, as Ohameno Harbour, on the S.E. side, and Oherurua Harbour, on the western side. The proximity of those on Raiatea, however, render them unimportant. The centre of Tahaa is in lat. 16° 35' S., long. 151° 35' W.

BOLA-BOLA, or Bora-Bora, is 4½ leagues N.W. of Tahaa, to which it is inferior in extent, but the reef with which it is surrounded is nearly full of islets, much larger than those which are scattered among the rocks that enclose Raiatea and Tahaa. It differs from those islands, and from Huaheine, in having but one harbour on its coast; whereas the shores of the others, being strongly indented, form, like the coasts of Eimeo, numerous places of shelter for shipping. It is also distinguished by a very lofty, double-peaked mountain in its centre, and is more rude and craggy than the rest of
the Society Islands. Its eastern side has a barren appearance; the western is more fertile; a low border which surrounds the whole, together with the islands on the reef, are productive and populous. Its earliest inhabitants are said to have been malefactors, banished from the neighbouring islands. Captain Cook did not land here upon his first or second voyage, and in 1777 he was prevented from anchoring in the harbour, which is very spacious, by contrary winds.

Otea-vanua Harbour is on the West side; it is well sheltered, and, as before stated, very spacious, the depth is 25 fathoms, on good holding ground; but the entrance has the disadvantage of a rocky bottom. Capt. Worth, of H.M.S. Calypso, says:—"The anchorage at Bora-Bora is difficult, as you are obliged to shorten sail between the points forming the entrance, and shoot up as far as the ship's way will allow, and then anchor, the wind always blowing directly out; it is then necessary to kedge up to the head of the harbour, where you may generally be able to make sail to the anchorage off the settlement.

"Here, as in all the harbours of the Society Islands, it is advisable to enter before noon, as the water appears to be still, and at times setting in until noon, when it recedes, the strength of the current being determined by the body of water thrown inside the reefs, and which depends upon the strength of the wind, and the break over the reefs caused by it.

"The reefs which surround these islands are all steep, and do not extend further than 1½ mile except at Bora-Bora, where the reef stretches to the S.E., nearly 3½ miles, making a very dangerous spit, particularly coming from Raiatea, as it is in the route to the harbour of Bora-Bora."

The position of the settlement at Otea-vanua is in lat. 16° 31' 35" S., long. 151° 46' 0" W.

MARUA, or MAUPITI, or, according to Captain Bethune, Matite, is the westernmost of the group. It is a small and comparatively elevated island, about 6 miles in circumference, and its highest point nearly 800 ft. above the sea. It is 40 miles to the N.W. of Raiatea, and is distinctly visible from the lower hills of that island. It is surrounded by a barrier reef of coral at the distance of about 3 miles, which encloses numerous small inlets covered with cocoa-nut trees, but the lagoon is too shallow to admit vessels exceeding 150 tons burden.

The island is composed of hills wooded to their summits, and occasionally crested by cocoa-nut trees, but presenting ragged and mural cliffs to the sea coast, especially one rocky mass on the S.W. side, opposite the opening in the reef, which rises 700 ft. above the sea, resembling the ruins of a gigantic castle. Volcanic rocks, scoriae, and slag abound; its smooth basaltic stones are much prized by the natives of all the Society group, to make pestles to prepare their food. The population of the island appeared small (about 1,000 in 1828); scattered habitations were along the coast, but the principal
settlement is on the S.E. or weather side, where there is also the residence of the chief Tairo. It contains a Christian church. Swine, fowl, and especially yams, are abundant; water is scarce. The natives were exorbitant in their charge for supplies, and rather disposed to theft. This island is little frequented by foreign vessels; no ship before the *Tuacoan*, in 1835, had visited it for two years. The centre of the island is in lat. 16° 26' S., long. 152° 12' W.

**TUBAI, or Motu-Iti,** is the northernmost of this group, and consists of some very small, low islets, connected by a reef, about 10 miles North of Bora-Bora, to which it was subservient, in the same manner as Teturoa, which it resembles, was to Tahiti. Perhaps it has no permanent inhabitants; but it is stated that, during the early visits of our navigators, it abounded with turtle, for which it was resorted to by the natives of the Society Islands, and also probably by some from the Low Archipelago. Mr. Bennett says that there he had a westerly wind. The North point of the reef is in lat. 16° 11' S., long. 151° 48' W.

One other island is stated to have been found by Quiros, that is, *Peregrino*; but M. de Fleurieu says it is most probably the same as the Scilly Islands of Wallis.
CHAPTER XIII.

ISLANDS BETWEEN LATITUDES 10° AND 20° SOUTH.

In this chapter we shall include those scattered islands and more connected groups which lie between the Society Islands and the Fiji Islands, which form the subject of the next chapter. The Cook Islands and the Tonga Islands, which lie on the parallel of 20° South, have been before described.

FLINT'S ISLAND was discovered in 1801. By some it is considered to be the Peregrino of Quiros; but, from Torres and Torquemada's description of Peregrino being 8 or 10 Spanish leagues from North to South, this is unlikely. It has been examined, and its position fixed by the United States' Exploring Expedition. Flint's Island, situated in lat. 11° 25' 43'' S., long. 151° 48' W., is of small size, being only 1½ mile in length from N.N.W. to S.S.W., and thickly wooded; high breakers extend off its point for some distance, and the surf was so high, that it was deemed impossible to land with a boat. No inhabitants were seen. The current was found to be setting to the westward.

VOSTOCK, or Wostock Island, was discovered by Captain Bellingshausen in 1820. It is in lat. 10° 5' S., long. 152° 23' W. There is no doubt but that it is the same island seen by the American Capt. Stavers in 1821 and 1825, and also Anne Island, both of which are placed among the doubtful islands by Krusenstern. It is called Stavers' Island, also, by Capt. Wilkes, who places it in exactly the same position as Bellingshausen. It is a low, sandy islet, with a lagoon. It is well wooded, half a mile in diameter, of an oval shape, with heavy breakers surrounding it, which prevented the possibility of landing on it. It is uninhabited.

MOPELIA ISLAND (Mopika) was named by its discoverer, Captain Wallis, Lord Howe's Island, July 30, 1767; but as this name is repeated in several parts of the Pacific, the native name, as above, is to be preferred; this was given to it by Cook. According to Wallis, it is 10 miles long and 4 miles broad. Cook's position of it is lat. 16° 46' S., long. 154° 8' W.,
differing only 5' from the longitude of Wallis. According to Commander Hamond, of H.M.S. Salamander, it is in lat. 16° 50', long. 154° 21' W.

**BELLINGSHAUSEN ISLAND** was discovered by Captain Kotzebue in 1824. He gives its position as lat. 16° 48' S., long. 154° 30' W. It is a low, coral island, uninhabited, of a triangular form, and richly covered with the usual vegetation, with the exception of cocoa-nut palms. Birds are very abundant and very tame. There is no opening into the lagoon, but the tide flows into it over the reef.

**SCILLY ISLANDS** were discovered by Capt. Wallis in 1767. They form a group of small islands, which, being very low, are exceedingly dangerous. He places them in lat. 16° 28' S., long. 155° 30' W.; but corrected from various sources places them in long. 154° 50' W.

Some islands have been placed on the charts in this neighbourhood, stated to have been discovered by Roggewein in 1722. His journal is given in Burney's Chronological History, vol. iv, p. 569, et seq. These are Baumans Islands, Roggewein Islands, Tienhoven Island, and Groeningen Island. The situations, or supposed situations, of all these have been carefully sought over by Capt. Kotzebue, and also by the United States' Exploring Expedition, but without any success. As it is very evident that the assigned positions may vary several degrees from the truth, it is more than probable that they are identical with some known islands.

**GRAND DUKE ALEXANDER**, or Reirson Island, was discovered by Capt. Bellinghausen in 1820; and again, in 1822, by Captain Patrickson, who calls it by the latter name.

It was visited by H.M.S. Hecate in 1863. According to the report then made, Reirson Island (Rakahanga) lies about 20 miles to the N.N.W. of Humphrey Island, and is similar to it except that it is about half the size; it has also its village, church, and school on the south-western side, with native teachers, and nothing can exceed the order and correct behaviour of the natives, who number about 340.

Landing is not very good here, but can generally be effected in a whale boat, with the assistance of the natives, who wade out into the surf and guide the boat through the narrow and winding fissure in the reef, about one-third of a mile to the northward of the village.

The missionary vessel of the London Mission pays periodical visits to these two, as well as to many of the islands, where they have teachers established. The position of the church is lat. 10° 2' S., long. 161° 5' 30' W.

**HUMPHREY ISLAND** was discovered October 13, 1822, by Captain Patrickson, in the Good Hope; it was not seen, as the other island was, by Bellinghausen. It was seen by Freycinet.

It was visited by H.M.S. Hecate in 1863, and is thus described:—Humphrey Island (Monahiki) is a coral lagoon island of triangular shape, with its apex to the North; it is 6 miles in length by 5 miles at its greatest width,
low, and densely covered with cocoa-nut trees, which reach to a height of
from 60 to 70 feet, and render the island visible at 12 miles from a vessel's
deck.

The population amounts to between 400 and 500; their food consists of
the fruit of the cocoa-nut tree and fish caught in the lagoon. The former
are very productive, and great pains are taken to renew them by replanting.
Each family has a certain number of trees allotted to them, and even the
lagoon is partitioned out in the same way for fishing. They are an extremely
well-conducted people, and have two native teachers among them, sent from
the English mission at Raratonga. Many of the natives speak and write the
English language.

The village is on the West side of the island, and is very clean, neat, and
well built, and paved with coral; there is also a large church and school-
house. The island is governed by a chief, who styles himself king, and holds
some sway over the neighbouring Island of Reiron. There is no entrance
into the lagoon, even for boats, but there is fair landing with a whale boat
on the N.W. side of the island, close to the village, except during the months
January to April, when westerly winds and unsettled weather prevail. There
is no safe anchorage at any time.

The North point of the island is in lat. 10° 20' 30" S., long. 161° 1' 12" W.

Souworoff Isles, a group of several (five or more) small islands, were dis-
covered Sept. 27, 1814, by Lieut. Lazareff, commanding the Souworoff, a
vessel belonging to the Russian American Company. The approach was in-
dicated by large flocks of birds. They landed, and found them inhabited
only by birds, crabs, and rats, with here and there a few shrubs, but no sign
of people. Lat. 13° 13' 15" S., long. 163° 31' 4" W.

Danger Isles were discovered by Commodore Byron, and are stated
by him to be three in number, surrounded by rocks and breakers, and hav-
ing a dangerous reef 9 leagues E.S.E. from them. His position is in lat.
10° 15', long. 169° 28', which Krusenstern corrects to 165° 58'. Exactly in
this longitude a similar group of three islands was discovered by Bellings-
hausen in lat. 10° 54' S., long. 165° 54' W., but he did not see the reef to the
eastward.

This group, consisting of three islands and surrounding reefs, are com-
prised within the limits of lat. 10° 48' 30" and 10° 56' S., and extend East
and West for a distance of 10 miles. Puka-puka, the northernmost island, is
about 2 miles N.W. in length, as is also Koko Island, distant about 4 miles
in a S.S.E. direction. The third and smallest island is Ratoa, which lies
about 3 miles S.S.W. from the South end of Puka-puka, and 2 miles N.W.
from the western extremity of Koko Island. These islands are connected
by a submarine causeway, on the western part of which the barque John
Williams was wrecked in May, 1864, by a drift setting to the westward at
the rate of 4 miles an hour.
Within the line of reefs is a lagoon, and from the West end of Ratoe Island a ledge of reefs runs out in a W. 1/4 N. direction for a distance of 4 1/2 miles, and is marked near its western extremity by a narrow sand-bank, half a mile in length. The position of the N.W. part of Puka-puka—by observations taken on shore—was found to be in lat. 10° 49' 6" S., long. 165° 51' W.

**Tema Reef.**—At Puka-puka, in 1863, Captain Williams heard of a reef, which the natives described as lying in a S.E. direction from the Danger Isles. On May 15th, 1864, the day previous to the wreck of the barque, Capt. Williams sought for and found a reef supposed to be the one alluded to by the natives. This danger appeared to be about three-quarters of a mile in circumference, but nothing was visible excepting heavy breakers. It is in lat. 11° 5' 30" S., long. 165° 37' W.

**Nassau Island** was discovered in March, 1835, by an American whaler of that name, Capt. Sampson. It may be identical with Ranger Island.

The following remarks are from the report of Mr. William Williams, master of the English barque _John Williams_ :—On April 18th, 1863, at 2 p.m., landed with difficulty on the North side of Nassau Island, which is about 50 ft. high, uninhabited, and apparently without water. From the mast-head the island appeared to be in the shape of an equilateral triangle, each side being about 1/2 mile in length. No outlying dangers, beyond the fringe reef, were seen. Some cocoa-nuts and other seeds were planted, and fowls left.

The North part of the island was found to be in lat. 11° 31' 50" S., long. 165° 23' 56" E.

**Swain's Island,** or **Gente Hermosa** (Handsome People Island), was discovered by Quiros in 1606. Mendaña also, in 1595, discovered the islands of San Bernardo. The last are described as four low islands, 12 leagues in circumference, surrounded on all sides by rocks and breakers. Of course, in these older observations there are very great discrepancies. In lat. 11° 5' S., long. 170° 55' 15" W., the United States' Expedition discovered a coral island, January, 1840, to which the name of Swain's Island was given, no doubt the same as Gente Hermosa Island of Quiros. It is of coral formation, but has no lagoon; it is nearly round, and 4 3-10th miles in circumference; it may be classed with the high coral islands, and is elevated from 15 to 25 ft. above the level of the sea. The sea breaks constantly on all parts, and no safe landing exists. With the exception of some groves of cocoa-nut trees, there were no signs of its ever having been inhabited. Pigeons were observed on it.
SAMOA, OR NAVIGATOR'S ISLANDS.

The Samoa, or Navigator's Islands, lie between the latitudes of 13° and 14° S., and the longitudes of 168° and 173° W., and consist of four principal islands and five smaller, reckoning Rose Island to the eastward among the number. Krusenstern considers them to be the same as the Bauman Islands, discovered by Roggewein in 1721. However, there are many doubts as to this, and it is not of much importance. They were first seen, as now known, by Bougainville, in 1768, and by La Pérouse in 1787. Since that period they have been visited and described by Capt. Freycinet; Capt. Edwards, in the Pandora; Kotzebue, in the Predprietia; and more recently and completely by the United States' Exploring Expedition, in 1839. To this latter source, and to the remarks of Capt. Bethune, R.N., we are indebted for the principal portion of the subsequent descriptions.

The group, like all in nearly the same parallel of latitude, is subject to violent hurricanes, between the months of November and May, during which period the usual trade winds are frequently suspended for several days at a time. They seem to be rotary storms of small diameter, passing from West to East, and sometimes to S.W.—(Admiral Erskine).

The whole of the group (excepting Rose Island) are of volcanic origin, and have remains of extinct craters, which are peculiarly visible at Apolima, East of Savaii, and the lake Lauto, on the ridge of Upolu, which is 2,570 feet above the sea. They are generally surrounded by coral reefs, which, in many instances, are much modified. The few harbours are generally situated within the reefs, but there are but two of primary importance in the group; that of Pago-Pago, on the South side of Tutuila, which is a deep, land-locked basin, of easy approach, and perfectly secure anchorage. This is the best port for the refitting of vessels, or for any purpose requiring more than a passing visit. It is now becoming an important coaling station. Apia, on the North side of Upolu, in lat. 13° 49' 44" S., and long. 171° 44' 0" West, is more convenient for temporary purposes or refreshment, as it is nearer to the fertile districts, and is also the place where the principal missionaries reside. To Apia the remains of the unfortunate and respected Mr. Williams, and also those of Mr. Harris, were brought by H.M. sloop Favorite, in 1839, from Erromanga.

Earthquakes are not unfrequent, but they do little or no damage, as the buildings and houses are elastic.

Between the years 1868 and 1873 these islands have been devastated by a civil war, consequently little was done in the way of trade during that period. The natives have now returned to their homes to cultivate taro, yams, and bananas. There are several cotton plantations belonging to foreign residents, but there is great difficulty in finding labourers. Coprath and
cocoa-nut oil are prepared; arrowroot is exported; coffee and sugar are being tried.

These islands, lying between the Society Islands of the French Government and the Fijis of the English, have now come under the authority of the United States' Government. For this purpose they were visited by Colonel Steinberger in March, 1875, in the U.S. war vessel Tuscawora.

At the instance of the Polynesian Land and Commercial Company, by whom 300,000 acres of the most fertile and valuable land in the group had been purchased, the United States' Government caused their ship of war, the Narragansett, to proceed to the Navigators' Islands, in January, 1872, in charge of Commander R. W. Meade. Acting under instructions, that officer procured by treaty the right of the United States to use the harbour of Pago-Pago as a naval station. He also caused articles of confederation and certain general laws to be adopted, and took other official action of importance, relating to the protection of the Samoa Islands.

The French endeavour to rival the English and Americans in the infant commerce now rising here. They have two missions on Savaii, and two on Upolu; these, with the other Roman Catholic missions on Mangaia, Rarotonga, and Rotumah, form part of the diocese of M. Bataillon.

To vessels requiring refreshments these islands offer abundant supplies of wood, water, and provisions of the usual kinds. The islands seem fit for every tropical production, and there is a great quantity of rich level land in all. There are a few cattle on the island; beef, yams, and pumpkins may be reckoned on at moderate rates. Poultry of all descriptions is plentiful, and pigeons abound, but are considered sacred. Fish may be taken abundantly, and in great variety.

The climate of the islands may be termed variable; and there is much bad weather, particularly during the winter months, when long and heavy rains, attended at times with high winds and northerly gales, are frequent. Destructive hurricanes also occur, sometimes blowing down the trees and destroying the houses. Although these severe hurricanes do not happen very frequently at the Samoa Islands, yet it is probable that they occur very frequently between them and the Friendly Islands, where scarcely a season passes without some of the islands suffering from one of these awful catastrophes.

It would therefore be advisable for whaling ships to avoid cruising in the neighbourhood of these groups during the season of the year that these storms are liable to occur, viz., from the middle of December to the end of April. Some ships have been almost made complete wrecks of, that were so unfortunate as to be overtaken by them.

The flood tide among the islands sets to the westward; beyond its influence, on the southern side of the islands, a current generally prevails to the eastward; while it runs westward on the northern side. Vessels, there-
fore, when beating to windward, would find it to their advantage to keep on the southern side of the group, where there is not only a favourable current, but the winds would be found more regular, and calms less frequent.

The Samoans have been somewhat misrepresented, as being ferocious and treacherous. Though this may not be entirely without foundation, yet they possess many good qualities, and are very desirous of pleasing and exercising hospitality. The beneficial effects of the missionaries are more evident here than at Tahiti. The white visitor will therefore find his way in a great measure prepared for him, and it is sincerely to be hoped that he will not abuse the privilege. Later visitors speak very highly of their general honesty, cleanliness, refinement, and virtue.

The islands collectively contain an area, according to the American estimate, in 1840, of 2,650 square miles, and a population of 56,600, of whom 14,850 had embraced Christianity, and 12,300 attended the schools; besides this, two-thirds of the population belong to the Christian party. In 1849, however, Admiral Erskine gave the missionary estimate as 37,000, a number then considered to be diminishing gradually, though slowly. The European population of the group, in 1874, numbered 75 Englishmen, 22 Americans, 33 Germans, 19 French, and 10 of other nationalities.

**ROSE ISLAND** is the easternmost island of the Samoan group. It was discovered by Freycinet, and so named after his wife, who accompanied him. Afterwards (in 1824) it was seen by Kotzebue, who gave the name of his first lieutenant, Kordiukoff, to it, being unaware of Freycinet's discovery. He describes it as exceedingly dangerous, from its low elevation; but Wilkes (October, 1839) says, that at first it resembles a round knoll of land, but which is in reality a clump of trees. It is S. 77° 50' E. true, 78 miles from Manua. It is a low, small, annular coral island, inundated at high water, with the exception of two small banks, one of which is covered with trees. There is an entrance (4 fathoms) into its lagoon on the S.E. side. The tide rises 4½ ft., the flood setting eastward. In stormy weather the sea must make a complete breach over the reef.

Sir Edward Belcher says:—*Rose or Middleton Island* does not exceed 30 ft. in height, is of a very soft spongy soil, on a slaty micaceous shale, intersected by quartz dykes. A few fuci, land shells adhering to ferns, and three small alca, comprised our collection. The ripples I had observed were found to arise from ledges of rock, on which as little as 2 fathoms were found. The tide was ascertained to set—flood, N.E.; ebb, S.W. Some fine halibut were hooked."

Capt. Mignon, of the French ship *Jupiter*, says that the sand-banks extend more than 2 miles to the W.S.W., and that it looks very dangerous to approach too near. It is in lat. 14° 32' S., long. 168° 9' W.

The eastern group is properly called the Manua Group, and consists of
Manua-tele (Great Manua), or Tau, Ofu, and Olosinga. The population of the group in 1849 was rather more than 1,300; only 3 or 4 whites. They were all nominally Christians.

**MANUA** (or *Manua-tele*) is the easternmost of the principal range of islands, and was called *Opoun* by La Pérouse. It has the form of a regular dome, rising precipitously from the water to the height of 300 or 400 ft., and then more gently to 2,500 ft. It is 16 miles in circumference, is covered with a luxuriant vegetation, and has many cocoa-nut groves on its N.W. side. Its area is about 100 square miles. The principal settlement called *Tau* is on the N.W. side, and there is anchorage for a vessel near the shore, with a cove to land in. In the line between the two heads the depth is 34 fathoms. Landing is not very easy for boats, as they have to thread their way through the coral patches. The tide rises about 6 ft.

While the trade wind is blowing vessels may anchor off the village of *Feleasau*, in a small bay just East of the N.W. point of the island. H.M.S. *Brisk* anchored here in 15 fathoms and found it tolerably sheltered, but a vessel should be prepared to weigh on any change of wind. The landing place is a very narrow passage through the reef, only wide enough for a whale boat, and is dangerous if there is much swell on.

The natives are very willing to trade, "bacca" and fish-hooks being in great request by them. These islands furnish pigs, fowls, sweet potatoes, fruit, and some taro. Many running streams were seen coursing down the sides of the island.*

**OLOSINGA, OROSENGA, or Orisega**, which is the *Leoné* of La Pérouse, is a narrow ledge of rocks, rising nearly perpendicular on both sides, and is 3 miles in length. It is the residence of the chief of the islands, in consequence of its being easily defended. He lives on the N.W. side. The coral reef around it differs from most others, and has been apparently upheaved 15 or 20 ft., for it consists of two regular shelves, one beyond the other. H.M.S. *Brisk* could find no anchorage on the North side. The landing place is difficult at low water, on account of the fringing reef.

*Ofu* lies to the westward of Orosenga, and is the *Fanfoué* of La Pérouse. There is a passage for boats of a quarter of a mile wide between, and anchorage on the western side. Ofu resembles Orosenga, and has but few inhabitants. There is a small and comparatively low islet off its western end, near which is an anchorage.

**TUTUILA** is the *Maouna* of Bougainville, and has acquired an undesirable,

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* On September 12, 1866, dense masses of smoke arose out of the sea, about 2 miles from Olosinga, and continued in active operation till the middle of November, throwing out thick dark smoke higher than Olosinga, which is from 2,500 to 3,000 ft. high. The outbreak was preceded by repeated earthquake shocks. Large quantities of fish were killed, and the sea was discoloured for miles around. It is not known whether there is a shoal. It was previously deep water.
and it is now believed an undeserved, reputation from the massacre of the Comte de Langle, M. de Lamanon, the naturalist, and the rest of a boat's crew belonging to La Pérouse's expedition. This occurred from one of the natives having been shot on board the Astrolabe, when the indignant natives retaliated in this way on the watering party. Subsequent experience has proved that the bad character given to these people in consequence does not really belong to them.

The island of Tutuila, or, as it is called by Capt. Edwards, of the Pandora, Tootooellah, and Tutyella, is high, broken, and of volcanic appearance. It is 17 miles long, and its greatest width is 5 miles. The harbour of Pago-Pago (Pango-Pango) penetrates into the centre, and almost divides the island into two parts. It is less varied than the Society Islands, and its highest peak, that of Matafoa, is 2,327 ft. above the sea. The spurs and ridges that form the high land are precipitous, sharp-edged, and frequently rise in mural walls from the water to the height of 300 or 400 ft., showing the bare basaltic rock. Above this height the surface is covered with a luxuriant vegetation to the very top of the mountains. The cocoa-nut tree and the fern give the principal character to the beautiful scenery.

Tutuila is thickly settled round its shores, and particularly at its south-western end. The population was estimated, in 1849, by the missionary at 3,600 to 3,700, but was declining from the mortality caused by the whooping cough.—(Erskine.) This end is lower and more easily cultivated than the eastern, which is high and rugged. The only communication is by the sea-shore, the hills being too precipitous and difficult of ascent to pass over.

It has many desirable ports or bays on its North side, where vessels may obtain wood, water, and supplies. The best and safest port, however, is Pago-Pago, on its South side, which affords a safe harbour for vessels to overhaul, and where supplies may be obtained in abundance.

**Pago-Pago Harbour.**—Amongst the property acquired by the "Polynesian Land and Commercial Company of San Francisco," is Pago-Pago Harbour, which may become important as a coaling station for steamers between San Francisco and New Zealand and Australia.

Pago-Pago Harbour (or Pango-Pango) is one of the most singular in all the Polynesian Isles. It is the last point at which one would look for a place of shelter; the coast near it is peculiarly rugged, and has no appearance of indentations, and the entrances being narrow, is not easily observed. Its shape has been compared to a variety of articles; that which it most nearly resembles is a retort. It is surrounded on all sides by inaccessible mural precipices from 800 to 1,000 ft. high. The lower parts of these rocks are bare, but they are clothed above with luxuriant vegetation. There are two breaks in the precipices, one at the head of the harbour, and at Pilot's Cove. The harbour is easy of access, and its entrance, which is about a third of a mile in width, is well marked by the Tower Rock and Devil's Point. Capt.
Bethune, R.N., says,—"It may be distinguished by lying betwixt two hills—that on the West conical; that on the East square or elliptical."

The shore reefs extend from 100 to 200 yards from the beach; they are perpendicular or shelving on their outer edge, and are awash at low water. The surf breaks over them at all times, distinctly marking their outline.

Taema Bank, lying off the entrance of Pago-Pago, was found to be 3 miles long East and West, and from one-half to a mile wide; the western extremity bearing S. by E. from Breaker Point, distance about 1½ mile. The least water (4½ fathoms) over which the sea breaks in bad weather was found on this end of the bank, and is the only danger to be avoided outside the shore reefs.

Nafanua Bank commences about 1½ mile North of the eastern end of Taema Bank, and extends E. by N. ¼ N. about 3 miles to the S.W. end of Anuua Island. It is from a quarter to half a mile wide, and has from 8 to 26 fathoms water, the soundings being irregular.

In making the harbour from the northward under steam, vessels should use the channel between Anuu Island and the Nafanua and Taema Banks, and Tutuila, it being half a mile wide and clear of danger. Breaker Point, bearing W. by N. ¼ N., leads through this channel. Taema Bank should be avoided, even in fine weather, by vessels drawing over 12 ft. There are no dangers on Nafanua Bank.

Whale and Grampus Rocks, both of coral formation, are the only hidden dangers in the bay. Whale Rock is about 100 ft. in diameter, and has 8 ft. on it at low tide, with 18 to 25 fathoms around it. A black cask buoy has been placed 60 ft. East of the rock in 23 fathoms water. The sea breaks over the rock in bad weather, otherwise it is not easily seen. There is a clear passage, about 1 cable in width, between the rock and Blunt Point, with from 25 to 30 fathoms water. Grampus Rock bears N.N.E. ¼ E., about 3 cables distant from Whale Rock. It is about 60 ft. in diameter, and has 8 ft. on it at low tide. There is a narrow passage between it and the shore reef, but it should not be taken except in cases of emergency; there are from 23 to 25 fathoms of water in the channel. A red cask buoy has been placed 60 ft. to the southward of the rock in 25 fathoms water.

There is a sunken rock N.N.W. ¼ W., about 4½ cables from Grampus Rock, but it is well marked by the surf which breaks on it continually.

The Pilot for Pago-Pago lives on the island of Anuu, and if the usual signal is made will put off from the N.W. point of the island, and board the vessel in the channel, or abreast the island outside. His name is John Adams, a native of the Sandwich Islands. He has been here about ten years, and speaks English sufficiently well to make himself understood. The charge for pilotage for men-of-war and merchant vessels is one dollar per foot of draught, and 1 dollar per day for detention on board. Where pilots are declined, half-pilotage is to be paid. The pilot is furnished with
a copy of port regulations to show to the master of each vessel which he may bring into port.

Supplies.—Wood and water can be had, the latter at Pago-Pago, Fonga-Tongo, and Fanganalu. The latter is the best watering place, but it is a great distance from the usual anchorage in the inner harbour. If casks are used, they can be filled in either place, at any stage of the tide. Boats, however, cannot approach the watering places except at high water. Fruits, such as bananas, oranges, pine-apples, cocoa-nuts, and plaintains, are plentiful, and can be procured from the natives by barter. Yams, taro, and bread-fruit can be procured in small quantities. The natives have a few fowls and pigs for their own use, but not for sale, at least we were unable to procure any from them. There are a few cattle owned by the missionaries, from whom a bullock can be procured occasionally, but this cannot be depended upon as a source of supply.

Directions.—Having entered the channel midway between Anuu and Red Point, steer about S.W. by W. ¼ W., until abreast of Round Bluff; then W. by S., heading for the peak of Matafao, keeping Tower Rock a little open on the starboard bow until up with Breaker Point; then haul in, giving the point a berth of about 1 cable when bearing E.N.E., then steer N.N.W. ¼ W. 2½ cables until Blunt Point bears West, when the northern side of Whale Rock will be in line with that point, distant from the ship about 1½ cable; then steer N.W. ½ N., keeping the native village of Leloaloa a little open on the starboard bow, avoiding the reef off Goat Island, until the inner bay is open W. ½ S.; and then stand in mid-channel. There is good anchorage anywhere in the inner harbour, in from 6 to 25 fathoms water, blue mud and sand bottom, excellent holding ground. The best anchorage for large vessels is off Fonga-Tongo, in 20 fathoms water. Vessels of 1,000 tons and upwards should not anchor in less than 16 fathoms, as the harbour becomes narrow for large ships to swing at single anchor.

Sailing vessels will experience no difficulty in entering the harbour, as the trades blow directly in. A good working ship may beat out against the trades, but the harbour is narrow, and lined with coral reefs on both sides, and after passing Goat Island a heavy swell will often be encountered; therefore it would generally be preferable to go out with the land breeze, which usually blows from 2½ to 5½ or 6½ a.m. The only difficulty in going out with this wind is the liability of losing it before getting sufficiently clear of Breaker Point to allow a vessel to wait for the trade wind to come in without the disagreeable necessity of anchoring in from 35 to 37 fathoms of water. The surf always breaks heavily on Breaker Point and on the reef outside of Point Distress, and if a vessel loses the wind before getting clear of these points she had better anchor at once.

During the winter months, from November to May, westerly winds are frequent, and then sailing vessels can get out without difficulty.
Tides rise 3 ft. 4 in. at springs, and 2 ft. at neaps; high water, full and change, at 6° 20′.

The village of Pago-Pago, at the head of the harbour, contains about thirty dwellings, a council or falatele house, and a large church. It is the residence, also, of a missionary.

Leone Bay is on the S.W. side of the island of Tutuila, about 12 miles from Pago-Pago. The bay is open to the South, and a wind from that direction would make it dangerous; during the summer months, when the trades blow steadily, it is smooth and safe. There is considerable level country about this place; it is the most productive portion of the island, abounding in cocoa-nut and bread-fruit trees. There are no outlying or hidden dangers. A vessel may stand in boldly clear of the shore reefs, which extend from 100 to 300 yards from the coast, and are, as usual, well marked by the surf which breaks upon them continually. The best anchorage is in from 20 to 16 fathoms, midway between Rock Point and the opposite shore.

Tungasor Harbour is on the North side, about 6½ miles from the West point. It is a sheltered cove, with 10 fathoms water nearly to the shore, and open to the N.W.

Massacre Bay, the scene of La Pérouse's disaster, is on the North side of the island, and from Pago-Pago to the watering cove is a walk of 50 minutes. Off the East end of the island is the islet of Anuu or Aunuu, 5 or 6 miles in circumference, having 500 or 600 inhabitants, and off its western point is a single rock above water.

The climate of Tutuila is mild and agreeable, particularly at Pago-Pago, where the temperature is lower than it is elsewhere on the island, in consequence of its being overshadowed by the clouds which hang on the land. There is usually a fine breeze, which sets in about ten o'clock and continues until sunset. There is a good deal of rain during the year, but there does not appear to be any particular rainy season. They are liable to high winds during the winter months.

UPOLU (Ojalava, OaMooha, Ojatava, or Opoloo, as it has been called) is the next in succession to the westward. Its East end is 36 miles from Tutuila. It is 37 miles long, by 10 miles in its greatest breadth. It appears much richer and more fruitful than the other islands of the group, and may be described as of moderate height, rising gradually in a succession of ridges from a low shore. Here and there broad and fertile valleys are seen, with numerous streams falling from the mountains in cascades. The eastern portion of the island is much more rugged than the western; the main ridge runs East and West, and ridges or spurs run back to it from the North coast in a S.E. direction. The shore is lined with a coral reef, which is now and then interrupted by channels, and forms snug and convenient harbours.

South Pacific.
The South side of Upolu, like that of Tahiti, is much more luxuriant than the northern, which is owing to a similar cause—that it receives more moisture from the prevailing winds. It has been the sphere of much useful missionary exertion; and the late Mr. Williams, the well-known author of the interesting Polynesian Researches, lived at Fasitooitai, about 20 miles West of Apia, on its North side. It contains the largest population of the group, about 20,000.

Off its eastern end is a small and moderately high island, covered with wood, which La Pérouse called *Ile de Piéheurs* (Fishermen’s Isle), from some canoes employed when he passed.

The following account of the island is given by Capt. Sir Everard Home, Bart., who visited this part of the Pacific in September, 1844:

"Approaching the Island of Upolu from the S.E. (it is the centre island of the group), it appears to be of considerable extent and height, resembling the Island of Timor, the extremities tapering to long points. The body of the island is of very irregular form, being broken into sharp peaks and hummocks, one great chasm appearing to divide the island nearly into two, and one peak being very remarkable. The scenery of some parts of the South side of this island may be called truly magnificent. Off the East extreme there are two islands; that nearest Upolu is the largest, and has a peak; the eastern end of it is rather bluff. The island appears to be connected with the main land by a reef. The southern island is smaller; has its two extremes nearly alike. It has no peak, but a large round hummock, which may almost be called a saddle. To run for the anchorage off Apia, a ship should not have less than four hours’ daylight before her. It is necessary also to be well to windward, for, with the breezes which blow here, a day may be required to regain the loss of a few hours. There are many high peaks, and the North side may be considered mountainous; there is, however, a great deal of level land, and land that is in gentle hills and slopes. The island is covered with timber to the top.

"Not liking to run to leeward without some certain knowledge of the position of the harbour, I sent a lieutenant on shore to make inquiries; he returned with information upon the point, and announced that the name of the place where he landed was *Suifíufí*; and that there was another village further West, called *Satufata*, and that the people were alarmed, as they believed the ship was French, coming with priests to make them change their religion. There was a Portuguese pilot at the place, but he was too much alarmed to come off to the ship. We ran down the coast W. by N. for the anchorage, which was 15 miles to leeward. Apia lies under the last mountain excepting one from the West end of the island, which terminates in a long, low point. On the mountain under which the village is placed there is a great cataract about one-third from the top; it can be seen from 12 to
APIA HARBOUR.

14 miles at sea.* Numerous large craters are seen in sailing along the coast. The eastern end of the island is free from coral; sailing westward it gradually increases, further from the land than on any other part of the coast; the sea breaks all along its outer edge. We ran down within half a mile of the reef.

Apia Harbour is on the North side, about 20 miles from the East point. It is a reef harbour, the opening into which will show itself, and the eye, with attention to the helm, will be sufficient guide. Steering in, the cataract will be right ahead, and, with the village under it, the passage is clear; the depth of water decreasing gradually from 15 fathoms at the entrance to 8 fathoms. Anchor in 7 fathoms, and moor 30 fathoms each way, East and West. Water here is most abundant and easily obtained, a river running on each side of the village. Pigs, poultry, excellent yams, and firewood, are to be had in plenty.

The town is pleasant. A neat church, a saw-mill, and other good buildings, put up since the termination of the war in 1873, are among the improvements of the place. Near the church are deposited the remains of the lamented missionary, Mr. Williams, and of Mr. Harris, brought from Erromanga.

Capt. Thomas W. Freeman, commanding the Resolute, writing January, 1870, says:—There are no wharves, lighters, store-houses, hotels, or convenience for heaving down, no reliable labourers, the natives nearly always engaged in civil war, and unwilling to work at any time. Only one man has any money to loan, viz., Th. Weber, of whom anchors and chains and a few provisions may usually be purchased. Water is excellent, plentiful and easily obtained, but no live stock or vegetables; even yams being imported from the Fijis. Apia, though small, is an excellent little harbour, and there is a good pilot who boards you well to windward. In 1864 it was stated that a lantern light was shown, that there was an iron lighter for watering, a point for heaving down, &c. The usual trade wind is fair in or out, ships should moor with two anchors East and West, and a kedge to keep from swinging during the night with the land breeze. There is a large trade between Apia and Hamburg. Apia being the central depot, where is collected cocoa-nut oil, coprah or dried cocoa-nut kernel, cotton, pearl-shell, &c., the products of the Islands of Western Polynesia. This trade is almost entirely in the hands of John Cesar Goddefroy, of Hamburg, and Th. Weber is his agent in Apia. There are not any port charges, there being no shadow of a government. The pilotage is 1 dollar a foot, in and out.

Dr. Grünfle's description of the harbour of Apia, in the Journal des Museums

* Captain T. W. Freeman says that the remarks of Sir Everard Home are calculated to mislead a shipmaster: the cataract is not to be discerned until well within the harbour, but there are many large cataracts on other parts of the island, visible to seaward.
Godeffroy, is worth reproducing:—“Small as the harbour is, it presents a busy picture. Fishing craft are sailing in and out every day: larger vessels, and even men-of-war of various nations, are to be seen, while boats and canoes traverse the bay in every direction. The ‘heave-ho’ of the sailors mingle with the native boat-song, from the quays and shore rise the confused cries of almost every conceivable race, and even when on land one hears the working and whistling of marine engines. Bands of natives are frequently going through the streets laden with the vegetable produce of the islands. In the evening the natives sing and dance to the accompaniment of drums and castanets.”

Faga Loa Harbour, or Fangaloa, lies on the N.E. side of the island, and is 3 or 4 leagues from the East end of it. Capt. Bethune, R.N., who had it examined, says:—“Two or three vessels have been in, but I cannot recommend it as an anchorage.” It has been condemned by Capt. Wilkes, and an official notification from the American and British consuls, dated Apia Harbour, March, 1846, warns any vessel from entering, except on her own responsibility.”

Manono Island is enclosed within the sea reef of Upolu, at its West end, and was called by La Pérouse Platte Island. It is covered with forests throughout its whole extent, and is about 4 miles in circumference. It has about 1,100 inhabitants, and is the station of an English missionary. It is identified with the political history of all the other islands of the group, and has held the supremacy. This is owing to the possession of the natural fortress of Apolima (Aborima, or Poreemo), lying between Manono and Savaii. This is evidently the crater of an extinct volcano, and is a ring of perpendicular cliffs, broken down at a single point on its northern side, affording a passage for only one boat at a time to a basin within. Its highest part is 472 ft. above the sea; and in the centre of the island is a native village. Soundings extend to it from Savaii and Upolu. The coral reef attached to it is but small. Kotzebue calls it the Cock’s Comb (Crête de Coq.)

The distance from Manono to Apolima is a short mile; from the West end of Manono the reefs extend about one-eighth of a mile, terminating in

 smoala.—Two shoals are said to exist off the North side of Upolu: one off Moatoa, about 7 miles North, about 3 fathoms: one off Utumau, about 6 or 7 miles due North, also about 3 fathoms.—Capt. Worth, R.N., 1848.

Westward of Apia Harbour there are several rocky patches lying beyond the main reef; H.M.S. Blanche, in 1874, passed over one in about 5 fathoms, with Apia Mountain bearing S.E. by E.

Mr. R. Turpin, master of the L.M.S. barque John Williams, reports: that on July 26th, 1874, in lat. 12° 18' S., long. 170° 38' W. (approximate), the bottom was seen at 18 fathoms obtained, sand and coral, for a distance of 6 miles in a north-easterly direction. At the time there was a confused and irregular sea, and a large number of fish were seen.
SAVAU. 621

a small islet, called Nulopa. The remainder of the channel appears clear. H.M.S. Conway ran through it. From Nupola the reef runs southward. A small rock lies off the eastern end of Manono.

Outside the apparent line of the reefs there exists, to the N.W. of Apia, and about 2 leagues from the land, a shoal, on which M. Dutaillis found 22 fathoms on the outside and 12 to 13 fathoms in the centre.

M. Dutaillis advises vessels proceeding to the West to pass rather to the North of Savaii than through the channel separating this island from Upolu, at least to gain a steady breeze. You are drifted in it by strong currents. In the night of the 4th to the 5th of December, 1847, during a dead calm, he was obliged to get the boats out, and to tow the vessel off Apolima, on which the swell and the current were driving her.

From Apolima to Savaii, the westernmost of the group, the distance is about 7 miles, 4 or 5 miles of which are clear for ships. About one-eighth of a mile West from Apolima is a small rock, and the reef runs off from Savaii 2 or 3 miles.

SAVAU is the westernmost and largest, though not the most important, of the Samoan group. Captain Edwards, of the Pandora, calls it Chatham Island. It is called Shavi and Otowchy by La Pérouse, and Pola by Kotzebue and others.

It is about 40 miles in length and 20 miles in breadth. It differs from any of the others in its appearance, for its shore is low, and the ascent there to the centre is gradual, except where the cones of a few extinct craters are seen. In the middle of the island a peak rises above 4,000 ft., which is almost continually enveloped in clouds, and is the highest land in the group. Captain Wilkes saw it at the distance of between 50 and 60 miles.

The interior of the island is rarely entered, even by natives, and has never been penetrated by strangers. Captain Sir Everard Home says that Savaii is the finest and most valuable island he had seen. It produces, spontaneously, the citron, nutmeg, indigo, coffee, and sugar-cane.* The only settlements are on the shore. Another marked difference between Savaii and the other large islands is the want of any permanent streams, owing, perhaps, to the porous nature of the rocks. Water, however, gushes out near the shore in copious springs. The coral reef attached to this island is interrupted to the South and West, so that the surf beats full upon the rocky shore. There are, in consequence, but few places where boats can land, and only one harbour for ships, that of Mataatua, but this is exposed to N.W. gales.†

* M. Dutaillis says there is a tree found in the archipelago which possesses a remarkable property: it is called Mamorea, and the men who work it become intoxicated; animals which lie on the wood are also much affected by it.

† Captain Sir Everard Home says the water comes from the hills in such great torrents,
The South side of the island is rocky and iron-bound, with a heavy surf breaking on it. Towards the western end of the island the rocks around the points are worn into cavities, and the sea rolling into them produces innumerable spouts of water.

Near the East point of the island is the large Bay of Paluale, a missionary station. The village is approached by a boat passage through the reef. Near the N.W. point of Savaii is the large and beautiful village of Felialupo, with a snug little cove for boats. A native missionary resides here. The next inlet on the North side is that of Atau, a small and shallow entrance through the reef, forming within an extensive flat.

Mataatu Bay is off the North point of the island, and affords good anchorage, and it is the only place in the island where a vessel can stay with safety. Supplies of hogs, poultry, and vegetables may be had in abundance; wood and water are easily obtained; the latter from copious springs near the beach. The bay is surrounded by a white coral beach, and the town of Mataatu is beautifully situated in an extensive grove of cocoa-nut trees. The houses are about 400 in number, and the people about 2,000, most of whom are heathens, but are courteous.

The Bay of Mataatu is much exposed at all seasons; but between December 1st and the end of March, when North and N.W. winds prevail, it is quite dangerous, and should not be visited.

Captain Hope, R.N., says (1866), that "vessels intending to anchor off Mataatu should give the reef which projects from the point a berth of half a mile, as there is shoal water off it, perhaps a continuation of the reef; the Brisk, rounding the reef at the distance of 2 cables, had 5 fathoms water, and there is said to be less."

M. Dutaillis says that in the N.W. part there is a bay, where thousands of vessels might anchor in a depth of 5 to 9 fathoms. Unfortunately the only opening in the reef is closed by a bar, which leaves but a passage fit for a vessel of 4 or 5 feet draught. In the West there is anchorage in 12 and 13 fathoms, in a very open bay. Lastly, all along the North coast, at the distance of 2 or 3 miles, bottom may be found at the depth of 9 to 14 fathoms.

From information given to Captain Worth, R.N., in 1848, a shoal exists about 40 miles West of the West point of Savaii, but we have no further particulars respecting it.

that its counter-action, flowing out, beats down the sea rolling in; the harbour thus is kept quiet, and the ship rises to the fresh. In this way ships will ride out the heaviest gales in perfect safety, without lightening their cables, which, he was informed, was the case when the American squadron were in the harbour in 1840.
NIEUE, or Savage Island, was discovered by Captain Cook, June 20th, 1774. He landed easily in a small creek on the West side, and taking post on a high rock, to prevent surprise, was attacked, both here and at the point, by the natives, "with the ferocity of wild boars." This reception occasioned its name. It is about 11 leagues in circuit, of a round form and good height, and is steep-to. All the sea-coast, and as far as could be seen, was wholly covered with trees and shrubs, among which were some cocoa-nut trees. To judge of the garment by the skirts it cannot produce much, for so much as we saw of it consisted wholly of coral rocks all overrun with woods and bushes. The cliffs which bound the shores are of coral stone; which the continual beating of the sea has formed into a variety of curious caverns, some of them very large; the rock or roof over them being supported by pillars, which the foaming waves have formed into a multitude of shapes, and made more curious than the caverns themselves. Its South point is in lat. 19° 10' S., long. 169° 50' E.

Captain Erskine, R.N., passed it in July, 1849, and found the natives who came on board quite trustful and harmless, but apparently quite ignorant of Europeans. The island is long and low, not more than 200 ft. high at any point, covered with scrubby trees. It is about 9 miles long from S. to N.W. The N.W. point is about lat. 19° 0' S., long. 169° 50' 40" W. No signs of huts or cultivation. In 1852 the Swedish frigate Eugenie, lying-to off the island, had some books and some English ships' articles offered, which had either been wrecked or plundered.*

"About twelve vessels visit Niue yearly, mostly brigs and schooners under the German flag, and a few whale-ships for supplies; these carry the produce to Apia, or to Sydney, which consists of cotton, fungus, and cocoa-nut fibre; cloth, calico, knives, axes, &c., being the medium of exchange. Money is only given for labour. The population in December, 1872, numbered 5,124.

"The natives are good-tempered, cheerful, and industrious. They are quite different in appearance to the natives of the Cook Islands, being smaller and darker in complexion, and speak a language entirely of their own, more allied to the Samoan dialect.

"It is worthy of remark that the Niueans were never cannibals."—Commander Mainwaring, H.M.S. Cameleon, 1873.

BOSCAWEN ISLAND, Niua-Tabu-Tabu, or Cocos, is one of two islands to the northward of the Friendly Islands. They were discovered by Le Maire and Schouten, May 11, 1616. The last name was given by Wallis, *Three islands are marked on Arrowsmith's chart, in lat. 18° 5' S., long. 169° 20'. They are said to be populous. They are not known to any one at the Samoan group, and Capt. Erskine was satisfied that they did not exist within 60 miles of the assigned positions. He suggests, that as Savage Island appears somewhat as three islands in one position they are intended for that, with an error of 1° in lat.
KEPPEL OR VERRADERS ISLAND.

1767. The first is a high island, one entire mountain, resembling the Moluccas, and covered with cocoa-nut trees; hence the name given by Schouten. It is about 2,000 ft. high, and had only one small village on it in 1873, at the time of H.M.S. Basilisk’s visit. It is in lat. 15° 52’ S., long. 173° 50’ W.

KEPPEL, or Verraders Island, the other, is much lower, and of greater length, and lies 7 miles S. by E. from Keppel Island. The ships which discovered it, having anchored off it, began some friendly intercourse with its inhabitants, which having continued to some extent, they became bolder, and approached apparently pacifically, with 700 or 800 men, but began to attack them. Hence it was called Verraders, or Traitors’ Island. Captain Wallis called it Keppel Island. Its position is about lat. 15° 52’ S., long. 173° 52’ W.

On the North shore there is an extensive coral reef with a lagoon inside; the passage, by which the Basilisk’s boats entered in 1872, piloted by a native, was not accessible for ships of any size, nor does there appear to be any safe anchorage off the island. Keppel Island, together with Boscawen, is subject to King George of Tonga, and contains a population of about 1,000. A governor from Tonga and a native missionary reside on the island. Cocoa-nuts, yams, plantains, and pigs are in great abundance.

A dangerous coral reef extends for about a mile off the S.W. end of Keppel Island.

Curacoa Reef was discovered by H.M.S. Curacoa, July 11, 1865. The sea was breaking heavily on it. Further information respecting the reef states that it is a dangerous coral patch not always showing its position by breakers. It is about 60 yards in extent. Lat. 15° 31’ S., long. 173° 44’ W., and 16 to 20 miles E.N.E. of Boscawen Island. The Ten-fathom Bank, sounded on by H.M.S. Curacoa, lies about 9½ miles S. 38° E. from the reef, and in lat. 15° 40’ S., long. 173° 40’ W.

Niua-fu, or Proby Island, was discovered by Capt. Edwards, in the Pandora, and is probably the Goede Hoops Island of Schouten, who says this island is full of black cliffs, whose tops were covered with vegetables, and well stocked with cocoa trees. The Consolation Islands, discovered by Maurelle, are heresabout, possibly the Cocos and Verraders Islands. Brinsmade Island is probably the same. It is said to have been discovered in 1840 by Captain Wood, of the Richmond.

Niua-fu, according to Capt. Charles Hope, R.N., H.M.S. Brisk, 1867, is a volcanic island, nearly circular, 3½ miles from North to South, and 3 miles from East to West; it is about 500 to 600 ft. high, and well wooded to the summit. The centre of the island, an old crater, is filled with brackish water, in which are hot springs, and traces of volcanic action are everywhere to be seen. A severe eruption took place in 1853, when a village was destroyed and many lives were lost; and on April 12th, 1867, another eruption occurred, but without loss of life. The cocoa-nuts grown on this island are
remarkably fine, equalling those of Rotumah. The inhabitants, 1,200 in number, are Tongese Christians; the church and the teacher's house are neat and well built.

There is only one spot where a vessel can anchor; this is on the West side, where a depth of 15 fathoms may be found at a distance of about a cable from the shore, with a sandy bottom; but it is too close in to be a safe berth. Black lava rocks line the shores all round the island, and landing is at all times difficult and hazardous. The principal landing-place lies on the N.E. side of the island, but was unsuccessfully tried by the boats of H.M.S. 

Home Bank, or Lalla Rookh Bank.—Sir Everard Home, in H.M.S. North Star, in September, 1844, left the Samoa group for the westward, and looked for a shoal between them and the Wallis Islands, but could get no bottom with 100 fathoms in the reported position. But on the following day, at noon, they were upon one of great extent; the depth of water 13 fathoms, nor did it appear to have less. No broken water could be observed. The latitude, by observation was 12° 53' 8", longitude, by chronometer, 175° 31' W. Captain Reynard, owner of the American whaler Lalla Rookh, says it is about 6 miles long W. by 8., and 4 miles broad. Ten fathoms were found, but in many parts there appeared to be less water. The position is identical with that above given.

UVEA, UEA, or Wallis Island, was discovered by Wallis in 1767, and it is probable that it is the same as that discovered by Maurelle, April 22, 1781, and which he places more than 3½° to the East. Wilkes says that instead of a single island, as might be expected from the name, there are nine separate islands, varying in circuit from 1 to 10 miles, and enclosed with one extensive reef. The land is in general high. The entrance to the lagoon is on the South side of the group, and it is stated that there is ample room for a ship to pass within the reef. Wood, water, and refreshments may be obtained.

Uvea is 7 miles long North and South, but is surrounded by a reef 14 miles in extent North and South, and 7 miles from East to West. Off its North and East sides are some islets, and also at its South end are some others; between the two to the S.W. is the Houi Kolou entrance to Alliir Bay, the anchorage. On the starboard side is the islet of Femua-fu, or Felletoa, in lat. 13° 23' 35' S., long. 176° 11' 47" W. The depth in the entrance is 13 to 20 fathoms, and it is not more than a cable's length in width, in a N.N.E.
direction. Mua, the French missionary establishment, is on the South point of the island. It was surveyed by Enseigne Champeaux.

The following is the French account of it:—The Island of Uvea is the only one inhabited. The others, infinitely smaller, which are grouped around it, are not, properly speaking, but places of relaxation, where the sick or invalids go to breathe a purer air, and to get beyond the reach of the myriads of troublesome mosquitoes.

If you wish to repair the ship, or take much water, or to refit, it would be better to take the anchorage where the Em busca was half rebuilt, and where the Arche d’Alliance was partly hauled on a sort of gridiron. Some coral banks separate these two points, but they show themselves by the colour of the sea, and leave between them a very fine channel.

The Island of Uvea has 3,000 inhabitants.

"It is believed that a passage for large ships to sail completely round the island inside the great reef exists, with anchorage at any part. Of the four entrances through the reef, three are reported available for large ships, but the best entrance, and that which hitherto has been solely used, is the southern one. The inhabitants of the island are governed by a native queen."—H.M.S. Basilisk, 1872.

The following remarks are made on it by Capt. Sir Everard Home:—

"At daylight, on September 5th, 1844, stood in, and soon after saw the island bearing N.W.; it is of moderate height; the surface varied; one hill is seen of irregular form and higher than the rest; eastward of it there are islands extending to a considerable distance. Drawing in with the land from the southward, a long, low island appears eastward; and westward the hill above mentioned, with a long island on each side of it. They are all covered with trees, particularly cocoa-nut. The remarkable rock, called the Sail Rock, from its exact resemblance to a boat under sail, whichever way it is viewed, was reported as a boat coming out: the village was seen, and appears to the naked eye like a cliff, or patch of barren rocks amongst the green foliage which surrounds it.

"There appears to be one continued reef all along the island. Being to windward, and no boat coming off, at half an hour before noon we ran down westward to the small island, round which was the entrance between it and the hill before mentioned. Soon after noon a pilot was received, a native of France; at 3 P.M., when it was slack water, stood in N. by E. 45 for the opening; a channel of about 120 yards in width, through which the tide runs at the rate of about 8 miles per hour. Great attention is required at the helm; the length of this narrow channel is about a quarter of a mile.

"Having passed the reef, haul up N.E. by E. Two patches of coral will be seen; pass between them; that on the starboard hand will have 14 ft., the other 5 ft. water upon it; care must be taken to avoid the other light-coloured patches, for they are coral reefs and shoals; the eye will be a suffi-
FUTUNA, OR HOORNE ISLANDS.

Ancient guide: the remarkable rock above mentioned will be seen ahead; the anchorage is about a quarter of a mile South of it, in 22 fathoms, sand and coral, the Sail Rock bearing N. 9° E., and the centre of the hill, near the entrance, N. 74° W. The South side of the harbour is bounded by a line of low sandy islands, connected by coral reefs, upon which the sea continually breaks with violence. The land North, which is the largest of the group of islands, is high and apparently productive; the islands are all well wooded; no good water is to be obtained here. This anchorage is not good, the bottom being of coral mixed with sand; the anchors hooking the coral are frequently lost, but the danger of the passage in or out, caused by the force of the tide making through the narrowness of the channel, is a sufficient objection to it. There is another passage on the West side, but fit only for small vessels; the rise and fall of the tide is 8 ft.

Capt. C. W. Hope, R.N., H.M.S. Brisk, adds, "The channel up to the inner anchorage is very tortuous between patches of coral, but in favourable weather they are easily seen, and present no difficulty to a steam-vessel; a ship should not, however, proceed to the upper anchorage without a pilot if one can be procured."

"The island is divided between Protestants and Roman Catholics. A Roman Catholic bishop has settled here, and made these islands a centre from which to spread that religion. The followers of the two religions were preparing to make war upon each other, and little information was to be gained here."

FUTUNA, or Hoorne Islands.—Futuna and Alofi (Allufatti of former charts), were discovered by Le Maire and Schouten, May 19th, 1616. They anchored on the South side of one of them, but do not say which, in a bay to which they gave the name of Eemdracht. Mount Schouten, its highest point, is 2,500 ft. above the sea; on its northern side many rocks are visible, and the whole surface appears bold and precipitous, affording, as far as could be perceived, little soil for cultivation. Cocoa-palms in considerable numbers are seen on a low point projecting from its southern side. Water and provisions in abundance may be procured. The islands have a population of 1,100 inhabitants. Those of Futuna are about 1,040 in number.

The island of Futuna is 7 miles long and 5 miles broad. It is under the sovereignty of two kings, both of them Roman Catholics, like their subjects. One of them is the famous Sam, the ex-disciple of the unfortunate Père Channel. This Sam has sailed several years with the English and Americans, and speaks their language. Mount Schouten is in lat. 14° 14' 20" S., long. 178° 7' W.*

* L'Enfant Perdu is an island discovered by Bougainville, May 11, 1768, but only seen at the distance of 7 leagues. There is not any doubt but that it was the Horne Islands of Le Maire and Schouten, although placed by him 1° East of their position.
The principal village and a large church are seen on the N.E. side of Futuna, situated in cocoa-nut and bread-fruit tree groves, extending for 4 or 5 miles along the coast, the entire length of which is fringed by a flat shore reef, on which the surf with the prevailing winds breaks heavily. The boats were unable to land; canoes passed readily through the surf with passengers, but in returning to the boats they were repeatedly swamped.

The harbour, situated on the S.W. part of the island, is open to the S.W., but sheltered from all other winds; it is comparatively easy of access, but some sunken patches of coral render the services of a pilot advisable. A large white cross is placed on the South side of the harbour on a hill, to guide vessels in. The anchorage is on a sandy bottom, with 6 to 8 fathoms from 100 to 200 yards from the shore; at 400 yards there are 18 fathoms. Very few inhabitants live on the northern side of the island.—H.M.S. Camelon, 1872.
CHAPTER XIV.

THE FIJI ISLANDS.

This new British Possession is one of the largest and most beautiful archipelagoes in the Pacific Ocean. But it has formerly been of minor importance to the commercial world, from the character of the people inhabiting it.

It is to Tasman that we owe the discovery of the Fiji Islands. On Feb. 6, 1643, he saw eighteen or twenty small islands, surrounded by rocks and reefs. He called his discovery Prince William Islands and Hemskirk Reefs. These probably were in the eastern part of the group. The next navigator who visited them was Captain Bligh, in 1789, during his boat voyage after the mutiny of the Bounty. The southernmost of the group, Turtle Island, was discovered by Cook in 1773. Captain Wilson, in the missionary ship Duff, saw them in 1797.

Captain D'Urville, in the Astrolabe, in 1827, spent seventeen days in examining the group, of which he furnished a far more exact knowledge than had been previously acquired.

It is to the United States' Exploring Expedition that we owe the most complete nautical account of this beautiful archipelago, and it is from the third volume of the narrative of their proceedings that a large portion of the ensuing descriptions have been derived.*

There is one unpardonable blemish in Captain Wilkes's account of this group; he makes not the slightest allusion to any of his predecessors in exploration—most assuredly a very necessary, yet simple, duty. The only mention made of any other labourers in the same field is in terms of would-be disparagement, unworthy of so important an expedition. It is sufficient

* "We found the position of all the reefs and shoals through and amongst which we passed very correctly laid down in Capt. Wilkes' charts of the American Exploring Expedition, with the exception of Turtle Island, about which there is evidently some mistake, and the reefs and shoals within the Bay of Ambau. His description, also, of the island, with the appearance, habits, and customs of the natives, is very faithfully delineated."—Captain Worth, R.N., H.M.S. Calypso.
FIJI ISLANDS.

here to mention this: it is too obvious, on every page of this volume, to any one at all acquainted with other authorities.

The island which gives its name to the group is called by the natives Viti-Levu (Viti-Levu, D'Urville, &c.), that is, Great Viti. The Fiji islanders call themselves Kai-Viti, in the same way that they call the inhabitants of Tonga Kai-Ton-ha, and Kai-Papalan-hi all civilized people, or rather, all their visitors who wear clothes, and it is only these three races that they are acquainted with. The origin of the name Fiji, Fidji, Fidjee, or Fejee, is probably due to the Tonga Islanders, who thus pronounce the word "Viti."

The archipelago consists of about 312 islands, containing a total area of 8,034 square miles, nearly equal to that of Wales. About 70 of the islands are inhabited. The natural productions of the islands are numerous, and a country more suitable for the production of cotton could hardly be found. Although cotton had been produced in small quantities for some years previously, a great impetus was given by the stoppage of the supply from the United States during the American war, and in 1867 the value of the export was £34,000. In 1873 the export was 700 tons. Coffee is also doing well on the mountain sides, but a great calamity befell the planters in 1866, at the time of the cyclone. Sugar-cane grows well, and is being cultivated. Yams, taro or daro, bananas, plantains, bread-fruit, and cocoa-nuts, are grown by the natives for food, and a variety of European vegetables have been introduced. Exports, consisting principally of cotton, cocoa-nut oil, biche-de-mer, and wool, were valued at about £120,000 in 1874. For information respecting the districts now under cultivation by Europeans, we are much indebted to a little work published at Melbourne, entitled "Fiji in 1870," which consists of a series of letters which were published in "The Argus."

The first proposition to cede the sovereignty to the English crown, or to make it a colony, was formally made by Thakombau, chief of Bau, &c., by a deed, in October, 1858, and which proffered cession was brought over by H.M. consul Mr. Pritchard, in 1859. In order more fully to investigate the nature of the cession and its advantages, H.M. Government sent over Colonel Smythe, R.A., in December, 1859, as commissioner. Besides this enquiry, H.M.S. Herald, Captain Denham, also made many examinations, and Dr. Berthold Seemann, well known as the botanist, has given a report on its productions.

The inducements and reasons offered in support of this cession, were the importance of the commerce that might be developed in the Archipelago, and in its rich productions, the growth of cotton, the power of suppressing the ceaseless war, and the many fearful and repulsive practices of the natives, the payment of a claim made by the United States Government, the formation of a depot for the trans-oceanic commerce which might arise between Panama and Australia, and to have a military stand in the
great ocean where the French and Americans have done much to establish such a power. The result of this offer being that the government refused the sovereignty, power was given by King Thakombau to Consul Pritchard, and he acted as governor. The "Polynesian Company" was formed at Melbourne, and a treaty signed on the 23rd of July, 1868, gave into their hands 200,000 acres of land, in return for which they paid the debt to the United States government, and were to allow the king £200 a year. In the end the project was a failure, but many emigrants were induced to come as settlers to the islands. In 1869 a government, similar in constitution to that of Great Britain, was formed, which only proved a trouble, but it existed until another offer to cede the government being strongly urged by both natives and settlers, it was finally accepted, and the islands were formally ceded to Great Britain on September 30th, 1874. Sir Hercules Robinson, Governor of New South Wales, having on that day accepted the government of the islands in the name of Her Majesty, at the Government Buildings, Nasova. The king, his chief ministers, and nine chiefs were present. On June 25th, 1875, Sir Alexander Gordon, the first governor, landed at Levuka. Mail steamers are to run between Sydney and San Francisco, calling at the port of Ngaloa in the Fiji Islands. From Ngaloa steamers also run to New Zealand and Honolulu.

The troubles in New Zealand sent many British settlers and their families, so that while there were 831 white people in the Archipelago in 1867, they amounted to 1,288 in 1868. These consisted of British, 491 men, 89 women, 174 children, and 274 British half-castes. The American people numbered 164.

Mr. Consul Marsh, in his report for 1870, says:—"The number of Europeans and Americans now in Fiji cannot be much under 4,000. British subjects preponderate in the proportion of 3 to 1." In 1866, the number of vessels entered was 26, with a tonnage of 4,024 tons; in 1870, 167 of 15,490 total tonnage entered. With the exception of two American vessels, all were under the British flag.

Of the natives we cannot speak here in detail. They are of a different complexion to their neighbours, the Tonga Islanders, being nearly black. They are a fine race of men, and doubtless possessed of many good qualities, but they are pre-eminently bloodthirsty, ferocious, and cruel. Cannibalism is, or was, indulged in to an incredible extent, and this, not from the mere satisfaction of revenge, but as an appetite—friend, relation, or foe, equally affording food to the more powerful. The ample descriptions given by D'Urville, Wilkes, and others, will furnish details of their revolting habits and customs. These degrading features, however, are rapidly passing away under the influence of the Christianizing efforts of the Wesleyan missionaries who first came from Tonga in 1835.

The numbers inhabiting the group of course cannot be very closely esti-
mated; M. Gaimard making it 70,000, whilst Wilkes raises it to 133,000, and the still later estimate of Mr. Pritchard and Colonel Smythe (1861), makes it 200,000, of whom 60,000 are Christians. Mr. Thurston, H.B.M. consul, estimated those numbers in 1867 at 100,000, and gives several reasons to which their rapid decrease may be ascribed. About one-third of the population was thought to have been destroyed by the measles imported in 1875 by H.M.S. Dido. In 1874 the total population was estimated at 140,500; Vanua Levu, 29,000; Yasawa Group, 4,000; Viti Levu, 81,500; Kandavu, 10,000; Central Fiji, 8,000; and the Eastern Group, 8,000. The ruined and deserted villages throughout the country testify to the disappearance of the race. Among them there is some variety of race, and there are many Tonga islanders resident on various islands.

Earthquakes are not unfrequent; according to the white residents, they generally occur in the month of February. Several shocks are often felt in a single night. The only place where there are any signs of volcanic heat is Savu-Savu, on the South side of Vanua Levu; but several islands in the group exhibit signs of craters. One of these is at the West end of Kandavu. There are others at Nairai, Goro, and in the Ringgold Isles. The peaks, however, are usually basaltic cones or needles, some of which rise to the height of several thousand feet, and no running stream of lava has been seen occurring on any of the islands. Conglomerate, tufa, and compact and scoriaceous basalts, are found of every texture and colour, and in every state of decomposition. When decomposed, they afford a rich soil, which, clothed with a very luxuriant foliage, covers the islands to their very tops, clinging to every point where it is possible for a plant to take root. This rich vegetation gives a degree of beauty to the aspect of the whole group.

The Climate of the Fiji group is well adapted to all the tribes of tropical plants, and to not a few of those of the temperate zone in the more mountainous portions of the islands.

The climate of the islands, as is not unusual within the tropics, is very different on the opposite sides of the various islands. From the constant prevalence of the wind in one direction, the windward sides of the islands are refreshed by showers, and the result of this is that the weather side exhibits the tropical and luxuriant vegetation which is so remarkable in this group. The lee sides of the islands, on the contrary, have a burnt and barren appearance from the want of the moisture brought by the atmosphere. The difference in temperature, however, is not great.

The winds, from April to November, prevail from the E.N.E. to S.E. quarters, at times blowing a fresh trade wind. From November till April, northerly winds are often experienced, and in the months of February and March heavy gales are frequent. They usually begin at N.E., and pass round to the North and N.W., from which quarters they blow with the most
FIJI ISLANDS.

violence; then hauling to the westward they moderate. They generally last two or three days.

The tides throughout the group appear to be very irregular, until they are closely studied. The flood sets in opposite directions on the eastern and western sides of the group. Thus, on the South side of Vanua-Levu it flows from the East as far as Buia Point, where it is met by the flood coming from the West. It is high water at Ovolau at 6° 10′, full and change. At Muthuata, 5° 30′.

The greatest rise and fall of the tide is 6 ft. The currents set strongly in and out of the passages, until the water rises above the level of the reefs, when it flows over in all directions, and its force is much decreased.

The current seems to set here in a contrary direction from what might at first be assumed. It is remarkable that during the examination of the S.E. islands of the Fiji group, in all the trials of the current, the American surveyors found it setting to the eastward about half a mile an hour, varying in direction from E.N.E. to E.S.E. This fact is confirmed by the information obtained from the natives, that canoes which are wrecked to westward are always drifted upon these islands.

The positions of the islands of the Fiji group, according to Wilkes's survey, depend upon the meridian of Observatory Point (on which he erected a pile of stones as a mark to the harbour) of Levuka Harbour in Ovolau. This, from moon culminating stars, is in long. 178° 52′ 40.78″ E., and the lat., from circumpolar observations of sun and stars, is 17° 40′ 46.79″ S. Captain Denham, R.N., makes the school-house at Levuka in longitude 178° 49′ 45″ E., or 2′ 54″ West of the former.*

Vatua, or Turtle Island, is the south-easternmost of the group. It was discovered by Cook, in 1773. In itself it is unimportant, except in its position, as being the weathermost of the archipelago, and its low and dangerous character.

A singular mistake crept into the survey by the United States' Expedition. On May 5, 1840, the Vincennes "had a sight of Turtle Island, and determined it to be in lat. 19° 48′ S., long. 178° 33′ W. It has the appearance of a small rounded knoll. This would seem to be circumstantial, and is further confirmed by a footnote on the same page. In a subsequent passage (vol. iii. p. 379) the United States' ship Porpoise is said to have determined it to be in lat. 10° 50′ S., long. 178° 37′ 45″ W. " It was found to be 3 miles

* Later accounts of this interesting archipelago will be found in the Journal of the Royal Geographical Society, vols. xxvii and xxviii; Correspondence on the Fiji Islands, Parliamentary Paper, May, 1862; the Flora of Fiji, by Dr. Berthold Seemann, 1862; Viti, an account of a government mission, &c., by Dr. B. Seemann, 1862, &c.; "Ten Months in Fiji," by Col. W. J. Smythe, London, 1874; and "Fiji in 1870," by H. Britton, a small work published in Melbourne.
long, by 1½ mile wide. The reef extends all around the island, and is from 1½ to 2 miles wide."

This singular variation in longitude from that assigned to it by the great discoverer Cook (178° 0' W.), or 37' in error, is startling, because the accuracy of Cook in this instance had been confirmed by other navigators. The following by Capt. Worth, R.N., may explain it:

"I had procured from the master of the whale-ship at Apia Captain Wilkes's (of the American Exploring Expedition) works, with his charts and plans of the Fiji Islands, in which it stated that Turtle Island had been surveyed, and the reef (on which an American whale-ship had been lost) examined. I cannot, however, conceive this to be the case, or if so, some great error must exist in the publication, for not only is there no mention made of the detached and dangerous reef, but the position of the island itself is placed very erroneously, and which is the more necessary to correct from its being the S.E. point of this intricate group, and which vessels from the eastward would usually round in entering it. We made the centre of the island to be in lat. 19° 47' S., and long. 178° 8' W., 29 miles to the eastward of Wilkes, who places it in lat. 19° 50' S., long. 178° 37' W., with a reef extending 5 or 6 miles in a S.W. direction, and a large oval coral patch detached from it, lying North and South, 8 or 9 miles in length, both of which were breaking heavily. The island is apparently about 6 miles in length."—(Capt. Worth, H.M.S. Calypso, 1848.)

Ongea.—The S.E. island of the main group is called Ong-Hea, or Ongea. There are, in fact, two islands enclosed in the same reef, called Ongea-Levu and Ongea-Riki. There is a good entrance on the N.W. side of this reef, and a harbour, to which the name of Port Refuge was given by Wilkes, but there is little or no inducement to enter it, for the islands are barren, and no water is to be found. A few wretched inhabitants are on them.

Three miles to the southward and eastward of Ongea is a dangerous reef and sand-bank, called Nugu Ongea.

Fulanga, or Boulang-Ha, or Laquaba (of Arrowsmith), lies to the West of Ongea. It is a fine island, composed of volcanic materials, its West bluff being 150 ft. high. This is one of the group on which fine timber grows, and is resorted to by the Vavao and Friendly Islanders for building their canoes. It is surrounded by the usual coral reef, and contains a central basin, the entrance to which is on the North side, through the reef, suitable for small vessels. The tide rushes strongly in and out of this basin. There are some islets and reefs in the basin, composed of scoriaceous volcanic materials, and these afford some biche-de-mer. There is a village at the head of the bay, and another on the S.E. part of the island, accessible only by canoes. Good water, fruit, vegetables, and poultry, can be obtained; the beach abounds with very good oysters. The natives, about 150 in number, were friendly, and under the care of a Tongese missionary in 1840.
Moramba is a small island, half a mile in diameter, 8 miles N.W. of Fulanga. It is well wooded, and surrounded by a reef, but useless to vessels.

Kambara (the Appaloof former charts) is next N.W. of Moramba. It is of a rectangular form, about 3½ miles long and 2 miles wide, and is the westernmost of the eastern group. It is fertile and well wooded; its timber is esteemed above that of all other islands of the group for canoe building, and cocoa-nut groves abound along its shores. The island is not entirely surrounded by the reef, which is wanting on the N.W. side. On examination it proved to have no anchorage for large vessels, but small ones and boats may find protection. This island may be known by a remarkable bell-shaped peak on its N.W. side, which is a good landmark. It is covered with verdure, and is 350 ft. high.

Enkaba, or Fuccaffa, lies N.E. of the foregoing. It is 2 miles long by 1 mile wide; is inhabited, well wooded, and has a breach in the reef, but no harbour.

Tabune-Siki, or Tubansieilli, is a small uninhabited island, 13 miles N.W. of Enkaba.

Between this range of islands and those to the eastward is the Fulanga Channel, which appears to be clear. Its South entrance is between Ongea and Fulanga.

Angasa, or Ang-Hasa, 8 miles North of Ongea, the Table Island of Wilson, is easily distinguished, and is remarkable for long, regular ridges that extend through the centre, and appear as if artificially formed. The island, with three smaller ones, is enclosed in one extensive reef along with several small, uninhabited islets. To the eastward and N.E. of Ongea and Angasa are several detached reefs, extending 5½ miles off the island.

Namuku, the Neat's Tongue of Wilson, its discoverer, has a very extensive reef surrounding it, and offers no anchorage. There are but few natives on it. The shore reef extends 1¼ mile S.W. of this island.

To the North of this are two small islands, Komo-Levu and Komo-Riki, enclosed in the same reef, through which there is a passage on the N.E. side, leading to an anchorage large enough for several vessels. There are but few natives.

Ularua, or Olenea, lies westward of Komo, and is a small, desolate island, encompassed with an extensive reef, and was first seen by Wilson.

Talanda Reef, lat. 18° 44', long. 178° 42', has another reef just W.N.W. of it.

Motha, or Mozj, lies to the eastward of Komo. It is one of the most picturesque islands of the group, with an undulating surface; its hills are more free from wood than those to the southward. It is about 2 miles in diameter, and is surrounded by an extensive reef, through which there is only a boat entrance on the North shore. Karoni, which is Wilson's Skerries, is of small size, and lies within the same reef, towards its southern end. Motha forms
the South side of what Wilkes terms the Oneata Channel; it is a good landmark to run for in making the group, being high and surrounded with sloping sides. Its soil is rich, and its population a few natives. There are three detached reefs to the eastward and within a few miles of it.

Oneata was seen by Wilson, and lies North of Motha; it forms the northern side of the Oneata Channel. It is of good height, and may readily be known by Observatory Isle to the N.E., 250 ft. in height, with three lofty trees on its apex. The reef around Oneata is also extensive; it has two good entrances on the N.E. side, and three on the West.

There is excellent anchorage under Observatory Isle, near a settlement on the N.E. side of the island. A second anchorage is to be found off the West side of the island, near a large sandy bay; but Capt. Bethune says that he tried the anchorage at Oneata, and found it unsafe for 17 ft. No water is to be had here; but there is abundance of fruit, vegetables, and poultry. The natives are sharp traders. The population is 300, one-half of whom are Christians, under the care of two Tahitian missionaries, apparently excellent men, who had been there for twenty years in 1840. The village is on the South side of the island, in a grove of cocoa-nut trees, much troubled with mosquitoes. The southern side of the island is a mass of lava but little decomposed.

Between Oneata and Laguemba are the two Echouas, or Aiva Islands, high and low. They are both uninhabited, and are surrounded by an extensive reef, with the exception of a large opening on the N.E. side, which affords anchorage, exposed, however, to N.E. winds.

Lakemba, or Laguemba (D'Urville says, improperly, Atakimbo), is the largest island of the eastern group. Its form is nearly round, with an extensive encircling reef. The town is on the South side, and contains about two-thirds of the population (1,000) of the island. The highest peak of Laguemba is 714 ft. This is one of the principal Wesleyan Mission Stations, but there were no cotton plantations in 1870.

Lakemba is 5 miles East and West by 3 miles North and South. The reef extends 6 miles from the island in an E.N.E. direction; in it there are two openings, one on the S.E. side sufficient for large vessels, but dangerous, from the coral patches which stud it, and one opposite to the town on the South or S.W. side. Into the latter a vessel of 100 or 200 tons may enter; but after getting in the space is very confined, and it would be necessary to moor head and stern. From the South extremity a reef extends 1½ mile off.

Lagomeba, like the rest of this group, is of volcanic formation. The soil is similar to that of Vanua, composed of a dark-red loam.

Argo Reef.—To the eastward of Lakemba is the great Argo Reef. Its native name is Boeataanoe, and it is one of the most extensive and dangerous in the group. Its English name is derived from the loss of the English brig Argo, on its S.E. end, in the year 1806. Besides this, another vessel, named
the Harriet, is said to have been lost here. All hands from one of these vessels were killed, while only a few escaped from the other.*

Naiau, or Neau, the Oedida of the charts, is a high island, and rises in perpendicular cliffs from the sea to the height of 275 ft. It has only a small reef attached to it on one side, the other side being free. It offers no facilities for the visits of vessels. Neau contains a population of 299 inhabitants, who are perched upon inaccessible peaks, in order to protect themselves.

Tabutha is 30 miles North of Laguemba. It has a remarkable peak, which rises on its N.W. end. A reef surrounds it, in which there are two boat entrances on the N.W. and S.W. sides. There are on it about 90 inhabitants; it has no water except from wells. There are two small reefs, called Mamouko, to the S.W. of it, which can be closely approached, and have a passage between them. They are 3 miles from the islands, S.S.W., true.†

Smith Reef, in lat. 17° 43' S., long. 178° 53' W., has a small sandy islet just South of it.

To the eastward of Tabutha lies the small island of Aro. This is a pretty island, and has three reefs in its neighbourhood, one (Gordon Reef) lying N.E. 7 miles; another, E. ½ S. 2½ miles; the third, S. ½ E. 2½ miles. This small island is only inhabited during the turtle season, which begins in October and ends in February.

Chichia, or Thithea, or Dzizia, the Favourite Island of the charts, lies 20 miles to the N.W. of Neau. It is nearly circular, is 3 miles in diameter, and a shore reef extends around it, with no opening but for canoes. Some of its points are 300 ft. high. It is in places thickly wooded, and has about 300 inhabitants. There is a small reef (Kneass Reef) to the S.W., with a passage between it and the island. The soil is rich, and everything is produced in abundance. Extensive cocoa-nut groves clothe its low points.

Mango is another small island, 18 miles to the N.N.E. of Dzizia. It is remarkable for an open space near its centre, which appears as if it had been artificially cleared. It is surrounded by a reef, which has a break on the N.W. side, but it affords no protection for vessels. The southern part of the reef extends off about a mile, and has two small islets in it. It affords no shelter, and there is no water except from wells. The island is owned (1870) by Messrs. Ryder Brothers, who have plantations here.

Vikai is 6 miles from Tabutha. It is a low islet, with a reef surrounding it to the distance of 1½ mile, and is resorted to during the turtle season.

Katafanga is also a small isle, inhabited during the turtle season. Its

* The following note was necessary in former years:—“It must be borne in mind that any canoe or vessel, whether native or foreign, when driven on shore, is accounted an offering to the gods. All that it contains is considered as belonging to the chief of the district where the incident happens, and the people on board are at once sacrificed.”

† Between Tabutha and Chichia, sunken rocks with 2 fathoms over them have been doubtfully reported to be in 17° 49½' S., long. 179° 2½' W.
reef is much more extensive, being 4½ miles from East to West, and has a small opening, which would admit a vessel drawing 10 ft. of water were it not impeded by some dangerous coral knolls. There are huts on its N.E. point, and abundance of sugar-cane, fruit, and vegetables, may be procured. Both the last-named islands are volcanic. The latter island is 150 ft. high.

The Reef of Malervu is 2½ miles long, and is awash, with the sea breaking over it. It is 7 miles North by East from Katafanga.

The group called the Exploring Islands by the American Expedition would be better named Wilson Islands, from their discoverer, Capt. Wilson, in the Duff, September 12th, 1797. They are very well laid down in his chart, but not the slightest notice is taken of his claim by the American officers. They lie to the northward of the foregoing. The islands, seven in number, are all of considerable size.

VANUA-VALAVO, or Sir Charles Middleton's Island, the largest of them, is of a serpentine shape, and 14 miles in length. Each island has its own separate reef around its shore, and the whole are enclosed in an extensive reef, somewhat in the shape of a triangle, whose sides are 24 miles in length. The large island is in no place more than 2 miles in width; it is situated along the western side of the triangle, and contains many fine bays and safe anchorages. The other islands are called by the natives Munia, Suwai, Malatta, Ticumbia, and Osu. The surrounding reef was entered from its S.E. side. The southern passage through the reef, between Munia and Ticumbia, being the principal place of ingress and egress for the large body of water contained within the reef has very strong tides running through it. H.M.S. Esk entered through this passage and anchored on the East side of Nanuano Island, but there is better anchorage and more sheltered on its South side. There is a passage through the northern portion of the sea reef, but it is intricate, and should not be used by large ships without local knowledge. The whole of the space enclosed by the reef which surrounds the Exploring Islands is studded with shoals. The tides run very strong in the entrances between the reefs. The native pilots are said to be trustworthy.

Munia, or Hadow's Island, is the southernmost of the group. The anchorage of the U.S. vessel Porpoise, named Discovery Harbour, is described as a good one, in 8½ fathoms, fine sand. The highest peak of Munia, called Telanico, was estimated to be 1,054 feet high; it is composed of volcanic masses, with high, craggy, overhanging cliffs. The island contains about eighty inhabitants, and the settlement is on the western side, where water may be obtained.

Ticumbia, Van Shirnding's Island of Wilson, lies 5 miles to the N.E. of Munia, to which it bears a close resemblance, but is much smaller. It is flat-topped, with several notches. It has about seventy inhabitants, and affords but little water.
Susui—Kanathia.

Susui, or D. Scot's Island, lies between Munia and Vanua-Valavo. It is divided into three parts, of which the easternmost is low, and covered with thick shrubbery and groves of cocoa-nut trees; the western portion rises in broken basaltic peaks, several hundred feet high, and is thickly wooded. The ground is much better cultivated than is usual, the patches of taro and yams being kept remarkably neat. Good water may be obtained on the N.W. side, running from the cliff. On this side, also, is a beautiful harbour, secure from all winds, whence an extensive valley runs back, thickly covered with bananas, cocoa-nuts, &c., with a small stream running through it. Inland, fossil shells were lying about in every direction, and were seen exposed in the strata on the hill sides. Sugar-cane was growing in great perfection. The southern side of the island is in close proximity to the reef that surrounds the cluster. A horn of the reef stretches out to the S.W. to a distance of 1½ miles, and is in line with the West end of Kanacee Island, on a W. by N. ½ N. bearing.

Malatta is the next island to Susui; it is much smaller, and separated by a narrow passage from Vanua-Valavo.

The southern part of Vanua-Valavo, or Sir Charles Middleton's Island is Lomo-Lomo. It has a good harbour on its East side, opposite Susui, protected by a small islet. On the West side of the island are two openings in the reef, a spacious harbour, and a large stream of water. There is a large village at the head of the bay. Mount Totten, one of the peaks, was estimated at 664 feet high. The island is calculated to contain 1,000 inhabitants. A road, 14 miles long, has been made in Lomo-Lomo. Many families have emigrated here to grow cotton; and a Wesleyan Church was constructing in 1870.

Avia, or Curling's Island, is a small island to the N.E. of Vanua-Valavo. It has a few natives residing on it; and 4 miles East of it is a small cluster called Osubu, or the Three Brothers.

To the eastward of the reef which surrounds the islands is a detached reef lying parallel to the principal. The southern end of this is 2 miles distant from the other. It has a small sand-bank on its South side, and trends N.E. and S.W. for 4 miles; there is also on it a black block of rock.

Wilson Islands are well situated for the resort of vessels; the anchorages are safe, and easily reached. They afford an abundance of fruit and vegetables. There are five openings in the large reef, two at the East end, two on the West, and one on the North side, all safe. Vessels wishing to anchor on the western side must enter one of the western passages, as the near approach of Vanua-Valavo to the large reef does not admit of a passage for vessels between them.

Kanathia, or Kanasa, to the West of Vanua-Valavo, with its many verdant and fertile hills, is a remarkably pretty island. It is the Sim's Island of
Wilson's chart. Its central peak is sharp and lofty, somewhat resembling a lookout house, formed of basaltic columns. It is surrounded by a reef with boat entrances, and has on the North a break. The reef extends 4½ miles on the N.E. side, and to within 2 miles of that of Vanua-valavo. Kanazea is 3 miles long from North to South, by 2½ miles from East to West; it is 5 miles West of Vanua-valavo. The passage between them should not be attempted by night, and during the day only when the sun is high, as the sea is generally smooth on the reefs under the lee of Vanua-valavo. H.M.S. *Pearl*, in 1874, passed through this channel, when Kanazea Reef was only marked by a ripple, whilst the sea was smooth on the reef extending from the N.W. end of Vanua-valavo. Kanathia has about 300 inhabitants.

**Frost Reef.**—This reef, from bearings of the land and observations taken when near it, was found to be 4½ miles to the W.S.W. of the approximate position given in the charts. H.M.S. *Pearl* passed close to the Frost Reef, which lies in lat. 17° 25’ S., long. 179° 20’ W. The reef is about 2 miles long East and West, and from its North extremity the North end of Mango Island bears E. ¾ N. There is a conspicuous rock, with a white top, near the middle of the North edge of the reef; there are also six smaller rocks, which showed above water at three-quarters flood. There was a heavy break on the East side of the reef, and apparently a spit extends off the S.E. part of the reef, over which there was no break.

**Morse Reef,** which is marked at 2½ miles South of Kanathia. There is reason to believe it is not correctly placed on the chart, and that it is 2 or 3 miles to the eastward of the position assigned.

**Malina,** the *Scars* of Wilson, lies 7 miles North of Kanazea; it is low, small, and has little herbage. It has an extensive reef surrounding it.

**Vatu-rera,** or *Batu-bara,* or *Vatu-vara,* or Hat Island, lies 17 miles West of Hang-Ho. It is small in extent, and its centre is surmounted by a very high rock of a singular structure, and as even as a table on its summit. This islet, which may be seen a long way off in all directions, is the best mark in this part of the Fiji Archipelago. It is about 1,000 feet high, and was seen from the *Pearl’s* deck well above the horizon when 30 miles distant. At about 20 miles distant, the lower land beginning to be visible, causes the island to assume the shape of a hat. Position, 17° 25’ S., 179° 33’ W. A reef extends about a mile to the S.W. from Hat Island; and there is also a short reef off its South side.

The *Nugatobe Islets,* or *Nougo-tolou* (the “Three Sands” of D’Urville), are three in number, small, and covered with trees; the two westernmost are enclosed in the same reef.

**Yeata, Ythata, or Asata,** is a high island, with a bell-shaped peak, lying North of Vatu-rera; it is surrounded by an extensive reef. There are two low islets lying East of it, connected by a reef, in which is a small canoe passage at high water. *Ythata* has extensive cocoa-nut groves along its
NAITAMBA—NANUKU PASSAGE. 641

shores; it is one of the islands that form the southern boundary of the Na-
nuku Passage. It has about twenty inhabitants.

Naitamba, Neita-Oomba, or Direction Island.—It is 17 miles to the N.E. of
Azata, and is high and rugged; it is of a circular form, 1½ mile in diameter.
The reef does not extend beyond half a mile from it, and has no openings.
It has few inhabitants, and some European settlers who grow cotton.

Okimbo, to the East of Naitamba, is made up of three small islets enclosed
in the same reef, 4 miles East and West, by 3 miles North and South, and
7 miles North of the N.W. point of Vanua-valavo. The detached reefs are
from 1 to 4 miles in length; they are awash and dangerous. Okimbo is
desolate, and affords nothing but turtles in the season, and some biche-
de-mer.

Weilagitala or Yalangatala Islands consist of two small coral islands,
joined by a sand spit, situated at the N.E. part of a reef forming a lagoon,
the entrance of which lies about 20 miles East of Nanuku Islets. The
islands are low, and covered with tropical vegetation, but fresh water could
not be obtained. They are not inhabited, but are visited periodically by
natives of the larger islands, for the purpose of collecting cocoa-nuts.

On the S.W. side of Weilagitala Islands is a lagoon, formed by the reef
extending from them; the lagoon is 3 miles long in a N. by W. and S. by E.
direction, and 1½ mile in breadth. It appeared free from dangers, and
affords good anchorage in 15 to 18 fathoms, bottom sand and coral. The
entrance to the lagoon is on the West side of the reef, bearing S.W. ½ S.
from Weilagitala Islands; the entrance is half a cable broad, having a depth
of 7 fathoms.

The reef to the East of Yalangatala has an extensive sand-bank on it.
The Island of Vuna, 50 miles to the westward, is plainly visible from it.
Capt. Ringgold examined the space for 30 or 40 miles to the eastward, but
no other dangers were found. Capt. Wilkes has named this the Duff Reef,
but a very casual glance will show this to be erroneous, it being more than
30 miles to the N.N.W.

There is also a large bank of coral, probably of several miles in extent,
on which 11 fathoms were found. There is plenty of water on most parts of
it for any class of ship, though it would be well to avoid it, as there may be
some coral knolls that might bring a ship up.

Nanuku Passage is formed on the South by Yalangatala and Veleraru,
the island of Nanuku, the Warner Island of Wilson, and its reef forming the
northern side. This passage between the islands is 10 miles long; the course
through is S.W. The islands to the North of this passage are small and
low, and surrounded by very large and extensive reefs. The most northern
of these are Korotuna and Nukulevu (Seylla and Charybdis Reefs), both of
which are low, covered with trees, fertile, and have many inhabitants.

South Pacific. 4 N
Nanuku Islets lie about 24 miles E. ½ N. from the North point of Taviuni Island; they consist of two small coral islets, distant about a quarter of a mile from each other in a N. by E. ¼ E. and S. by W. ¼ W. direction. Nanuku Islets are situated on the South end of a long reef, about three-quarters of a mile within the extremity; from the islets the reef extends 3 miles in a N.N.E. direction, thence N.E. 6 miles, where it trends abruptly to the W.N.W. Anchorage could not be obtained in the vicinity of the islets, the reef being steep-to on both sides. Several detached patches were seen from the mast-head of H.M.S. Beagle, in 1874, extending a long distance to the westward of the reef.*

Nukumanu (Wilson's Sandy Island) and Nukambusanga or Nukubasaga, are also united by reefs and sunken patches of rock, which extend to the Nuku Reef, and round to Laoudzala and Ongomea. H.M.S. Beagle obtained an anchorage on the North side of the reef surrounding Nukubasaga Islets, in 10 fathoms, coral bottom, but it was not considered safe on account of the strong tides in the vicinity.

It is on this part that we must look for Duff Reef, where that vessel providentially escaped destruction on the evening of September 13, 1797. Her track, laid down on Wilkes's chart, places her upon one of the reefs named otherwise in it, and appears very evident, therefore it is unaccountable that it should be placed by those surveyors in a situation where none of the bearings or objects will coincide with Wilson's simple and plain narrative. Upon the chart accompanying this narrative is placed an important caution, which it is as well here to copy:—"Upon these small reefs there is scarce a ruffle of the sea to apprise of the danger."

Too much precaution on the part of mariners cannot be used in approaching this part of the group. Several times during the survey, the U.S. brig Porpoise was in great danger. The currents and tides are irregular, and much governed by the winds, and at times are found running with great velocity through various and contracted passages.

The two last-named islands are included in the group which was named by Captain Wilkes the Ringgold Isles, after the Lieutenant-Commandant of the Porpoise, who surveyed this portion of the archipelago, to the exclusion of the name bestowed on them by their discoverer, Wilson, or that given by D'Urville, Janouida Islets.

The highest of the "Clusters" of Wilson, the western part of this group, was named Budd Island by Wilkes. It is composed of volcanic scoria and large blocks of lava, rising to the height of 800 feet, and has almost a perfect crater in its centre. The outside or rim of this crater forms the island, and is very narrow at the top; its inner side is quite perpen-

* Dangerous Rock, supposed to exist near the middle of Nanuku Passage, was searched for in H.M.S. Beagle, and also by H.M.S. Dido, in 1874, but could not be found.
dicular, while its outer side is generally inclined at an angle of 50° or 60°, although in places it is almost perpendicular. It has some large trees near its base. The other islands in its neighbourhood are uninhabited; they are barren rocks, and too dangerous to be approached by a vessel, the reefs extending as far as the eye can reach.

CHICOBEA, or Thikombia, is the most northern island of the archipelago, and was discovered by Wilson, in September, 1797; he called it Farewell Island. It is of an oval shape, and is formed by two hummocks of considerable elevation. It is 3 miles long, S.E. and N.W., and 1½ mile wide; it is surrounded by a shore reef, which has no openings except for boats, and offers nothing to tempt a vessel to land. There are two small reefs off the S.E. end of this island, the outer one is at a distance of 2 miles from the point.

Na-Gali Island, Nuku Levu or Qele Levu, known also as Nuku Balavu, is the largest of the eastern Ringgold Isles, and lies N. by E. about 14 miles from the larger Nukubasaga Islet. Na-gali Island is of coral formation, about 3 miles in circumference, about 30 ft. high in some parts, and covered with cocoa-nut trees; the East side of the island is steep-to, but there are several small rocks and islets lying off the West end. Fresh water could not be obtained on the island. On the West side of Na-gali Island, and formed by the coral reef extending from it, is a lagoon, 12 miles in length from East to West, and 5 miles in breadth at its broadest part; no dangers were found in the lagoon, and good anchorage may be obtained in any part of it in 10 to 13 fathoms. There are several openings into the lagoon at the West end of the reef; the best entrance lies 8 miles W.S.W. from Na-gali Island.

Vatava Island, or Korotuna, situated about 14 miles West of Na-gali Island, is about three-quarters of a mile in length from N.E. to S.W., and surrounded by a fringing reef, extending about three-quarters of a mile from the shore.

TAVIUNI or VUNA is one of the principal islands of the group. Its length is 25 miles, and its breadth 5 miles. It rises gradually to a central ridge, the height of which, by several measurements, was found to be 2,052 ft. The summit is generally covered with clouds. From its gradual rise, and its surface being smoother, it is susceptible of a much higher state of cultivation than the other islands; the soil is a reddish loam, and it is now one of the principal cotton-producing islands of the Fiji group. Supplies and water scarce.

The inhabitants are estimated by Captain Wilkes to be 7,000 in number, and are the most savage of all the savage people who disfigure this beautiful archipelago. Cannibalism prevailed here to a greater extent than anywhere else, and the details given, from the reports of the missionaries, are so revolting as to be scarcely credible. However, they stand as records degrading to our nature.
Vuna Point Anchorage, off the plantations North of Vuna Point, the S.W. point of the island, should only be used in fine weather with off-shore winds, as it is small, and the bank of soundings affording anchorage is steep, with bad holding ground: vessels should be prepared to weigh directly a westerly wind sets in, as there is not room to swing. The best anchorage is in 10 fathoms, sandy bottom, with Hamilton Store (a prominent zinc building on the beach) in line with a small house on the hill behind it. There is a landing jetty here.

Somu-Somu is the principal town of the island, and is also one of the chief towns of the Fiji group. It stands on the N.W. side of the island, and contains about 200 houses, built in a straggling manner. It is partly built below a bluff, and is divided, therefore, into a lower and upper town. The upper town is so much concealed by trees and bushes growing on the bluff on which it stands, that one might be at Somu-Somu many times without noticing it. The approach to it is through a narrow pass, from which there is a beautiful view. There is a trench and a palisade around a great portion of it. It was abandoned by the missionaries from the dangerous position, for the settlement of Nandi Bay on the South side of Vanua Levu.

Goat Island is surrounded by a reef, which extends about a mile to the southward, three-quarters of a mile to the westward, and a mile to the northward. The town of Somu Somu, bearing E. by S. 4 S., leads in 5 fathoms over the reef or spit, which extends northward from Goat Island, the bottom being plainly visible from the deck. To the eastward of the spit the soundings deepen rapidly to 12 fathoms, and no bottom at 15 fathoms. Between Goat Island and Taviuni Island there is said to be an intricate channel, but fit only for small vessels.

The Pearl anchored in 15 fathoms, soft bottom, about a cable from the shore reef, off Somu Somu town, with Goat Island bearing W. by S., and the right extreme of Vanua Levu Island N. by W. 3 W. In this part there is a depth of 10 fathoms half a cable from the shore reef, shoaling quickly to 5 and 4 fathoms.

A small river empties itself into the strait near Somu Somu town; the sediment from the river appears to have settled on the coral reef and formed a soft bank, which affords good holding ground. From the anchorage steer W.N.W. to clear the reef off the North end of Goat Island.

Somu Somu Strait.—The Island of Vuna is separated by a strait 5 miles wide in its narrowest part, which has been named after the town. The tides are strong; the ebb runs to the northward through it, and the flood to the southward. There is a navigable passage between Vuna and Corolib, but it is made somewhat intricate by sunken coral knolls and banks of sand. These shoals extend 2 miles beyond the island into the strait.

From Vuna Point bound to Somu Somu steer with the East extremity of Rabi Island bearing N. 3 E., so as to pass between the shoal patches which
extend three-quarters of a mile to the westward of Goat Island and a number of detached reefs which extend about 2 miles from Mount Cocanu Point on the West side of the strait; the channel here is not more than 2 miles wide. The East extremity of the shoals off Mount Cocanu Point is in line with the West extremity of Rabi Island when bearing N. 4/ W.

**Tasman Strait.**—On the eastern side of Vuna is the strait which was named by D'Urville Tasman Strait, between that island and Ongomea. Though contracted, it affords a safe passage. There is a fine harbour, called **Tohoo** by Wilkes, after the native pilot on the Vuna side. It is well protected from North winds, and is formed by an extensive reef and sand-bank.

Tasman Strait should not be attempted except in favourable weather, and the best time is during the morning hours, when the sun is to the East of the meridian. Calms are frequent under the high lands of Ongomea, and the tides run strong, the ebb setting to the northward and the flood to the southward, therefore vessels should not attempt to pass through the strait under sail without a commanding breeze. There are some coral patches, requiring a careful look-out.

**Vuro-Vuro Bay,** on the North side of a small promontory, which is situated on the West side of the southern entrance to Tasman Strait, affords good anchorage in 15 fathoms, sandy bottom, and protected from nearly all winds; good water can be obtained from a stream in the S.W. part of the bay. From the North point of Vuro-Vuro Bay a reef extends towards Quamea Island, contracting Tasman Strait in this part to less than 1 mile; the outlying reefs in the strait are easily distinguished on a clear day.

**Quamea or Kamea Island,** on the eastern side of Tasman Strait, is thickly wooded, and the coast indented with deep bays. On the East side of Quamea Island there is a narrow passage separating it from Lauca Island, passable only by boats. To the south-eastward of Quamea and Lauca Islands, and distant from 1 to 1½ mile, lies a reef, which partially surrounds the islands. Between the reef and the South sides of the islands good anchorage can be obtained in nearly all parts; the only passages leading into the anchorage are formed by two detached patches at the south-western extremity of the reef.

**Thane Reef,** on which the sea breaks heavily, is about half a mile in diameter, and lies N.E. by E. 6½ miles from the S. point of Lauca Island.

**VANUA-LEVU,** "Great Land," is the great northern island of the group. It has been sometimes named **Tucanove,** or **Tuskanova,** or **Thakamadroce,** or **Takaou-Nové,** but this is only the name of one of its large towns, **Dagonrodé** in the Tonga dialect. **Paou,** or **Paco,** or **Paw,** or **Pau,** by which it has also been known, is the name of the small island at the East end of Viti-Levu, which claims so much authority over the archipelago, or perhaps from the native name of Sandalwood Bay at its West end. All these names are unknown in the island with the exception of the first. The name of Sandalwood
Island is now scarcely applicable, inasmuch as the small district at its West extreme, which afforded this wood, has been exhausted. Vanua Levu, in its greatest length, is about 96 miles from E.S.E. to W.N.W., and its average breadth may be about 25 miles.

Caution.—On the North and N.W. sides of Vanua Levu Island, several shoals exist whose positions are imperfectly known; a good look-out from aloft is necessary to insure safe navigation. Inside the barrier reef which extends from Vanua Levu towards the Yasawa group of islands, numerous reefs and sunken patches exist; also between Vanua Levu and Viti Levu there are numerous reefs.

Natava or Naceva Bay.—The N.E. extremity of Vanua Levu is Udu or Udu Point, the termination of a long, narrow peninsula. There is anchorage under its S.W. point. Two small reefs front the shore near the anchorage. Breakers have been reported in lat. 16° 8' S., long. 179° 44' W., or about 14 miles to the eastward of Udu Point. The southern side of Udu Point forms the northern limit of a very extensive bay, or rather gulf, Natava Bay. It affords no inducements for commerce or for vessels to venture in. There is no bottom except with a great length of line, and anchorage very near the shore. The land is much broken into volcanic peaks.

Rambi, Rabi, or Gillet's Island, forms the S.E. point of Natava Bay. It is lofty and much broken; well wooded, with many deep bights, in one of which, on its S.E. side, there is anchorage. There is a large settlement on its N.W. side. Between it and Vanua Levu there is a passage, though much studded with reefs.

Kea Island (Tate's Island) lies to the S.W. of Rambi. On its N.W. side is a harbour, named Port Safety by the American surveyors, from the shelter it afforded their vessel in a gale. It is of a singular form, and on it Dr. Holmes, a naturalist, was nearly lost, from missing his way. The few inhabitants have abundance of provisions, pigs, fowls (said to be wild in the woods), yams, cocoa-nuts, &c. Several shoal patches extend 2½ miles S.E. of Kea Island, and the space between it and Rambi is also studded with dangers.

After passing round the S.E. point of Vanua-Levu, near which is a town called Thakondrove, or Tuconreva, there is an opening in the surrounding reef called Baino Harbour. Four miles further to leeward is Fuen Harbour, so named from an American brig wrecked here. Further West, the next opening is near the small islet of Stavina, but it offers little accommodation for any class of vessels. It is opposite the town of Nabouni. Two miles beyond this the reef joins the shore.

Savu-Savu Bay is the principal opening on the South side of Vanua-Levu. It is a fine sheet of deep water, 10 miles East and West, and surrounded by very high and broken land, rising in many places into lofty, needle-shaped peaks, some of which reach the altitude of 4,000 ft.
A sketch of this bay was made in 1874 by Mr. H. Barrack, and he shows many anchorages in the small bays round its shores. Off Savu Savu Point the reef extends a mile to the S.W., with some islets on it. Between this and the reef, 3 miles to the westward, is the main entrance to the bay. At 6 miles W.S.W. from Savu Savu Point, and 4½ miles E.N.E. of Kobalau Point, is another entrance through the reef a mile wide. A mile eastward of Kobalau Point is a third but very narrow entrance.

There is good anchorage off the mill in the N.E. corner of Savu-Savu Bay, and 6 miles N.E. from Savu-Savu Point. On the North side of this point there is also anchorage. The middle of the bay is all deep water, very little affected by the tide.

The projection of land forming Savu-Savu Point is much lower than that on the other side of the bay, and in the S.E. corner of the latter are the hot springs of Waicama. These are five in number, and are at some distance from the beach. A cold stream flows by them, but the springs have a temperature of from 200° to 210°. The springs are very copious, covering a considerable extent, and are used by the natives at times to cook their food. Their vicinity was formerly populous, as a strong fortress near indicates; but the nearest town is Suva-Suva, 2 miles off.

H.M.S. Esk anchored (in 1867) at the eastern extremity of Savu-Savu Bay, within Navi Island, in a bay lying East and West, and easy of access with mast-head pilotage. Steer in mid-channel between the reefs, and anchor when 12 or 10 fathoms are obtained. Much rain falls at this place.

With a good pilot, the Kambelau Passage may be boldly taken under steam or with a fair wind. As the Esk passed through, the ebb tide (springs) was setting strongly through to the eastward, and spreading out like a fan as it quitted the horns of the reef. Off Cocoa-nut Point, at the S.W. end of Vanua-Levu Island, the reefs extend in irregular patches from the shore, which should not be approached within a mile. Selesseki Point bearing N.W. northerly leads clear. This peak, from its prominent position to the N.W. of Sandalwood Bay, is visible from many points, and is of great service as a clearing mark.

Off Kombelau Point is an island of the same name; and off this is a reef, 5 miles in length, and beyond and between it and the Great Passage Island Reef there is a passage, supposed to be full of shoals, but through which the surveying ship was taken. Eleven miles S.S.E. of Kombelau Point is Nemena or Direction Island. It is surrounded in every direction by outlying reefs, which, however, afford a narrow passage through them. The island forms two high, regular hills, covered with dense foliage. It is not inhabited, being only occasionally resorted to by the natives.

From Direction Island the reef takes a W. by N. direction, and at 10 and 20 miles respectively are the Nandi and Buia Passages, openings which lead through to the coast. Besides these are some others. Nandi Passage has
from 12 to 16 fathoms, according to Admiral Erskine; one or two rocks, distinguishable by the eye, lie in the way. Buia Passage has about the same depth, and with care is fit for a large ship.

Nandi Bay is 5 miles to the N.E. of the South point of Vanua-Levu, and is the site of a mission station, which was established after the abandonment of Somu-Somu on Vuna. The natives here are very wild, though they have been brought to attend to the good offices of the mission. On the shores of Nandi Bay and the River Nandi are situated some of the best plantations of the group.

Beyond Buia Point, the S.W. point of Vanua-Levu, the passage through the reef becomes still more intricate; and opposite Rabe-Rabe Island it is quite narrow, though there is sufficient water for any vessel. However, the Peacock was taken easily to Lecumba Point, the S.E. point of Sandalwood Bay.

Captain Worth's observations on this coast, made in H.M.S. Calypso, on 28th of July, 1848, are as follow:—

"Having passed through the sea reef by the Mokungai Passage, we again entered it through the passage of Buia, which is nearly opposite So Levu, or Sua Lib; but it becoming dark, I anchored for the night under shelter of the sea reef, and on the following morning anchored off So Levu, at 8° 30′ a.m., half a mile distant.

"This anchorage is by no means a good or a safe one; for, although in some measure sheltered by the sea reef, it is too distant (6 miles) to afford it effectually; and when blowing strong either along shore or upon it, a high sea gets up. Trading vessels usually prefer anchoring off Ragi-Ragi, or Cocoa-nut Point, which is about 6 miles further to the westward. Within the sea reef the current is often very strong, and is principally governed by the strength of the wind and the force of the sea breaking over. Its rise and fall are 5 ft., which is about the average amongst all these islands.

"On the 1st of July I weighed at 10″ a.m., with a view of proceeding to Sandalwood Bay, which is situated on the S.W. end of the large island (Vanua Levu), and 20 miles to the N.W. of Sua Lib; the wind being light and variable from the southward and eastward, and the sun getting too far to the westward to see the shoals, I anchored, at 2″ 50″ p.m., off Cocoa-nut Point, and weighed the next day at 11″ a.m., and reached Sandalwood Bay at 3″ p.m., anchoring in 6½ fathoms, Lecumba Point W. ¼ S., and Dimba-Dimba S. ¼ W.; off shore, from the bottom of the bay, about 1½ mile."

Mbua, or Sandalwood Bay, though much filled with large reefs, offers ample space for anchorage. The holding ground is excellent, and the water not too deep. The bay is of the figure of a large segment of a circle, 6 miles in diameter, and is formed by Lecumba Point on the East, and that of Dimba-Dimba on the West. The land immediately surrounding it is low, but a few miles back it rises in high and picturesque peaks. That of Corobato is
SANDALWOOD BAY. 649
distinguished from the Viti-Levu shore, and is 2,000 ft. high. The shores
of the bay are lined with mangroves, and have, generally, extensive mud
flats. There are few facilities here for obtaining either wood or water, as
the anchorage is a long distance from the shore. Several small streams
enter the bay in its upper part, flowing from some distance in the interior.
This was the principal place where the sandal-wood was formerly obtained,
and from which the island was best known; and it is from here that very
large quantities have been shipped, but it has been for some years ex-
hausted.

Dimba-Dimba Point, the West extreme of Sandalwood Bay, is considered
by the natives as sacred ground, and is strictly kept from any kind of dis-
turbance. It is a most beautiful spot; the trees flourish on it in contrast to
much of the surrounding country.

"As a good anchorage, Sandalwood Bay is very superior to any in the
Fiji group; indeed, it can hardly be surpassed anywhere. It is spacious,
and a great portion of it clear from shoals, with a mud bottom, and a
draught of water varying from 6 to 8½ fathoms; it is perfectly sheltered on
three sides by land, and on the fourth, or sea-side, by the reefs. Water can
only be procured by sending some distance, and is not of good quality.
Stock is to be obtained at all other anchorages, but not so abundantly,
there being but few inhabitants on this part of the island. The passage
from Sua Lib to Sandalwood Bay, from the numerous reefs and patches, is
confined and intricate till off Cocoa-nut Point, when it becomes clearer. The
shoals and reefs may be distinctly seen, provided the caution is used of
having a clear and bright sun behind you, and steering from the mast-head.
We found the tide from 1½ to 2 knots, the flood setting to the westward, and
the ebb to the eastward."—(Captain Worth, R.N.)

Captain Powell, of H.M.S. Ekk, says:—At Lekumbi Point, the southern
boundary of Sandalwood Bay, there is a patch of cocoa-nut and other trees
connected with the main land by a long, narrow spit, densely clothed with
mangroves. The channel to Sandalwood Bay is wide and clear, and the
chart, with mast-head pilotage, a sufficient guide. There is excellent an-chorage in the bay with any required depth of water, and as the land is low
and flat, rising very gradually to the neighbouring hills, it would be found
a good refuge in a hurricane, and free from the devastating squalls which
are whirled from the high land of Ovalau and other harbours, and which
occasion such danger to shipping. These hurricanes are generally expe-
rienced in the months of January, February, and March, the last-named
month being generally the most dangerous. The one of March, 1866, was
severely felt in the Fiji and Tonga Islands, and caused a great scarcity of
food.

To reach the anchorage in Sandalwood Bay, off Mbu River, round
South Pacific.
Lakumbi Point, at the distance of 3 cables, bring it to bear S.S.W., and keep this bearing on until Seseleka Peak bears N.W. by W. ½ W. In this position there are 6 fathoms, soft mud, into which the anchor sinks considerably.

Across Sandalwood Bay to Mbua the soundings decrease gradually from 14 fathoms at the entrance. The River Mbua is marked by stakes, and has from 2 to 3 ft. on the bar, deepening to 1½ fathom up the town, distant about a mile from the entrance. For the first half mile the river winds sluggishly through a dense mangrove forest, after which it passes through a pleasant open level country, the banks being steep-to.

H.M.S. Pearl, in going from Sandalwood Bay to Levuka, after passing half a mile outside Cocoa-nut Point, steered a S.E. by E. course for the westernmost of the Buia Passages, which appeared on approaching it to be about 3 cables broad, whereas there are several sunken patches contracting it to about 1 cable; no bottom was obtained with the hand lead in passing through this passage. Several openings were seen through the reef, and there is said to be a better passage further to the eastward.

Yadua or Yendua Island lies to the West of Sandalwood Bay, the whole interval between being foul ground from coral patches. Yendua may be said to be divided into two islands, having a boat passage between them, and bottom composed of a black volcanic conglomerate. Porpoise Harbour lies to the southward. It is very pretty, and its form is that of a large segment of a circle, 1½ mile deep, and 1 mile wide. It is open to the S.E., but protected by a double reef. The entrance is on the East side. The island is about 12 miles in circumference.

North of Dimba-Dimba Point is a high peak, which has a town perched on its very top. Beyond this is Ruke-Ruke Bay, which has a reef across its mouth, leaving only a narrow ship channel into it. Ivaca Peak, on the North side, is a high and bold bluff, 1,563 ft. high. On its top is also a town. The Island of Adganga is immediately opposite to this peak. To the passage between them the American surveyors gave the name of Monkey-face Passage, in consequence of one of the rocks having a remarkable resemblance to that animal. Yangaga or Anganga Island is 600 ft. high and very much broken; it is not inhabited, and offers nothing but turtles in the season. Viedrales, Tavea, and Galoa, are rocky islands, from 50 to 150 ft. high.

From the point known as Nai Thombothombo to Ruke-Ruke Bay the land rises gently to the neighbouring hills, and is indented by numerous small bays fringed with mangroves. The peninsula forming the North side of Ruke-Ruke Bay, and the South side of Monkey-face Passage, is very remarkable in appearance; the numerous peaks and knobs are enormous blocks of stone, black and bare, rising from a large steep mound of earth, slightly clothed in some places with small trees and scrub; on the Monkey-face Passage side the land rises very abruptly from the sea.
In crossing Ruke-Ruke Bay, bring Soseleka Peak to bear S. ½ E. until abreast of Sleepy Point, which derives its name from the fact of the Flying-fish of Capt. Wilkes's expedition having been run upon it by a hard-worked pilot, who fell asleep aloft. After rounding Nai Vaaka, many reefs will be seen, including one in the centre of Monkey-face Passage, but leaving easily navigable channels with 13 fathoms for steam or fair wind.

Naloa Bay is a wide opening, protected on the North by two or three small islets, one of which, Tavea, has been bought by a company of native fishermen; and on another a large biche-de-mer house was erected by Capt. Eagleston, of the Leonidas, who afforded the expedition much useful information relative to the group. The town of Votua lies about a mile from the shore. The natives, from being more accustomed to visitors, procured ample supplies of wood and water for the American ships.

Off Yangaga Island the outer edge of the Great Sea Reef is 16 miles distant. Its direction is about East and West at this point, and it takes a somewhat more southerly direction toward Rotund Island, hereafter described. There are several small openings through its outer edge, necessarily very dangerous, if practicable, and when within there are many sunken coral patches.

The islands on the coast, from Naloa Bay to Muthuata, a distance of 25 miles, are for the most part low, and covered with titi (mangrove) bushes. There is one within a few miles of Muthuata, called Nucumbati, which is remarkable in shape as well as picturesque in appearance. On this is a deserted town of about sixty houses, situated in a beautiful grove of coconut trees.

The town of Mhattuua consists of about 100 houses, built closely together, and is situated in an open valley close to high water mark. It is very much exposed, and quite defenceless; it has but few trees about it, and is one of the best built towns in the Fijis. The style of building resembles that of Rewa. Immediately off the town lies the Island of Muthuata. This island not only protects the harbour from the North wind, but adds much to its beauty, by its high and luxuriant appearance. It is little more than a mile in length, and appears to have been a long time the burial-place of both chiefs and common people. Twelve miles North of it is Kie Island, which is included in the barrier reef. The land on this part of the coast of Vanua-Levu rises abruptly from the water in volcanic peaks, to the height of 2,000 feet and upwards.

At 16 miles eastward is the island of Male, which is thinly inhabited. Opposite to it is the Male Passage, through the outer reef; and at 13 miles still further is the last opening on the North coast through the outer reef to the ship channel within it. It is called the Sau-Sau Passage; it occurs at 33 miles from Unda Point. There is, however, one tolerably good harbour in the interval, called Tibetha, and there are several towns around the bay.
"Sau-Sau Passage, in the reef on the North side of Vanua-Levu, is broad and deep, and may be recognized from seaward by Drua Drua Island, Kaveva Island, Monk Rock, and two rocks nearer the outer edge of the reef, which appear like vessels under sail.

"Kia Island, 22 miles to the westward of Sau Sau Passage, stands on a projection of the reef 12 miles from the main land, and forms a good mark for this part of the coast; in clear weather Kia Island can be seen from a distance of 35 miles."—H.M.S. Challenger, 1875.

H.M.S. Pearl, in 1874, after passing in through Sau Sau Channel, skirted the sea reef at a distance of about 2 cables, in 12 to 13 fathoms, as far as Sau Sau Island. After passing the island it would be advisable to keep nearer the sea reef. H.M.S. Pearl thence proceeded to the westward, but as the directions drawn up by her officers would be of little service, without local knowledge, we do not give them in detail. Good anchorage was obtained in 10 fathoms, with Sau Sau Island bearing N. by E. 4 E.; Kia Island W. 4 N.; and Mali Island S.W. by S.

Mali Island has a small island near its West end, named Voro Voro; the channel between them dries at low tide, but at high tide there is a boat passage. Off the North end of Mali Island and about mid-channel, there is a shoal, having apparently less than 3 fathoms over it. From the N.E. end of Voro Voro Island a shoal spit extends about 1 cable in a northerly direction.

H.M.S. Esk passed along the N.W. coast of Vanua-Levu in Nov., 1866. The following remarks were made:—Proceeding to the north-eastward, the land becomes low and undulating in outline, bare and brown in appearance, and backed by lofty hills and peaks of most fantastic shapes, the coast line, with rare exceptions, being fringed with mangroves. The islands Yatu and Nuvera consist principally of dense mangrove swamps, very low and flat; Nuvera rising a few feet on the N.W. side, upon which a few cocoa-nut trees and bushes grow; Ngaloa, Vendrala, and the other islands on the South side of the usual inshore track, rise to a few feet elevation, and are clothed with trees.

Proceeding to the N.E., the Esk rounded Vana Point close-to in 9 fathoms. This point is backed by a perfect maze of hills and dales, the former being topped with rugged black stones. Continuing on to Muthuata Island and Nanduri beyond, the land rises abruptly from a narrow belt of level to rocky-topped hills sparsely wooded, and from 800 to 1,200 ft. high.

To proceed to Nanduri, after passing along the South side of Muthuata Island, steer for some mangrove islets 3 or 4 miles further to the N.E., rounding a long mangrove spit extending from the mainland, with a reef and detached patch off it, and anchor as convenient in about 8 fathoms, soft mud, excellent holding ground. To the eastward of Nanduri there is a rock among the hills, strongly resembling a Hindoo idol.
Ndreketi River.—Off the mouth of Ndreketi River are extensive mud banks, falling gradually into deep water, and through them the river has worked a channel, whose depth was not ascertained, but it was reported that a vessel of 90 tons had passed through into the river, whose entrance is 300 yards wide, with a depth of from 2 to 3 fathoms in the deepest part, which is considerably narrowed by mud banks. Soundings were obtained on ascending the river to the distance of 4½ miles from the mouth, and here 4½ fathoms were obtained.

To a distance of 2 miles from the entrance the country consists of dense mangrove swamps, but beyond the Ndreketi expands into a small basin, in the centre of which is the small islet of Nambukavu, strongly fortified, and crowded with houses, affording shelter to a population of about 250 persons, living in a lamentable state of squalor and dirt, whom recent wars had compelled to quit the pleasant banks of the river in the immediate neighbourhood, where the vestiges of several towns yet exist. The general bend of the river is in a S.E. direction, and the mangrove of two descriptions, one being a large bush, and the other a tree growing to the height of 20 ft., with a substantial looking trunk, which makes good fuel.

The North shore of Vanua-Levu appears to be well peopled. The total population of the island, as gathered by D'Urville, is 10,000.

Mr. Williams, the resident missionary, in 1849, considered that the number was 10,000 or 12,000—an insignificant number compared with that of the whole archipelago, but it is generally poor and infertile Mr. Bensusan, in 1860, stated it to be 20,000. It has been estimated at two or three times this number.

Between the eastern and western groups, and to the southward of Vanua-Levu, is a range of islands, of which some are possibly the same seen by Bligh, in the Bounty's launch, in his progress westward, in May, 1789, and which then appeared on the charts under his name.

KORO, or Goro, is considered by the natives one of the most fruitful islands of the group. The produce of Goro, previous to the cotton plantations being established, was oil and tortoise-shell, and exceeded in quantity that of any other island of the group. Its population is 2,000.

This island, situated about 30 miles to the N.E. of Ovalau Island, was partially examined by Navigating-Lieutenant H. Hosken whilst sailing round it in H.M.S. Alacrity. The island is about 11 miles long in a N.E. and S.W. direction, and about 6 miles broad. The mountains in the interior attain a height of 2,000 ft. The South point of Goro is about 150 ft. high, and much lower than the rest of the land: the adjacent hills being 1,000 ft. high, and apparently extending North in a ridge, with spurs jutting to the westward. The S.E. point is thickly covered with cocoa-nut trees.

A reef, on which the sea breaks heavily, fringes the East and South sides of Goro Island, and ends in an elbow, the extremity of which is 1½ mile to
the S.W. of South Point. There appeared to be no fringing reef off the western shore of the island for 5 miles to the North of South Point. Thence to North-west Point, 2½ miles distant, there are several reefs from a half to three-quarters of a mile from the shore.

There is anchorage in 15 fathoms, coral bottom, between the reefs off the village of Cavalailai, about 1¼ mile southward of N.W. Point. To the southward of the anchorage there are two tongue-shaped reefs extending to the westward. To the northward of the anchorage there is a shoal, with a sand bank above water, and a reef, part of which is above water, lies about half a mile to the N.W.

There are several villages on the West side of the island. The N.W. side of Goro Island is fringed by a reef. Numerous detached coral shoals lie at from a half to 2 miles from the shore, between N.W. Point and Nabuna village, which is 3 miles to the N.E. of it. Between the coral shoals there are several passages fit for small vessels, and leading to a reported good anchorage 2 miles to the eastward of N.W. Point. The *Alacrity* anchored in 7 fathoms, sand and mud, good holding ground, off Nabuna village.

To the eastward of Nabuna the fringing reef in some places extends nearly three-quarters of a mile from the shore, and at a mile to the westward of N.E. Point detached reefs lie nearly 2 miles from the shore. A spit, on which the sea breaks heavily, extends 1½ mile N. 4 E from N.E. Point.

The East side of Goro Island, as before remarked, is fringed by a reef. From the N.E. point to Nagaiduma, 4 miles to the southward, the reef does not appear to extend more than a quarter of a mile from the shore; but off Nagaiduma there are detached reefs three-quarters and 1½ mile from the coast. A little to the southward of Nagaiduma there is a passage between the reefs leading to an anchorage in 6 fathoms, mud, close to the shore near the plantation. After entering the channel it is necessary to steer to the N.W. for a short distance, to clear some shoal patches which lie inside the entrance. There is said to be a narrower passage to the northward of the one mentioned. The East coast southward of Nagaiduma was not examined, but the fringing reef appears to extend about a mile from the shore. There is said to be anchorage off Morey's plantation near East Point, about 3 miles from Nagaiduma.

The Horse-shoe Reef (Fijian name, Thacku-Momo) is 11 miles N.W. of Nairai, in 17° 38' 37" S., and 179° 15' 43" E. It is of the Atoll order, like Mumbolite the Reef, awash at half ebb, presenting a wreath of foam of a mile in diameter, with but one narrow opening to a basin of 12 fathoms depth. There are 180 fathoms water, coral grit bottom, at a cable's length off, and no bottom with 410 fathoms at a mile off. The distance between this reef and the northern elbow of that bounding Narai Island is 7½ miles.—Captain Denham.

**Nairai Island** is 31 miles E.S.E. of Ovalau. It lies North and South,
NAIRAI ISLAND.

4 miles in length, and 3 miles in breadth, and surrounded by a reef which borders the West end, at the distance of 5 miles, and the North and South extremes at 4 miles. An opening, which leads into sheltered anchorage, of 3 miles in extent, having from 10 to 15 fathoms water, lies with the Needle Peak bearing N.N.E., but in going in, keep a mast-head look-out for 9 ft. patches. The Needle Peak, 1,078 ft. high, rises in the northern part of the island, in 17° 47' 33" S., and 179° 24' 3" E. The variation in 1856 was 8° 46' E. It is high water, full and change, at 5° 53'; and the tide rises 4 feet 7 inches. The population, 1,162, all christianized under the Wesleyan mission, are a most friendly people, and in all respects resemble those at Angau.

It was fully examined by the American expedition, from which is derived the following:—

There is a passage between this and the Mothea or Eliza Reef, stretching off from the island towards the South; and there are also a passage and harbour between the reef and the island. The Cobu Rock is a good mark for the former passage when it bears East. It lies a mile South of the South point of Nairai.

The boats anchored in the harbour of Venemole, on the West side, which may be known by two small islets joined to Nairai by the reef, which forms a protection against the North winds, and vessels of any draught of water may anchor here in 15 fathoms, with good bottom, from a quarter to half a mile from the shore. Somewhat further to the southward is a 3-fathom bank, which is the only danger that exists inside the reef towards the Cobu Rock or S.W. Passage. About a mile to the North is Venemole Bay. It is circular, with a narrow entrance, affording seemingly a good harbour; but, on examination, this entrance proved to be quite shallow. The bay had the appearance of having been an old crater; at low water it may almost be said to become a lake. The officers were much struck with the beauty of the bay. It contains a village of the same name, and also another called Fulailai, but both are small. The natives were quite peaceable.

They anchored at night off the town of Toaloa, which lies in a bight at the North end of the island, and proved the largest town on the island.

Nairai is famous for its manufactures of mats, baskets, &c., a large trade in which is carried on throughout the group by exchanges.

The reef extends from the islands 4 miles northward, and, where it ends, turns for a short distance to the westward. There are a few patches of rock on its western side, but none further from it than half a mile. This is the reef on which the U.S.S. Flying Fish struck on entering the group, and where she was near being lost. It does not join the island, but is connected with the Mothea or Eliza Reef; and there is between it and the island a good ship channel, leading to the large Bay of Corobamba. On the eastern side of this bay there is a safe anchorage in 13 fathoms, with a white sandy
bottom. The reef extends to the South, and then passes between Cobu and Nairai to the S.W. The only danger is a small coral patch, lying E.S.E. a mile from the South end of the island, and a mile North of the Cobu Rock.

The town of Corobamba lies at the bottom of the bay, next in size to Toaola. The Cobu Rock is a singular one. It is inaccessible on three sides, of volcanic formation, and is enclosed by the Mothea Reef, which here spreads to the width of about 3 miles, and extends 4 miles further South, where it forms a rounded point. The eastern side is an unbroken reef, but the western is somewhat irregular and broken, with many openings for boats.

The Mothea Reef has obtained the name of the Eliza Reef, from the loss of that brig in 1809. She had both guns and powder on board, which were thus introduced among the natives, which brought about a great change of power; a large amount of dollars also came into their possession.

**GOA,** pronounced Angua (an N being always prefixed to a Fijian word or syllable beginning with g), Nhow, or Neowo, is 8½ miles S.W. of Nairai, and 27 miles south-eastward of Ovalau, extends S.E. and N.W., 11½ miles in length, and 6 miles in breadth, and is surrounded by a barrier reef of 38 miles circuit, ranging 3½ miles off the western point of the island. There are three closely connected, but intricate ship entrances on the north-western side, leading into a sheltered roadstead having 20 fathoms water, and spreading over 16 square miles. The leading mark for the best of these entrances is the peak of the island, bearing E. ⅔ N., which is 2,345 ft. above the sea, in lat. 17° 59' 29" S., and long. 179° 15' 58" E. There are 200 fathoms water close to the reef, and as much as 800 fathoms, oaze, between the islands. It is high water in the roadstead, full and change, at 6° 7' ; and the rise of tide is 5 feet. The variation, 8° 42' E. The population in 1856 was 3,173, wholly converted to Christianity under the Wesleyan Mission, and are very friendly towards the British people. A vessel can be supplied with yams and pigs. Wood is obtainable, but there is no facility for watering.—Capt. Denham.

**Mumbolithe Reef,** before referred to, is 4½ miles South from the southernmost elbow of the boundary reef of Angau. It lies nearly North and South, 1¼ mile in length, and half a mile in breadth, forming, with no opening, a very shallow basin of smooth water, of a pale green hue, like all these reef-basins. The centre of the basin is in lat. 18° 13' 25" S., and 179° 17' 34" East. There are 190 fathoms water at a cable off, and as much as 750 fathoms, over coral grit, between it and Angau. It always shows heavy breakers.*

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* Sunken rocks have been reported to lie between Gau and Moola, in lat. 18° 24' S., long. 179° 34' E.

Metacora Reef, awash, reported on French authority as lying in lat. 18° 22' S., long.
Batiki, or Ambatiki, is in shape nearly an equilateral triangle, surrounded by a reef, which offers no protection for vessels, and only passages for boats. The island is 750 ft. high, of a dome shape, and contains 509 inhabitants. The people were civil to Wilkes's party, and gave them yams and taro in plenty, but would not part with any pigs. They live in villages, and appear thriving. The island has very little wood on it. The reefs extend one-third of a mile from its shore.

MOALA, or Mouala, (if it is not the Myowoolla discovered by Bligh in 1792), may be considered as a discovery of D'Urville's, for it was very incorrectly placed on the charts under the name of Merla Eavou. It is of a triangular form, and may be about 18 or 20 miles in circuit. It is mountainous and volcanic, about 2,000 feet high, and covered with wood. There are some clusters of coco-nut trees on the shore. There is an opening through the reef, on the West side, that leads to an inferior harbour. The reef on the North side of Mouala resembles that of Totoua, being a collection of sunken and detached patches. The reef on the N.E. makes off to the distance of 2½ miles. After passing it, there is a deep indentation in the island, with a broad passage through the reef, leading to a safe and very fine harbour; and, what is unusual, the passage is sufficiently wide for a vessel to beat out. This, however, would seldom be necessary, as there are several passages through the reef to the westward, which are safe with a leading wind.

The island affords wood, water, and some provisions, and has about 700 inhabitants. It is, or was in 1865, under the rule of the King of the Tonga Islands.

The Tova Reef, or Navatu, the only danger in the vicinity, is about equi-distant from Totoya, Moala, and Vanua-Vatu. It is one of the most dangerous outlying reefs in the group; it is a mile in diameter, and nearly circular; the two former islands are in sight from it, but the latter being low was not seen. At low water the reef is quite dry, and it then forms a snug basin, into which there is a shallow passage for boats. The soundings within the reef were found extremely irregular, varying from 2 to 14 ft. At high water the reef is entirely covered, and the sea breaks on it at all times. Its centre is in lat. 18° 39' 31" S., 179° 33' 21" W. High water, 6' 8"; rise 4 ft., according to Capt. Denham.

TOTOYA, or Totoua, was discovered by D'Urville, June 2, 1827. It is in 18° 58' 57" S., and 179° 53' 21" W., and lies N.E. by E., distant 21 miles from Matuku. It is of a circular form, 6 miles in diameter, and when viewed from its peaks, presents a huge extinct crater, now full of ocean

178° 53' E., is very doubtful, H.M.S. Pearl having passed over the assigned position without seeing any signs of shoal water.

South Pacific.
water of 30 fathoms depth, over a space of 3 miles diameter; the wash of the
tide and swell on the southern side has reduced the rim to low-water level,
while the ridge contains peaks nearly 1,200 feet above the sea, surrounding
this large, but, to a vessel, inaccessible basin. The island is surrounded by
a barrier reef of the triangular form, 22 miles in circuit, the elbows of
which are 2 miles off the S.W., the N.W., and the eastern projections of
the island.

There is a capacious ship entrance through the reef on the western side,
that may be found by bringing the southernmost peak (1,159 feet) to bear
E. ½ S., when it will be seen in the gap of the intervening ridge of land.
Running for it, the foaming horns of the passage will show the fairway,
which leads into a basin of smooth water to the southward, 2 miles long by
1 mile broad, perfectly sheltered, with good holding ground, in 25 fathoms
water. The shores of this roadstead are not adapted for coaling, watering,
or seining; but wood, vegetables, poultry, and pigs are brought off by a
most friendly people, about 400, and who have warmly embraced Chris-
tianity.

It is high water at Totoya, full and change, at 6° 37' ; and the rise of tide
is 4 ½ ft.

MATUKU, or Matugu, another discovery of D'Urville's, is the southern-
moast of the Fiji Islands.

Matuku was thought by the Exploring Expedition to exceed any of the
other islands in beauty. Its face is broken into volcanic peaks, but has
many fertile valleys. On its western side is what was named by the Ex-
pedition Carr's Harbour, which they state to be one of the best harbours in
the group. It was surveyed by Captain Denham in 1856. He says,—At 66
miles S.E. by S. from Angau Island, and in 19° 9' 38" S., and 179° 44' 4" E.,
is the southernmost of the Fiji group, with its summit 1,262 ft. above the
sea. It lies North and South 4 ½ miles in length, and from 1 ½ to 3 ½ miles
in breadth, bounded by a reef having a circuit of 16 miles, awash at low
water, that projects 1 mile off the south-eastern and northern points of the
island, but not more than half a mile from the general coast line. On the
western side of the reef, with the central peak bearing East, is a channel
one-eighth of a mile wide, with 30 fathoms water, and so clearly seen from
the mast-head that I did not hesitate to take the Herald through it with the
wind from S.S.E. It led into a basin having 16 fathoms water, with swing-
ing room for two or three frigates, and a shore well adapted for coaling, if
ever deemed desirable as a depot for passing steamers. Wood, water,
vegetables, poultry, and pigs can be obtained. Population in 1856 was 600,
christianized under the Wesleyan Mission, and devoted to the British people.
In 1865 it was subject to King George of Tongatabu. It is high water in
Matuku Harbour, full and change, at 6° 18' ; and the rise of tide is 5 feet.
Variation, 10° 30' E.
The ISLAND of VITI-LEVU is the largest of the Fiji group. From the imperfect acquaintance with the natives of the group, it has been very variously denominated. Mariner calls it Navili-Levoo, evidently the correct name in the Tonga dialect. On the charts it has been called Ambow, but this refers to the small though very powerful island at the eastern end, which, claiming much authority in the group, has caused its name to be so much extended. The name is Viti or Vitchi, corrupted into Fejee, Fiji, and the other names bestowed upon the group. The affix Levu means "great." Thus Viti-Levu means Great Fiji. It is about 80 miles in length by 55 in breadth.

The principal white settlements on Viti-Levu are near Rewa, also on the coast between Bau and Tova Peak, at Raki Raki on the North coast, Ba on the N.W. coast, Nandi on the West coast, and Navua River on the South coast. At Ndronga the natives have much interfered with the settlement. All the coast natives are civilized, but in the interior the people retain their old customs.

MBAU, or Bau, or Ambow, a small island at the East end of Viti-Levu, has risen to great importance from being the residence of Thakambau, who was chiefly instrumental in ceding the sovereignty of the Fiji Archipelago to the British crown. It is a small island, about a mile in circumference, and almost entirely occupied by the native town, which was estimated to contain a population of 1,500 in 1870. The houses, which are far better than in most Fijian towns, are crowded together without any regard to regularity, and produce a general appearance not unlike the poorer part of one of our West Indian towns.

The whole bay in which the town lies is well sheltered by extensive coral sea reefs. Bau is a singular looking place. The approach to the town is much obstructed by reefs of coral, and the water being shallow, is impassable for an armed vessel. The island is connected with the mainland or large island by a long flat of coral, which is fordable, even at high water, and is in places quite bare at low water. The towns of Viwa and Verata are within a short distance of Bau, and both have been its rivals. At each of these some fearful outrage has been perpetrated upon trading vessels.*

"Wilkes, in his examination of the Bay of Ambau, has placed within it various reefs and shoals; but the positions of many of these are erroneous, and there are very many existing which he has not shown at all. I am of opinion his plan of this bay is not intended as a correct survey of it; indeed, I do not conceive it possible that so extensive a sheet of water, bestrewn as it is with shoals, could be effectually surveyed in the time, and with the

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* The AIMABLE JOSEPHINE was cut off in July, 1864. In retaliation for this D'Urville destroyed the town of Viwa, in 1839. Another instance is cited by Capt. Worth.
means he was enabled to command. His positions of the different islands and sea-reefs appear to me to be very faithfully placed.—Capt. Worth.

There is very good anchorage here or at Viwa to the North. The channel to the South of Ovalau is somewhat intricate from the island of Moturiki, but fit for ships of considerable draught. It is well known to some of the white men. Capt. Powell, R.N., says that the anchorage at Bau should be approached in the morning, and left in the afternoon, as the muddy water near the most difficult places requires the sun to be in a proper position to point out the reefs.

In proceeding to this roadstead, supposing a vessel to have entered through the Moturiki Channel, after clearing the shoal patches and the reef of Leleuvia Island, a S. by W. course will lead towards Mbau Island, which will not be made out until approaching nearer; for some miles this course will lead clear of the shoals, but a vigilant lookout must be kept from aloft, and on approaching Mbau, the coral patches and sank-banks will be seen through the clear water.

Caution must be observed in rounding the north-western extreme of the reef off Leleuvia Island, as a shoal patch lies off it.

Low water is the best time for navigating these waters, as the shoals are then more distinctly seen. The position of the sun in the sky must also be considered.

This extensive sheet of water is surrounded by a network of coral patches, some of which are partially dry at low water, while others never uncover, and all may be crossed by a boat at high tide. The outer sea reef, which is here 6 or 7 miles distant, most effectually breaks the ocean swell, while the numerous inner reefs prevent any sea getting up.

From Mbau Roads it is about 12 or 14 miles to the town of Rewa; it is necessary to take high water to cross the many reef patches intervening between the roads and the mouth of the river.—Capt W. C. Hope, R.N., 1868.

Viwa is a small island of moderate height, containing about 400 acres, covered with bread-fruit and other useful trees, which support a population of 200 or 300. It has been made the head quarters of the missionaries, from its proximity to Bau.

H.M.S. Pearl, in 1874, reached Mbau Roads by Moturiki Channel, which is South of Moturiki Island. Cagalai Islet, bearing N. 35° E., leads to the westward of the reefs which stretch S.W. by W. 1½ mile from Leleuvia Islet; and when clear a course S. by W. will lead to the entrance between the reefs at Mbau.

From the centre of the eastern and widest channel the West extreme of Leleuvia Islet will be seen just overlapping the East extreme of Cagalai Islet, bearing N. by E. ½ E. This channel is the one generally used, but there are apparently several other deep passages to the eastward, one of which the Pearl passed through, and obtained soundings of 6 to 12 fathoms.
VITI LEVU—REWÄ RIVER.

Two small shoals were seen from aloft in the outer part of Mbau Roads, namely, one near the East side of the eastern channel, and the other just outside one of the central passages.

The islets of Tailau, Viwa, and Mbau may be seen at a distance of 6 miles; bearings of these objects should be taken to determine the vessel's position. The reefs are all covered, and in cloudy weather, or when the sun is ahead of the vessel, it is difficult to distinguish them; under such circumstances it is better to anchor until the weather clears, or to engage the services of a local pilot. A stranger should on no account attempt to reach Mbau unless the reefs can be clearly made out from aloft.

There is anchorage in Mbau Roads in 5 fathoms, with Tailau Island bearing N.W. N. N.; South extreme of Viwa Island W.S.W.; Mbau Island S.S.W. Also in 4½ fathoms, with Viwa S.W. by W. N. W.; and Tailau N.W. N. N. N.

The inner part of Mbau Roads is apparently filling up with mud.

REWÄ RIVER.—Wai-lewu (Great Water) River, was penetrated by Capt. Bethune, of H.M.S. Conway, for a distance of about 30 miles; Wilkes's party reached a few miles farther. It was ascended to its source by Mr. Macdonald, surgeon to H.M.S. Herald, with Mr. Waterhouse, in 1856. They have given a very interesting account of it in the Journal of the Royal Geographical Society, vol. xxvii. The mountain district is about 36 miles from the mouth. The country through which it passes is thickly populated and well cultivated. In 1870 there were thirty plantations on the river, and sixty or seventy settlers. On either side of the river are extensive flats of deep black loam, which do doubtsome day will become plantations for sugar and root crops. The native population, although many in numbers, is rapidly dying out.

The Kambia branch of this river, which debouches 3½ miles to the southward of Mbau Island, was ascended by a party from the Pearl, under Commodore Goodenough, in the month of January, 1874. The party proceeded as far as Nai-ruku-ruku (the double entrance), a distance of 47 miles from the mouth of the river, the journey and return occupying five days. With the exception of one day's rain fine weather was experienced. The river was swollen with rain, and a strong current prevailed; no tide was felt above the village of Navuso.

In the delta of the Rewä the Kambia is about 3 cables wide; from the delta to Navuso village, 1½ cable wide. The river is navigable for ships' boats having steam power as far as Vunidrala village, 44 miles from the entrance, and many miles further for rafts.

The Wai-ni-mala branch of the river, which falls into Rewä River near Vunidrala village, is very shallow, full of rapids, and only fit for small boats for 3 miles from this place or to Na-roro-vatu.
The Harbour of Rewa is formed by two small islands, called Nukulau and Mukalau, with their attached coral reefs, and has three passage into it. The two southern ones are safe, though narrow, but the northern one is much obstructed by coral lumps, on one of which H.M.S. Sulphur struck in entering. The port is a secure one, and the anchorage, which is off the Island of Nukulau, is about 3 miles from the mouth of Wailevu or Peale's River, and 6 from the town of Rewa, which is situated on a low piece of land, which the river, passing on each side of it, has formed into an island.

Nukulau is a low, sandy island, well covered with wood. On the eastern side it has an extensive coral reef; but the western side is clear, and may be approached closely. There is a pool of water on the island, but no one could water a ship there without risk of causing sickness on board. The island belonged to Mr. Williams, late American Consul, and it was the destruction of his property in 1819 by fire which caused the claim of £9,000 to be made by the U.S. Government. The collecting of this claim being entrusted to Thakambau, first raised him above the other chiefs in importance. It is the first place where Sea Island cotton was grown in 1861.

Sir Edward Belcher says:—"The town of Rewa is about 6 miles up the river from the anchorage, and 2 miles from the mouth of the river. It is only to be approached by boats, which are "punted" up, on account of sand-banks having not more than 3 feet water on them; the rollers also sometimes cause a ducking on them. The town, about half a mile from the bank, consists of houses built with posts, about 7 feet high, with very lofty pitched roofs, thatched, and having an ornamented pole across the summit.

"The anchorage at Nukulau is safe, as well as convenient. Two safe and easy passages lead into it, and, with the assistance of the chart, vessels can enter at all times without a pilot. The eastern channel, by which the Sulphur entered, is also safe, if assisted by the chart and a boat ahead. The best anchorage is in 12 fathoms, with the outer island barely shut in with Nukulau, about 2 cables' lengths from the shore, on a muddy bottom. The strongest breezes blow from South to S.W. Water can be had at Nukulau, or by sending up the river. The Sulphur watered at the island.

There are two entrances to this anchorage; one, the South passage, leaving the two small islets on the starboard hand; the other, the eastern passage through the reef, more to the eastward, passing between the two islets, and hauling round the northern one. The best anchorage is with the two islets in one, in about 10 fathoms. Farther to the East there are some awkward patches, not always visible.

For quitting the anchorage, the best passage is the southern one; you can, however, pass inside the reefs and get through the eastern one, having taken the precaution of putting canoes on bad spots. A remarkable hum-
mock to the westward, on with the North passage islets, leads into the East passage clear of a patch.

Among these reefs a good lookout from the mast-head is the surest guide. The flood tide appears to set to the westward within the reefs.

During the summer months there is a breeze off the land in the morning. In August we thought that we perceived that the trade wind was more easterly in the morning.

The southern passage possesses the advantage of the weather point of the reef projecting more to the sea than the lee one, thus preserving the water smooth in the passage. To communicate with the town, if there be any surf on the bar of the river, which generally breaks, I recommend taking the channel West of the point. To get water you must send as far as the town, occasionally farther, filling from the river. Attend to the tide about crossing the bar; once I got three turns in the day, usually only two. There is not much wood in the neighbourhood, the banks of the river being chiefly mangrove."

**SUVA.**—Ten miles West of Rewa Roads is Suva Harbour, an excellent one, spacious, free from shoals, well sheltered, and with good holding ground, easy of ingress and egress, with an abundance of wood and water. The entrance to it through the reef is narrow and deep. Some of the land around the harbour was ceded in 1870 to the Polynesian Company, and is being occupied. It is a very advantageous site for a settlement.

"Suva Harbour, within the reefs westward of Suva Point, forms a basin of about 1½ mile in length North and South, and 3 miles in breadth. There is a round crested island near the western shore northward of Park Point. Shoal water extends from the western sea reefs towards Park Point, and encircles the round island, extending thence to the next point at the head of the bay.

"Suva Point is low, and cannot be seen from the anchorage. A ledge of rocks extends off Factory Point, and a spit which extends N.N.E. from the eastern sea reef seldom shows even from the mast-head, on account of the discoloured water discharged by the three rivers into the harbour. Caution is therefore necessary in rounding the spit. The sand-bank which lies about a mile N.W. by W. ¼ W. from the storehouse breaks slightly at low water.

"The small island of Namuka, which is about 3 miles to the S.W. of Park Point, is visible from a distance of 10 miles, and indicates the entrance to Suva Harbour. The factory on Factory Point can also be seen at a distance of 10 or 11 miles. A peculiar yam-shaped mountain stands a little West of the entrance; and inland, farther to the westward, there is a high mountain, with three pointed peaks or paps.

"To enter, bring Bega Island to bear S.W. by S., and then steer N.E. by N., which course will lead up to the entrance. The passage between the
FIJI ISLANDS.

reefs is about 3 cables wide, and appears to be clear of dangers. Steer N. by E. until a large store-house with a flagstaff in front bears E. by S. 4 S., then steer for the store-house. The latter course leads between the spit extending from the eastern reef and a sand-bank in the northern part of the harbour, and thence to the anchorage. From the entrance the store-house is hidden by an intervening point, which bears E. by N. 4 N., but shows soon after passing the outer reefs. By steering the above courses, soundings of not less than 10 fathoms were obtained.

"The anchorage in Suva Bay is good, and easy of access, and there is room for several vessels in 8 to 15 fathoms water. The Pearl anchored in 10 fathoms, with the flagstaff bearing S.E. by E. 4 E., and the left extreme of Bega Island S.W. by S. Inside of this position the water shoals rapidly, but farther to the southward, off the factory bluff, a berth in 7 or 8 fathoms, soft mud, can be obtained. There is also said to be good anchorage near the round crested island which is situated northward of Park Point.

"It is said to be high water, full and change, in Suva Bay, at 6th, and springs rise 6 ft."—Lieut. Hoskyn, H.M.S. Pearl, 1874.

To the S.W. of Suva, off the South coast of Viti-Levu, are the islands of Mbenga and Namuka, surrounded by reefs.

Mbenga, or Bega, the largest, like all the large islands of the group, is basaltic. Its shape is oval, 5 miles long by 3 miles wide. It rises on all sides into two very prominent peaks, 1,289 feet in height. On its North side is Sawau Harbour, 2 miles deep and 1 mile wide, with a narrow entrance. It has good anchorage in 4 to 10 fathoms, mud. On its West side is another, called by Wilkes Elliott's Harbour; this is not so deep as the former, but more open at the entrance, and is surrounded by equally high land. On the left of the entrance is a white sand beach, and a neat village of about thirty huts. There are two small islands near Mbenga; one to the South, named Stuarts, and the other to the East, called Elizabeth. The natives of Mbenga were found to be civil, and brought bread-fruit, yams, &c., to trade.

Namuka Island, situated 3 miles to the S.W. of the entrance of Suva Harbour, and inside the shore reef, is small, and covered with trees. A short distance to the S.W. of the island is an opening through the reef, having apparently deep water, and leading to Namuka Harbour, which is said to have been formerly used by whaling vessels. A small river empties into the harbour, at the head of which there is a village.

The reef which surrounds Bega Island extends 12 miles to the S.W. of that island; its S.W. edge is 6 miles from Namuka Island, and its West edge 5½ miles from Namuka.

Namuka is within the same reef as Mbenga. The natives, about 100 in number, were found to be very friendly. The reef on the N.W. side was found to contain many ship passages. To the North of it is Bird Island, and
the reef off this part of Vitu-Levu nearly joins that of Mbenga. To the North and N.W. of it are Whippy and Granby Harbours, which afford good shelter.

Navua Anchorage, just eastward of the entrance to Navua River, has good holding ground in sand and mud, but is of small extent inside the western spit. When the East extreme of Bega Island bears S. 1° E., steer to the N.W., and keep close round the South extreme of Nuku Wakaia Reef until the vessel is inside a spit which extends N. by E. from Navua Reef; then steer to the westward, and anchor in 6 fathoms with the following bearings, namely:—Navua Point in line with the centre of Nanuka Island, S.W. 4 S.; the East extreme of Bega Island, S. 4 E.; the break on Western Reef, S.E. by E.

Navua Point is low, and covered with mangrove bushes. The entrance to Navua River is just to the westward of Navua Point. There are several shoal spots in the West and S.W. part of the anchorage; also a dangerous one of 6 ft. water, about 100 yards outside the fringing shore reef, and 340 yards N.W. from the berth recommended.

The channel between Bega Island and Navua Reefs is about 2 miles wide near Storm Island, and appears to be clear of dangers; and though several tide rips and much discoloured water were observed in the channel when the Pearl passed through, yet no soundings were obtained with the hand lead. At high tide the water breaks on the northernmost of the Bega Reefs, and the position of the shore reefs can only be known by a slight ripple. Between Navua and Sarua, which is 13 miles to the westward of it, the shore reef extends 2 to 3 miles from the coast, with a passage inside the reef used by small vessels.

Red Bluff is situated 23 miles W. by S. from Navua anchorage, and 7 miles from Granby Harbour. The coast thence continues high for about 12 miles to the westward, and then becomes gradually lower for 6 miles, till near some conspicuous sand hills which slope down to the sea, terminating in a point about 80 ft. high. To the westward of Navua the trees are scarce compared with those on the East, and part of the North sides of the Viti Levu, where the foliage is dense, and in the first-mentioned part grass and scrub prevail, except in some of the valleys and lower land where there are some trees.

Sarua Harbour:—In proceeding to the eastward, after passing the opening into Granby Harbour, the island in Sarua Harbour, which is composed of two hills of moderate height, with a low gap between, and having a large native village on it, will be seen clear of the mainland. On the East side of the island there is an opening in the reef leading into Sarua Harbour, which is sheltered by the sea reefs, and affords good anchorage in 15 fathoms, with the low gap in the island bearing W. 4 N. A few miles East of Sarua

South Pacific.
Harbour there is a large opening in the reef, having a small sand islet on its eastern side.

_Šiga Toka River_ rises near the centre of Viti Levu, and enters the sea at a place 16 miles W. by N. from the Red Bluff; the water is much discoloured for a considerable distance from the mouth of the river, and has the appearance of shoal ground, particularly when the sun shines on it.

_Ndronga Harbour_ lies at a distance of 5 miles W. by N. 4 N. from the conspicuous sand-hills already mentioned. Inside the shore reefs on either side of the harbour are two small islands, Kaba and Ya-nu-ca, by which the harbour may be known. _Kaba Island_, which is on the western side of the harbour, is from 40 to 60 ft. high, thickly wooded, and has a lagoon on its South side surrounded by swampy ground, where wild duck are found. Ya-nu-ca Island, on the East side, is from 60 to 70 ft. high, and thickly wooded at the South part; a long, low, sandy point extends from its North side, on which there is a large number of cocoa-nut trees. At the head of the harbour there are several large trees inside the mangrove bushes, which line the beach just above the water line. The beach is steep, and heavy rollers generally set upon it; landing in boats is therefore difficult. The best landing places are at the East and West extremes of the beach, or, when the tide is sufficiently high, in the creeks.

At low water a part of the reefs is exposed, and several small rocks and stones show above water. There are heavy breakers on both sides of the entrance, particularly on the western reefs.

The fairway course between the reefs is N. 1° E. A dangerous coral spit, having 9 to 15 ft. water, which breaks at low tide, extends to the eastward from the elbow of the western reef into the channel, contracting it to 2 cables. The eastern reefs are steep-to. The water shoals gradually from 15 fathoms a short distance inside the reefs to the anchorage in 5 and 6 fathoms, but farther in the soundings quickly decrease to 4 and 3 fathoms.

With on-shore winds heavy rollers set in. The bottom is hard sand, and the outer reefs afford but little protection. The _Pearl_ anchored in 5 fathoms with the extremes of Kaba Island bearing S.W. by W. and W.N.W.; and Cuvu Village E. by N.: but a better berth would be half a cable to the eastward. It is high water, full and change, in Ndronga Harbour at 6°; rise 5 to 6 ft.

Between Ndronga Harbour and Likuri Island, 6 miles to the westward, there are two openings in the reef, one reported to be navigable, with an anchorage inside. _Likuri Island_ is low and covered with cocoa-nut trees; just to the westward of the island there is an opening in the reefs, with an anchorage inside. Tuva River discharges into this anchorage; boats can ascend the Tuva a distance of 6 miles.

The route inside the _Barrier Reef_, which surrounds the greater part of Viti Levu, may be safely taken in clear weather, when the sun is well above
the horizon and astern; the vessel should be conned from the mast-head. There are but few sharp turnings, and none that offer any difficulty to a handy steam-vessel.

It is difficult to obtain the services of a pilot who has a thorough knowledge of the whole coast; there are many who know the pilotage of parts of the coast, but as they are accustomed to small vessels only, and navigate entirely by the eye, too much confidence should not be placed in their abilities. The native pilots can generally point out with accuracy the shoals; the Lasakau, or fishermen of Mbau, are those who possess the greatest amount of general knowledge, but it will be necessary to take a new pilot for each part of the coast.

The Navula Passage is a very remarkable opening; it has for its portals two small islands of nearly the same size (named by Wilkes Waldron and Spieden, after his pursers), between which the tide rushes with great strength. The great sea reef appears to be broken asunder by some convulsion of nature, and the rushing tide has entirely swept away the fragments, leaving a fine open passage between the two islands of a mile in width. The passage has nearly the form of an elbow, and ought not to be attempted with a contrary wind, as there would not be room to beat through, except in a small vessel.

Navula Passage is situated 15 miles to the N.W. of Ndronga Harbour, and is about 6 cables wide, with apparently no dangers near mid-channel. The fairway course through is N.E. by E. From the Pearl's mast-head several small shoals of 6 to 12 ft. were seen off the eastern reef, some of them 50 yards from the breakers. A long shoal spit extends E.N.E. nearly half a cable from the inner edge of the western reef. The sea breaks heavily on the outer parts of the reefs. Several shoal patches inside the reefs mentioned were observed from the mast-head; and a break was seen at about a mile North of the eastern extremity of the eastern reef. A reef having a stone showing above water lies S. 88° E. 7 miles from the North extremity of Malolo Island.

NANDI BAY. — After clearing Navula Passage, the course, if bound to Nandi Bay, inside the reefs, is N. by E. ¾ E., the West extremity of the mainland being kept on the starboard bow. When Iakuilau Island, which is low and sandy, with a few cocoa-nut trees, comes open of the land, steer towards it, keeping it just clear on the starboard bow. As soon as Iakuilau is passed, a vessel should steer between the fringing reef of that island and a small breaking reef which lies 1¼ mile N. ¾ E. from it. A small coral lies just to the northward of the fringing reef of Iakuilau. No soundings were obtained as the Pearl passed through this channel until nearly halfway through, when 7 fathoms were struck, the soundings then gradually decreased to 4 fathoms on the mud flats off Nandi River.

An extensive shoal is situated in the eastern part of Nandi Bay, but there
is a good passage of 5 fathoms between it and the outer one lying to the westward. From 6 to 8 fathoms were carried over a spot commencing a mile to the N.E. of the latter shoal, where a shoal of nearly 2 miles in extent was formerly supposed to exist.

Vessels may anchor off the plantation of Vunda in $3\frac{1}{2}$ fathoms, with the West extremity of Iakuilau Island bearing W.S.W. The soundings decrease gradually from 8 to 4 fathoms, stiff mud and good holding ground.

**Malolo Island** lies off the western end of Viti-Levu. It obtained an undue notoriety from the proceedings of Capt. Wilkes, arising out of the massacre of two of his officers, Lieutenant Underwood and Midshipman Henry, by the natives, July 24, 1840.

It consists of **Malolo** and **Malolo-Lailai**, or Little Malolo, separated by a narrow and rocky interval. Upon the larger island are two towns, Sua Lib and Arro, the former on the S.W. side. These were destroyed by the American party in retribution for the murder of their associates. To the northward of Malolo is a group of small islets, to which the name of **Underwood Group** was given; and upon **Henry Island**, a small sandy islet, one of the easternmost of the group, the two officers were buried.

To the N.W. of Malolo is a numerous cluster of islands, which D'Urville named **Chaptal Islands**, but which Wilkes superseded with the name of Hudson's Isles, particularizing them by the names of the officers in the Expedition. To the northward of them the great sea reef does not appear between them and the southern islands of the Asaua group.

To the northward of the Chaptal Islands, on the coast of the main island, is a passage through the reef, named the **Ba Passage**. The town of **Ba** is 14 miles further on. The land close to the shore is low, but it gradually rises for 5 or 6 miles in hills from 500 to 700 ft. in height, and here and there through the breaks may be seen the distant blue mountains towering above them. The natives here speak a different dialect to those of the **Ba**, or eastern district of Viti-Levu. Ten miles further on is the town of **Dongaloa**, on the coast. The country in this vicinity so far changes its aspect that the high lands approach nearer the shore, and level ground is only to be seen in narrow and contracted valleys. The whole extent of coast does not appear to be thickly cultivated, though it is not without inhabitants.

**Spieden, Waldron, Linthium, Smith, Henry, Reynolds, and Bateman Islets**, are low, sandy, and wooded. **Vunda** is a sand-bank without trees. **Vanderford** is a little larger bank, with a small clump of trees on the North end.

**Inner Channel.**—Passing to the northward from Nandi Bay, a berth of half a mile should be given to Vie Tonga Point; a course N.E. by N. should then be steered until the island to the northward of the point is approached, when the course will be N.N.E. A shoal lying N.N.W., $1\frac{1}{4}$ mile from Vie Tonga Point, is the south-eastern of a number of shoals extending as far as the eye could see from aloft; the sea was observed to break over many parts.
of this shoal ground, other parts appeared not to have more than 6 ft. water over them.

The first island North of Vie Tonga Point is skirted by a reef extending a quarter of a mile off shore. The passage here is about a mile wide. The supposed position of a shoal three-quarters of a mile N.N.E. from the last-mentioned island was passed over by the \textit{Pearl}.

\textbf{Ba Passage}, used by the \textit{Pearl}, is narrowed by the reefs extending off the two islands (Votia and one to the southward) which form the passage. The course through is E.N.E., with soundings of 5 to 7 fathoms; the shoals could be clearly seen from the mast-head. Off the point on the mainland South of Votia Island there are two small wooded islets, separated from the main land by a canoe passage: from seaward they appeared to form part of the point; the outer one bears South from Votia Island.

There is another passage about half a mile wide on the West side of Votia Island, which is fringed by a reef to a considerable extent.

After Ba Passage is cleared the course is N.N.E. till abreast of Cilau Point, off which a reef extends to the northward one-quarter of a mile, with a lump of stones showing above water 3 cables farther North. About a cable farther in the same direction is a dangerous patch, having apparently only 4 ft. water.

On the inner of the two Tabooa Reefs there is a sandy island named \textit{Malebu}, having stunted cocoa-nut trees. The ship channel is between Malebu Reefs and those extending off Cilau Point, and is very narrow at the turning point, but presents no difficulty to a steam-vessel or to a sailing one with a fair wind, provided the reefs can be seen from aloft. From Cilau Point to Ba there are so many sunken dangers that the channel should not be attempted unless the sun is in a position favourable for seeing the reefs. Anchorages can always be obtained off this part of the coast, but the anchorages on the North coast of Viti Levu are indifferent, and should be avoided during the hurricane season.

East of Ba Point a mud flat extends 2 or 3 miles off the shore; the lead is a sufficient guide in approaching the flat, but the water shoals quickly from 6 fathoms. Between the flats and the barrier reef there appeared to be no danger. After rounding the flats alter course for the anchorage off Ba River; when the entrance bears S. 1° E. steer for it and anchor in 6 fathoms with Dongaloa Island bearing N.E. by E. 4 E. The water from the river reaches the anchorage at half ebb.

Two remarkable hummocks on the outer range of hills, on the West side of Viti Levu, bearing S. 4 W., will lead to the entrance of Ba River, which is difficult to recognize from seaward. The river is only navigable for vessels of light draught.

\textit{Dongaloa} consists of a reef, having a number of sand-banks on it awash at high water neaps, and extending much farther West than was formerly sup-
posed. There are a few sunken patches near the South side of the reefs. From the anchorage off Ba River steer off shore a little to clear the mud flats. Off the third point to the eastward from Dongaloa a reef extends under water 1¾ cable. Between this point and Vatia Island there is a small island about 80 ft. high, covered with trees, and having a bight with shallow water to the westward. The channel between the mainland and the barrier reef is ½ to 1¼ mile wide, and apparently clear of dangers.

Vatia Island, 600 ft. high, which, until close-to, appears like a part of the mainland, has a small boat passage South of it at half tide. A reef awash at low water extends North from the island. To the eastward of Vatia Island, between it and the long reef that extends off shore from Tavua River, there are a number of sunken patches. After rounding Tavua Reef, steer to the southward between the latter and the barrier reef for the anchorage off Tavua River. Anchor in 9 fathoms, with the mouth of the river bearing S. ½ W., and about a mile from the nearest part of the shore.

The Island of Malaki, which lies adjoining to the northernmost point of Viti-Levu, is 800 ft. high, and has the appearance of having been well cultivated at some former time. It is now owned by Europeans. On the top are the remains of a stone fortification. It is divided from the main island by a narrow strait, and off it is a passage through the sea reef. Some plantations belonging principally to Americans are established on this part of the coast, which is named Raki-Raki.

Charybdis Reef.—When on the passage from Raki Raki on the North side of Viti-Levu, H.M.S. Charybdis, in 1868, passed a coral reef not laid down on recent charts. This reef, which is just awash, is between 2 and 3 miles in length, crescent-shaped, in a N.E. and S.W. direction. Its centre lies W. by N. ¾ N. (N. 70° W.), about 9 miles from the North point of Annan Island, and about the same distance N. by E. from the anchorage of Raki Raki.

Inner Channel.—From Tavua anchorage steer towards the barrier reef and along its southern side, passing North of a large breaking reef, situated 2 miles N.E. of Tavua. The channel, which is continued to the northward of Malaki Island, and of the three small islands which lie to the westward of it, appears to be clear of hidden dangers, and vessels should keep midway between the outer reefs and those extending from these islands. The channel abreast Tovu-Leilei, the first island West of Malaki, is 2 cables wide, and from a distance this part of the passage appears to be almost blocked by the reef.

A little North of the fairway, abreast Malaki, there is a patch of about 2½ or 3 fathoms depth, and a reef extends three-quarters of a cable from the North side of Malaki; the passage North of this island is 1½ cable wide, being narrowed by numerous detached coral knolls near the South edge of Barrier Reef. It is better to keep near the island reefs, as they are steep-to.
Malaki and its adjacent islands are wooded, and have a rich soil. From the mast head of the *Pearl* no passage could be seen inside these islands.

There is anchorage off the West end of Nananu-ira Island in 11 fathoms, mud, good holding ground, with the South point of the island bearing S. 55° E.; the water shoals quickly inside this position. As there are several sunken reefs to the westward of the anchorage, a good look-out should be kept from aloft.

From the anchorage at Nananu-ira the in-shore passage will lead to Nagilo-gilo Head, the southern point of Viti Levu Bay.

*Viti Levu Bay* is about 5 miles deep and 1 mile broad. On its shore is, or was in 1870, situated a weather-board house, set up here by the Polynesian Company, who abandoned their scheme of making plantations hereabout.

Coming from the southward it is considered that Nananu Passage might easily be made out by bringing Nagilo-gilo Head to bear S.E., and steer N.W. till the islands are approached. Off the centre of Viti Levu Bay there is a patch, having about 6 ft. water, which breaks during moderate breezes. The best passage is to the westward of the patch, as the ground is clear of dangers in-shore round the bay till close to the beach; when past the patch steer S.E. $\frac{1}{2}$ E. To seaward there are said to be an immense number of reefs. There are several bights in this part of the coast, with secure anchorage for small craft.

About 3 to 5 miles to the S.E. of Nagilo-gilo Head there is a small island skirted by a reef, pass just outside it; then bring the island in line with Nagilo-gilo Head bearing N.W., and steer S.E., which mark will lead clear of all dangers till about 2 miles from the fringing reef North of Tova Peak. Then haul out so as to clear the reef, and round it at about 3 cables distant. Steer E.S.E. until Tova Peak bears W.S.W., when the course can be altered for the North part of Ovalau Island bearing about E. $\frac{1}{2}$ S., passing through a labyrinth of shoals. Pass to the southward of Naingani off the South side of which a reef extends 1½ cable to the southward. There are two shoals lying three-quarters of a mile to the westward of the same island.

Wakaia, Mokungai, and Mokundraga, lie to the N.E. of Ovalau, from which they are visible, and separated by a strait of 10 miles in width. Although several miles apart, they are situated within the same reef. Wakaia is the southernmost. It is the property of Dr. J. M. Brower, the U.S. consul, who has grown some remarkably fine samples of Sea Island cotton on it. There is a remarkable shelf formed near the centre of the island, which goes by the name of the *Chief’s* or *Chieftain’s Leap*, from a tragedy which happened some years ago. There are several openings through the reef near Wakaia, on its eastern side, but they cannot be recommended except for small vessels. The entrance on the S.W. side, leading to *Flying*
Fish Harbour, is quite narrow. On the N.W. point of the island there is a stone landing place, and on an eminence near it a flagstaff and observatory. A homestead, belonging to a large cotton and coffee plantation, is situated in the N.E. part of the island facing a bay. On the West side of Mokungai, the island next northward, there is a small harbour, formed partly by reefs, and partly by the little Island of Mokundraga. Wakaia, 596 ft. high, contains about 30 inhabitants, while Mokungai, 876 feet high, whose population has been once exterminated after a bloody battle, has only one or two families. As before stated, Wakaia is owned by an American medical gentleman, the U.S. consul; it is well stocked with cattle, &c.

The reefs extend from these islands, with few interruptions, up to the South shore of Vanua-Levu; but just to the westward of Mokungai is the Mokungai Passage, which at times may be difficult from the tides, the flood running to the North and East, and the ebb in the reverse direction.

The Daveta Loboni passage, on the N.E. side of the reef surrounding Mokongai Island, is contracted to about three-quarters of a cable in width by three sunken coral knolls with apparently not more than 12 ft. on them.

"This part of the group is dangerous in dark nights and uncertain weather, no anchorage nor shelter being within reach, nor can any of the passages between the long belt of reefs which extend from the South of the Island of Vanua-Levu to the South side of Viti-Levu, an extent of 60 or 80 miles, and which forms a lee shore, be attempted at night, these difficulties being increased by the uncertain set of the currents, which are often strong. It is necessary, indeed indispensable, that to sail amongst the reefs and shoals of these islands, with any degree of safety, the day should be clear, and the sun bright and behind the ship, and the time of low water chosen, if possible, when they can always be distinctly seen, and with care avoided; and when the sun is ahead of the ship, or the day becomes dull, she should be at once anchored, as the shoals can no longer be distinguished; this remark of course attends vessels navigating inside the different sea reefs, for without them there is no anchorage."—(Captain Worth, R.N., H.M.S. Calypso, 1849).

The ISLAND of OVAlAu ("Obalau", Sir Edward Belcher), is 8 miles in length, North and South, by 7 miles in breadth, East and West; it is of volcanic formation, and its rocks are composed of a conglomerate or pudding-stone; it is high and rugged throughout. The valleys only extend a short distance into the interior, and leave but little level ground; they are, however, exceedingly fertile and well cultivated. Its harbours are all formed by reefs, and were it not for these, there would be but few in the group. That of Levuka, on its East side, is safe, has good holding ground, and is easy of access, where vessels can always procure wood and water. Ovalau is the principal residence of the white men of the group. It has always been the favourite residence of the whites, and must continue so to be from its
LEVUKA.

central position with regard to the remainder of the group. Though it is not a productive island, the East side being all barren rocks, and the natives more indolent than they are in other parts of the Archipelago, nevertheless there is a resident missionary and schoolmaster, an English, American, and Hawaiian consul, and a good number of merchants. The native population of Ovalau has much decreased. In 1870 there were fifteen native towns, and a good many half-castes are found on the island. As a cotton growing district, Ovalau is not suitable; there are, however, a few plantations on the western side of island.

LEVUKA is situated in a quiet and peaceful valley, surrounded by a dense grove of cocoa-nut and bread-fruit trees, with a fine stream of fresh and pure water running through it to the beach: high, broken, volcanic peaks rise to the West, forming the background. The Peak of Andulang is estimated to be 2,070 ft. high; the highest, Dille-Ovalau, being about 200 feet higher. From the summits the fantastic needle-shaped peaks of Vanua-Levu are distinctly seen, though 60 miles distant.

The importance of the town of Levuka is owing to the friendliness shown to the whites by the chief Tui Levuka, who died in the year 1870. As the site of the most important town in Fiji, it is most unsuitable, being built on a narrow strip of beach, which it now fully occupies with a double row of houses three-quarters of a mile in length. It is incapable of further extension. In 1870 it contained a permanent population of 200 whites, with a floating population of 300 more. There are several hotels.

The Harbour of Levuka, says Capt. Worth, is decidedly the most convenient anchorage in the Fiji group, being more central than any other, with its entrances so clear and attainable, that no accident can happen with common caution; added to which, it is the only harbour where water can be easily obtained, a fine stream of which runs into it from the mountains abreast of the anchorage, and from which it can be rafted off with great expedition and facility. The anchorage is entirely sheltered by a reef which runs nearly parallel with the shore, distant from it nearly half a mile, and which keeps the water always smooth. He completed water, and procured wood from the wreck of two American ships that lay on the beach, one of which had some years since been burnt, and the other, a brig, had been driven from her anchors about three months before his arrival, during one of the hurricanes.

Harbour lights have been established at Levuka. The lights are fixed; the inner light white, and visible 10 miles off, is placed on a hill behind the town, and the outer one red, and visible 5 miles off, a little to the South of the Wesleyan mission-house. The beacons from which the lights are exhibited are painted white, each with a red diamond; position, latitude

South Pacific.
FIJI ISLANDS.

17° 40' 45" S., long. 178° 49' E. The lights by night, and the beacons by day, in line, lead through the middle of the South entrance passage into the harbour. They are E. 1/4 N. and W. 1/4 S., 73 yards apart.

A cask beacon, chequered black and white, has been erected on the centre of the reef in Levuka Harbour, abreast of the South entrance. A chequered buoy has been placed on a patch having 10 ft. on it at low water, situated 2½ cables S.E. by E. from Observation Point. A red buoy has been placed on a 7-feet patch in the North entrance to Levuka Harbour, 4 cables S.E. by S. from the S.W. extreme of the reef forming the North side of the entrance; and a chequered buoy on a 9-feet patch 1½ cable S.E. S. from the S.W. extreme of the reef.

Off Waitou there are several small shallow patches of coral, about 1 cable from the shore.

It is high water, full and change, in Levuka Harbour, at 6h; springs arise 5 feet, neaps 2½ feet.

"Port Kinnaird, a settlement at the S.E. end of Ovalau, was proposed to be founded by Mr. Consul Pritchard, and so named after the Hon. Arthur Kinnaird, who took much interest in the Fijis, but the proffered cession of the sovereignty of the group having been declined by the British Government, this scheme failed, and the white settlers, who had been prematurely induced to come there, soon after abandoned it. Bureta, which is the native name of the land adjoining, being deprived of the trade wind, and infested with mosquitoes, must necessarily be unhealthy and disagreeable.—(M. Bensusan, F.R.G.S., 1862.)"

A coral patch has been discovered off the rivulet Mbu-re-ta, and bearings were obtained to ascertain its position; it lies W. by S. 3/8 S., distant two-thirds of a mile from the entrance of the rivulet, or E. by N. rather more than a mile from the North point of Moturiki.

Moturiki, or Matoriki, is almost in contact with that of Ovalau, to the South of it. The reef surrounds both of them, and there is no passage between them except for boats and canoes. A large, square, castellated rock lies midway between them, called Laudolid. Moturiki is 3 miles long and 1 broad; it is not so much broken as Ovalau, though it rises in the centre, forming a high ridge. There are two small islands, named Leluvia (Lele-Oubia of D'Urville) and Thangala, to the South of it, and between these and Moturiki is the entrance to the bay of Bau, termed the Moturiki Passage.

Two sunken coral patches were distinctly seen from H.M.S. Brisk, on Nov. 1867, lying from about N. by W. to N.N.W., distant half a mile from Leleuvia Island; caution is therefore necessary when passing through the Moturiki Channel.

The Moturiki Passage is of considerable importance, as it leads to the Bay of Bau, which contains some of the most powerful of the native towns,
is clear from obstruction, and is 1/4 mile in length by half a mile wide. Some remarks on its navigation are given on page 660, ante. An E. by S. course (by compass) leads through it, and when Black Peak, on Viti-Levu, can be seen, it is a good leading mark. The tide sets with some strength through the passage, the flood running to the westward, or in, and the ebb to the eastward, or out. There is safe anchorage either under Leluvia or Moturiki on their West side, in from 7 to 12 fathoms; but a good and safe harbour exists on the Moturiki side by entering through a narrow channel before reaching Thangala Island. This channel may be known by a large coral rock on the reef. After getting through the reef there is anchorage in from 7 to 10 fathoms, with sandy bottom.

**VATU-LELE,** which lies to the South of Viti-Levu, was discovered by D'Urville, June 7, 1827. It has the appearance of a raised coral island, but is of volcanic formation. The North part is about 70 ft. high, and it gradually descends to a low point at its southern end. There is no more than a narrow shore reef on its western side, but on the eastern shore a reef extends off 2 or 3 miles, forming a kind of bow from the South to the North end of the island, but it has no opening except for boats. Near its North end it encloses several small islets. Vatu-lele is well covered with wood, and is inhabited.

At 7 miles E. by S. from the South point of Vatu-Lele is a dangerous coral reef, which is awash, and extends about 300 yards North and South, by 150 yards East and West. Wilkes calls it the *Flying Fish Shoal,* though it is not improbable but that it is the same made by D'Urville in approaching Vatu-Lele.

About midway between Mbenga and Kandavu, Captain Denham obtained a deep-sea sounding of 1,020 fathoms, bringing up bottom, which was found to consist of minute animals, similar to those found in the bed of the Atlantic and elsewhere.

**KANDAVU** is the south-westernmost of the Fiji Islands. It was most likely first discovered by D'Urville, in June, 1827. He surveyed the southern shores.*

Kandavu is 25 miles long, and throughout its whole length is high and mountainous, except a small part at its centre near Malatta Bay. The island is well covered with pine timber, resembling the New Zealand kauri pine; and most of the large canoes used in the Fiji Islands are built here. The

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* D'Urville sought this island as being the Mywolla discovered by Bligh in his second voyage, in 1792. But it certainly would seem that Mywolla is the same as Mouala, to the E.N.E., and that Bligh passed between Totoua and Matougou, because there are no islands to the S.W. of Kandavu, as marked on Bligh's track, in such a situation. The distance, bearings, and drawing, are so bad in Bligh's track, that the discrepancies are not too great for such an assumption.
people are industrious, and have abundance of provisions. Many whale-ships stop here for supplies; they are principally English, from Sydney, and they generally go to Tabuca Bay, to the West of Malatta. Kandavu has a native population of about 10,000, living in 160 or 170 towns. The white population, consisting of a few planters, live principally on the South side of the island.

Kadavu is a beautiful island, and, except around its highest mountain, Buke Levu, cultivation, or its traces, can be seen. Tavuki Bay, on its North side, is in lat. 19° 3’ 9” S., long. 178° 6’ 23” E., by Mr. Sedmond, H.M.S. Harrier. It is used by American whalers, who come for water and refreshments, which are abundant.—(Dr. Seemann, 1862.)

On its West end is Buke Levu, or Mount Washington, which is a mountain 3,800 ft. high, in the form of a cone, very much truncated at the summit, and the sides descending with a direct and rapid inclination from the summit to the sea.

Tavuki or Tabuca Bay is a very picturesque spot, and there is a large settlement there. A few miles farther up the coast is Richmond, where is established the principal training establishment for native missionaries. Capt. Hope, R.N., of H.M.S. Brisé, 1868, says that Tavuki is an anchorage not to be recommended; the bay is full of coral patches of various depths; on some the sea breaks always, on others more rarely, and on some it never breaks. The most dangerous of these, a detached rock, called the John Wesley, lies about a third of a mile off the eastern point of the bay, and on which the sea only breaks at low water, when there is a swell. About a mile farther to the westward, off the centre of the bay, is a detached reef, always showing, and the passage in to the anchorage lies between the two, but a tolerably wide berth must be given to the reef, as there are other patches to the eastward of it which do not show distinctly; upon one of these, with 10 feet water, the Brisé struck while steaming slowly in to the anchorage. In the bay the bottom is very rocky and uneven, and accidents to the ground tackle frequently occur, but a sandy spot is said to exist. The bay is also subject to sudden gusts of wind from the high land.

Malatta Bay is small, and offers safety to a few vessels for temporary anchorage, although it is difficult to choose a place for the purpose, on account of several reefs that lie across it. The land is here nearly divided into two, and so low and narrow is the isthmus, that the natives frequently transport their canoes over it.

The most northern coral shoal is off Malatta, and it is the only place where there is any detached reef off the whole length of the northern shore of the island. Off Cape Bligh, its East end, is the Island of Oumbenga, or Ono of Wilkes, 80 feet high; and between it and Kandavu is a good and well-protected harbour. To the North is a cluster of eleven small islands, without inhabitants; some of them produce a few cocoa-nuts, and there is
good anchorage near. They are all situated in the Great Astrolabe Reef, so named from the remarkable escape of that ship from wreck on the night of the 5th of June, 1827. Captain D'Urville just cleared the reef by a cable's length in passing down its East side from northward. For a few moments the fate of the Astrolabe seemed inevitable. From Oumbenga this reef trends nearly North; on its East side it is quite unbroken, and extends in a sweep round Oumbenga, joining Kandavu. On its West it is much broken, and has several safe passages through to the group. At the North end of the reef is a clear passage through it. The water within is very deep, and whales were seen inside. The reef is not only dangerous from its extent, but from the strong currents, generally to the eastward, which prevail here.

Ngaloa or Galoa Bay, which lies in the centre of the eastern side of Kandavu Island, is just coming into use for the Mail Service established between San Francisco and our Australian Colonies. It was first surveyed in 1866-7, by Lieut. Creak, R.N., and Lieut. Jackson, R.N. In August, 1874, H.M.S. Challenger visited and surveyed the port. The following information is by Lieut. Henry Hosken, H.M.S. Pearl, 1873. The position of Galoa Bay may be known by a dip in the land, just to the N.E. of a remarkable gap in Kandavu Hills, which appears almost to divide Kandavu Inland. This will point out the position of the bay, if Ngaloa Island, which divides the bay into two portions, cannot be made out; for as the latter appears under high land, it often cannot be seen till the vessel is within 6 or 8 miles of the entrance.

Ngaloa Harbour is protected from seaward by the reefs fringing that part of the island. Ngaloa Island, about 1½ mile in extent, is situated in the N.W. part of the harbour, forming to the north-eastward, North Bay; to the westward, Inner Harbour; and on its S.W. side, Outer Anchorage. North Bay is about 2 miles long in an East and West direction, and 1 mile broad, with depths of 19 to 20 fathoms near the centre, bottom sand and coral. Inner Harbour is about half a mile in extent, with 4¼ to 6 fathoms, muddy bottom. The Outer Anchorage has depths of 16 to 20 fathoms, muddy bottom; on the West side of Outer Anchorage a mud flat, fringed by a coral reef, dries 400 yards from the Kandavu shore, having 6 fathoms close to the edge in some parts, with patches of 2 and 3 fathoms at three-quarters of a cable; and 6 to 9 fathoms nearly 3 cables from the reef. Wood Shoal, with rocks awash at low water, lies on the S.E. side of Outer Anchorage, bearing S.E. ½ S., distant 4½ cables from the South point of Ngaloa Island.

The Main Channel leading into Ngaloa Harbour is formed by Esk Reef on the North, and Pearl Reef on the South side; the channel is about 3 cables broad, with a depth of 40 fathoms near the centre. At the inner entrance of Main Channel, and bearing N.W. ½ N., 2 cables distant from the N.W. end of Pearl Reef, lies McGregor Patch, which dries at low water, and is marked by a white buoy on its South side. Between McGregor Patch and
the East extreme of Ngaloa Island there are several spots of 2 and 3 fathoms, with 6 to 8 fathoms close-to; the leading mark through Main Channel from seaward, is the beacon on the southern hummock of Ngaloa Island in line with the beacon on Kandavu Island, bearing W. \(\frac{1}{4}\) N.

*Boat Channel*, on the East side of Esk Reef, is about 300 yards long and 50 yards broad, with depths of 3 to 4 fathoms. *Schooner Channel* is an opening in the fringing reef one quarter of a mile to the eastward of Boat Channel, and is about 150 yards broad, with 10 to 12 fathoms near the centre; on the N.E. side of the inner entrance of Schooner Channel there is a patch of 1\(\frac{1}{2}\) to 3 fathoms. The left extreme of Anda Tavie Island, bearing N.N.W. \(\frac{3}{4}\) W., leads to the westward of this patch.

It is high water, full and change, in Ngaloa Harbour, at 6h 38m; springs rise 5 feet 3 inches, neaps 4 feet 5 inches.

The buoys in Ngaloa Harbour are indifferently moored, and are not to be depended on, and the beacons are only temporary structures.

From the eastern part of Ngaloa Bay, on the S.E. side of Kandavu Island, a fringing reef extends to the north-eastward about 4 miles, when it stretches off in a long prong abruptly to the southward, from off the outer end of which the high peak of Ngaloa Island bears S. 81° W., distant 8\(\frac{1}{2}\) miles; thence after a break 1 mile wide, the reef trends north-easterly towards Koro Levu Harbour, which is situated about 10 miles to the eastward of Ngaloa Bay. Thus it will be seen that an E. by N. course from off the entrance to Ngaloa Harbour will lead clear of all reefs on the South side of Kandavu Island.

From the East extreme of Kandavu Island the reef takes a more northerly direction for about 9 miles, to abreast the N.E. point of Ono Island, from which a reef stretches off to the eastward nearly 5 miles: thence it continues to abreast of North Rock nearly 13 miles to the northward, where a prong of Astrolabe Reef forms a prominent elbow, 1\(\frac{1}{2}\) mile to the eastward of North Rock; between this elbow and the North extreme of Astrolabe Reef, the distance is about 2\(\frac{1}{2}\) miles in a north-westerly direction. During the visit of the *Pearl* the sea broke heavily over the eastern edge of Astrolabe Reef, but over the long North part there was only a slight ripple, and that was not seen until the ship was within a mile from it, thus rendering this part of the Astrolabe Reef dangerous to approach at night.

*North Rock*, about 8 ft. high, is situated in a lagoon about 1\(\frac{1}{2}\) mile high, within the North extremity of Astrolabe Reef. The northern portion of the top of the rock is white.

A deep landlocked harbour named Ninderi is on the North side of Kandavu Island, about 6 miles from its East point. Along the North shore of Kandavu a barrier reef is reported to exist about 2 miles off the land.

*Ono Island*, about 3 miles to the northward of the East end of Kandavu Island, is hilly, about 400 ft. high, or nearly as high as the East end of
Kandavu. The anchorage, named Babia, to the South of Ono Island, is said to be good; the entrance to the anchorage is from the westward.

**YASAWA GROUP.**—The westernmost range of the Fiji group, called also the Ba or Leeward Group, are possibly the islands discovered by Capt. Maitland, of the American ship Anna and Hope, and named by him the Land of Liberty, and also the six islands seen by the Arthur, Capt. Barber, in 1794. D'Urville passed along the outside of the South portion of them, but meeting with a coral bank (perhaps that to the N.W. of Malolo), he bore away to the westward, thus concluding his examination of the Fijis.

**Vomo** is the south-easternmost of the Yasawa group, and is famous for its turtles, which are abundant here from December to March. The southern half of the island has a high, narrow, and almost perpendicular bluff; the northern half is sand, covered with bushes, and resorted to by pigeons. It is 2 miles in circumference; and off its N.W. end is a detached rock, named from its appearance the Castle Rock. There is anchorage, but not well protected, for a small vessel.

Twelve miles West from Vomo is a group of small islands, to which Capt. Wilkes has given names, but which had been previously named Bitonho Island by D'Urville, of which he takes no notice. The interval between is occupied by a continuous line of reefs.

**Waia.**—To the N.W. of Vomo is the island of Waia, which is the highest and most broken of the Asaua group, its peak being about 1,641 ft. above the level of the sea. Connected with it to the southward are Waia-lailai and Waia-lailai-thake, all very rugged and broken. One of the peaks on the latter, named Observatory Peak by Wilkes, is 555 ft. high. Waia is said to be fruitful, but appears little better than a craggy rock; it is thought to contain about 3,000 inhabitants. It is surrounded by a few patches of coral reef, but not enough to afford it a harbour. The western sides of the islands are very much worn by the sea, in consequence of there being no sea reef to protect them from the full swell of the ocean, which is very great here at times.

**Naviti, or Naviti,** to the North of Waia, is the largest of the group, and rises to the height of 954 ft. There is no anchorage around Naviti. This and the islands to the northward have passages between them, and are little incommode by coral reefs. They have all many small villages on them, which are generally built on a snug bay, and have near them a secure place of retreat on the top of some inaccessible rock. To the southward of Naviti are some small islands, named by Wilkes Eld, Fxue, Agate, and Sinclair Islands.

**Yasawa, or Ya-asaua,** is the northernmost of the Yasawa group. It is very narrow, and about 10 miles in length. Towards its southern end it rises into a high peak, called Tau-tha-ke, 781 ft. in height. From the summit of this peak the beautiful little bay of Ya-sua-y-lau appears to lie at the
feet, with the picturesque rock on its eastern side, having much resemblance to a ruined castle or impregnable fortress. This rock, which is entirely volcanic, with but little vegetation on it, is the subject of some superstition among the islanders, who believed it to have been the residence of an immense bird. The southern bight is well protected, except from the N.W., by the small island of Ovawo, and two small islets. Between Ya-asaua and Naviti are a number of smaller islands, having clear passages between them. Off its North point are several small islets.

Viwa, or Biva, is the westernmost of the group, and lies 12 miles West from the South point of Naviti. It is a long, low island, with two smaller ones connected with it, covered with cocoa-nut trees. It is surrounded by a reef, which extends 3 miles to the South of it. Near its southern end is the opening, but it is not practicable, even for a small vessel, without danger, from the numerous coral lumps. The island, which affords no anchorage, is inhabited by about fifty people. Eight miles to the North of it is a coral shoal, on which the *Porpoise* struck, and occasional soundings were met with over the whole space to the East of it.

Awakalo, or Round Island, though separated by a clear channel from the Asaua group, is the only islet in its neighbourhood. It is of a crescent form, rising to the height of 500 ft., and dropping at each end. There is no coral attached to it, but an extensive patch, on which there is anchorage, lies to the eastward, apparently unsafe however.
CHAPTER XV.

NEW HEBRIDES, ETC.

Quiros was the first to discover any portion of this fine, but little-known archipelago. He saw the northern and largest island of the group, which he named *Australia del Espíritu Santo*. The extent of this land, and of the bay in which they anchored, that of San Felipe and San Jago, which is 20 leagues in circuit, led them to the most exalted notions of its importance and magnitude. They concluded that it must be a portion of the long-talked-of and sought-for southern continent, but they made no explorations to satisfy themselves that their conjectures were well founded. In the different narratives which have been brought to light on this important voyage, there is no mention made of other islands. Quiros speaks only of one land: and in the memoir to King Philip III., on the colonization of this new continent, it is described as abounding with gold, silver, and pearls.

These visions as to the character of the land were dispelled by Bougainville, who saw that the northern part was composed of several islands, to which he gave the name of *Cyclades*. Cook discovered the greater portion of the southern chain, to which he applied the name of *New Hebrides*, in 1773. Thus the group collectively possessed two appellations, and it was proposed to limit each to the North or South portions; but as there is no marked division in the chain, and as Cook discovered the greater number, his name of New Hebrides has superseded those previously applied to them.

They have been but little visited, and consequently our knowledge of much of their geography is vague and imperfect. They have been visited by members of the Melanesian Mission. Lieut. Thos. C. Tilley, R.N., commanding the mission schooner *Southern Cross*, in 1864-5, has furnished some particulars subsequently quoted. The most important recent information, however, is found in Commander Markham's work, "The Cruise of the Rosario." Between October 1871 and February 1872 this vessel had occasion to touch at nearly every one of the New Hebrides and Santa Cruz Islands, to enquire into the evils connected with the "labor traffic."

Winds, Weather, &c.—The fine weather or dry season among the New Hebrides and Solomon Islands may be said to extend from May to October, both months inclusive, and the wet season from November to April; occasionally much rain falls in the so-called dry season, and is generally accompanied by a change of wind from the eastward. The normal direction of the South Pacific.
the trade wind is from E.S.E., but the stronger winds, which usually succeed calms, are from S.E., and, as a rule, such may be expected when the wind veers round to East or N.E.

When in the vicinity of the islands, the prevailing trades are frequently interrupted, and calms occur, followed by easterly and north-easterly breezes, accompanied with rain; occasionally the wind backs round, by way of North to West, and the trade direction is resumed with what is known among the Banks Islands as the "Lan San," or strong S.E. wind.

Hurricanes prevail during the whole of the wet season, and blow with greatest violence during the months of January and February. It does not appear that they are of frequent occurrence, but the information on the subject, derived from the natives, is very vague.

The climate, from the luxuriance of the vegetation and the dampness of the soil, seems much less adapted to European constitutions than the Polynesian Islands, whose natives, also, suffer here from dysentery, fever, and ague.

The natives are of the black Papuan or Melanesian race, so frequently named, and who have always shown such hostility and treachery in their intercourse with the whites, and who in their turn have treated them with much cruelty and injustice, especially in the carrying on of the labour traffic between these islands and the plantations of Fiji and Queensland. Their character, in those parts where the zealous missionary influence has been exerted, has become much less hostile, and more confiding. A peculiarity noticed by many navigators is their fondness for dancing. The Polynesian race is found to exist in some of the islands, as stated hereafter, in Cherry Island, Tecopia, and the Duff Islands.

The productions of the islands composing the New Hebrides, including Banks Islands, consist of bread-fruit, cocoa-nuts, sago, bananas, nutmegs, sugar-cane, taro, arrow-root, sweet potatoes, and yams. Pigs are also occasionally procurable at Banks Islands, but principally at Mai Island. Fish is abundant, but some poisonous sorts exist. The best articles for barter consist of beads, fish-hooks, calico, axes, bottles, and, in some of the less frequented islands, iron hoops and timber cut into short lengths.

ANEITEUM, or Annatom, is the southernmost of the New Hebrides. D’Urville, who sailed around its southern side in June, 1827, says it is surrounded by high mountains, which leave only a very narrow belt of low land on the shore; on this belt some clumps of cocoa-nut trees are seen scattered here and there, and more particularly a great number of trees with scanty foliage and bare trunks, which at a distance look very much like whitened skeletons standing up. The mountains have but few large trees, although generally covered with verdure. In many parts are large reddish patches. The island appeared free from outlying reefs, at least all its North and West parts. It is 10 miles long, East and West, and 6
ANEITEUM—TANNA. 683

miles broad, from North to South. Some plantations are established on it. Severe shocks of earthquake are sometimes felt. The highest peak, according to Capt. Denham, is 2,788 ft. in height.

It has a harbour (Inyang) on the S.W. side, which is easy of access, entered through a break in the surrounding reef, and formed by a sand islet and reefs, but it is open to westerly winds. It is, however, safe from April to October (the S.E. trade blowing steady during these months), and is resorted to by sandal-wood vessels occasionally. During the summer months westerly gales are frequently experienced, and several vessels have been wrecked here in those months.

Excellent fresh water can be obtained within a short distance of the anchorage, and firewood can be procured in abundance. The natives are similar in appearance to those of Tanna, and their manners and customs much the same. The immolation of widows is practised here. The island hardly produces food enough to supply the wants of the inhabitants, and consequently visitors can obtain no refreshments from the natives.

Mr. James Paddon formed an establishment at this island in 1843. He has several houses built on the sand islet where he resided, and three or four small vessels engaged collecting sandal-wood from the other islands. Ships in want of supplies can generally obtain anything they require from Mr. Paddon, at a moderate price.—Capt. A. Cheyne.

It was visited by Admiral Erskine in 1849, and at that time Mr. Paddon was erecting his establishment on the main island, as the natives had become quite friendly and secure. The French missionaries from New Caledonia, also, were then living here.

Captain Denham makes the Observatory Islet in Inyang Harbour in lat. 20° 15' 17" S., long, 169° 44' 44" E. High water, at full and change, at 6h 35m. Rise 4 ft.

Erronan, or Fotuna, is an isolated cone, considerably truncated, with steep sides. Its summit is N. 25° E., 45 miles distant from Anatom. It is an enormous mass, not more than 4 or 5 miles in circumference, elevated 1,931 feet, and is sufficiently high to be seen 45 miles off. Its summit, according to D'Urville, is in lat. 19° 31' 20" S., long. 170° 4' 15" E. It is inhabited by a wild race, similar to those on Tanna. There is, however, a missionary on the island.

TANNA, Tana, or Asore.—Tana was discovered by Capt. Cook in August, 1774. "At daybreak, August 4, we saw a low island (Immer) to the north-westward of us, having passed close to it during the night, and a high one nearly East of us (Erronan), at the distance of 8 or 9 leagues. The large island (Tanna), towards which we still directed our course, extended from N.W. to S.E., and consisted of a high range of mountains. Towards the south-eastern extremity, at the end of a secondary range of hills, we discovered a volcano, of which we had really seen the fire at night. It was a
low hill, much lower than any in the same range, and of a conical shape, with a crater in the middle. Its colour was reddish brown, consisting of a heap of burnt stones, perfectly barren, but it afforded a very striking sight to our eyes. A column of heavy smoke rose up from time to time, like a great tree, whose crown gradually spread as it ascended. It is the most powerful volcano of the group. The whole island, except the volcano, is well wooded, and contains abundance of fine cocoa-palms; its verdure, even at this season, which is the winter of these regions, was very rich and beautiful.—(Foster, vol ii., page 261.)

The volcano was still active when Commander Markham landed here in 1872, and visited the crater, which was found to be about 600 ft. in diameter.

Port Resolution, 8 miles to the eastward of the volcano, Mount Yasowa, was named by Cook after his vessel.

Sir Edward Belcher says:—"Port Resolution may readily be found by a very remarkable yellow sandstone bluff at its N.W. angle, and which is situated to the northward of the entrance; also by the smoke of the volcano which bears West from it. Approaching from the southward the entrance of the port might be overshot, by reason of the overlapping breakers; but by bearing in mind that it is formed by the low peninsular S.E. angle, and that the entrance is situated about 1 mile southerly of the yellow bluff, it will easily be found." When Sir Edward Belcher approached it the wind was dead out; but by edging close to the breakers on the left, and then hauling sharp up, the entrance was made, and in four boards a berth was reached inside in 6 fathoms. It is too narrow for a long vessel to work in, and it is preferable to shoot into 14 fathoms, and be prepared to warp. All the rocks lying off the N.W. side of the entrance are awash.

Point Resolution, within the bay on the East side, is in lat. 19° 31' 17" S., long. 169° 29' 0" E. The new mission-house is situated on it.

The Island of Tanna is very fertile, and well inhabited by a stout race of men, similar in complexion to those of the Loyalty Islands. Tanna produces an abundance of excellent yams, and ships may obtain a large supply at moderate prices in the season, June, July, and August; other vegetables can also be procured cheaply. The island is highly cultivated, and some plantations have been established by white men. Two missionaries lived on the island at the time of Commander Markham's visit in 1872, one at Port Resolution and the other at Kwamere, at the South end of the island. The natives behaved well, although formerly they were cannibals.

About 25 miles to the northward of Port Resolution is an open bay called Black Beach, the native name of which is Waokus, or Lawaokus. Admiral Erskine anchored in it in the Havannah, in 15 fathoms, a mile off shore, lat. 19° 22' S., long. 169° 9' E., and procured excellent water from a stream which runs into it.

Sangalie Anchorage, on the S.W. side of the island, may be made by steer-
ERROMANGO.

ing for a large house belonging to the plantation E. by N. Anchor in not less than 14 fathoms with the house on this bearing and the extremes of the land S.E. \( \frac{1}{2} \) S. and N.W. \( \frac{1}{2} \) N. From this position the boat cove bears N.E. by E.

Immer, or Aniwa, is a small, low island on the East side of Tanna, and is covered with cocoa-nut trees. It is well inhabited, and a missionary was residing here at the time of the visit of H.M.S. Rosario, in 1872. Immer is well supplied with all kinds of stock. It bears N. by E. \( \frac{1}{2} \) E. 4 leagues from Port Resolution, and has no good anchorage.

ERROMANGO, or Eromango, is high and rocky, and presents an iron-bound shore nearly all round, with deep water close to the breakers, and no hidden dangers. It has no harbour, but anchorage may be found in Cook's Bay on the East side, and Dillon's Bay on the West. In Dillon's Bay the bank is steep-to; the soundings extend a very short distance from the shore, and the best anchorage is in 12 fathoms off the mouth of the river. No stranger should anchor here unless in a case of necessity, as the natives are hostile and treacherous; and should the wind set in from the westward, a large vessel would have little chance of getting under weigh or beating out. The sandal-wood vessels are always ready for slipping in case of a westerly wind setting in. The anchorage in Elizabeth Bay to the northward cannot be recommended. This island produces nothing beyond the immediate wants of the inhabitants, and consequently holds out no inducement for vessels to visit it, except for sandal-wood. Its natives are cannibals, and are darker in complexion than those of Tanna, with woolly hair like negroes.—Capt. Cheyne.

In Dillon Bay, at the time of the visit of H.M.S. Rosario, there was a whaling establishment, conducted by two Europeans. It was on Erromango that Mr. Williams, the author of "Missionary Enterprise," was murdered. Since then four other missionaries have shared the same fate, the last one Mr. Gordon, in 1872, the islanders being singularly dark-hearted and superstitious.

On the N.E. and eastern side of this island there are two bays, in the northernmost of which the Resolution anchored in 1774. In the latter Capt. Cook had a skirmish with the natives, who attempted to draw his boat on shore, and discharged some stones and arrows at him and his crew—a circumstance which prevented a particular examination of the island. The western coast of the northern bay was covered with thousands of palms, which had a beautiful effect; the second bay extended very far inland, and seemed to contain several snug creeks or harbours. The lands on both sides were covered with the thickest woods, which had a most fertile and enchanting appearance. To the South the land sloped very gently, offering a fine exposure of vast extent, almost wholly cultivated, and in all likelihood rich in vegetable productions. A saddle-peak, dividing the two bays, was named Traitor's Head.
Polenia Bay.—In the S.W. corner of the northern of these two bays H.M.S. Basilisk found good anchorage in 5 fathoms, black sand, 1 mile from the shore. A landing-place for boats exists under the protection of a coral reef at the head of the bay.

VATE, or SANDWICH ISLAND, according to Capt. Cook, is 10 leagues in length in a N.W. by W. and S.E. by E. direction. He only saw its N.W. part at a distance.

Sandwich Island is moderately elevated, and presents a beautiful appearance. It is the finest island of the New Hebrides, and the best adapted for colonization. Some plantations are being established. It produces many varieties of fine timber; the soil is good, and the vegetation luxuriant; yams and sweet potatoes of a superior quality are extensively cultivated by the natives. It also produces bread-fruit, cocoa-nuts, bananas, and sugar-cane in abundance. The sandal-wood tree grows on this island.

The natives are of the black race, but appear to have a greater mixture of Polynesian blood than their neighbours, which may have arisen from the immigration of a body of Samoans some years ago, as their language contains many pure Samoan words. The population appears to be considerable, but divided into tribes of 300 or 400 persons, which are frequently as a matter of course at war with each other. They are (or were) cannibals, and there are several testimonies to their atrocious practices. Notwithstanding the favourable opinion their more refined manners might induce, and the opinions expressed by some missionaries, which are not held by others, they should never be trusted. Some native teachers reside here.

Vate is possessed of several good harbours; the one on the West side is spacious, easy of ingress, and sheltered from all winds. It is formed by two large islands, with a narrow passage between them having 5 fathoms water in mid-channel. The southern entrance to this harbour is a mile wide, clear of hidden dangers, and may easily be known by a remarkable island which lies off the entrance to the S.W. This island has the appearance of a broad-brimmed hat, and may be passed on either side. The anchorage is at the N.E. part of the harbour, where soundings will be found; and a ship of any size may anchor in 15 fathoms, one-quarter of a mile from the shore, perfectly land-locked, and secure from all winds. Excellent fresh water, and abundance of fire-wood, can be easily obtained near the anchorage.—Captain Cheyne.

Havannah Harbour.—Admiral Erskine came here in H.M.S. Havannah, in September, 1849, and making the low S.E. end, steered to the N.W., passing a large opening which was understood to be the S.W. bay, called by the natives Pango, and when within a few miles of the N.E. point of Vate, made a small island of a very remarkable shape, resembling a low-crowned hat, with a broad brim, indicating the entrance to a capacious harbour. They
hauled in, leaving the island on the port hand, working up a channel in which no bottom was found with 25 fathoms. Entered a large land-locked harbour, and anchored in 21 fathoms, at 5 or 6 miles from the entrance.

On White Sand Point, within Havannah Harbour, is situated the mission station, and to the southward of the point are some rocky patches. To clear these, keep Bluff Point open westward of White Sand Point, bearing N.E., which will lead 2 cables westward of them. A few whites reside here, and some stores and water were obtained by H.M.S. Rosario in 1871.

This harbour was named, from the first ship of war that had entered it, Havannah Harbour. It is formed by the main land of Vate on the South and East sides, and on the West and North by two islands, Leaussau, or Protection Island, and Moso, or Deception Island. Between these two islands there is a passage, said to have not less than 6 fathoms in the centre, which would greatly shorten the distance on leaving the port, and spare the ship the heavy squalls she is likely to encounter in running down the channel to Hat Island. It is also said that there is a boat passage between Moso and the main, opening into a large sound on the North side of Vate, which is bound by Cook's, Montague, and Hinchinbroke Islands.

A low, green point bears N. 33° E. from Missionary Point, and a remarkable distinct peak, S. 33° W., was made by Mr. Hilliard in latitude 17° 31' 35'' S., long. 168° 26' E. High water, full and change, at 8½; the rise and fall of tide 3 to 4 ft.

Near the N.E. point of Vate are the small islands Montague and Hinchinbroke, with two or three islets. The western sides of Sandwich Island seemed to be clothed with rich and extensive forests. Between the two westernmost points of Montague Island is Na-ora-matua Harbour, affording moderate anchorage with S.E. winds. The S.E. corner of the bay is dangerous, as the water shoals suddenly. To enter, keep Tavanakie, the highest peak of the island, bearing E. by S.E., and anchor with the peak on that bearing, and the North point of the bay N. by E. Boat landing is possible from 2 hours before till 2 hours after high water.

Shepherd Islands.—Between Sandwich Island and Api Island, the next larger one to the northward, are several small islands. The range to the S.E. of Api, which extends for 5 leagues, Cook named Shepherd Isles, after his friend the astronomer. There is some doubt as to the correct position of these islands; it is considered that they ought to be placed farther to the N.E.; vessels, therefore, passing from the southward should give them a berth of 30 miles, as there also appears to be a strong indraught. There are three large and three small islands in the group, ranging from 1,800 to 600 feet above the sea. The passage between Tonoa, the northern and largest of the Shepherd Islands, and Api or Tasico, should not be used by strangers, as there are strong tide rips. Numerous reefs and shoals were seen in it from H.M.S. Dido.
Mai or Three Hills Island lies to the South, and is remarkable for the
three mountains which Cook applied the name. A dangerous reef lies W.
by N. from its West point, 5 miles distant; the sea breaks heavily on it.

Lieut. Tilley, R.N., says: Mai, or Three Hills Island, may easily be
known by its three elevations, which are respectively 1,850, 1,450, and 1,400
feet high. The eastern and highest hill, Rave-ná, is the most regular in
outline, with a gentle slope from its summit, whilst its sides are thickly cul-
tivated. The island lies about N.E. and S.W. for a distance of 6 miles, the
average breadth being about 2½ miles.

A supply of pigs and yams, the latter very good, may be procured, the
barter used by the Southern Cross being calico and tomahawks. No fresh
water is obtainable, and but little firewood. The population has been esti-
ated to be about 800 or 1,200, and in this small island no less than three
dialects are spoken. The character of the natives is noisy and quarrelsome,
and during communication strangers should be on their guard against sur-
prise.—(1865.)

Anchorages may be found in from 8 to 6 fathoms, white sand, within a mile
of the shore, on the north-western or lee side of the island, off a bight in the
fringe reef which surrounds the island, with the summit of Rave-ná E. ½ N.
The landing place on the beach opposite the anchorage was found to be in
lat. 17° 3' 33" S., long. 168° 20' E.

A reef extends 2 miles off the N.E. end of the island in an easterly
direction.

It is high water, full and change, at Mai Island, about 6' 30", with a
spring rise of 5 ft. At the anchorage the tidal current runs at the rate of
1½ knot an hour; the flood setting to the eastward, and the ebb in a contrary
direction. A strong current has been found at times between Mai and
Shepherd Islands.

Two Hills Island lies 11 miles southward of the preceding, and is 1,650 ft.
high. A rock, 430 ft. high, lies to the East of it; it is called the Monument,
and is in lat. 17° 0' N., long. 168° 35' E. Landing was found difficult by
the boats of H.M.S. Basilisk. Natives friendly; and a native teacher was
settled among them in 1872.

Api, or Tasiko Island, was not closely examined by Cook. It has three
peaks, the centre one 2,800 ft., the north-western 2,500, and the eastern
1,800 ft. above the sea. Lieut. Tilley, R.N., thus describes it:—This island
is about 25 miles in length in a N.W. and S.E. direction, and from 6 to 10
miles in breadth; it is of a very fertile character, well wooded, with a high
range on its western part.

The island is apparently thickly inhabited, and the natives, in character
and appearance, resemble the inhabitants of Mai Island. Fringe reefs run
out at intervals to about a quarter of a mile from the shore; and in no case
(excepting in the bay South of the Foreland, where there are several patches),
were any observed to extend beyond half a mile.

At Sakan, on the South shore, yams may be procured, but great caution
is necessary when landing, as on such occasions hostile tribes assemble to
barter, and may at any time resort to violence.

The anchorage of Saku is in 10 or 15 fathoms, about half a mile from the
fringe reef (which extends a short quarter of a mile off shore), with Nanuku Islet S.W., and the North end of Tongoa Island just shut in behind the S.E.
point of Api Island.

"Found no natives in Kambioka Bay at the S.E. end of the island. Land-
ing is difficult, and an extensive lagoon, with quantities of wild duck, lies
near the beach."—H.M.S. Basilisk, 1872.

Inside Menu Island, which lies near the N.W. point of Api, is a bay,
having a depth of 30 fathoms close to the beach; and about 3 miles to the
westward of this island there is a small patch with 6 ft. water on it. The
channel between Api and Lopevi is clear of danger.

Anchorage may be obtained in the bright on the N.E. side of Api Island,
in lat. 16° 39' S.

Namuku Islet, off the centre of the South side of Api Island, is conical,
covered with trees, and stands out well from the mainland. It lies in lat.
16° 51' S., long. 168° 21' E., it rises to an elevation of 500 feet, and has
a fringe reef off its eastern side. Several tide rips were observed at the
distance of a mile off the S.E. point of the islet.

Paama or Paum Island, a sharp cone, lies North and South, about 5 miles
long by 1½ mile broad; its height ranges from 1,700 to 1,900 ft. The ap-
proximate position of the southern point is lat. 16° 30' S, long. 168° 10' E.,
and it lies 3 miles from the N.W. extreme of Api. The eastern side of
Paama appears to be clear of dangers and steep-to.

Close off the South point lie a cluster of rocks, the largest of which is
known as the Ninepin; the whole are encircled by a reef extending about a
quarter of a mile from the shore. This reef shelters a small bright with a
rough stony beach lying westward of South point. About three-quarters of
a mile N.W. of the S.W. point, and half a mile from the shore, lies a patch
about 200 yards in extent, on which there is only an occasional break; it is
therefore dangerous. There is another shoal nearer to the shore, and about
three-quarters of a mile to the northward of this patch. Near the N.W.
extent, a little to the southward of the point, and close to the shore, there
is a small patch, and a short spit runs off the northern point. A village was
observed about 1½ mile southward of the N.W. point, and the whole coast is
evidently inhabited. The crater was very active.

Paama Island has an anchorage on the West side in 12 fathoms a little to
the northward of the reef, in lat. about 16° 26' S.
Dangerous reef.—The brigantine Mary Stewart, in June 1874, struck on a reef said to lie 1½ mile to the westward of Paama Island, in lat. 16° 28' S. The weather at the time being dull and overcast, and the water discoloured by rain, no indication of the reef was seen until the vessel struck.

Lopevi Island lies 3 miles eastward of Paama, with a clear passage between. It is a perfect cone, rising to the height of about 4,400 ft., which at the time of Commander Markham's visit in 1871 had smoke issuing from its summit. Landing is difficult from the surf. The best landing is on a small beach, bearing West from the peak. Natives friendly, but few in number.

Ambrym Island lies to the northward of Paama. The bluff S.E. point of the island was found to be in lat. 16° 17' S., long. 168° 9' E. Dip Point, the West extreme, is easily recognised by its name. A small fringing reef extends round the coast, which otherwise appears clear of danger. A good anchorage exists in 8 fathoms, about half a mile from shore, and a little northward from Dip Point.

The height of Crater Mountain, which is generally an active volcano, is 3,500 ft., and of the peaked mountain on the northern end of the island 3,110 ft.; as seen from the N.W., the latter has a beautiful and imposing appearance from its symmetrical shape, and the luxuriant vegetation on its lower slopes. A fringe reef extends for half a mile off the North face abreast a village named Loliwar. H.M.S. Rosario, lying off this village in 1871, was covered by fine dust from the volcano, and the explosions were distinctly heard.

Rodd's Anchorage.—Traders anchor close in off the white sandy beach in the bay just S.W. of Loliwar Point; this is known as Rodd's Anchorage; large quantities of yams have been obtained here. H.M.S. Basilisk anchored here in 1872, and found it a good roadstead, with good holding ground and regular soundings. Natives friendly. About halfway along the S.W. side of the island is a bay, off the point of which discoloured water was observed extending for a short distance to the southward.

Temporary anchorage may be found off the S.E. end of the island a quarter to half a mile from the beach.

The passage between Ambrym and Whitsuntide Island is a good one, but occasionally there is a fiery breeze with a short sea. In standing towards Ambrym the reef off Loliwar should be looked out for; there is generally a wash on it; and in standing towards Whitsuntide Island, while westward of its South bluff, it should not be approached within three-quarters of a mile as a reef that breaks occasionally extends along shore at about half a mile off, between the South point and the next to the N.W. The reef does not, however, extend so far as the South point, which appears to be bold. No other dangers were seen.

In mid-channel and on the Ambrym side a lee or westerly set was ob-
MALLICOLLO ISLAND.

served, while over on the Whitsuntide coast there seemed to be a counter set to the eastward.

Calm and light airs prevail on the N.W. side of the island and on Dip Point, which should not therefore be approached too closely.

The channel between Ambrym and Mallicollo Islands should be used with caution during the night, for whilst the land about Dip Point (Ambrym Island) is steep and high, that on the Mallicollo shore is low at the coast line, with higher land as a background, and the tendency is to be drawn over towards Port Sandwich, whilst thinking the vessel is working down in mid-channel. Below Dip Point, the western shore of Ambrym Island is also low.—(Lieut. Tilley, R.N.)

MALLICOLLO ISLAND is about 18 leagues in length in a N.W. and S.E. direction, and 8 leagues broad.

Port Sandwich is near the S.E. point of this island. Cook anchored here July 21, 1774, and found it very safe. It is 3 miles long in a S.W. by S. direction, and a mile broad. The entrance is between some rocks, which renders it narrow for ingress and egress; however, it gradually decreases to 4 fathoms. It was surveyed by the officers of H.M.S. Havannah, in 1850. It has good holding ground, sheltered from all winds; when the N.W. extreme of Ambrym Island bears N.N.E. the port will be open. Water of inferior quality may be procured at high water by sending boats 2 or 3 miles up the River Erskine, which enters the harbour on its West side, about 2 miles within the entrance. On the opposite side is Observation Point, which was made in about lat. 16° 25' 50" S., long. 167° 49' E., nearly identical with Cook. High water, full and change, 5h 30m; springs rise 4 ft.

H.M.S. Pearl, in 1875, touched on a spit to the northward of Erskine River, and about 3 cables W. by S. from Observation Point, about an hour before low water, the least depth obtained at the time being 12 ft.

It was at Mallicollo that Dr. Selwyn nearly lost his life in 1851. The bishop and his boats crew were attacked by the natives while watering, and but for the courage of the bishop, who bade all walk straight on through the crowd which had assembled on the beach to prevent their return to the boat, the whole party would have been massacred. The next day the party were most friendly, stating, as an excuse, that they had been previously ill-treated by the crew of another vessel, and that they had determined to retaliate, not recognising the good bishop.

Near to the S.E. point of the island is a group of islands, to which Cook has given no name. They may be called the Maskelyne Islands, as was proposed by Mr. Wales, the astronomer. They lie in lat. 16° 32' S., long. 167° 45' E.

Several islands lie off the South coast, and at 5 miles S.W. from the S.W. end of the island is a small wooded island with a reef off it.

The North-East coast of this island is bordered with a succession of islets
and fringe reefs, which at one place is reported to extend to the distance of 8 miles from the shore, with only 2 fathoms on its extremity. The islet of Orumbau, has a white sandy beach along its N.E. face, and is somewhat bluff at its S.E. extreme, the reef projects about half a mile from its northern end. This islet, which lies in lat. 16° 4' S., long. 167° 21' E., is covered with cocoa-nut trees, and has a good landing-place on a steep beach at its inner or western side, with deep water close to the beach. The natives were friendly on the only occasion the islet was visited by the Southern Cross in 1864; from 200 to 300 were assembled on the beach, and the islet may possibly contain about 500 inhabitants.

Pentecote or Whitsun Island was thus named by Bougainville. It is nearly 11 leagues in length in a N.N.W. and S.S.E. direction. Its South point is in lat. 15° 59' S., long. 168° 14' E. This is 10 miles North of Ambrym Island. Lieut. T. O. Tilley, R.N., was here in 1866. He says it has moderately high ranges, and occasionally fringe reefs on its western or lee side, extending in some cases half a mile off shore. There are two good watering-places towards the S.W. end of the island, where boats may lie a few fathoms off running streams; but it should be borne in mind that the beds of the streams are liable to change after heavy rains. It is apparently more thickly populated and highly cultivated than Aurora.

Communication was established with the natives at Vunmarama, a village at the N.W. point of the island, where, in general, a good supply of yams, &c., may be obtained. At the southern portion of the island the canoes are large, and the people dark, tall, and muscular. H.M.S. Basilisk, in 1872, found the natives numerous, friendly, and ready to barter. Commander Markham, however, did not succeed in opening up intercourse with the natives in 1871. His boat's crew was attacked at the S.W. end of the island. The friendly reception of H.M.S. Basilisk may have been the result of punishment inflicted by H.M.S. Rosario.

Aurora or Maiwo Island is separated from Pentecôte Island by a channel 4 miles broad, and is of similar dimensions and direction. Its North point is in lat. 14° 56', long. 168° 6' E., according to D'Urville. The North side of the island is 2 miles wide, with a bight in the middle. Off the N.E. point a flat rock lies one-third of a mile off. A sandy beach stretches out towards it, on which is landing, with smooth water near the village. It has two good watering places on its western or lee side; one at Laka-rere, close to the double waterfall about 8 miles from the North point of the island, with temporary anchorage in 14 to 7 fathoms, hard bottom; about half a mile off shore, with the stream on with double waterfall N.E. by E., and extremes of land N.W. by N. and S. by E. From three-quarters flood to quarter ebb, fresh water may be baled into a boat from a rushing stream. Some patches extend to the distance of a cable off the stream.
ESPIRITU SANTO ISLAND.

Laka-rere may be known from the offing by the rising land after passing the second platform from the northward, as well as by the double waterfall.

H.M.S. Basilisk, in 1872, found good anchorage and shelter from a strong “Lan San,” or S.E. gale, off Laka-rere. The natives are shy and distrustful, not inclined to barter, and must be approached with caution.

The other watering place is at Narovo-rovo, about 10 miles from the South point of the island, in lat. 15° 11' S., long. 168° 4' E. Off it a shoal lies a quarter of a mile from the land. The locality may be recognized by its being abreast of the low neck of land which nearly divides the island South of the northern range. Here a boat may get within two or three times of her own length of a fine running stream, but an engine and hose, or other suitable means, must be employed. This island does not appear to be very populous; only a few canoes were seen by Lieut. Tilley in 1866. It is high water, full and change, at Narovo-rovo, at 6h; springs rise 5 ft.

Lepers Island, or Île des Lépreux, thus named by Bougainville, is to the West of the South end of Aurora. It is about 18 or 20 leagues in circumference. The magnificent mountain of this island, rising to the height of 4,000 ft., resembles a whale’s back in outline, and from the sea assumes a most imposing appearance.

The Southern Cross coasted along the northern shore, which appears free from off-lying dangers, excepting off the N.E. point of the island, where a small shoal patch lies a short half mile off shore, with the N.E. tangent of the island E. by S. ¾ S. Water is said to be obtainable from a bight immediately to the westward of the N.E. point, the only known place for the purpose being on the lee side of the island. H.M.S. Basilisk, in 1872, found the natives on the North shore numerous and friendly.* Very strong tide races are found on the western side of the island.

An abundance of yams and cocoa-nuts are grown on the island; but, in consequence of the swell on all the beaches, it is difficult to land a ship's boat; and the natives, though apparently energetic, have not yet accustomed themselves to bring off supplies in their canoes, which, though numerous, are small.—(Lieut. Tilley, R.N.)

ESPIRITU SANTO ISLAND.—This, the largest of the New Hebrides, is as stated previously, the only discovery of Quiros in 1606. Cook, having sailed nearly round it, has given a tolerably accurate notion of its figure and extent. It is 22 leagues in length, from N.N.W. to S.E.E., and about half that breadth in its southern part. Its N.W. extreme, Cape Cumberland of Cook, is in lat. 14° 45' S., long. 166° 40' E., and its S.W. point, Cape Lis-

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* We must not omit again to caution our readers against being too free with the natives of these islands, as although they may appear friendly in sight of a powerful man-of-war, yet it would be unsafe for a small unarmed vessel to approach them without great caution. The northern islands of the group have not been so much visited as the southern, either by missionaries or traders.
burns, is in lat. 15° 40' S., long. 166° 44' E. It rather partakes of the character of an archipelago than a single island, from the numerous islands clustered around its shores.

The approach to Espiritu Santo from the eastward is not without its dangers; although the land is high, yet it is not always visible until within a proximity which claims a regard to caution; in the night the high land is generally closely garbed in mist. There are many good harbours to the southward of St. Phillip's Bay, situated inside the reefs and islets.

Espiritu Santo Islands appear to be thickly inhabited. The natives are deceitful and treacherous, maintaining the character of the Papuans by their double-facedness; they are strong and athletic, and well supplied with offensive weapons; we believe them the most powerful class of the inhabitants of New Hebrides, and that the voice of their authority is heard by the natives of the other islands.

The productions of the island are nearly the same as those of the other islands. They appear to attach great value to turtle-shell, small quantities of which they sometimes possess. The pearl oyster, too, is very abundant at this island, and probably large collections of that article might be made by traders.

Not far from Cape Cumberland (at the northern part of the cluster) are to be seen appearances of several singular antiquities, in the shape of ruined edifices of great size; pillars of regular shape composed of large stones, detached portions of wall, and fragments of cemented masonry, are scattered over a plain of about 3 miles in extent; the mortar with which the stones appear to have been connected resembles chunam.

In a settlement N.E. of Cape Cumberland, about 5 miles distant, are the remains of another edifice similar to the one above described; the natives appear profoundly ignorant of its design, and the mystical word tabu crowns the query of the stranger.

St. Philip Bay.—Capt. Cook gave this bay the name of St. Philip and St. Iago; but it is still somewhat doubtful whether it is the same which Quiros has distinguished by that name; at least the port of Vera Cruz, which, according to that navigator, has room for a thousand ships, is not to be found in it. The eastern point of the entrance was named Cape Quiros. The western point extends somewhat more to the northward, and was named Cape Cumberland. Quiros had great reason to extol the beauty and fertility of this country; it is, to appearance, one of the finest in the world.

Lieut. Tilley, R.N., says the Bay of St. Philip is not so deep as it appears on the charts; the position of the mouth of the River Jordan, which flows into the head of the bay, was found to be in lat. 15° 9' 41" S., long. 166° 53' 15" E. There is anchorage off this river in 10 fathoms, sand, about one-third of a mile from the beach, with the mouth of the river on with the right full of the Table Hill, on the eastern part of the bay, S.E. by E. ₁° E.
BANK'S ISLANDS.

This is a most convenient place for watering, as the boats pull into the river, where any quantity of good fresh water may be obtained. Sometimes, however, large boats cannot cross the bar, when a hose laid across the beach may be useful. Around the shores of the bay there are several patches, and from its S.W. angle they extend some distance off shore. Some little difficulty is experienced by sailing vessels making for the anchorage, on account of the prevalence of calms in the bay. The ordinary trade wind comes beautifully fresh and cool over the land, whilst the temperature is about 4° lower than in other parts of the group, and occasionally sea breezes from northward contend with the trade winds when light.

A few pigs and yams are to be procured here, and driftwood may generally be found on the beach.

From off Cape Cumberland, Capt. Cook proceeded to the southward along the western coast. The land was high, the mountains steep, and many fires were observed at night. A southerly breeze springing up, obliged the ship to stand off and on during two days, when she reached the S.W. point of the island, which was named Cape Lisburne.* H.M.S. Rosario anchored off Cape Lisburne in 1872, and Commander Markham visited the missionary station there.

To the southward of Espiritu Santo are several islands, the largest of which, quite 7 leagues in circumference, was called Bartholomew Island by Cook. It is the N.E. point of the channel which Cook called Bougainville's Strait, separating it from Mallicollo. The middle of this channel, which is 8 miles broad, is in lat. 15° 48' S.

Star Peak, Pic de L'Etoile, or Meralaba, is the northernmost of the New Hebrides. It was thus named by Bougainville in 1768. The centre of this island, in lat. 14° 27' S., long. 168° 3'E., rises to a conical-shaped peak, 2,900 ft. high; it is steep-to all round, except off the N.E. point, where there is a small off-lying rock; the island, though small, is thickly inhabited; and cultivation extends some distance up the mountain side.

The island has been frequently visited by the missionary schooner Southern Cross, and yams obtained from the natives, who in appearance resemble the other inhabitants of the New Hebrides, as well as those of Banks Islands. The canoes were few and small.

The BANKS ISLANDS, which lie to the northward of the New Hebrides,
were discovered by Capt. Bligh, May 14, 1789, during his remarkable voyage in an open boat from Toofoa to Timor, after the mutiny of the *Bounty*. Under the circumstances in which we gained our knowledge of them, it cannot be remarkable that they were very imperfectly laid down on the charts. "The sight of these islands served only to increase the misery of our situation. We were very little better than starving, with plenty in view; yet to attempt to procure any relief was attended with so much danger, that prolonging of life, even in the midst of misery, was thought preferable, while there remained hope of being able to surmount our hardships. For my own part, I consider the general run of cloudy and wet weather to be a blessing of Providence. Hot weather would have caused us to die with thirst; and probably being so long constantly covered with rain or sea protected us from that dreadful calamity."

They were so vaguely placed on the charts, that when D'Urville passed them, November 1, 1838, he was much embarrassed. His first discovery was an isolated rock, which he named *Claire Island*, to the S.W. of the *Sugar-loaf* of Bligh.

To the West of it, 1 or 2 leagues distant, is the largest of the group (*Vanua-Lava*). A fine harbour was discovered in the largest island in 1857, by the Bishop of New Zealand, and named by him *Port Patteson*. He found the natives of the group very friendly and confiding, not having been much visited by the sandalwood traders.

Captain R. L. Hunter, of the ship *Marshall Bennett*, passed through the group in December, 1835, and could not reconcile the charts with what he saw, and thus they remained until they were more fully examined in the mission vessel by Lieut. Tilley, 1864-6, whose descriptions follow:

"**SANTA MARIA, or GANA ISLAND.**—The second largest of the Banks Islands lies between the parallels of 14° 12' and 14° 22' S., and between the meridians of 167° 23' and 167° 36' E. The main range of mountains, about 2,000 ft. high, lies in an East and West direction, and, excepting on the South side, where the land falls in ridges, the slopes are regular to the shore; the island is well wooded and cultivated, but during the usual trade winds landing would be very difficult—even if practicable—on the southern and eastern sides.

The information respecting this island is somewhat limited, owing to the quarrelsome nature of the inhabitants of the western side, who seldom failed to shoot arrows after the boat on her leaving the shore. This occurred at *Lakona*, a village near the waterfall at the North end of the western bay, and off this place several shoal patches were observed, with clear water inside them. Steep Bluff on with White Rock Point leads clear inside the North patch, on which the least water found was 3 fathoms; and the former bluff, N.N.E., clears the patches on the outside; but great caution is necessary
when approaching this locality until the character and position of the dangers have been ascertained.

The reefs off the N.E. side of the island extend out to a distance of fully three-quarters of a mile, with three openings where anchorage may be found in fine weather by steamers and small craft.

Care is necessary when approaching the N.E. and East sides of Santa Maria at night, for distance is rendered deceptive by the low coast line being backed by high land. The island cannot be recommended to strangers for obtaining supplies, in consequence of the uncertain nature of communication with the inhabitants.

In addition to the anchorages on the northern side of this island, there is an anchorage for a small craft immediately to the South of East point. A passage 50 or 60 yards wide, with 7 or 8 fathoms depth of water through the reef, leads to it; but it is patchy inside. Vessels running in for shelter should anchor directly they strike 5 fathoms, when inside the reef. The circling reef round St. Maria does not extend so far to the S.E. as shown on the chart. The natives are numerous and friendly.

**VANUA LAVA**, the largest of the Banks Islands, is 15 miles in length North and South, and is a remarkable looking island, with several high rounded mountains, the highest, to the N.W., being some 2,800 feet above the sea. In the Surtamiti Mountain are several hot springs, always steaming. The Port of Vanua Lava is named Port Patteson, in honour of the judge of that name, and father of the missionary bishop. The natives are described by Mr. Brenchley as better featured than those of most of the New Hebrides Islands. They were estimated to number 800 souls by Bishop Patteson, in 1865; are not cannibals, and acted in a friendly manner. Glass bottles were much in demand, as by breaking these they make knives, &c. Yams may be procured in small quantities between May and August.

Water may be got from the stream in the centre of the bay, which in a measure is sheltered by a reef outside. The river, whose mouth is constantly changing, has a bar entrance, which can only be crossed by boats between half-flood and half-ebb; when inside there are two branches, the one to the right being impregnated with sulphur, but the left contains pure water, which may be baled into the boat. Quiet days are recommended for watering, as with high winds much swell is thrown into the bay.

The islets of Pakea and Niscula, to the S.E. of Port Patteson, are encircled by a reef, which extends from a third to half a mile off the N.E. extremity of Niwala. A third island lies South of Niwala within the reef, and they are all covered with trees. Off the islet of Ravena, to the northward of the port, there is a break, and a patch of 10 fathoms lies with Ashwell Bluff, S.W. by S., North point of Ravena Islet W. by S. by S., and peak of Mota Island S.E. by S.

*South Pacific.*
There is also broken ground off the N.E. end of Vanua Lava, the position of which has not yet been ascertained, but by keeping on the Valua Island side of the channel it may be avoided. Nothing less than 7 fathoms has been found in passing over it.

Mr. Goodall, of the May Queen, reports the existence of a reef of 18 feet water, situated 1½ mile from the western side of Vanua Lava Island, and bearing S.S.E. 4 E. from the North Cascade. The reef is about half a cable in extent, and has 12 fathoms all round it. Position, lat. 13° 46' 30" S., long. 167° 19' 30" E. (approximately).

MOTA or SUGAR-LOAF ISLAND, the head quarters in the group of the Melanesian Mission, is 8 or 10 miles in circumference, and derives its English name from its peculiar shape. It lies about 9 miles to the eastward of Port Patteson, in lat. 13° 49' S., long. 167° 39' 30" E., and attains an elevation of 1,350 feet. The inhabitants are quite friendly, and some of them understand a little English. The number of villages amount to 42, with an aggregate population of about 2,000, but no recognized chiefs. The weapons of the natives consist of spears, clubs, bows, and poisoned arrows. Fruit, sugar-cane, taro, potatoes and yams, and occasionally pigs, are to be procured; the articles of barter being beads, fish-hooks (very small fish-hooks at Mota), calico, and axes.

Wood and water are not obtainable at Mota Island, which is steep-to, and landing is difficult. There is good anchorage round the island. The best landing place is near the mission station, with the highest or eastern peak well open, North of the lower or western one.

VALUA or SADDLE ISLAND lies between 13° 36' and 13° 41' S., and long. 167° 34' and 167° 41' E., and is about 8 miles long. N.E. and S.W. The mountain range of this island runs E.N.E. and W.S.W., attaining an elevation of about 1,800 ft., with sudden declivities, especially on its North and South sides. The north-eastern portion of the island is bold and rocky, with no landing, as the sea always breaks against it, whilst the northern face has a rough coral shore, with close fringing reefs.

There is a good beach for landing at Punui near the N.W. point, and a good lee under the western side of the island. The precipitous hill is remarkable when seen from North to South, as its western face appears quite perpendicular.

A little South of Punui a fringe reef begins, and gradually extends off to the distance of two-thirds of a mile from the S.W. end, which is called Mot-lav, to within 2 miles of the eastern part of the island, which alone is known as Valua by the natives.

ARAA ISLAND.—Off the S.W. end of Valua Island is the small island of Aara, which is readily recognized by the gap in the highest trees, and from it a reef extends to the distance of half a mile. The distance between
Araa and the main island can be waded. The natives, numbering from 2,000 to 3,000, are friendly and well disposed. Yams are to be had here, as well as at the head of the large bay on the western side of Valua Island.

Rowo Reef and Islets.—This dangerous reef, enclosing 3 small islets, lies between lat. 13° 35' and 13° 39' S., long. 167° 29' and 167° 31' 30" E., and is crescent-shaped, with the concave side to leeward. The weather side dries to a considerable extent at low water, and is always marked by a break, but the lee side is calm and smooth, and dangerous. It seems to be steep-to all round, excepting off the S.W. end, where for about 200 yards there is broken ground with 10 fathoms, but scarcely an advisable place even for temporary anchorage.

The reef lies nearly in the fairway when making for Bligh Island, through the channel between Vanua Lava and Valua Islands. A wreck was observed about a third of a mile off the North end of the reef, and the whaler Bonny Doon was wrecked near the S.E. elbow of the reef in July, 1864, but all hands were saved, and well treated by the natives.

The three islets all lie towards the North end of the reef, the southernmost and largest terminating in a sand-bank on its South side; they are all wooded, and the tops of the trees are about 50 ft. above the sea. Inside the reef there is an abundance of fish, which the natives spear and shoot. Only the northern islet, Rowo, is inhabited, the population being about 50 to 60 in number.

It is high water, full and change, at Rowo Reef, at 6h 30m; springs rise 6 feet.

To clear the S.W. prong of Rowo Reef to the westward, Ravena Island should be kept well open of Ashwell Bluff S.S.E. ¼ E., but this mark should not be borrowed on. To clear the reef on its S.E. side do not bring the N.W. tangent of Vanua Lava to the southward of S.W. ¼ W. From the South tangent of the reef the saddle of Araa bears E. by S. ¼ S., and the break off the North end of the reef lies with the South tangent of Bligh Island, W. ¼ S.

UREPARAPARA or BLIGH ISLAND, about 10 miles to the N.W. of Rowo Reef, attains an elevation of 1,950 ft., is nearly circular in form, and about 12 miles in circumference; it is steep-to, except a few fringe reefs close in on its lee side, is well watered, and produces abundance of taro, though but little else. The island is a remarkable instance of an extinct crater, the break in the lip being to the eastward, with the sides of the remaining portion falling steep from the summit. The South point was found to be in lat. 13° 34' S., long. 167° 19' E.

There is deep water at the entrance of the crater basin, but it is patchy inside, and not a place for a ship to enter; it is also an awkward place for
boats with a fresh trade. The best landing is of course to leeward, where there are a few villages, whose inhabitants are friendly.

Heavy squalls occasionally pass over and between these islands, and with such weather a strong set is generally found between them. Tide rips were observed off the S.E. and S.W. ends of the island.

TORRES ISLANDS, known also as the Baba or Ababa Islands, are five in number, of coral formation and moderate height. Some patches of 6 fathoms and perhaps less have been observed E.N.E. 1½ mile from Middle Island. Commander Markham, in 1872, found the natives difficult to approach and suspicious. Anchorage may be found on the western side of the islands, by picking a suitable spot of sandy or mud bottom, in 20 fathoms, one-third or half a mile from the shore. The following particular description of the islands is by Lieut Tilley, R.N., of the Mission schooner, Southern Cross:

North Island, the largest and highest of the group, lies N.N.W. and S.S.E., about 6½ miles long by 3½ broad; the S.E. end is the highest, where the land rises to an elevation of 1,200 ft., sloping in terraces toward the northern point. Off the South point is a small spit or fringe of coral, from which the land runs for about 3 miles to the N.W., where there is a small bay and beach, the South point having the usual spit off it; the land then trends northward for about 1½ mile; when running back it forms a long shallow bay, the S.E. bight of which should be avoided, as it is shoal and patchy.

The N.W. point of the island, low, with a spit off it, lies N. by W. about 2½ miles from this shoal ground; near it is a small spring of fresh water. For about 2 miles to the N.W. of this point heavy overfalls, with a short, uneasy sea, were experienced.

A reef, which appears always to break, lies N.E. ½ E. about 1½ mile from the N.W. point, with the N.E. side of the island bearing S.E. ½ S.; a berth of 5 miles should therefore be given to this extreme of the islands.

Between Middle and North Island is a small oval island, about 450 ft. high, 1½ mile long by about three-quarters of a mile broad. It is the smallest of the group, separated from North Island by a channel about 1 mile broad, is apparently blocked by a reef, extending for some distance from the smaller island. If a passage exists, it will probably be found along the North Island shore. The channel between this and Middle Island is narrow and unknown.

Middle Island, 2½ miles S.E. of North Island, is of a circular shape, about 3½ miles in diameter, with a peak rising to an elevation of nearly 600 feet. The south-western coast is bold, and from the S.W. point the land runs N.W. by W. for 1½ mile, when it forms a large and deep bay. Abreast the South point of this bay, and near the shore, but with apparently a clear and deep passage between, is a flat rock a few feet above the water, with a little
SANTA CRUZ ISLANDS.

701

stunted vegetation growing on it. Discoloured water extended some little distance from its northern side, otherwise it appeared steep-to.

The landing-place is on the southern shore of the bay, where the natives were found to be noisy and turbulent. Soundings of 15 fathoms were obtained, but too close to the beach to call it an anchorage. The coast next trends to the northward for about 1¼ mile, and then turns to the eastward.

Saddle Island, so named from its formation, which causes it to make as two islands from the S.W., lies 2½ miles to the southward of Middle Island, with a safe channel, through which the Southern Cross worked, experiencing a westerly set and a tide rip off Saddle Island. This island is of an irregular gourd-like shape, the N.E. part forming Log Bay, being the stem; it is some 3½ miles long, N.N.W. and S.S.E., and about 2 miles from East to West in its widest part; the South peak is the highest, being 500, and the North peak about 300 ft. above the sea. Reefs extend for some little distance from the northern shore.

The landing-place was formerly at Log Bay, on the weather side of the island, but a better place for communication has been found about the middle of the North face, at a white beach with cocoa-nut trees opposite a saddle in the land. This place was called Boat Cove, as there was a narrow winding passage in for the boat. The natives were quiet and friendly; they make good bows and arrows, but it is doubtful whether any supplies or vegetables could be obtained from them.

South Island, lying S.E. by S. about 2 miles from Saddle Island, is flat-topped, 600 ft. high, and can be seen in clear weather some 8 or 10 leagues from the deck; it is of an irregular, oblong shape, about 9 miles in circumference, steep and bluff in most places, and is inhabited.

The eastern shores of North and Middle Islands, and the western of Saddle and South Islands have not been examined.

Tides.—The time of high water will probably differ but little from that of Banks Island, viz., 4h 40m.

SANTA CRUZ ISLANDS.

This group of islands was first discovered by Mendaña in 1595, but was not again seen until Carteret re-discovered them in 1767. Still we gained no complete account of them until they were examined by D'Entrecasteaux in 1793. In the atlas of his voyage, published by M. Rossel, is a good chart of them by M. Beaufort. The group is composed of seven larger islands, Vanikoro, Tévai, Tapoua (Edgcumbe), Santa Cruz (NiUndi), Guerta, Volcano (Tinakula), and Lord Howe, besides several smaller ones to the North and N.E. of Volcano Island.
VANIKORO is the southernmost of the Santa Cruz group. It is an important island in the eyes of Europeans, not from its extent or riches, but from its being the scene of the disastrous loss of the two ships of La Pérouse, in 1788, an event which was not ascertained with any certainty until May, 1826, or thirty-eight years afterwards.

The Vanikoro group has but a very slender population. The coasts alone are inhabited, all the interior being only a dense forest, wild, and nearly impenetrable. Twelve or fifteen hundred was considered to be the outside of the population, according to D'Urville. The climate of Vanikoro is deadly to Europeans, and does not appear much better to the natives.

The group forming the Vanikoro Islands or La Pérouse, as Captain Dillon styles them, is composed of two, of unequal extent. D'Urville calls the larger of the two Recherche, and the smaller Tavai. The first is not less than 30 miles in circumference; the other is not more than 9 miles. They are both high, and covered with trees to the water's edge. Recherche is 3,000 feet in height, and may be very easily seen at the distance of 20 leagues.

The whole of the islands are surrounded by an immense reef, 35 miles in circumference, the distance of which from the coast varies from 1 to 2 miles. With the exception of some narrow passages, it is continuous throughout its whole extent, and is only interrupted in its eastern part for about 8 miles. Besides this, in the space and before the eastern point of Tavai, there is an isolated breaker, which extends more than a mile off. The general reef is formed by beds of compact coral, left dry in parts by the tide, and on which here and there naked, blackish rocks arise, varying in height from 4 to 6, and even 8 ft.

Within the reef, and in the space comprised between it and the coast, the depth of water is generally 30 to 35 fathoms; but there are numerous coral patches scattered here and there, which reach within 2 or 3 fathoms of the surface, and render the navigation embarrassing to ships of any dimensions.

The coast itself is throughout bordered by a dangerous reef of coral. The Paiou Beach, at the S.W. side and a very small space in front of Ocili (Oauscelas, Dillon) are the only points, according to the information acquired by D'Urville, which are free, and where canoes can reach the shore.

Tevai, or Bayley's Bay, appears to be the principal bay. It is formed to the North by Tevai Island. The survey of the island by D'Urville renders the approach to the bay easy. For entering, when in the centre of the channel, steer W. § S. for Dillon or Direction Island, which is difficult to make out, being surrounded by high land, but may be known by its not being more than 300 or 400 yards in length, and having an abrupt elevation about 250 feet.

When the eastern bluff point of Tevai Bay bears S. by W. steer S.W. § W. for the anchorage, passing between the two reefs, awash at half tide, De-
ceitful and Treacherous Reefs, anchoring about 1 cable from the shore, in 20 fathoms, mud. A shore reef fringes the bight of the bay. Indifferent water can be obtained with difficulty at low water from two streams; at other times, these streams are overflowed. A dangerous looking extent of discoloured water was observed on the South shore to the East of Tevai Bay.

There is a channel, Dillon's Passage, joining Tevai and Manevai Bays, so that a ship might pass to the westward in case of necessity. In the narrowest part it is not more than 600 ft. broad; and in its centre is a ledge of coral patches, with a passage on either side—that to the South is about 60 feet broad and 4 fathoms deep; that to the North is 90 feet wide, and 3½ fathoms at low-water spring tides. The narrowest part of the North passage is about 120 ft. in length, and by buoying it on each side a ship might pass through.

Manevai or Lushington Bay opens to the N.N.E., Tevai Island forming its eastern side. Its entrance, called by Dillon Haye's Channel, through the reef, lies nearly due North from Direction Island. The narrowest part is at its inside, leading into the bay; it is from a quarter to half a mile broad. The weather or eastern reef, which forms that side of the channel, runs out N.E.; under its lee is smooth water. The lee or West reef runs out to the N.W. From the direction the reefs take there is a large space between them, in which no danger could be discovered. Between the narrowest part of this channel and Cape Hayes, the N.W. point of Manevai Bay, there are five coral patches, of 1 to 2½ fathoms. They are easily avoided, and are best kept to port by vessels proceeding to sea.—(Captain Dillon, vol. ii., pp. 261-2.)

The spot where the unfortunate ships of La Pérouse were wrecked is at the S.W. part of the island, and on the outer reef, opposite the district of Payou or Païou, one of the ships (the Boussole) was wrecked, her remains having been seen and collected both by Dillon in 1827, and by D'Urville in the following year. Some cleared ground was found in the vicinity. Here Dillon was informed that the survivors built and launched their brig. This cleared spot is manifestly artificial, and every evidence tends to confirm the truth of this. There are several passages through the reef in this part.

It will be unimportant to follow the minute description of the reefs, passages, and points of Vanikoro scattered through the second volume of Dillon's work, because in themselves they can only afford interest from the sad event with which the island is connected.

TAPOUA, or Edgecumbe, is the next island to the northward. Carteret calls it Ourry and New Alderney, but the discordant particulars recorded of it are not worth repeating here. Capt. D'Urville places the western summit of it in lat. 11° 17' 30", long. 166° 32' 14" E.

The island is entirely surrounded by a reef which stretches 2½ miles from
the shore. On the western side of the island there is an entrance through the reef, having a depth of 4 fathoms in it, leading into an extensive bay called Basilisk Harbour. There are many dangers in the entrance, which requires well surveying before it can be entered with safety. H.M.S. Rosario found canoes only at the S.E. end, but the natives too timid to come off.

**NITENDI or SANTA CRUZ ISLAND** is the principal of the group; it was thus named by Mendaña, but it is probable that he thus designated the entire group, for Quiros calls it, for distinction, *La Isla Grande de Santa Cruz*. Lieut. Tilley, R.N., of the Southern Cross, says that Santa Cruz Island is about 15 or 16 miles in length, with fringe reefs along the shore, but apparently no off-lying dangers. The North point, near the centre of the island, was found to be in lat. 10° 40' S., long. 166° 3' E. The high land extends close out on its N.E. side, but towards the N.W. the hills slope at some distance from the extreme, leaving a considerable extent of low land near the coast. The island is well wooded and watered, the streams in some places running through the villages into the sea.

The natives are a fine athletic looking race, and come off readily to the ship, bringing pigs, bread-fruit, and yams; mats, in the manufacture of which great skill is displayed, are also offered for sale. The appearance of the canoes, houses, &c., evinces great ingenuity. Canoes with outriggers, and mostly lime-washed, have a neat appearance; they have also large sea-going double canoes. The villages are large, and houses surrounded by stone fences. On the North side the villages are close to the sea, with from 300 to 400 inhabitants to each. The natives are apparently merry and good natured, but not to be trusted, as was sadly proved by the attack made on the boats of H.M.S. Pearl, under Commodore Goodenough, who thus describes the affair in a letter drawn up by him two days before his death:

"I wished particularly to communicate with Carlisle Bay, where the Sandfly was attacked in September last year, in order, if possible, to open a friendly intercourse with the natives. I therefore steamed off the entrance of the bay in the Pearl, and, finding the harbour too small for the ship to enter, I took two cutters and a whale-boat into a village fronting the entrance.

"I landed with precaution, accompanied by several officers, made some presents, and bartered with a few things the natives brought down. The natives were in good numbers; several of them had put off from different parts of the beach in canoes, some of which met the boats on the way to the shore. After remaining on shore three-quarters of an hour, and feeling satisfied with the advances which had been made, I ordered the party to prepare to leave for the ship. Every person was in, or close to, the boats, except myself, Lieut. Harrison, R.M.L.I., and my secretary, Mr. Perry, when a man, standing between two huts about four yards from me, fired an arrow, which struck me on the left side. I turned at once to the boats,
which shoved off, receiving at the same time two or three flights of arrows, which struck five of the men, and myself a second time, on the head.

"To stop the attack, a few shots from revolvers and rifles were fired, and the flights of arrows ceased, one native having been struck with our fire. I then proceeded on board. My first impulse was not to molest them; but, on considering the case, and being satisfied after enquiry that no person whatever on our side gave the least provocation, I thought it better to send in four boats, and burn the village where the attack had been made."

The arrow wounds at first appeared slight, but the poison ultimately caused the death of the much respected commodore, and also of two seamen, on the 21st of August, 1875, from (tetanus), nine days after the wounds were received.

_Cape Byron_, the N.E. point of the island, according to the observations of D'Entrecasteaux, is in lat. $10^\circ 41' 8.$, long. $166^\circ 4' 30"$; according to Lieut. Tilly, R.N., 1869, it is in lat. $10^\circ 40' 8.$, long. $166^\circ 0' 30"$ E., a near approximation to the former; _Cape Boscawen_, its S.W. point, is in lat. $10^\circ 51' 15"$, long. $165^\circ 43' 15"$. The bay, called by Carteret _Trevanion Lagoon_, and which lies on the N.W. part of the island, is the same in which Mendana anchored the second time, and which he called _Port Graciosa_. Carteret made no survey of it; but, according to all appearance, it is in many respects preferable to any other on the North side of the island. There is only one doubtful feature, according to Carteret, that is, whether the bottom is good holding ground; but, as before mentioned, Mendana anchored in it. The entrance is more than 2 miles broad. In front of the bay, at the distance of a mile, is an island named by Mendana _Guerta Island_, and by Carteret, _Trevanion Island_. It is nearly 10 miles in circuit. Its North part is in lat. $10^\circ 40' 8.$, long. $165^\circ 41' 30"$ E.

_Suckling Reef._—On October 4, 1873, at 11.30 a.m., from the _Renard_, when off the N.W. end of Santa Cruz Island, at about 3$\frac{1}{2}$ miles from the shore, with the centre of Tinakula Island bearing N. $\frac{1}{2}$ W., and the North end of Guerta Island bearing E. by N. $\frac{1}{2}$ N., a small coral patch, which dries at low water springs, bore N.W. by W. $\frac{1}{2}$ W., distant 1 cable. These bearings place the reef in lat. $10^\circ 40' 45''$ S., long. $165^\circ 44' 50''$ E.

Near to Cape Byron is _Port Swallow_, where Carteret anchored. _Bloody Bay_ is also on the North coast, and to the West of Port Swallow. It acquired its name because Carteret's pilot and several of his crew were surprised and massacred by the natives. Between Bloody Bay and Port Swallow is _Byron Bay_. It is a lagoon inside a coral reef. The entrance may be distinguished by a small wooded islet on the reef westward of the entrance, and by some native houses on the beach opposite. H.M.S. _Rosario_ visited the North coast of Santa Cruz in 1871, and was met by
canoes 5 miles from the shore. She afterwards anchored in Byron Bay, and established friendly relations with the natives. The beach was found to shelve rapidly from 2½ to 24 fathoms.

The West point of Carlisle Bay lies a mile East of the East point of Byron Bay, and 5½ miles West of Cape Byron. In some charts Byron Bay is represented as an open bay, similar to Carlisle Bay, which is wrong. Good water may be got from a mountain stream in Byron Bay, but it will not hold more than three vessels. Both Carteret and D'Entrecasteaux experienced a strong current to the West, near the land.

The land of Nitendi, says D'Urville, appeared to be moderately high on its eastern part, much less so in the western; it is covered with wood from the water's edge to the summit of the mountains.

Tinakula, or Volcano Island, as it is called both by Mendaña and Carteret, is a cone rising to a height of 2,200 ft., and falling into the sea by a rapid slope. The lower portion, about one-third, is covered with a vegetation apparently most luxuriant nearest the sea. The upper part is entirely barren. No traces of inhabitants in any part. Smoke and flame were seen to be emitted from its summit, and on its S.W. side incandescent lava was seen flowing down. This volcano, seen by Mendaña three hundred years ago, seems permanently active, for when H.M.S. Rosario was here, in 1871, a stream of lava was flowing down the N.N.W. side. Flame and smoke were also emitted at intervals of from 10 to 15 minutes. It is in lat. 10° 23' 30" S., long. 165° 47' 30" E.

The islands to the N.E. of Tinakula have been very imperfectly described, but in 1869 they were examined by Lieut. T. C. Tilly, R.N., of the mission schooner Southern Cross, who gives the following account of them:—

The MATEMA or Swallow Islands, forming part of the Santa Cruz group, lie to the northward of the great island, and between the parallels of 10° 4' and 10° 22' S., extending from long. 165° 39' E. to 166° 19' E., occupying an extent of about 42 miles in a W. by N. direction from Nimanu, the south-eastern of the group, to Nupani, the north-western; they are from 100 to 200 ft. above the sea, and are dangerous from the extensive reefs which stretch out especially from their western or lee sides. The inhabitants are rough and fearless, they come off eagerly to barter mats, bows and arrows, for iron, and appear to be bold navigators, sailing in their double canoes as far as Tucopia, which lies about 180 miles to the S.E.

Nimanu, the south-eastern island of the group, is in lat. 10° 21' S., long. 166° 17' E., and lies N.N.E. 25 miles from the eastern high land of Santa Cruz; it is a small, round, bold-looking island, some 200 ft. high, with apparently deep water all round; there is a land-slip and probable landing place on its lee side.

Panavi, the eastern island of the group, lies in lat. 10° 17' S. long. 166°
MATEMA OR SWALLOW ISLANDS.

19° E., distant about 4 miles N. by E. 1/4 E. from Nimanu, to which it is
similar in size and appearance, but not quite so high; it is well wooded;
on the western side there is a small bight with a steep white beach; from
this there appeared to be communication with the nearest part of Lomlom,
the next island, about three-quarters of a mile distant.

Lomlom runs E.N.E. and W.S.W. about 5 miles long by 1¼ mile broad;
it is from 150 to 250 ft. high, and forms with another island, whose name is
unknown, a smooth water bay open to the northward, the shores of which
are composed of rough beaches fringed with narrow reefs. Lomlom appears
to be clear of dangers except off its S.W. extreme, where a reef extends
about S.S.W. for 1¼ mile; the reef then trends to the northward towards the
second island with several large rocks or islets within its edge.

The second island is similar to Lomlom in size, running North and South
4¼ miles long by less than 1 mile wide, and between 100 and 200 ft. high;
the weather or eastern side is bold, and from a bluff on the N.E. coast com-
mences an extensive coral reef, trending first N.W. for about 4 miles to
Nivluli, the next island (which it surrounds), and then runs about W.S.W.
for nearly 13 miles. The villages on these islands are probably situated in-
land, or on the eastern side which faces the lagoon, as only one hut resem-
bling a boat-house was seen from the sea.

Nivluli lies about 1 mile from the second island of Lomlom, and is a mile
long N.W. and S.E., and 120 ft. high. The reef runs close round its N.E.
side, and then trends to the West and S.W. for about 2 miles, forming a bay
with a low rock on the edge; a small, round islet, about 35 ft. high, lies
half a mile within the reef. From the rock the reef runs to the westward.

PILENI, the next island westward of Nivluli, from which it is distant 3
miles, runs N.W. and S.E. about 1 mile in length; it is about 100 ft. high,
and there is a village on its S.W. point. Pileni lies outside the great lagoon,
but is surrounded by a reef, which passing close round its eastern side extends
about three-quarters of a mile to the S.W. from its western shore. There is
apparently a deep-water channel between the main and the Pileni Reefs.

Sand Islet is merely what its name indicates; it is small, about 10 ft.
above water, and without vegetation, the natives resorting to it only to fish.
This islet lies on the western side of an oval ring of coral, about 1 mile long,
N.N.W. and S.S.E., similar to that of Pileni, and also without the main
lagoon, and is the only example in this group of the reef extending to wind-
ward of the land to which it is attached. There is a clear space of 1¼ mile
between this reef and that of Pileni, and also a deep-water channel of three-
quarters of a mile between it and the edge of the main reef.

The Great Reef.—From the Sand Islet the western entrance of the main
lagoon bears nearly S.W., distant about 6¼ miles. This extreme lies in lat.
10° 14' S., long. 166° E.; from it Tinakula bore S.W. 1/2 W., 17 miles, the
eastern high land of Santa Cruz S. by E. ½ E. 28 miles, and Nukapu N. by W. ½ W. 7 miles. From this extreme the reef trends sharp round to the eastward, forming the North side of an apparently deep-water entrance to the lagoon, between the West point and the S.W. patch, a reef about 2 miles long, lying S.E. by E. 3½ miles from the point.

Eastward of the S.W. patch, with an apparently deep-water channel 1½ mile wide between them, lies another narrow patch of coral nearly 3 miles long; between this and the reef from Lomlom Island is a third patch, the channels on either side into the main lagoon appearing to be deep, and apparently leading to a secure anchorage under the lee of the northern Lomlom Island, the coast of which appeared to be beach, with villages built near it. The interior of the main lagoon seemed to be patchy, but little could be distinguished from the masthead of the Southern Cross.

The current was found setting to the S.W. along the North side of the reef, and overfalls were experienced off its western point.

Matema, the only island on the southern side of the great reef, lies about midway between Lomlom Island and the West point, being nearly 6 miles on a W. by N. bearing from the southern extreme of the Lomlom Reef. It is a small island, 100 ft. high, shaped like a boot, inhabited (the landing being on the western side), and surrounded by a reef which extends about one-third of a mile from the coast. There is apparently a narrow passage between this island and the middle coral patch of the main reef.

Nukapu, the scene of the outrage on Bishop Patteson and his companions, on September 20th, 1871, lies to the N.W. of the Great Reef, and bears W.N.W. about 8 miles from the Sand Islet. It is narrow, about 120 ft. high, and nearly 1 mile long, N. by W. and S. by E., with a low termination to the southward, where appeared to be the villages. A reef encircles the island, passing close to its eastern shore, but extending about 1½ mile from its western side. The murder of the good bishop is attributed to revenge on the part of the natives for wrongs inflicted by a "labour vessel." Subsequently to this, H.M.S. Rosario visited the island. A boat party sent ashore was most treacherously received, and burnt a village in retaliation. The natives here understand the Maori language. They have stone breast-works constructed, which, together with the thick bush, offers them a safe retreat.

Anologo and Nupani, the western islands of the Matéma group, are similar to Nukapu in size and shape. They are surrounded by an extensive and irregularly shaped reef, which, passing close to their eastern sides, stretches out to the S.W. for nearly 3 miles from Anologo, the southern of the two islands.

Anologo lies W. ½ S. about 17 miles from Nukapu, running East and West about 1 mile long. It is nearly 120 ft. high, and is situated in the eastern angle of the reef surrounding the two islands.
DUFF OR WILSON GROUP.

Nupani lies N.W. about 2 miles from Anologo, the reef forming a bight between; it runs North and South about 1 mile long, and 120 ft. high, the northern point being in lat. 10° 4' S., long. 165° 40' E. The reef passes close along the East and North sides of Nupani, from whence it trends to the westward for half a mile, then sweeps round to the southward and eastward for 2½ miles, from whence it stretches out to the S.W., forming a large and dangerous bight of smooth water nearly 4 miles between the horns. This S.W. angle of the reef which breaks lies S. by W. 3½ miles from Nupani, S.W. 2½ miles from Anologo, and is in lat. 10° 8' S., long. 165° 39' E. From this point the reef runs East 2 miles to its S.E. extreme, which lies South, distant 1½ mile from Anologo; the sea breaks heavily along this part of the reef.

DUFF or WILSON GROUP, was discovered by Quiros and Torres, 1606, who gave the name Tuamaco to the principal island, but they do not appear to have given a name to the group collectively. The islands were again seen at 8 a.m., September 25th, 1797, by the ship Duff, Capt. James Wilson.

"The largest of this group (Tuamaco) we named Disappointment Island, and the whole cluster, Duff's Group; they are about eleven in number, lying in a direction S.E. and N.W., 14 and 15 miles. In the middle are two larger islands, about 6 miles in circumference; between these last is a small islet, and to the eastward are three islets, two of which are round and high, the other flat and longish. On the N.W. part of the group are five or six more, some of them high. At the East end of one is a remarkable rock, in the form of an obelisk. The small islands are apparently barren, but the two largest are entirely covered with wood, among which are several cocoa-nut trees, but, on the whole, they had not the appearance of great fertility. The natives appeared stout and well made, with copper-coloured complexions, and resemble Polynesians. They were about 350 in number at the time of the visit of H.M.S. Basilisk, in 1872, and the only permanently inhabited island was Disappointment Island, the village being situated on a coral islet off its S.W. side. The Basilisk anchored 1½ mile off shore, with the village bearing N.E. ¼ N., but dragged with a N.E. breeze.

From an examination made in the Duke of Portland, in April, 1849, these islands consist apparently of volcanic rocks, the easternmost being columnar, and covered with trees. To the westward of Taumaco, the largest, there was apparently a wide channel between it and a small islet next West of it. The North island of this group was observed by Lieut. Suckling, of H.M.S. Renard, in 1873, to be in long. 167° 4' E., or 11 miles to the eastward of the usually assigned position, which must therefore for the present be considered doubtful. The British ship Isle of Wight, in 1871, reports the centre and apparently highest island (150 to 175 ft.) of the group to be in 9° 48' S., long. 167° 10', which nearly agrees with Lieut. Suckling's position.
To the North of the Fiji Archipelago, and the eastward of the New Hebrides, lie a number of scattered islets and shoals, which remain to be described to complete the list of those between latitudes 10° and 20° S., and which do not belong to either of the large archipelagoes which we have just described. To the North of them are the Ellice Islands, described in a future section.

Isabella Shoal, discovered by Mr. John Pearson, of the American ship Isabella, February 20, 1832, with a depth of 16 fathoms, coral bottom, is in lat. 12° 25' S., long. 177° 15' W. It extended East and West as far as the eye could reach.

The Bayonnaise Bank was found by Capt. Tromelin, May 24, 1828. His soundings were 16 fathoms, coral bottom; after running 2 miles from his first cast, the bottom could not be reached. Latitude 12° 8' 30" S., long. 179° 43' 30" W.

ROTUMAH, Rotuam, or Grenville Island, was discovered by Capt. Edwards, in his search for the mutineers of the Bounty in 1791. It has been visited by Captains Duperrey and Chramtschenko. According to the former, it is about 4 or 5 miles in extent, from North to South. The South end terminates in a low point, at the end of which a conical hill rises, which seems to form a separate islet. Two islets, one of which is very flat, lie 2 miles from the North end. Atangota Island, near the East point of the island, according to Duperrey, is in lat. 12° 32' S., long. 177° 13' E.

M. Dutailis says that the island is called by the natives Rotuam, and has two roadsteads in its northern part, equally good or bad, according to the season. That of Oinajé was for a long time the only one used, and still has the greatest number of ships to visit it, because this village is the residence of the king and chiefs of the conquering party; but more provisions may be found in the Bay of Fao, where you may water as in the first, by the assistance of the natives.

The village of Moftoa is tenanted by a chief belonging to the conquering party, and very intelligent. He has always seemed disposed to take the part of the Europeans, and particularly of the missionaries.

The tongue of land which unites the two islands has not been formed for any great length of time, for the natives still speak of the "two islands." The shore is covered with villages touching each other, and the population is very numerous.
**Rotumah Island.**

Ituutu is the residence of the superior of the mission. In the season of the northerly winds you may anchor on the coral patches lying in front of the village, and on which there is a depth of 7 to 11 fathoms. On the tongue of land which forms the southern part of the bay of Fao is the second establishment of the missionaries.—*M. Dutailly.*

Captain Hope, R.N., gives the following account of the two roadsteads on the North side, which are mentioned above:—

**Lee Harbour,** as it is called, is an open bay, about 1½ mile from the West end of the island. This bay is well marked by a high wooded bluff, 600 ft. high, on its western side, with a precipitous red sandstone face to the water's edge. There is no fresh water, and landing can only be effected at high water. The *Brisk* anchored here in 15 fathoms, with the East point of the bay bearing N.E. ¾ E., and the centre of Emery Island W. by N. ¾ N. Emery Island is the easternmost of a chain of islets lying to the N.W. of Rotumah, and is high, wooded, and inhabited. There is a clear channel between these islets and Rotumah, but the passages between them are said to be unsafe. The westernmost islet of this chain has a remarkable perpendicular cleft right across it, through which the sea passes.

**North-east Roadstead** is about 5 miles to the eastward of Lee Harbour, at the N.E. point of the island, and is close to the westward of two islets lying off the point, which are connected to each other and to the main island by a coral reef. The *Basilisk* anchored in 9½ fathoms in the N.E. roadstead, with Outer Islet bearing N.E. by E., and Emery Island W. ¾ N. In this position with a strong trade wind blowing, the water was smooth, and the ship was watered in bulk from good wells and a smooth sandy beach; at the same time in Lee Bay a considerable swell was rolling in, and an extensive shore reef extending across the bight of the bay would have rendered landing at low water difficult.

At all seasons when the trade wind may be depended upon the N.E. roadstead is to be preferred to Lee Bay; the latter has the advantage that, if the wind should be blowing from the northward or westward, a sailing vessel would more readily clear the land. In making Lee Bay, ships must avoid closing the eastern point, as off it extends an extensive reef.

Care also must be taken, when making the land from the eastward, to distinguish the two islets off the N.E. roadstead from two similar islets off the eastern extreme of Rotumah Island; these small islets are from 150 to 200 feet in height, and covered with cocoa-nut trees.

The longitude of Captain Chramtschenko does not agree well with that of Duperrey. He makes the middle of the island to be in 176° 54', by means of lunars and chronometers.

**Eagleston Reef.**—At 40 miles East of Rotumah is a shoal of unknown extent; the information respecting it was given to Mr. Forbes, of H.M.S.
Hyacinth, and by Capt. Eagleston, of the American ship Salem. This would be in about lat. 12° 30' S., long. 178° 0' E.

The Louisa Bank, discovered in 1859, is said to be in lat. 11° 45' S., long. 175° 52' E.

Hamond Reef, in lat. 15° 32' S., long. 173° 20' E., according to Captain (now Sir A. S.) Hamond, H.M.S. Salamander. It is probably the same as Underwood's Reef, placed in lat. 15° 42' S., long. 175° 18' E.

Carter's Reef is stated to be in lat. 15° 42' S., long. 176° 28' E. The ship Balmoral also discovered a dangerous reef in lat. 15° 40' S., long. 175° 58', and this report was confirmed by a German notice, which states the reef to lie in lat. 15° 40' S., long. 175° 58' E., and to break with a heavy swell on. Depth of water 7½ fathoms. These three are doubtless the same.*

Another reef is said to be in lat. 18° 10' S., long. 175° 10' E., but was not seen by Capt. Fox, in the Mary Catherine, in November 1854.

Charlotte Bank and Pandora Reef.—The English vessels Scarborough and Alexander discovered, June 4, 1788, a bank, on which the lead gave 15 fathoms. It extended far to the West, where there was probably an island, for a great quantity of birds took their flight towards that direction. Adm. Krusenstern places this bank, the Charlotte Bank, in lat. 11° 15' S., long. 17° 12' E. The Pandora frigate discovered a reef in lat. 12° 11' S., long. 172° 7' E. It is not unlikely but that these two may join, like many others of the reefs of these seas which are not isolated reefs, but composed of numerous separated portions. It may also be supposed that the birds might have been taking their course towards the latter reef.

FATAKA, or Mitre Island, was discovered by Capt. Edwards, and has been also visited by the Russian captain, Kroutcheff, in 1822, who describes it as 2 miles long, N.W. and S.E. It is steep, covered with wood, and consists of two hills and a rock, giving it the appearance of a mitre. Captain Goodwyn says, that when seen from the eastward it appears like two separate haycocks, both of the same apparent height, but the one to the southward more rugged than the other. It is bare of vegetation. Captain Kroutcheff places its S.E. point in lat. 11° 56' S., long. 170° 20' E., and says it is uninhabited.

* On ashure, or Hunter Island, was discovered July 20, 1823, by Captain Hunter, in the ship Donaa Carmelita. Its extent was not stated, but it was reported as well peopled, well cultivated, and of volcanic origin. Captain Hunter procured a quantity of yams, fruit, and some hogs. The natives were friendly, and all had the left little finger cut off at the second joint, and their cheeks perforated; spears 24 to 40 feet long. Reported position, lat. 15° 31' S., long. 170° 11' E. It has been proved, however, not to exist in or near the position assigned, as two of H.M.S., the Rosario in 1874, and the Bianche in 1875, passed over its supposed position in the day time, with clear weather, and saw nothing of it.
ANOUDA AND TUCOPIA ISLANDS.

ANOUDA, Annula, or Cherry Island, according to the same authority, is in lat. 11° 35' S., long. 170° 0' E. Capt. Edwards places it in lat. 11° 37', long. 169° 40' 30'. Commander Markham visited the island in 1871, in H.M.S. Basilisk, and procured fruits from the natives, who were quiet and hospitable, but no missionary resides with them. They have no pigs nor fowls.

The hill at the North end of Anouda rises to a height of 350 ft. A rock lies off the North end of the island, about 300 yards from the bluff, and from the same point a bank of 19 to 12½ fathoms extends 4 miles in a north-westerly direction. It has anchorage on it, with a bottom of coarse white sand. From the S.W. side of the island another spit extends off. A mile from its southern end is a rock a few feet above water, joined to the shore by a rocky bank. A quarter of a mile outside this is an apparently isolated sunken rock. The island is 1½ mile in diameter, and approached from the eastward is best rounded on its North side. The Basilisk anchored off the S.W. end of the island in an open roadstead exposed to a heavy swell. The inhabitants belong to the Polynesian race, and have long straight hair.

Strathmore Shoal.—On December 4th, 1856, the barque Strathmore, Capt. John Mann, after sighting Mitre and Cherry Islands, passed over a shoal with from 4 to 5 fathoms over it. The bottom could be seen very distinctly, sand and rocks. It was not more than 150 yards in extent, in about lat. 11° 9' S., long. 170° 42' E.

TUCOPIA, or Barwell Island, it is supposed, was discovered by Quiros, and derives its second name from the vessel which next saw it, in 1798. It has subsequently been visited by Captain Golownin, and also by Captain Tromelin, in 1828, and still later by Dillon and D'Urville. It is a small island, of 3 miles in diameter, in lat. 12° 21' 10'' S., long. 168° 43' 30'' E., according to Tromelin.

It was supposed that all these last-named islands did not exist, two or more being identical with each other; but they have all been visited, and their positions fixed as above.

Tucopia is small and high, in the form of a compressed cone, with precipitous cliffs round the East side, and some lofty trees thinly scattered on the ridge at the southern extremity. When it bears South the island assumes the shape of a saddle; the N.E. end, much the highest, extends longitudinally to the S.W. Its altitude is computed to be 3,000 ft.

Tucopia, or, as it is called by D'Urville, Tikopia, is somewhat triangular in shape, and may be 7 miles in circumference; from the East to the West points about 2 miles; from the S.W. to the N.W. points from 1½ to 2 miles; the other side, between the East point and the N.W. point, about 3 miles. It can be approached with safety all round, is of considerable height, and may be seen at the distance of 40 miles in clear weather. Supplies of all

South Pacific.
kinds, such as yams, cocoa-nuts, &c., are scarce and dear. A ship may anchor with the point of the reef which lies off the S.W. part of the island bearing S. by W., the N.W. part of the island bearing N.E. § E., and the landing place or bluff head bearing E. by S., in 27 fathoms, 2 cables' lengths off shore, bottom of coarse sand and shells. Immediately outside of these are from 50 to 100 fathoms. The inhabitants do not exceed 400 or 500 in number, and are Polynesians of a friendly character.

It was on Tucopia that the remains of the expedition of La Pérouse—the sword-hilt, &c.,—were found, which led to the discovery of the site and particulars of the wreck on Vanikoro Island.

Having described the islands and groups which lie between the parallels of 10° and 20° S., we proceed to those which lie between that and the equator, commencing with the easternmost archipelago, the Galapagos Islands.
CHAPTER XVI.

GALAPAGOS ISLANDS.

The Galapagos Islands are a group lying on the equator, extending 1° on each side of it, and about 600 miles from the West coast of the republic of Ecuador, to which they belong.

Dampier, who visited them in May, 1684, says:—"The Spaniards, when they first discovered these islands, found multitudes of guanoes (iguanas) and land-turtle or tortoise, and named them the Galapagos Islands. I do believe there is no place in the world that is so plentifully stored with those animals. The guanoes here are flat and large as any that I ever saw; they are so tame that a man may knock down twenty in an hour's time with a club. The land-turtle are here so numerous, that 500 or 600 men might subsist on them alone for several months, without any other sort of provision; they are extraordinary large and fat, and so sweet, that no pullet eats more pleasantly."

The surveys of Capt. FitzRoy, in the Beagle, have given us a very accurate knowledge of their condition; and therefore from his description, combined with the interesting observations of Mr. Darwin, and of Dr. Seemann, who came here with Captain Kellett in the Herald, Jan. 1846, we chiefly derive the following.

There are six principal islands, nine smaller, and many islets, scarcely deserving to be distinguished from mere rocks. The largest island, Albermarle, is 60 miles in length and about 15 miles broad, the highest part being 4,700 ft. above the level of the sea.

The constitution of the whole is volcanic. With the exception of some ejected fragments of granite, which have been most curiously glazed and altered by the heat, every part consists of lava, or of sandstone, resulting from the attrition of such materials. The higher islands generally have one or more principal craters towards their centre, and on their flanks smaller orifices. Mr. Darwin affirms that there must be, in all the islands of the archipelago, at least 2,000 craters.
These are of two kinds—one, as in ordinary cases, consisting of scoriae and lava, the other of finely stratified volcanic sandstone. The latter, in most instances, have a form beautifully symmetrical; their origin is due to the ejection of mud, that is, fine volcanic ashes and water, without any lava. Considering that these islands are placed directly under the equator, the climate is far from being excessively hot,—a circumstance which, perhaps, is chiefly owing to the singularly low temperature of the surrounding sea. Excepting during one short season, very little rain falls, and even then it is not regular; but the clouds generally hang low. From these circumstances the lower parts of the islands are extremely arid, whilst the summits, at an elevation of 1,000 feet or more, possess a tolerably luxuriant vegetation. This is especially the case on the windward side, which first receives and condenses the moisture from the atmosphere. Dampier states:—"The air of these islands is temperate enough, considering the climate. Here is constantly a fresh sea-breeze all day, and cooling refreshing winds in the night; therefore the heat is not so violent here as in most places near the equator. The time of the year for the rains is in November, December, and January, then there is oftentimes excessive hard tempestuous weather, mixed with much thunder and lightning. Sometimes before and after these months there are moderate refreshing showers; but in May, June, July, and August, the weather is always very fair."—(Vol. i. p. 108.) Capt. FitzRoy says:—"I can add nothing to this excellent description, except that heavy rollers occasionally break upon the northern shores of the Galapagos, during the rainy season above mentioned, though no wind of any consequence accompanies them. They are caused by the 'Northers' or 'Papagayos,' which are so well known on the coast between Panama' and Acapulco."

During the rainy season, or from November to March (which is not, however, at all to be compared to a continental rainy season), there are calms, variable breezes, and sometimes westerly winds, though the latter are neither of long duration nor frequent.—Capt. FitzRoy.)

Currents.—One thing for which the vicinity of this archipelago may be distinguished, is the remarkable currents which surround them; and, as before mentioned, may have considerable influence on their climate.* There seems to be a great similarity in this respect between the Galapagos and the Islands of Fernando Po, Princes, and Anno Bon, in the Bight of Benin. Both series are somewhat similarly situated (and perhaps physically constituted) in reference to the general systems of winds and currents, and both are notable for the strength and velocity of the surrounding streams.

* Colnett was disposed to believe that these islands were the general rendezvous of the spermaceti whales from the coasts of Peru, Mexico, and the Gulf of Panama, who came there to calve. Young spermaceti whales were seen in great numbers in April (1794). The singular nature of the currents may bear upon this subject.
Around the Galapagos they usually run to the N.W., and with the velocity of from 2 to 5 miles per hour. But these are not probably very constant in their position or direction, for streams of different velocity, direction, and temperature, traverse in contrary directions the prevalent current. The difference in temperature, indicative of the origin of these different veins of water, is remarkable. On one side of Albemarle Island Captain FitzRoy found the temperature of the sea, a foot below the surface, 80° Fah., but at the other side it was less than 60°, evidently showing that one was owing to the cold current, perhaps coming from the southward, along the Peruvian and Chilian coasts, and the other coming from the coasts of Mexico and Panama.

A curious instance of this meeting of the waters was observed on board H.M.S. Havannah on her passage from Callao to Central America, at noon of the 29th of April, 1856, about 200 miles E.N.E. of the Galapagos, when she ran through a rippling extending N.W. and S.E. as far as could be seen, and most distinctly marked, the water to the southward being of a greener colour. Before entering it the temperature of the sea was 72° Fah., a quarter of a mile farther inside, or North of the rippling, it rose to 78°, and 3 miles more to the northward it was 80°. Until this time the Havannah had experienced a set to the N.W. by W. of 39 miles in 24 hours, but on the 30th the current was only 9 miles in the same direction.—Captain T. Harvey, R.N.

But upon this important subject we shall reserve the further observations for the section devoted for that purpose.

The islands belong, as before stated, to the Republic of Ecuador, of which they form a department. In 1832, Don José Villamil (or Willimi) bought two of the most southern of the group, of which one was Charles Island. He then founded on it, at his own expense, a colony of free men and women, selected from the prisons and profligacy of Guayaquil. These he employed in cultivation, fishery, &c., and he called his colony on Charles Island, La Floriana (or Floriade), in compliment to General Flores.

At the time of the Beagle's visit, in September, 1835, the settlement in the uplands of Charles Island consisted of nearly 200 souls, most of whom were convicts. In 1872, six men resided here who hunted cattle for their own consumption chiefly, as the island is only visited about once in six months by a vessel.

ALBEMARLE ISLAND is the principal of the group, and is to the westward. The survey of Capt. FitzRoy exhibits every feature of it. It is a singular mass of volcanic ejections. Six volcanoes have there raised their summits from 2,000 to 4,000 feet above the ocean, and from them immense quantities of lava have from time to time flowed towards the sea; so that this island, large as it is, may be literally described by saying that it consists of six huge craters, whose bases are united by their own overflowed lava.
The southern side, which is exposed to the trade wind and completely intercepts it, with all the clouds it brings, is thickly wooded, very green, and doubtless has fresh water; but how is that water to be obtained when such a swell rolls upon the shore?

Four small islets, the remains of volcanoes, lie near the low S.E. extreme of this island, which, with Brattle Islet, are extremely useful in warning vessels of their approach to a very dangerous piece of coast. So low are the south-eastern extremities of Albemarle Island, that they are not discernible until you see the surf on the shore. A heavy swell setting towards the land, and generally light winds, add to the danger of getting near this coast; but there is anchorage in case of necessity.

**Point Essex** is the S.W. cape; it is high, and to the North of it is Iguana Cove, in which the Beagle anchored. "It is a small cove; but such a wild-looking place—with such quantities of hideous iguanas as were quite startling. Passing a low projecting point (called by the buccaneers Christopher's Point), our eyes and imagination were engrossed by the strange wildness of the view; for in such a place Vulcan might have worked. Amidst the most confusedly heaped masses of lava, black and barren, as if hardly yet cooled, innumerable craters (or fumerolae) showed their very regular, even artificial-looking heaps—like immense iron works on a Cyclopean scale.

"When this lava flowed from the heights, it must have been stopped rather suddenly (cooled) by the water; for the lava cliffs are in some places 20, and in others 40 feet high, while close to them there is water so deep that a ship could not anchor there, even in a calm, while the sea is quite smooth."

**Elizabeth Bay**, which received its name from the buccaneers, is a very extensive bay between the South side of Narborough Island and the southern part of Albemarle Island. At the bottom of it is Perry Isthmus, which is the junction between the higher southern and northern portions of Albemarle Island.

**Narborough Island**, which forms the North side of Elizabeth Bay, is exactly like a part of Albemarle—a great volcano, whose base is surrounded by an extensive field of lava; it is utterly barren and desolate. A few mangroves on the sandy beaches near Albemarle Island are not seen in the distance; neither are there enough of them even to diminish the dismal appearance of the island. Colnett says that it is the highest land among the Galapagos; the apparent point of division between it and Albemarle is so low in both that he was in doubt whether they were separated.

**Tagus Cove** lies in the North part of the strait separating Albemarle from Narborough Island. It was first described by Capt. Pipon, who commanded H.M.S. *Tagus*. It is the crater of an extinct volcano, and its sides are so steep as to be almost inaccessible.

**Banks Bay**, so named by Colnett in honour of Sir Joseph Banks, lies to
CULPEPPER AND WENMAN ISLANDS.

the northward of Narborough Island. Its North point, which is the N.W. point of Albemarle, was named by Colnett Cape Berkeley. The western side of Narborough Island is very steep-to, no bottom being found with 160 fathoms of line at half a mile from the shore. There appears to be no anchorage near this or Cape Berkeley.

The northern point of Albemarle Island is Albemarle Point, distant 17 miles from Cape Berkeley. In the northern part of the island is one of its volcanoes, of which, Capt. FitzRoy says, the black streams of lava that have flowed in every direction down the sides of the mountain looked like immense streams of ink.

At 15 miles from Cape Berkeley, and the same distance from Point Albemarle, is the Redondo Rock, which is thus 11 miles from the shore. It is a high, barren rock, about a quarter of a mile in circumference, and is visible as far as 8 or 9 leagues, and has soundings in 30 fathoms a quarter of a mile off.

Culpepper Island is the northernmost of the group; the summit of it is placed by Capt. FitzRoy in lat. 1° 22' 55" N. It is 550 ft. high, a rocky, barren little island, similar to Wenman Island, to the S.E. of it.

Wenman Island is next South of it; its N.W. summit is in lat. 1° 39' 30" N. It is the centre of an extinct volcano, and is 830 ft. high, small, and quite barren; correctly speaking, there are three inlets and a large rock, near each other, which at a distance appear as one island, but they are fragments of the same crater.

Abingdon Island is the next in succession. It was called Earl of Abingdon Island, and was well known to the buccaneers. Its summit, 1,950 feet high, is in lat. 0° 34' 25" N. It is a small island, high towards the South end, being tolerably covered with stunted wood; at this part is the only bay or anchoring place in the island. The North end is low, barren, and one entire clinker, with breakers stretching out to a considerable distance.

This island was chosen by Capt. Basil Hall, as being near the equator, for the site of the pendulum experiments, the object of his voyage, in January, 1822. The western face of the island presents a cliff nearly perpendicular, and not less than 1,000 ft. high. Captain FitzRoy says it is a fine, bold-looking cliff, considerably higher than any he saw in the Galapagos; it exhibits the rude stratification of lava, tufa, and ashes, which characterises the fracture of ancient volcanic mountains.

Bindloe Island lies next to Abingdon Island. Its southernmost summit, 800 ft. high, is in lat. 0° 18' 50" N. It has an irregular hilly surface, partially wooded, but, like the rest, is a mass of lava, and indicates sandy mud.

Tower Island, in lat. 0° 20' 0" N., is different from all the other islands of the archipelago, being low and flat.

James Island derives its name from the Stuarts, the reigning family at the time of their being first much frequented. The Sugar-loaf, 1,200 feet
high at its western end, is in lat. 0° 15' 20" N. It is a high, large, and well-wooded tract of ground, or rather lava.

Although there is abundance of water on the higher parts of the island, so broken and dry are the lower grounds that it does not arrive at the shore; at two places only can enough water for even a boat's crew be procured in the dry season, and for a ship there is scarcely hope of a sufficiency. Captain FitzRoy found a party of settlers on it from Charles Island, who were employed in salting fish and extracting oil from the terrapin. This oil is of exceedingly good quality, and of a light colour, being very like pure olive oil.

On this island is a salt lake, a circular crater from which this useful article can be procured. The best anchorage is in James Bay, on the the West side the island, to the northward of the highest land of the island, a remarkable sugar-loaf, 1,200 ft. above the sea. Vessels may anchor here in 14 fathoms within a mile of a sandy beach with Albany Island, an islet off a crater at the North extreme of the bay bearing N. by W. Sullivan Bay, at the East end of James Island, is another anchorage, but it is open, with deep water. It is high water, full and change, in James Bay, at 3° 10", the rise being 5 ft.

Jervis Island lies 3 or 4 miles South of James Island. There is anchorage on the N.W. side of it, where whale-ships sometimes refit. Ships may anchor here and send their boats straight over to James Island for terrapin and turtles, there being no anchorage on the South side of the latter island.

Duncan Island has deep water all round it, and it has no harbour; but there is anchorage for vessels drawing 12 or 13 ft. in a small creek on the North side of the island. It appears bluff and barren on all sides.

INDEFATIGABLE ISLAND is the next to James Island. It is the third in magnitude of the group. It is about 24 miles from East to West, and 17 miles from North to South. There is good anchorage in the bay, which is on the N.W. end of the island, named Conway Bay: it is formed by a group of small islands on the North, by the island on the East, and on the South by a high rocky island or islet. The bearings from the Conway's anchorage were—the North extreme of Duncan Islet, W.S.W.; the extremes of the islet, S. 4 E. and S.W. 4 W.; and the West extreme of Guy Fawke's Group, N. 4 W., in 7 fathoms, sand. Two ships' lengths in shore of this berth is the outer edge of a flat extending out from the beach. Vessels sailing into this bay should take in their light sails, as very strong puffs of wind frequently blow over the land. There are two reefs of rocks extending off the South side of the island, which should not be approached nearer than 2 miles by strangers. There is good landing for boats, and abundance of terrapin and turtles may be procured.

Barrington Island is in lat. 0° 50' 30" S., long. 90° 10': this is for the summit at the West end. It was so named by Colnett, with Duncan and Jervis Islands, after the three admirals. The shores are bold and fronted by cliffs; the more elevated parts appear to be level, and rather woody.
CHARLES ISLAND, though one of the smallest of the group, is one of the most important, because upon it is the only permanent settlement, *La Floriana*, or *Floriade*, as mentioned in the early part of this description. It lies in the island, 4½ miles inland, behind *Black Beach Road*, and is not seen in passing along the coast. It was called Charles Island, after the Stuarts, by the buccaneers.

Charles Island is peculiar in its outline; for a succession of round-topped hills, precisely similar in shape, though different in size, shows on every point of view. This exact similarity is very remarkable. The highest and largest of these hills rises 1,800 ft., the next about 1,700 ft.; the rest are of various smaller heights. The northern sides of the island are wooded; but the wood looks as brown as that on the lower parts of Chatham Island.*

*Post Office Bay* on the N.W. side, is sheltered, easy of access, has excellent anchorage, and only wants fresh water to make it a most desirable place for shipping. Its name is the result of a custom established by the whalers; a box was placed on a post to receive letters, and homeward-bound ships examined the directions, taking with them all which they might have the means of forwarding; but since the island has been peopled the box has been empty, for letters are left at the settlement. The pathway to this is pointed out by a boat-shed in a small sandy bay. *H.M.S. Reindeer*, in 1872, anchored with Onslow Island bearing N.E. by E. open of the East point of the bay. It is high water, full and change, at 2h 10m; springs rise 6 ft.

*Black Beach Road* is an open anchorage, its only advantage being that it is near to the settlement. The best landing place is at a hut, about 4 miles from *Post Office Bay*.

The S.W. extreme of the island is not inaptly named Saddle Point. There does not appear to be any anchorage along the South shore. Off the eastern end are some inlets, of which the largest two were named by Colnett after Admirals Gardner and Caldwell. All these islands are volcanic, and about 3 miles E. by S. 3 S. of Gardner Island is a dangerous breaker.

*Hood Island* is the southernmost of the group. It may have been known in early times, but as Colnett, who first described it, could not identify it with former accounts, he called it after Lord Hood. Capt. FitzRoy says it is small, neither high nor low, rugged, covered with small sunburnt brushwood, and bounded by a bold rocky shore. Some small beaches of white sand are visible here and there.

It lies 27 miles from Chatham Island, is small, round, and 640 ft. high.

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* The beach at Charles Island has been called *Pat's Landing*, from an Irishman who lived alone on the island eighteen or twenty years, with occasionally a sailor or two, deserters from the ships touching. He was killed in attempting to bring a wife off from Guayaquil.—*Coulter's Adventures in the Pacific*, Dublin, 1846, p. 42.

*South Pacific.*
Gardner Bay is an anchorage on its N.E. shore, inside an island of the same name, 160 ft. high, but care must be taken of a 14-ft. patch lying near the centre of the bay, on which H.M.S. *Magicienne* struck in 1857. It is a pin rock, with 8 and 5 fathoms close-to, lying in the centre of a line joining the horns of the bay, and may be avoided by keeping close to the shore of the small island at the eastern part of the bay.

The *MacGowan Shoal*, which lies between Hood and Charles Islands, is a very formidable danger. It lies in a line from Charles to Chatham Island, and rather nearer the latter, with the peak of Hood Island bearing S.E. 1/4 E. 22 miles. There is no warning given by the lead of this shoal, 50 fathoms being found within 1½ mile of it.

When Capt. FitzRoy first saw it on the horizon it hardly differed from the topping of a sea; once only in about ten minutes it showed distinctly. One rock at the West end is just awash, but there is another under water, except in the hollow of a swell, about half a mile to the eastward, which is exceedingly treacherous.

*Chatham Island* is the easternmost of the group. *Mount Pitt*, its eastern summit, is 1,650 ft. high. It is of considerable importance to shipping, from the fact that it is the only island of the Galapagos where ships can water at all times of the year. It is also an interesting portion of the group, inasmuch as it is frequently the land first made in the passage from the South American coast.

*Freshwater Bay*, in which is the watering place, is an open roadstead on the South side of the island. The anchorage, which is in 20½ fathoms, and quite secure, being about 4 cables off the watering place, a fine stream falling from a lava cliff about 30 ft. high; ships well provided with ground-tackle may lie here and water without difficulty or danger. *Wreck Point*, the S.E. extreme of the island, has a small cove to the northward of it, in which is the settlement, a collection of huts; about 4 miles inland are two plantations, at which most tropical productions are raised with ease. There is good landing in the cove, and *Dalrymple Rock*, a singular islet 65 ft. high, lies 2 miles to the northward of it.

Stephens Bay, having good anchorage in 10 to 12 fathoms half a mile from the shore, is 6 miles to the N.E. of *Wreck Point*. This may be easily known by the Kicker Rock. *Finger Point*, on the N.E. side of the bay, is a remarkable pinnacle, 516 ft. above the sea. *Terrapin Road* is an open anchorage on the North side of the island, with 12 and 14 fathoms half a mile from the shore, and *Hobbs Reef* is a dangerous ledge extending over a mile from the N.W. point.

As Captain FitzRoy's description of it is complete, we will transcribe his narrative:—"September 15th, 1835. A number of little craters (as they
CHATHAM ISLAND.

appeared to be),* and huge, irregular-shaped masses of lava rock, gave a strangely misleading appearance to the lower parts of the island; and when first seen through that indistinct glimmer which is usually noticed over land on which a hot sun is shining, were supposed to be large trees and thick wood.† . . . . The S.W. part of the island is low and very rugged. We landed upon black, dismal-looking heaps of broken lava, forming a shore fit for Pandemonium. Innumerable crabs and hideous iguanas started in every direction as we scrambled from rock to rock. Few animals are uglier than these iguanas; they are lizard-shaped, about 3 ft. in length, of a dirty black colour, with a great mouth, and a pouch hanging under it, a kind of horny mane upon the neck and back, and long claws and tail. These reptiles swim with ease and swiftness, but use their tails only at that time.

17th.—Weighed and stood along shore, sounding. There was good anchorage until near the S.W. point of Stephen's Bay, off which the water is shoal, and the bottom uneven.‡ We anchored in Stephen's Bay (on the N.W. side), and found an American whaler lying there. The bay is large, and the anchoring ground generally good; but the landing is bad at low water. There is no fresh water; and it is frequently difficult to enter as well as to leave, because, unusually becalmed by high land, it seldom feels the true wind. Enderby Cove is only fit for a boat; at low water it is full of rocks.§

* Mr. Darwin, too, in reference to these remarkable features of these singular islands, says:—"One night I slept on shore, on a part of the island where some black cones, the former chimneys of the subterranean heated fluids, were extraordinarily numerous. From one small eminence I counted sixty of these truncated hillocks, which were all surmounted by a more or less perfect crater. The greater number consisted merely of a ring of red scoria, or slag, cemented together; and their height above the plain of lava was not more than 50 to 100 feet. From their regular form they gave the country a workshop appearance, which strongly reminded me of those parts of Staffordshire where the great iron foundries are most numerous."—Page 455. See also Colnett, page 51.

† "This glimmering haziness is at all times a great impediment to making accurate measurements of an object, when both it and the observer's eye are near the ground. Raising either some few feet higher remedies the inconvenience, which was much felt when using a micrometer for measuring a base."— I. F.

‡ Wreck Bay was inhabited (1848) by a native of Guayaquil, called here General Mena, and a person of the name of Gurney, who called himself an Englishman. They maintained themselves by supplying the American whalers with terrapins, and having exhausted the shores of these animals, they sought them in the interior, which they describe to be generally much more fertile than near the coast.

The French brig of war La Genie, in August last, dug a well through the clay, the lava being only superficial, but it was too near the beach, and the water in it, and in the ponds described by Capt. Kellet, I found to be quite salt.—Admiral Sir George Seymour, K.C.B., Journal of the Royal Geographical Society, 1849, page 21.

§ In a valley in the middle of Chatham Island, Dr. Coulter states that he discovered coal in large quantities, extending away under the hills, and says that an immense supply of it
The Kicker Rock is a curious mass of stone, 400 ft. high, rising almost perpendicularly from the bottom of the sea, where it is 30 fathoms deep, and in the offing (to the North of the West point) is another (called the Dalrymple by Colnett), which looks exactly like a ship becalmed with all sail set. Seeing a remarkable hill at the N.E. side of the bay, which had not an appearance like other parts of the island, I went to it in a boat, hoping to find water near the foot, and to have a good view from the summit. Disappointed in both ways, the hill being composed of crumbling sandstone and almost inaccessible, I returned to the ship early next morning.

20th.—At daylight we were off the S.E. part of the island, and continued working to the S.W. during the forenoon, along a shore quite bold, excepting the small rocks above water in "Middle" Bay. At noon, seeing a small cove, I went in a boat to examine it and look for water. We found no signs of any in that place; but a little further West a fine stream was seen falling from a lava cliff, about 30 ft. high. We landed on a stony beach in the cove, half a mile westward of the cascade, and found a fine stream of excellent water; two others were likewise seen, but they were inaccessible. This is the only watering place throughout the year.*

We have thus described all the islands of this singular group, and in these descriptions we may have been more diffuse upon matters not strictly nautical than may be absolutely necessary for a work like this; but as they form one of the most remarkable, among many singular, features of the Pacific Ocean, they cannot be but interesting. Whether they are considered in the physical formation so distinct to the low coral groups which dot this vast expanse of waters; the strong and devious currents which surround them, varying so much from other portions of the great ocean; the active volcanic agency everywhere visible; their position on the equator; their importance to shipping for the supplies they afford, and the very singular nature of these supplies; the Galapagos Islands—the "Tortoise Archipelago"—must be evident as one of the most interesting features of the globe.

might be obtained. "It quickly ignited, flamed up, and burned after the cheerful manner of Kendal (query, Cannel) coal."—Coulter, pp. 106-7. But how did this coal exist through the volcanic eruptions beneath it?

* The anchorage at the watering place is quite secure, though it appeared strange to remain in such a spot, only 3 cables' lengths from a surf upon a steep cliff shore. The great S.W. swell is broken by Hood Island, and the southerly trade wind is so moderate that no harm is to be apprehended from it. Upon this point, however, Rear-Admiral Sir George Seymour says:—"The Beagle and Daphne here completed their water in 1832 and 1845; but from the swell that sets on the shore, if large ships frequented these islands, I think it would be necessary to bring water to them in a tank-vessel, and to some sheltered anchorage, instead of leaving them exposed to the difficulty of getting under weigh from this place, when they must lie close to the shore, and on the weather side of the island.")—Journal of the Royal Geographical Society, 1849, p. 21.
CHAPTER XVII.

THE MARQUESAS ISLANDS, ETC.

The Marquesas Archipelago is composed of two tolerably distinct groups, lying in a general N.W. and S.E. direction, between the parallels of 7° 50' and 10° 31' S., and long. 138° 39' and 140° 46' W. They are all of volcanic origin, very high, and may be seen in clear weather at 15 or 20 leagues' distance.

The sovereignty of the group was ceded to France by a treaty with Admiral Du Petit Thouars, in May, 1842, and a military colony was established in Taiohai Bay, at Nukuhiwa, but the result was in no way commensurate with the expense of the establishment; and thus, after 17 years the experiment lasted, it was abandoned on January 1st, 1859. Capt. Powell, R.N., is of opinion that it is to be regretted that the French have abandoned their settlements in the Marquesas, as they were very beneficial to the natives, although doubtless they were expensive to keep up.

The southern group was the first discovered, and the honour of this event is due to Mendaiia, who, in 1595, named them Islas de Marquesas de Mendoza, in honour of the Viceroy of Peru, who had despatched this expedition. Madalena, or the southernmost island, was the first landfall of Mendaña. The following is an account of their discovery:—

In 1594, King Philip II. of Spain sent a letter to the Viceroy of Peru, the Marquis de Cañete, recommending the encouragement of enterprises for new discoveries and settlements, as the best means to disembarrass the land from many idle gentry. In the following year an armament of four vessels, with 378 men, was fitted out for the purpose of forming a settlement at the island of San Christobal, one of the Salomon Islands. Alvaro de Mendaña, who had discovered these islands twenty-eight years before, was then in Peru, and was appointed to the command of the expedition, with the title of Adelantado (nearly synonymous with Excellency).
They left Payta, in Peru, June 16th, 1595, and on July 21st discovered an island, which Mendaiía named La Madalena, greatly rejoicing at having made, as he supposed, so quick a passage to the Salomon Islands, of which he took it to be part. His first interviews with the natives were peaceable and cordial, but a piece of brutality by one of the soldiers led to an outbreak and to a slaughter which reflects no great credit on the character of Mendaiía. They soon came to the conclusion that they were not the islands they were in quest of. The Adelantado took possession of them (at Port Madre de Dios, July 28), after prayers, in the name of the King of Spain, naming them Las Marqueasas de Mendoça, out of respect to the Marquis de Canete. Tahuata or Santa Christina, Hiva-oa or La Dominica, Montane or San Pedro, and Fatuhiva or Santa Madalena.

The other island of the S.E. group is Hood Island, or Fetugu, or Fetou Hougou. It was discovered by Cook, in 1774. and named by him after the young midshipman who first announced it. This person was afterwards a celebrated man—he became Lord Hood.

The N.W. group consists of six islands—Ua-pu or Roapoua; Uahuka, Houa-houna, or Washington; Nuku-Hiva, the principal; Motu-iti, or Hergest; Hiau, and Fattuuhu, the north-westernmost. This group has sometimes been called by a distinct name—the Washington Islands, and are thus described by Krusenstern; but in considering the isolated position of the whole archipelago, their similarity of characters, the language, manners, and appearance of their inhabitants, all unite in removing any idea of them being separate groups. For this reason it is but just that they should be named, generally, by the title applied by their first discoverer, the Marquesas de Mendoça Islands, or more simply and now usually contracted to the Marquesas.

This N.W. group was not discovered until many years after the rest, in 1791, by Capt. Ingraham, of the American trader Hope, of Boston. A few weeks after, Capt. Marchand, in the French ship La Solide, also discovered them, and, taking possession of one, called it Marchand Island. He named all but one, Uahuga, the easternmost, and called the whole group lles de la Révolution. In the next year Lieutenant Herget, in the transport Dedalus, surveyed them accurately, and named his harbour Port Anna Maria, or Nuku-Hiva. Vancouver named them, in consequence, Herget's Islands, after his unfortunate friend, who was murdered, as well as Mr. Gooch, the astronomer, at Oahu, one of the Sandwich Islands. In 1793, Captain Josiah Roberts, of the American ship Jefferson, gave them the name of Washington Islands, a name also applied to Uahuga by Ingraham, their first discoverer; and this is their title to this name.

The Marquesas, although of volcanic formation, have no active volcanoes, and do not appear to be subject to earthquakes. They are all very high, and the land is very irregular and broken. The greater part of the mountains
forming the axis of the islands are in the interior, and from their ramifications extend to different points of the coast, forming ravines or valleys, more or less fertile, in which the different tribes composing the population are established. The possession of these valleys was one of the causes of the incessant wars which they carried on.

The natives of the Marquesas have been often described. They do not seem to have any form of government, each tribe living separately and independently. The only tribe of distinction is that of ariki, generally translated chief, or king, but it means only the superiority of riches. They do not appear to have any religion or worship, although some of their traditions and customs have evidently some hidden meaning. The law of tabu is well known and respected, and enters largely into their customs. From there being no general law or government, the only appeal from an injury is to arms, hence the great number of quarrels and wars which agitate the community. At different periods various missionaries have essayed to establish themselves here, but with little success. This is in great part owing to the bad example and advice of the white deserters from passing vessels, who are found among them, living in the same manner, and aiding in their disputes and wars. For a great number of years Dominica (or O-Hiva-oa) was the most disturbed by warfare of all the islands. They are very warlike, but they are only passionate cowards, and were said to be cannibals.

The one great feature which distinguishes these natives in the eyes of Europeans is their unbounded licentiousness. The women, by some elevated to the highest standard of beauty and grace, by others considered on the ordinary level of the race, appear to have not the slightest idea of chastity or delicacy. Their whole conduct, gesture, and motive appear directed to one end. Their character has been often portrayed, and must be familiar to all readers of the Pacific voyages. It is a point, too, which ought to weigh much with the commander who would bring his ship here.

Nukuhiva or Marchand is the principal of the Marquesas Islands, and Tai-o-hae is now the principal settlement. The whole of the Marquesas Islands are, from the character of the soil, peculiarly adapted for growing South-Sea-Island cotton; the cotton is sent either to New Zealand or to San Francisco, for trans-shipment to Europe. The great drawback against agriculture amongst these islands is the want of labour, the natives being indolent and disinclined to work, and the uncertainty of rain; a recent drought lasted for fourteen months. In all the inhabited islands there are pigs, goats, and fowls living wild.

The population of the different islands was as follows, at the census in 1871, including the few Europeans, mostly deserters from whale ships:—Nukuhiva, 666; Houa-houna, or Washington Island, 235; Hiva-0a, or Dominica Island, 1,800 to 2,000; Taou-ata, or Santa Christina Island, 400; Fatou-hiva, or Magdalen Island, 400; Roa Poua, or Adam Island, 600.
The Roman Catholic missionaries have effected some good in civilizing the natives.

A line of American schooners, fore and aft rigged, having a contract with the French Government for carrying the mails, run monthly from San Francisco to Tahiti, calling at Tai-o-hae, making the passage to the latter place in seventeen days, and thence to Tahiti in four or five days. The return passage from Tahiti direct to San Francisco is accomplished in twenty-seven to thirty-three days. These schooners bring as cargo, lumber and sundries, returning with cotton and fungus, the latter article being for the Chinese market.

The climate of these islands must always be very sultry. Notwithstanding this it appears to be very healthy, and the Europeans who have dwelt here state that it cannot be more so, an assertion which is justified by their appearance.

The winter months, as is always the case between the tropics, constitute the rainy season; but this is said not to continue long in these islands, ten months and more, frequently passing without a drop of rain. When this unfortunately happens, a general famine ensues, attended by the most dreadful consequences, and inciting the inhabitants to acts of a more horrible nature than any other people can afford an example of.

The reigning wind between these islands is the S.E. trade wind, which varies some degrees either to the East or South; S.W. winds are, however, felt here, and blow for a tolerably long continuance, when the inhabitants of these islands avail themselves of it, to visit their neighbours to the S.E. (Krusenstern). At the larger islands land and sea breezes usually set in.

The current generally sets to the westward, between W.N.W. and W.S.W., and its velocity is about half a mile hour.

FATU-HIVA, or La Madeleina, is the southernmost of the Marquesas, and was the first discovered, on the eve of St. Magdalen's day, by Mendana. It is about 8 miles long North and South, and 4 miles broad. Its S.S.W. or Venus Point is in lat. 10° 30' 40" S., long. 138° 43' 15". Immediately to the West of this is a delicious valley at the bottom of a pleasant bay, Omoa, or Bourepos Bay, before which there is anchorage. Five miles to the North of this is a second equally pleasant valley, Hanavaea, or Viéges Bay, which seemed to be as well peopled. At the back of this is a high and remarkable mountain, very much peaked, 3,670 ft. high.

Commodore R. A. Powell sighted it June 8th, 1867, to the westward at 40 miles off. He says the eastern side of the island is extremely rugged, steep ridges coming down from the central mountain, and terminating in high precipices over the sea. On the North and South sides of the island, the land sloped more regularly towards the sea, but there was no landing.

Point Venus, on the South side, is a perpendicular rocky cliff, about 700 ft. high, overhanging the sea, which breaks within a few yards of its base;
from some points of view the break assumes the appearance of a reef extending out farther than it really does. *Bon Repos Bay* is immediately round Point Venus, on the western side of the island, and the best anchorage is about a mile from the shore, in 17 fathoms, opposite a shingly beach, with the valley well open.

This bay is open to westerly winds, which, according to the native account, blow occasionally with great force from December to March, which would appear to be the bad months. A heavy surf rolls continually on the beach, but landing can be effected on the rocks on the North side of the bay. Water can be obtained, but with difficulty, as boats must lay a considerable distance from the beach where the stream comes down.

Fruit of all descriptions is to be procured in sufficient quantities to refresh a large ship's company; but meat and vegetables are very scarce, pigs and poultry being the only animal food. The inhabitants are supposed to be less than 500 in number, and are said to be fast decreasing.

The French have practically given up all control over the natives, whose only intercourse with foreigners is confined to the crews of the few whalers that occasionally call for supplies. They are to all appearance in the same primitive state they were described to be in one hundred years ago, for though some have Polynesian Bibles, and all profess Christianity, they still practise the same heathenish rites, and entertain the same superstitions as formerly, whilst cannibalism yet exists in connexion with prisoners of war.

The Thomaset Rock, discovered by the *Ariane*, in 1844, is placed 15° miles E. by N. from the N.W. point of Fatuiva, and about 10 miles E.N.E. of its easternmost point. It has only 10 ft. water, and requires the greatest caution.

*Motane*, or *San Pedro*, or *Mohotani*, is a high island; it extends from N.N.W. to S.S.E., about 5 miles in length. It is wooded on its summit, which is 1,700 feet above the sea, and in the ravines. At the S.S.E. point there is a large, high, isolated rock, in lat. 10° 0' 40" S., long. 138° 49' 30" W., between which and the land there is a channel so narrow that it could only be attempted by boats. The island has no fixed inhabitants.

*La Solide Bank* extends 13 miles due South from San Pedro. It has 10 fathoms, rocky bottom, over a portion of it, and 18 fathoms, rock, at its South end.

*Tahuata*, or *Santa Cristina*, is 9 miles long in a North and South direction, and about 7 leagues in circuit. A narrow ridge of hills, of considerable height, extends the whole length of the island. The highest summit is 3,280 feet high. There are other ridges, which, rising from the sea, and with an equal ascent, join the main ridge. These are disjoined by deep narrow valleys, and watered by fine streams of excellent water.

The inhabitants were estimated at about 300 in number in 1867, but at 400 in 1871.
The Port of *Madre de Dios*, or *Vaitahu*, which Cook named *Port Resolution*, is situated near the middle of the West side of Santa Cristina, and under the highest land in the island. The French settled in this bay in 1842, but there is nothing now but the ruins of the houses. The South point of the bay is a steep rock of considerable height, terminating at the top in a peaked hill, above which you will see a pathway leading up a narrow ridge to the summits of the hills. The North point is not so high, and rises with a more gentle slope. They are a mile from each other, in the direction N. by E. and S. by W. In the bay, which is nearly three-quarters of a mile deep, and has from 34 to 12 fathoms water, with a clean sandy bottom, are two sandy coves, divided from each other by a rocky point. In each is a rivulet of excellent water. The northern cove, *Vaitahu*, is the most commodious for wood and watering. Here is the little waterfall mentioned by Quiros, Mendaña’s pilot; but the village is in the other cove, *Amisi*. There are several other coves, or bays, on this side of the island; and some of them, especially to the northward, may be mistaken for this, therefore the best direction is the bearing of the West end of *La Dominica*.

San Cristina Island was sighted by Commodore Powell, R.N., on June 10, 1867, and from the excellent description given in Findlay’s Directory, no difficulty was found in taking the *Topaze* into Resolution Bay, where she anchored in 26 fathoms, with Dominica West point N. 21° W., North point of bay N. 10° W., South point of bay S. 11° W., and extreme of land S. 16° W.

The *Topaze* remained here two days without experiencing any difficulty from the swell, or squalls from the mountains. There is no doubt, however, that a heavy swell sets in from the S.W.

The landing place (constructed by the French authorities at considerable expense) was washed away, and there were other marks of destruction by the waves. It was also reported that vessels had been driven to sea by the force of the violent gusts down the valley, and altogether the bay has such a bad character that whalers seldom visit it, although it is believed to be the only place where it would be advisable for ships to anchor.

The formation of the island, with its steep shore on the East, and numerous valleys on the West sides, closely resembles Madalena Island, and the facilities for watering and obtaining supplies are about the same. There are wild cattle on the mountains, but difficult to get at, and still more difficult to carry away when shot. The inhabitants of this island are far inferior in appearance and manner to those of Madalena Island; they do not number more than 300, and from disease and other causes are fast decreasing.

Other anchorages exist on the same side of the island as Resolution Bay, off the valleys of *Abatoni* (*Friendly Cove of Marchand*), *Anatefau*, and *Aanaiti*, to the southward of Resolution Bay; but they are of small extent, very close
to the shore, and the valleys to which they correspond offer no facilities for
watering ships. The population is about 600.

The Bordelaise Channel, so named by D'Urville, to commemorate the voyage
of Captain Roquefeuille, is 2½ miles wide, and separates Tahuata from
O-Hiva-oa; both sides are clear and safe. The coast of O-Hiva-oa is steep
and barren; that of Tahuata has some small open coves, with sandy beaches.
The depth between is 35 fathoms; the current is always to the West, at the
rate of 2 or 3 knots, and it is almost impossible to beat through it to wind-
ward.

O-HIVA-OA, or La Dominica, is the most fertile, the most populous (2,000
inhabitants), and the most important for its productions of the whole archi-
pelago. It is about 21 miles long from E. by N. to S. by W., and 7 miles
in its average breadth.

Cape Balguerie is its eastern point. The hill rises above it to the height
of 1,280 ft., and at its foot are several isolated rocks, the northernmost of
which is in the shape of a truncated cone. The North coast, to the West of
this, is a barren cliff, or white sandy beach, without shelter or inhabitants
for 5 miles. At this distance is Pumau Bay, which may be known by its
wooded amphitheatre and the mountains around it, the western one of which
is 2,820 ft. high. The hill on the East side is surmounted by an obelisk or
column composed of two tall vertical rocks. There is anchorage in the bay
in 9 fathoms, with the rocks off the East point bearing North. It is open
and exposed from N.N.W. to E.N.E., and has always a strong swell, espe-
cially in the season of the N.E. winds. From October to March it is better
to keep under sail than to come to an anchor here. There is difficult land-
ning on a sandy beach at the head. The bay is very populous, but has few
resources.

The next bay to the West has neither bread-fruit trees nor cocoa-nut
palms; a little further is Nahote, also open to the North. Hanahi is the
second bay from the last, and affords anchorage to small vessels. After this
comes Hanapau, Hanatekua, then Hanaipa, which is said to be fit for large
vessels, and is 14 miles from the East point. At about a mile West of this
bay there is a large cascade falling over the steep cliffs.

Hanamenu is 4½ miles from the last bay, and near the N.W. point of
O-Hiva-oa. It is a double bay, separated by a high cliff of dark rocks like
an enormous tower. The bay is much used by whalers, and may be recog-
nised, even in the night, by the cliff above named. There is anchorage in
the eastern bay, which runs in 1½ mile, and is about half a mile wide. At
a cable's length off the beach there is 4½ to 5 fathoms. It is said that the
sea is never dangerous in the bay, but it requires good moorings. The
native houses are built around the bay, but the unhappy people have been
constantly intoxicated since they were taught to extract spirit from the floral
envelope of the cocoa-nut. There is an excellent watering place at a stream,
which falls over a cascade in the western part of the bay. The western shore of the island is very high, and nearly perpendicular. Towards the South are some small bays in the coast, which forms the South side of the peninsula, to the North of which is Taua, or Traitor's Bay. This is extensive, and is separated from Atuona, to the North of it, by the islet Hanake, about 100 or 120 ft. high. Commodore Powell, R.N., says the landing is good, and water can be obtained with ease; ships of 1,000 tons could refit here with great facility. To the West of Atuona is Taakuhu, a good but little-known harbour, running to the northward, and is the best of the three bays which constitute the large indentation on the S.W. of O-Hiva-oa. There is good anchorage in it, 9 fathoms in mid-channel, off a small cascade which falls at its head. The highest point of the island is to the rear of these bays, being 4,460 ft. in height.

To the eastward of Traitor's Bay are the small coves of Punake, 1 mile East of Taakuhu, and a mile further is Hanamate, or Roquefouille Bay, which offers temporary anchorage only. The East point of the latter is a bluff cape, covered with iron-wood trees, which separates it from Hanakehe, or Sandal Bay, which, like the others, ought to be used with caution. From this it is 10 miles to Cape Balguerie, the East point, the coast consisting of a wall-like cliff of considerable height. The currents generally run to the westward to the South of O-Hiva-oa, but they pass around the Traitor's Bay, and then shoot off from its S.W. point.

The French have no settlement on Dominica, but there are two or three priests on the island, one of whom stated that they had entirely failed in making converts, and that in his opinion there was not a native Christian. He also described the inhabitants as being inveterate cannibals, always at war with each other, and much addicted to drunkenness and other bad habits. The priests had succeeded in cultivating cotton, and had lately sold their produce for £2,000. It was extremely difficult to arrive at any correct estimate of the number of inhabitants, but they are said to amount to about 1,500, and decreasing. The men are tall and able-bodied, but the women are degraded and ill-looking.

Feto Hougo, or Hood's Island, was discovered on board Cook's ship, the Resolution, in 1774, by a midshipman who was afterwards Lord Hood. Capt. Krusenstern saw it from 38 to 35 miles distant. It is lofty (1,180 ft.), but not of great circumference. It consists of a single high, and, at the summit, almost flat rock, with a gentle inclination from North to South. On the northernmost point there is a division, not very distinct, between the two hills. In Cook's chart there are a number of small islands marked on the South side, but Krusenstern could not see them, but instead he saw some on the N.W. and West sides. D'Urville says that a mile to the N.N.W. of it is a rock beneath the water, which it will be prudent to avoid, because it broke, though the weather was not bad.
UAPOA ISLAND.

“Hood’s Island, when bearing S. by E., distant 26 miles, has the appearance of a very lofty barren rock, of square form, with a hummock on each side of its base. The Marquesas on board our ship gave it the name of Fetiku, described it as uninhabited, and questioned the possibility of effecting a landing upon its shores. Canoes from the neighbouring islands occasionally resort to its coast for fish.”—(Bennett’s Whaling Voyage.)

UAPOA, Ua-pu, or Roapoua Island.—This is what Ingraham calls Adam’s Island. The officers of La Solide called it Marchand Island, and Roberts calls it Washington Island. Like all the rest of the archipelago, it is of volcanic origin, and is of a more picturesque appearance than any other of the Marquesas. Its population was estimated by Lieutenant Jouan, in 1856, at about 1,200. At the census of 1871 it was 600.

Roapoua, or Trevennen Island of Lieut. Hergest, is the Marchand Island of the voyage of La Solide, about the same size as Tahuata, and equally rocky, elevated, and bold. The land extends in a direction nearly North and South. The summits of many of its mountains present conspicuous columns, spires, or pinnacles of rock. Its highest point, in the North, is 3,900 ft. high. Its S.E. extremity is remarkable for a table mountain, topped on each side by a lofty spire; on its South side there are three islets of volcanic rock, which have been named from their respective forms, Church Island, Gunner’s Quoin, or Ile Plate, and Sugar-loaf, or Obelisk, besides other names.

The western side of the land abounds in populous villages, and affords several convenient anchorages, though the island is generally but little known or frequented. One of the two most convenient anchorages is situated off a village on the S.W. coast, Hakatau, Amis Bay of M. Tessan; the other is Port Jarvis, on the western side, a small bay, affording anchorage in 18 fathoms, with convenient supplies of wood and water.

Off the N.E. point are two barren islets, with a dangerous boat passage inside them. To the North of them, at 1½ to 2 miles, the depth is from 17 to 23 fathoms, sand and madrepores.

To the West of these islets in the second bay is Hakahau, where the French missionaries have (or had) their principal establishment. It has a very bad anchorage on coral bottom, close to the sandy beach. The coast runs W.N.W. for 2 miles to a flat islet off the northernmost part of the island. Just to the westward of this are two slight bays, each with a sandy beach, and separated by a rocky point. The easternmost, Aneou, has no inhabitants nor supplies, but has tolerable anchorage. Hakahau, the next bay, may be known by a white patch on the cliffs. There is anchorage inside the bay, and landing is easy at a natural rocky mole, at the mouth of a small river. In the next bay, Hiakuti, there is no anchorage.

Vaieo, or Bon Accueil Bay of Marchand, is wide, but not deep, and lies to the South of the N.W. point. With the ordinary easterly winds it is perfectly sheltered, but, of course, untenable with westerly winds. There are
several bays passing to the South, the last of which is Hakateau (Anse des Amis, of Tessen), which is remarkable from a large sugar-loaf, whitened by birds, which rises from a reddish islet, Obelisk Island of Marchand. The anchorage is in the second bay, to the North of this. It may be known by the native houses and small chapel near a verdant valley. It is of very pleasant appearance. Its shores are covered with houses surrounded with cocoa-nut palms. The anchorage, very close to the land, in 18 fathoms, is well sheltered against the prevalent winds.

UA-HUKA, or Washington Island, as it was named by Ingraham, was called by Hergest Riou’s Island, and by Roberta Massachusetts’s Island; M. Tessen spells it Houa-houna (Ua Una). It is also called Roa-houga. Population 235 (1871). Its length is 9 miles in an E.N.E. and W.S.W. direction. It has a very striking appearance; from East to West the land rises to a considerable height, and forms in the middle a pretty lofty mountain (2,430 feet), steep toward the West. At a short distance to the westward is a double peak, which, as the eastern end is brought to bear N.W. by N., will disappear, and the high mountain in the middle will assume the form of a cupola, on the West side of which a column of a pyramidal form is conspicuous. On the South sides there are two bights, in which an anchorage might be found, but they afford too little shelter for a ship to be there in safety. The West side of the island appears to be most fruitful. At the West end is a rocky island, 1½ mile in circumference, and between the two is a huge flat mass of stone, like a tombstone. The West extremity of the island gradually descends to a steep and very prominent flattened rock, behind which there is said to be a secure harbour, but which Krusenstern could not examine. Its North point, or Danger Point, is in lat. 8° 54’ S. Off its S.W. end is Invisible Bay (Vaitake), formed to the eastward by a detached island.

The entrance to the bay is between two high black cliffs, and is very narrow, and the sea rough in it, so that only very small ships can come in safely, though there is ample depth for the largest (17 fathoms in the entrance). The interior is a beautiful sheltered basin, with a shelving beach, on which are established some English and Americans, a river entering the bay here, running through a valley from the N.E. These residents say that there is anchorage all round the island in 35 fathoms, at from half a mile to 2 miles off shore, and that there is good shelter, with easterly winds to leeward of the islands, at the S.W. part of the island.

The principal anchorage is in Hananai Bay, in the middle of the S.W. side. It is known by a high sugar-loaf, or truncated cone, to the East of the centre of the bay, which cannot be mistaken on account of its blackish or rather violet colour. The anchorage is with this rock, bearing East, and the West point of the bay N. 65° W., in 17 fathoms. The bay is uninhabited.
NUKA-HIVA is the principal island of the Marquesas Archipelago. By Ingraham it was called *Federal Island*; by Marchand, *Ile Baux*; by Lieut. Hergest, *Sir Henry Martin Island*; and by Roberts, *Adam's Island*. All these last must give way to the native name, which is variously spelt. *Nuka-Hiva* (Krusenstern), *Nou-ka-Hiva* (Du Petit Thouars), *Nou-Hiva*, or *Nuuhiva*.

It is 17 miles in length from East to West, and 10 miles broad. It has been frequently visited and described, and its inhabitants are perhaps the best known of any in the archipelago. The details of their revolting cannibalism, their licentiousness, their treachery and apparent friendliness, will be read with great interest in the 9th chapter of Capt. Krusenstern's account of the voyage of the *Nadeshda* and *Neva*.

The number of people were estimated by Krusenstern, from imperfect data and observation, it is true, at 18,000. From the estimate of Roberts, a resident, but diminished one-third, they would be about 12,000, "a number undoubtedly very small for an island upwards of 60 miles in circumference, particularly as the climate is healthy, the use of the kava very moderate, and the venereal poison not yet introduced."

Notwithstanding the opinion of Krusenstern that his estimate for so large an island was low in 1804, it is reduced to 8,000 by the estimate of M. de Tessan in 1838, and to 2,690 by Lieut. Jouan in 1856. Commander Mainwaring, who was here in 1873, in H.M.S. *Cameleon*, says:—"The native population of Nukuhiva in 1871 numbered 600!! and is slowly decreasing. There are, in addition, 27 Europeans and 39 Chinamen, time-expired labourers who have settled on Nukuhiva, and married native women. The French resident, a naval officer, lives at Tai-o-hae, together with a few officials."

The southern coast of Nuka-Hiva contains the principal places of resort and the best anchorages. Capt. Krusenstern thus describes it:—"The coast consists of lofty, rugged rocks, very steep towards the sea, and from which the most beautiful cascades of water are precipitated; among them, one at the southernmost end of the island, is particularly remarkable, nor would it be easy to meet with anything more beautiful. The bed of this waterfall appeared to be several fathoms wide, and the water was precipitated from a rock, the height of which might be estimated at 2,000 feet (2,165 feet, Jouan); this cascade was visited by Dr. Tilesius and Dr. Langedorff, and forms the river which empties itself into Port Tschitschagoff. The chain of rocks is connected with the interior of the island; but to the north-westward of the southern point the coast is lower and flatter, and rises gradually toward the centre."

On the South side there are three harbours where ships may lie in perfect safety, Comptroller Bay, Port Anna Maria, and Port Tschitchagoff. Between Port Anna Maria and the latter there are several small bights or bays,
that do not, however, afford an anchorage, being too little defended from the wind, and full of rocks.

_Cape Martin, Tikapo_, is the S.E. point of Nuka-Hiva. Sir Edward Belcher approached it from the eastward; he says,—"At ten we saw the island of Nuka-Hiva through the haze. As seen from the eastward, it presents a long, low point on its north-eastern limit, and high abrupt heads; to the southward, that of St. Martin's, which forms the eastern head of Comptroller Bay, being very abrupt, and capped with masses of rock like ruined castles. I was much disappointed in the height of the mountains, which I had been led to expect were very lofty."

_Taipi, or Comptroller Bay, as it was named by Hergest, is just to the West of Cape Martin. The following is a recent French account:—"The winds in the interior of this bay blow in the same direction as those outside, but they incline to the S.E. at the opening of the coves of Haka-Haka and Haka-Funae.

"The currents near the _Te-oho-te-kea_ Rock and at the entrance of the bay are variable, and sometimes bear to the East, but generally they follow the direction of the trade winds.

"Cape Martin, or Tikapo, which forms the East point of the bay, may be recognised by a rock, in the form of a tower, which surmounts it. This tower seems to incline towards the sea, when seen from the S.W. The _Te-oho-te-kea_ Rock, which is 600 yards to the South of the cape, may be taken for a boat under sail when it does not stand against the land.

"High water, full and change, in the Haku-Paa Cove, at 3° 52'; rise, 4 feet 6 inches."

Comptroller Bay is about 2 miles wide, and is divided into three coves, which run in a N.N.W. direction. Vessels generally anchor in these entrances; outside the swell is heavy, and the depth great, 26 to 30 fathoms. _Hooumi_ is the easternmost; in it the sea is usually calm, and landing easy on the sand. _Hangahaa_, the middle cove, runs in more than 2 miles to a sandy beach, where the depth is less. The best anchorage in it is a little to the North of the bluff point, which separates it from the next creek, _Hakapaa_. This latter is divided into two, in the N.E. of which a small vessel may anchor, but a large ship should not pass within the entrance points. All these anchorages are sometimes difficult to reach, from the breeze failing.

_Tai-o-hae, or Port Anna Maria_, is the next to the West. It was visited by Sir Edward Belcher, in H.M.S. _Sulphur_, and the following account is given of it:—"Suddenly a sandy beach opened behind an island, which presently discovered a deep, well-sheltered bay, but rather narrow for working. Coming from the eastward, the port may be easily known by a very conspicuous, lofty basaltic dyke, which perpendicularly intersects the eastern outer bluff. Vessels intending to enter the bay should keep this bluff about a point on the starboard bow, rounding the island off it _within_ a cable's
length, when the wind generally leads in. All the eastern shores of the bay are bold-to, and free from danger, and the wind will always lead off.

"The view of the entrance of the bay is beautiful, far surpassing anything I have noticed in these seas; and although rugged, isolated masses of rock here and there start up, to add their sombre effect to the otherwise brilliant tints of the landscape, still the luxuriance of the slopes and valleys (and every inch where vegetation can thrive is stubbornly contested) produces a sensation which cannot justly be intrusted to pen or pencil."

Sir Edward Belcher fixed his observatory in a clear sandy bay to the eastward of the Pilot’s Hill, which separates it from the town, the same spot occupied by Porter in 1814, and by the Astrolabe and Zélé afterwards. It is in lat. 8° 54’ 3", long. 140° 6' 40", or, according to the French ship Prevoyante, in 1854, in long. 140° 0' 12".

It was the principal French settlement in the Archipelago, having been taken possession of in 1842, but it was abandoned as a French colony on Jan. 1st, 1860.

Commodore Powell, R.N., says:—Taiohae is a fine bay, and ships can lay at single anchor on the eastern side in about 12 fathoms with perfect safety. Good water can be procured, although after the rains it is much discoloured. A wooden pier has been built on the East side of the bay, and affords good landing.

The French have reduced their establishment here to a resident, four soldiers, and a captain of the port, who also acts as pilot. The French authorities insist upon vessels taking the pilot, although he cannot possibly be of any service, as the only difficulties to contend with are baffling winds. The payment amounts to 200 francs going in, and the same sum going out, and this charge has effectually kept out whalers, that formerly were accustomed to frequent the bay. "The population of Tai-o-hae is rapidly diminishing, as may be noticed by the ruined huts in the adjoining valleys."—(Lieutenant Pailhes, 1873.)

Captain Krusenstern thus describes the approaches to it:—"As soon as you obtain sight of Nuka-Hiva, coming from the eastward, you immediately perceive Port Martin; it has a very striking appearance, and cannot possibly be mistaken for any other inlet of this island. The land adjoining it forms the East extreme of Comptroller Bay; the point itself advances, and consists of steep, craggy rocks, that seem to have undergone some violent revolution, and a ship may approach within a mile of this headland, as well, indeed, as of the whole southern coast, without danger, as there is a depth of from 35 to 50 fathoms, over a fine sandy bottom. Shortly after a black rock appears in sight, about a quarter of a mile from Port Martin, which you leave on your right hand when Comptroller Bay opens upon you, lying North and South; and a little more to the westward is another smaller one. When

South Pacific.
Comptroller Bay is quite open, you steer parallel with the coast, the direction of which is E.N.E. and W.S.W. for 5 or 6 miles, until you perceive a small island called Mattau (or Mataou, or the East Sentinel), not more than 30 fathoms from the East point of the entrance. Upon opening this narrow passage, you steer straight for the island, and pass directly within about 100 or 150 fathoms of it, when Port Anna Maria lies immediately before you. On the West side of the entrance is another island of the same size as Mattau, and, like it, separated from the main land by a channel about 30 fathoms wide, and only navigable for canoes. This small island, the West Sentinel, called by the natives Mutonoe (Motu-nui, large island, a name given in derision for its small size), may be known by a rock that lies about 10 or 13 fathoms from it. The islands Mattau and Mutonoe form the entrance to Port Anna Maria, and care is necessary, both in entering and going out, not to approach too near to the westward island, or indeed to the westward shore, as an easterly wind, blowing even moderately, and a pretty strong current, render it dangerous. If there be a steady fresh breeze in the bay, the entrance is perfectly safe, and a vessel may near the coast on either side within 50 fathoms, or even still closer to the eastern side, nor is there anything whatever to render it the least dangerous; but with a moderate and unsteady wind, such as generally prevails in the bay, owing to the lofty mountains which surround it, no reliance must be placed on these unsettled breezes, which veer in one moment from East to West, now coming in violent gusts, and immediately after falling perfectly calm. Under these circumstances, it is necessary to warp, which mode of getting in and out of the harbour, notwithstanding it is so laborious, and, on account of the burning heat, so fatiguing, is the only one to be depended on. About three-quarters of a mile from the northern shore the bay stretches itself in an East and West direction; you then approach to about a quarter of a mile of a very prominent hill on the East shore, where the least uncomfortable landing place will be found; and bring up in about 15 fathoms, mooring with your anchors in an East and West direction, and at the distance of half a mile from a small rivulet on the northern shore, where a supply of water may be procured. The East has a decided advantage over the other side, the currents not having the same effect upon the ship; and during our stay there of ten days, our cables were not once fouled, while the Neva, which lay on the West side, was obliged, almost every day, to clear her anchors."

It is easy to see if the wind blows into the bay, and if so vessels are advised to go on at once, and not wait for nine o'clock, a.m., as has been recommended.

High water, full and change, 3° 50"; rise, 4 feet 6 inches.

To the West of Taye-Hae is a small bay, Haa-o-Tupa, the Collet Bay of the French. It is not safe. To the West of this again is another bay, uninhabited, called Ua-Haka.
Port Tschitschagoff, called by the natives Hakaui, or sometimes Tuioa, lies to the West of Port Anna Maria, and was named by Captain Krusenstern. At the entrance of the bay, the West side of which was formed by lofty and perpendicular rocks of a very wild and beautiful appearance, we found 20 fathoms water over a very fine bottom of sand and clay. As you advance on the East side there is another bay, apparently strewed with rocks, and quite exposed to the West, which occasions a very heavy surf. After passing the western point of this rocky bay, you open the finest basin that can be imagined; it lies in a N.E. and S.W. direction, is about 200 fathoms deep, and 100 wide; at the bottom of it is an even sandy beach, and behind this a green flat resembling a most beautiful bowling-green. Streams of water flowed in various places from the mountains, and in a very picturesque and inhabited vale. Some distance to the North of the entrance, called Schegua by the natives, is a considerable river. This side being exposed to the wind, landing here is more difficult, but it is probable that at high water a boat could enter this stream.

The basin is so completely landlocked that the most violent storm would have scarcely any effect on the water, and a ship in need of repairs could not wish for a finer harbour for such a purpose. The depth for such is exceedingly convenient. Bananas, cocoa-nuts, and bread-fruit are superabundant, but animal provisions are scarce. The chief advantage of it is that you can anchor about 100 fathoms from the land, thus having the king's house and all the village under the guns of the ship, in case of an attack. Its chief fault is the narrow entrance, which in one part is only 120 fathoms wide, but is deep, so that you might easily warp out if the wind is moderate.

The western or leeward coast of the island is called the Henua-Ataha, or desert land. Instead of being steep and abrupt, it slopes gradually up to the mountains. The natives come here to fish, but there is no harbour. It will be prudent to avoid this coast on account of the calms caused by the high lands, and which extend for 2 or 3 miles off shore.

The East coast of the island runs northward from Cape Martin to Cape Adam and Eve, a distance of 9 miles, and for one-third of the distance is a perpendicular wall. At 3½ miles S.W. from the latter cape is Hatuata, or Nova Bay, open and exposed to the trade winds, surrounded by high mountains, 3,000 to 3,600 ft. high. Cape Adam and Eve, or Mataua, consists of three parts, projecting to the N.E. from an island. On its N.E. extremity, and at two-thirds of its height, are two singular rocks, which, seen in some positions, look like grotesque statues of a man and woman, hence its name. By the English and Americans they are called Jack and Jane. The current runs very rapidly around it.

The North coast runs generally East and West for 16 or 17 miles, and is more broken than the South coast, and intersected by several bays, some
of which are very deep, but in the season of the N.E. winds, which veer to the North, they raise a very heavy sea in them.

_Hatuata_, a narrow gullet only fit for boats, runs in just to the westward of Cape Adam and Eve. Off its West entrance point is Motu-iti, a pointed rock, which also marks the entrance to Anaho, the next bay. This was formerly used by the whalers, but it was sometimes difficult to leave; but the anchorage and shelter are tolerable. The head of this bay is close to that of Hatuata on the East coast, being separated only by a narrow isthmus. It is also close to the head of the next bay to the West, Hatihenu. This last is the third from the N.E. cape, and is known by a cliff of brown rocks, on the summit of which is a small peak which cannot be mistaken. At the head of the bay is the white house of the Catholic missionary. The best anchorage is two-thirds up the bay, but precaution should be used, as it is difficult to beat out against the northerly wind. _Hatuma_ is the next bay to the West, a slight indentation without inhabitants. _Hakapa_, the next, is 9 miles West of Cape Adam and Eve. It is open to the North, and surrounded by rugged basaltic rocks. Beyond this the desert country commences, and the only bay deserving of notice is _Hakaehu_, formerly much used by the whalers, who anchored in the offing. At its head is a fine sandy beach, through which two rivulets run. The highest peaks of Nukahiva are close in the rear of Hakaehu, rising to the height of 3,768 ft.

_Motu-iti_, _Hergest Islet_, or the _Two Brothers_, is a high volcanic rock, elevated 130 ft. above the sea. To the East there are two other white islets entirely deprived of vegetation, and much lower than Hergest Islet; they ought not to be approached too closely. Ingraham called them _Franklin Island_, and Roberts _Blake Island_, mistaking them for a single island. There is abundance of fish around them, and large flocks of gulls, who have left a considerable deposit of guano, but of bad quality.

_Shoals_ are reported to lie from 6 to 15 miles between W. 1/2 N. and W.S.W. from Hergest Rocks. _Lawson Shoal_ is reported by Captain Turner to lie approximately 10 miles W. by S. 1/2 S. from Hergest Rocks, and to have 4 to 10 fathoms over it.

_Clark Bank_ could not be found by Admiral Du Petit Thouars in the assigned position, lat. 8° 18', long. 139° 50'. He sounded to 200 fathoms. It has been seen by several ships, among others, Capt. Turner of the whaler _Spartan_ crossed it in April, 1855. He found 8½ fathoms, and from the masthead there were spots seen which had less than 16 ft., so that it requires the utmost caution. Captain Turner, of the brig _Nautilus_, in December, 1869, sailed 3 miles over this bank from North to South, piloting his vessel through the deepest parts. Its South end he places in lat. 8° 8' S., long. 139° 53' W.

_A Coral Island_ exists E. 13° N., 15 or 18 miles from Fattuuhu or Chanal Island. It is in reality on a bank of coral and sand, raised 6 or 10 feet above the water, on which the sea breaks high. The shoal on which it
stands stretches a long way to the West under water. Soundings on it were
got from 6 to 55 fathoms. As the edges of this shoal are very abrupt, much
care is required, and besides this there are vague reports from the whalers
of other coral reefs hereabout, but nothing precise.

The natives assert that there is a shoal quite visible in the direction of the
Hergest Isles from Hakaehu, on the North side of Nukahiva; and also that
midway between Cape Martin and Uahuga there is a shoal with 26 fathoms
water. These reports require confirmation, though deserving of attention.—
Lieut. Jouan.

HIAU, or E-Iao, was named by Lieutenant Hergest Roberts Island; by
Marchand, Masse Island; by Roberts, Freemantle Island; and by Ingraham,
Knox Island. It is much larger than the adjoining island, Fattuuhu, and like
it is very high, 2,000 ft. according to M. Tessan. It is more varied in its
conformation.

Lieutenant Hergest says its shores are rocky, without any coves or land-
ing places; and though its surface was green, it produced no trees, yet a
few shrubs and bushes were thinly scattered over the face of the rocks; nor
did it seem to be otherwise inhabited than by the tropical oceanic birds.
These were in great numbers about it, and it seemed to be a place of their
general resort. The N.W. side, however, had a more favourable aspect, and
although its shores were also rocky, a number of trees were produced, as
well on the sides of the hills as in the valleys. This side afforded some coves,
where there is good landing, particularly in one near the middle; this,
from the appearance of its northern side, was called Battery Cove. A little
more to the North of this cove is a bay (Cocoa-nut Bay), which Lieutenant
Hergest and Mr. Gooch examined; good anchorage and regular soundings
were found, from 18 to 5 fathoms; the bottom a fine clear sand. An ex-
cellent run of fresh water discharged itself into the bay, near a grove of
cocoa-nut trees; here they landed, and found a place for entering, &c. The
landing was but indifferent, on account of the surf; but water is easily
obtained.

In the two valleys above alluded to the vegetation seemed more rich and
active than in any other parts of the island. Besides these, between the
peaks several plateaux covered with pine trees and verdure were seen.
Notwithstanding its beauty and fertility, it is not inhabited. Without doubt
there is water to be got in the entrance. It is about 6 miles in length N.E.
and S.W.

Hatuta, Fattu-uhu, or Fetou-houhou, is called Chanal Island by Marchand;
by Ingraham, Hancock Island; and by Roberts, Langdon Island. It is very
much smaller than Hiau, being about 4 miles in length, and not more
that 1 mile in breadth. It is covered with a vegetation which cannot be
compared to that of Dominica; but it is incorrect to call it barren. At the
North point of this island there is a large high islet, at a short distance
from the shore; it lies W. 13° S. from the bank awash. The South point of Hiau is low; some detached and low rocks show themselves, which seemed to those on board *La Venus* to extend some distance beyond the visible rocks.

In the channel separating Hiau from Fattuuhu some thought they saw a breaker, but this fact was not absolutely established; in the consequent doubt it would not be prudent to attempt the passage.

These two islands are probably the *New York* and *Nexsen Islands* of Capt. Fanning, 1798. They have an abundance of fish and sea fowl, which the natives of Nuka-hiva and Roapoa come from time to time to enjoy. These islands are thus like what Teturoa is to Tahiti, a place of resort for the licentious tribes, who come hither to give themselves up to gluttony and debauchery.

**DETACHED ISLANDS AND SHOALS BETWEEN THE EQUATOR AND LATITUDE 10° S.**

Following the previous plan, in this belt of latitude we commence to the westward of the Marquesas Islands. The space comprised within these latitudes, and between the Galapagos Islands and those last named, has not a single point of land or shoal hitherto discovered.

**CAROLINE or Thornton Island.**—In 1795 Captain Broughton saw an island in lat. 9° 57' S., long. 150° 25' W. He passed it at the distance of 2 leagues; and as it is very low, he might readily be mistaken as to its actual size. He named this *Caroline Island*. Lieut. Chauviniere, of the French transport *Somme* (1870), describes it as low and similar to other lagoon islands of the Paumotu group. It is 7 to 8 miles long N.N.E. and S.S.W., and from 2 to 3 miles wide, well covered with cocoa-nut and other trees of tolerable height, which render it visible at the distance of 16 to 20 miles. It consists of many islets of various size, encircling a lagoon. The reef on the windward side breaks, except at the N.E. point, to the distance of a mile. From the South point of the island this reef sends out two bifurcating branches to the distance of 1½ mile—one towards the S.E., the other towards the S.W.—and is consequently dangerous to approach at night. The reef is close to the islets on the West side, and no breakers were seen off the N.W. point. There is no anchorage; but a landing (not always safe) may be effected on the North side of the S.W. bifurcation described above, and near the spot where the English flag is hoisted on a mast. There are about 30 inhabitants, and the resident European is Mr. Browne.
MALDEN AND STARBUCK ISLANDS.

It was taken possession of by Captain Nares, H.M.S. *Reindeer*, for the English, and its latest assigned position is lat. 9° 54' S., long. 150° 6' W.

*Vostock Island* and *Flint Island* have been before described on page 606.

**MALDEN ISLAND**, discovered by Lord Byron in H.M.S. *Blonde*, in 1825, has on it several clumps of thick fresh-looking trees, so compact that at a distance they were taken for rocks; these clumps are useful when approaching the land, for in no place is it higher than 30 ft., and scarcely visible at 7 miles off. Landing was easy, but shoals of bold sharks rendered it rather dangerous. No inhabitants were found on it by the *Blonde*, but traces of former people were seen—large square areas, raised 3 ft. above the ordinary surface, supported by blocks of wrought coral, and each having in the centre what may be taken for an altar or tomb, similar to those mentioned on the isolated Easter Island before described. It was named after the surveying officer of the *Blonde*, Lieut. Maiden. It has more lately been announced (1860) as *Independence Island*.

Lieut. Chauviniere, of the French navy (1870), says:—"The reefs off the N.E. and S.E. ends appear, when viewed from a distance, to stretch seawards from 1 to 2 miles, but such is not the case; being the windward side the sea breaks further out than to leeward; still the N.E. is the most dangerous point. Landing on the East side is rarely possible owing to the heavy sea.

"The West side is quite safe, and the reefs off the N.W. and S.W. ends only extend to the distance of a few cables. The Guano Company have laid down moorings and buoys, and run out stages as far as possible, so as to give every facility in the loading of guano. We moored 100 yards from the shore, the depth there being upwards of 70 fathoms, bottom of white coral. There is no fresh water; no cocoa-nuts; and but a scanty vegetation.

"When the sun is North of the Line, during the period of East and E.S.E. winds, when the heave of the sea is from S.E., the northern side of the island is practicable, as well as the S.W. side; when the sun is South of the Line, during the period of the true N.E. trade, with the heave of the sea from N.W., the South side is practicable.

"The loading of guano is carried on at all times, except during a few days at full and change of the moon. The tide rises 1½ ft."

Lieut. Thomas, H.M.S. *Falcon*, gives the anchorage as in lat. 4° 5' S., long. 154° 56' W. Lieut. Chauviniere makes the flagstaff on the West side in lat. 4° 1' S., long. 154° 57' W.

**STARBUCK ISLAND** was also discovered by Lord Byron, in 1825. It is most likely identical with *Volunteer Island*, discovered, in 1823, by the *Eagle*, an English whaler. It has been very vaguely placed on the charts, and to this cause probably is owing the many wrecks which have taken place on it.
The island was taken possession of for the British by Comm. Swinburne, of H.M.S. Mutine, in December, 1866. No anchorage; landing difficult; the guano establishment in good order, but deserted.

Lieut. Chauviniere (1870) describes it as low, similar to Malden Island, except the trees, and not visible at a greater distance than 7 miles, even under favourable circumstances. It is 4 miles long, East and West, 1½ mile wide, and surrounded by a narrow, steep reef for the distance of nearly half a mile from the shore, except off the East side, where it extends further. The North and N.W. sides are the only practicable parts for landing. It had been visited for guano, then abandoned, but subsequently revisited by the company working Malden Island. Near the N.W. point, quite close to the shore, the depth is 15 fathoms, and 85 yards further out the descent is from 15 to 130 fathoms and upwards; off the N.W. side the depth is 60 fathoms close to the shore, and deeper still off the North side: anchorage off the South side is wholly impracticable. Landing is dangerous on any part, and should only be attempted off the West and N.W. points, where there is a passage through the reefs. There are wells of brackish water on the island.

Position, by H.M.S. Falcon, 1867, lat. 5°36½ S., long. 155°51' W.; by the French transport Euryale (which was wrecked there in 1870), lat. 5°37'S., long. 155°56' W.; by Lieutenant Chauviniere (flagstaff on West side), lat. 5°38'S., long. 155°55' W.

Lieutenant Chauviniere considers “that the approach to these low islands (Malden and Starbuck), especially from the eastward, must be made with great caution, owing to much of the shore being awash, and to the prolongation of the reefs in that direction. The current also is very strong; between Malden and Starbuck it ran to the westward 32 miles in 24 hours; and in the vicinity of the latter island it has been estimated to run 43, 51, and even 56 miles to the W.S.W. in 24 hours. In March, 1870, when the Euryale was lost on Starbuck, the current set 50 miles W.N.W. in 24 hours.”

TONGAREWA or PENRHYN ISLAND.—This island is supposed to have been seen from a distance by the ship Penrhyn, in 1788, hence the name: it may be the Bennet Island mentioned by Krusenstern; nor is it unlikely to be the Peregrino of Quiros, and Pescado of Torres and Torquemada. On April 30th, 1816, it was seen by Kotzebue, who spent more than a day in its vicinity: viewed, he says, from a distance of 3 miles it appeared to be a group of islands, connected by coral reefs, and formed a circle with a lake in the middle, from which many rocks arose; the islands were covered with a thick wood of cocoa-nut trees. The natives, though bold, were not found to be as savage as described in 1841 by Wilkes. The native name is Tongarewa.

In the narrative of the United States Exploring Expedition, it states that
JARVIS ISLAND.

the island was by estimate 50 ft. high, and was found to be 9 miles long N.N.E. and S.S.W. (the chart makes it 12 miles long N.W. and S.E.), and about 5 miles wide, with an extensive lagoon, having in it many coral patches. There is a boat entrance into it. On the N.W. side there appears to be a continuous village, with cocoa-nut groves throughout its whole extent, and the island is evidently very thickly peopled. The ferocity of the savages precluded the possibility of attempting a landing.

From the remark-book of H.M.S. Falcon, 1867, Penrhyn Island consists of numerous low islets, connected by reefs, surrounding a lagoon, the whole of an oval form, about 9 miles long and 5 miles broad. All the islets are covered with cocoa-nut palms, many however without heads—an indication that a hurricane has swept over the island. On the N.E. side, near the northern extreme, is a clear opening into the lagoon, in which the least water found was 2 fathoms.

Wilkes makes the N.N.W. point in lat. 8° 55' S., long. 158° 7' W., South end, lat. 9° 6' S., long. 158° 2' W.; Kotzebue's latitude agrees with this, but his longitude was 29' more to the eastward.

JARVIS ISLAND is a small coral island, triangular in shape, 1½ mile East and West, and a mile North and South. It exhibits the appearance of a white sand-beach, 10 or 12 ft. above the sea, without a tree or shrub, and but a few patches of grass. A few sea birds were seen about it, and it was considered very dangerous. Lat. 0° 22' 33" S., long. 159° 54' 11" W.—Wilkes. It has been occupied by the Phoenix Guano Company, who placed men on it for the purpose of working the guano beds.

Mr. J. D. Hague, who reported on the guano islands in 1862, says, that like Baker and Howland, guano islands to the westward, it has the general features of a coral island, but it differs from them essentially in the fact that it once contained a lagoon which has gradually been filled up with sand and detritus, while the whole island has undergone some elevation. The flat depressed surface in the centre of the island is about 7 or 8 ft. above the level of the sea.*

* Several islands and reefs have been announced as existing in this neighbourhood, probably all referring to Jarvis Island. None of them were seen by the United States Exploring Expedition. The first was discovered by Capt. Brown, of the English ship Eliza Francis, August 21, 1821; it was said to be a small island, 5 miles in circumference, covered with bushes, in lat. 0° 23' S., long. 169° 46' W.

Bunker Island, an American discovery, is also most likely identical with these: it is small. In this case another island, called Brocks Island by the Americans, must exist a short distance from Bunker or Jarvis Island, in lat. 1° 13' S., long. 159° 30' W., or, corrected from Wilkes's position, 159° 40' W.

South Pacific.
THE TOKOLAU, OR UNION GROUP.

From information obtained by the Rev. S. J. Whitmee, in 1870, and that derived from Wilkes's Narrative of the United States Exploring Expedition, we gain the following information.

The group consists of three clusters of islets. The islets of each cluster are connected by a reef, forming one of the numerous atolls to be found in the Pacific. These reefs are more or less circular in form, enclosing a lagoon in the centre. The land is formed on the raised reef by the washing of sand and broken coral from the sea during rough weather. In some of the older atolls the land is connected and forms a continuous ring around the lagoon; but more commonly land exists only here and there along the reef, thus forming a ring of islands, some from 1 to 6 miles in length, covered with cocoa-nut palms and other trees, and some only a few yards across, upon which two or three stunted cocoa-nuts barely manage to exist; while others again are mere sand-banks destitute of all vegetable life.

**FAKAAPU** or Bowditch Island, was discovered by Capt. F. Morvan, of the *Adolphe*, of Morlaix, and was seen by the U.S. discovery ship Peacock, on January 28, 1840. It is of coral formation, and its shape is that of a triangle, with the apex to the South. From North to South it is 8 miles long, and in width from its West point 4 miles. On its S.W. and North points it is of considerable elevation, and the most elevated parts are connected by a coral reef, which is awash. On the East side the land is more continuous, and on these parts there are extensive groves of cocoa-nut trees and a shrubbery. There is no entrance for a vessel to the lagoon, which, from the appearance of the water has but little depth. The party landed on an islet in the S.W. part, which the natives called Fakaapu; it was covered with cocoa-nut trees, but had no houses on it. The town is opposite the islet, and here water was procured from a carefully-kept well. The natives appeared unacquainted with Europeans and with the use of fire. North extreme, lat. 9° 20' S., long. 171° 4' W. *

The Rev. S. J. Whitmee, 1870, says:—All the islands are very barren, yielding little except cocoa-nut palms and a species of edible pandanus. Upon these and fish, which are plentiful, the people entirely subsist. . . . Only one of the islands is inhabited. The population is only 223 at the present time, and more than two-thirds of the adults are females. Roman Catholicism divides the field with Protestantism.

**NUKUNONO**, or Duke of Clarence Island, was discovered by Capt. Edwards, *Stuart Reef is said to be by its discoverer, Capt. Stuart, of the ship Corinthian, 15 miles long, E. by S. and W. by N., and 3 miles broad; a small part above water; lat. 8° 56' S., long. 170° 16' W. Its existence in the position assigned was disproved by the U.S.S. Narragansett, in 1872. She passed completely across the bank, and found no bottom at 100 fathoms.*
of the *Pandora* frigate, in 1791. It was surveyed by the American Expedition, and found to be 7 2-10ths miles in length in a North and South direction, and 5 miles wide East and West. It is of a triangular form, with the apex to the North. It has a lagoon similar to that of the Duke of York Island, with islets in it; the N.W. side is a bare reef awash, on which the sea breaks heavily. Many cocoa-nut and other trees on it. It is more populous than Atafu. The inhabitants are Roman Catholics. Its North point is in lat. 9° 5' S., long. 171° 38' W.

*ATAFU*, or *Duke of York Island*, was discovered by Commodore Byron, in 1765, who, however, does not give the position in his narrative. He said it was uninhabited. Wilkes surveyed it in 1840. It is a lagoon island of coral formation, 3 miles long East and West, and 2½ miles wide North and South. There is no passage into the lagoon; the sea breaks on the reef with violence, but at high water a boat may pass over without difficulty, if proper care is taken. The islets that have been formed on the reef are 8 or 10 ft. above the water, and are covered with cocoa-nut and pandanus trees. They have no water; the supply is wholly obtained from excavations made in the body of the cocoa-nut trees.

"This atoll is of similar formation to Fakaofo; but the lagoon is smaller. The islands studding the annular reef are about twenty in number, and consist of sand and broken coral, washed up by the action of the waves without the slightest trace of soil. Here I had a peep into the secret of island formation. As I was walking on one side of the island on which the village is situated, I noticed a series of sandy mounds running parallel with the coast, and varying from 10 to 50 ft. in breadth. Some had cocoa-nut palms and pandanus growing on them, and producing fruit; on others the vegetation was of more recent growth; while others were bare, or with only a few of the pandanus fruit, which had by some accident been cast upon them, sprouting and giving promise for the future. The outer mound was fully 50 ft. across, and had been washed up during heavy weather at the beginning of the present year. The population of the island is 136, it having been greatly diminished by the Peruvian slavers. All are nominally Christians.—Rev. S. J. Whitmee, 1870.

**PHOENIX GROUP.**

This appellation is applied to a scattered number of islands, from the name of one of its members, by the United States' Exploring Expedition. These islands have since been visited for guano, of which the supply is now nearly exhausted. Deposits were found on Makan, Phoenix, and Enderbury Islands. There are eight islands in the group.

Winds.—Captain Elias Hempstead, the guano company's superintendent, states that during three years on Enderbury Island the wind has blown
steadily from E.N.E. to E.S.E. three-quarters of the time, the other quarter from N.E. to S.E., and he has never seen the wind from the westward. Very little rain falls on the island, although it rains heavily in the immediate vicinity.

**MARY ISLAND.**—This island has been called *Mary, Swallow, Canton,* and *Mary-Balcout Island,* and assigned various positions. Commander Meade, however, of the U.S.S. *Narragansett,* finally fixed the position of its North end as in lat. 2° 44' 35" S., long. 171° 42' W. The discrepancies may be accounted for by the strong currents prevailing in the vicinity, and the doubtful navigation of a great proportion of whaling ships from which the majority of these reports are received.

Mary Island is of coral formation, from 10 to 18 ft. above the sea, about 11 miles long, S.E. by E. and N.W. by W., and of triangular form. The width of the island varies from 50 to 500 ft., inclosing a spacious lagoon. Two openings were seen on the West end, one dry at low water, the other having apparently about 8 to 12 ft. water. Openings were also seen about midway between the S.W. and Pyramid Points, and on the N.E. side near the latter point.

The surf was breaking very heavily on the North point, and on Pyramid Point heavy tide-rips extended at least half a mile from the weather side of the island. A strong westerly current was sweeping past the land, running at least 1½ mile per hour.

**ENDERBURY’S ISLAND** is placed by Wilkes in lat. 3° 8' S., long. 171° 8' 30" W. It is of peculiar appearance for a coral island. Its South end, almost bare of vegetation, is the widest, and on it are two clumps of stunted shrubs and plants. The greatest height of the island above the shore reef is 18 ft.

"Enderbury Island, lying nearly North and South, is about 3 miles in length and 2½ miles in breadth. On the West side, at nearly 1 mile distant from the N.W. point, is the landing place, off which are the mooring buoys. As there is neither wood nor water upon the island, ships visiting it for guano are required to land a certain quantity of each. The water used on the island is brought from Honolulu.

"With winds to the northward of East, vessels should approach the anchorage, round the North end of the island, and with the wind southward of East, round the South end. When the wind and current permit, a boat will meet the ship off the N.E. or S.E. points of the island, and vessels must be prepared for securing to a buoy. After passing the N.W. or S.W. points, steer along shore at a distance of about 1 cable from the high water line."—*M. Lachwitz,* 1874.

It is high water, at full and change, about 5 ft.; rise 4 ft. There are two tides per day. A westerly current sets past the island at the rate of about 1 mile per hour, and seldom exceeds 2½ miles an hour during springs.
PHOENIX ISLAND, ETC.

PHOENIX ISLAND is about 1 mile long and half a mile wide, about 18 to 25 ft. high, running W. by N. and E. by S. The position of the centre, lat. 3° 47' 8", long. 170° 43' W.

The buildings, flagstaff, and wharf of the Phoenix Guano Company are still standing, but the island has been worked out, and was abandoned in August, 1871. Except a little grass here and there, no vegetation was seen on the island.—(Commander Meade, 1872.)

BIRNEY'S ISLAND was discovered by Captain Emment, who also discovered Sydney Island. According to Captain Wilkes, it is in latitude 3° 34' 15" S., and long. 171° 33' W. It is only a coral island, 6 feet above the sea, about 1 mile long, N.W. and S.E., and a quarter of a mile wide. It is but a strip of coral, apparently uplifted, and is exceedingly dangerous for vessels.

Winslow Reef was discovered about 1851, in the ship Phenix. Captain Winslow says that it extends N.W. and S.E. about a mile, and is three-quarters of a mile broad, with two pointed rocks awash; soundings were obtained from a boat. Lat. 1° 40' S., long. 174° 50' W. Winslow Reef, in lat. 2° 0' S., long. 175° 40' W., is probably intended for this.

GARDNER or Kemin's Island, placed by Krusenstern among the doubtful islands, was fixed by Wilkes's Expedition as in lat. 4° 37' 42" S., long. 174° 0' 18" W. It is a low coral island, with a shallow lagoon. Birds were numerous and very tame. A large rat was found (perhaps indicative of water). Trees 40 ft. high, but no underwood; visible 15 miles. The flood sets strong to the northward; rise and fall of tide, 4½ ft.

M'KEAN' ISLAND was discovered by Wilkes, in lat. 3° 35' 10" S., and long. 174° 17' 26" W. It is of coral and sand blocks, 25 ft. high; no trees or bushes. Three-fourths of a mile long, by half a mile broad.

HULL'S ISLAND, the N.W. point of which is in lat. 4° 29' 48" S., long. 172° 20' 52" W., was discovered by Wilkes, August 26, 1840. It is a lagoon island, and has a little fresh water, and a few cocoa-nut trees upon it. They were surprised at finding eleven Tahitians with a Frenchman on it, catching turtle, of which they had taken seventy-eight in five months; it offers, therefore, few inducements to visit.

SYDEY ISLAND was discovered by Capt. Emment, who also discovered Birney Island. It was placed in its present position on the charts by Capt. Wilkes, from information supplied him by the natives of Hull Island, who also described it as similar in character to Hull Island. A great doubt exists as to whether Sydney Island occupies the position assigned, or it may be the same as Hull Island. Lat. 4° 30' S., long. 171° 20' W. We have no recent information relating to this island.

BAKER ISLAND and HOWLAND ISLAND are described in the North Pacific Directory. Baker Island is of coral formation, 20 feet high, with
patches of grass here and there. The American Guano Company's wharves, &c., are on the West side of the island, but the deposit was nearly worked out in 1872. Commander Meade makes its position lat. 0° 13' 30" N., long. 176° 29' 30" W., for the centre of the island, which is about a mile in diameter. No loading takes place between November and April, as westerly winds frequently occur.

Howland Island is 2 miles long N.N.W. and S.S.E., and half a mile wide. It is 20 ft. high, with a few clumps of vegetation. The guano, of which 20,000 tons was estimated to remain in 1872, is shipped from the western side of the island. Position of centre, lat. 0° 49' N., long. 176° 40' W.

ELLICE'S GROUP.

This group of islands extends S.E. by S. and N.W. by N. 360 miles, and consists of nine atolls or clusters of islands, eight of which are inhabited. Five of the islands are well known to the missionaries, and the rest are visited by them occasionally. They lie between lat. 5° and 11° S., and between long. 176° and 180° E.

H.M.S. Basilisk remarks—"It is to be noted that, when hove-to off the islands in the Ellice Group, there was always so strong an equatorial current setting to the West, that it was with great difficulty the ship could be kept near the land. With the exception of Speiden or Lynn Island, we found the position of the Ellice and Mitchell Islands tolerably correct. They are all low and flat, the tops of the cocoa-nut trees being from 60 to 80 feet above the water."

Natives.—As a race the Ellice Islanders are very quiet and peaceable. Quarrels are rare, and ordinary disputes are settled by the authority of the king or chiefs. On some of the islands wars are unknown. An old man on Vaitupu brought me a hatchet made out of the back of a turtle, and I asked if it had ever been used in war. He replied that he had never heard of war at Vaitupu.

In every respect, the people in this group compare very favourably with the inhabitants of other groups with which I am acquainted. They are much like the Samoans and Tongans—perhaps more like the latter than the former.—(Whitme, 1870.)

The information respecting the group is derived from Captain Wilkes's Narrative of the United States' Exploring Expedition; from the Rev. S. J. Whitme's Report of the visit of the missionary barque John Williams, in 1870, and from the visit of H.M.S. Basilisk in 1872.

SOPHIA ISLAND.—This is probably the Mattinson, Independence, and Rocky Island of whalers and others. It has been described as a small wooded island, 2 to 3 miles in circumference, and sufficiently high to be seen at the distance of 18 to 20 miles. A bank has been reported to lie 4 miles N.E. of
NUKULAELAE—FUNAFUTI.

it, on which the depth may be from 15 to 12 fathoms, or less. It is supposed to be uninhabited. Captain Challis, H.M.S. Rosario, in 1870, made Sophie Island in lat. 10° 46′ S., long. 179° 31′ E.

Meek Shoal, a coral reef seen by Mr. John Meek, of the ship Sir James Cockburn, 1832, lies to the West of the last position. No breakers. Lat. 10° 40′ S., long. 179° 8′ E. These require re-examination.

NUKULAELAE, or Mitchell Group of whalers was seen by Captain Boissier of the Nicholas César, who, passing a short distance North of it, described it as covered with cocoa-nut trees, and visible 10 miles off.

The Rev. S. J. Whitmee says that this atoll consists of "several small islands encircling the lagoon, on one of the largest of which is the village. The population is very small, only 90 at the present time, as this is the place where the Peruvian slavers made the greatest havoc in 1863, kidnapping three-quarters of the population, who have never since been heard of.

H.M.S. Basilisk (1872) found the group to be "a cluster of eleven or twelve islets, situated on a coral reef which surrounds a shoal lagoon, extending about 5 miles North and South, and 2 miles East and West. A shore reef attaches itself to all the islands, which renders the landing for boats a hazardous operation; even the native canoes are frequently capsized. There is no passage into the lagoon for ships, but a precarious anchorage may be obtained off the reef, on the lee side, in fine weather. The principal village and the best landing-place is on the W.S.W. side of the cluster, and may be known by a neat whitewashed church, which, when abreast of the islet on which it is built, may be seen through the trees. Canoes come off readily to the ship. A small quantity of brackish water may be obtained. The natives, about 70 in number, are all cleanly and inoffensive. A white man is resident on the island."

Position.—By Captain Boissier, lat. 9° 27′ S., long. 179° 54′ E.; by the missionaries, lat. 9° 18′ S., long. 179° 48′ E.; the part not stated in either case.

FUNAFUTI, or Ellice's Group, were discovered by Capt. Peyster, in the Rebecca, March 18, 1819. He named the one on which he was nearly wrecked Escape Island; the southernmost Rebecca Island; and the West, Brown Island. Wilkes visited the group in 1841, and describes it as an extensive ring of small islets, situated on a coral reef surrounding a lagoon. The islets are covered with cocoa-nut and other trees, which give them a sufficient elevation to be seen 10 or 12 miles off. The lagoon is 13 miles long N. by E. and S. by W., and 7½ miles wide, and off its S.W. point, distant about a mile, is an islet 5 miles in length by 2 in width.

According to H.M.S. Basilisk (1872) "this chain consists of thirty islets, one of which only, Funafuti, is permanently inhabited. It is situated on the N.E. quarter of the reef, and is from 8 to 10 miles in length, but exceedingly narrow. The lagoon is of great extent, and possesses working room
for any number of ships. All dangers are clearly discoverable in daylight, out of the glare of the sun. A small supply of brackish water exists on the island. The number of the natives is about 140—quiet, pleasant people."

**Position.**—Wilkes's chart places the N.W. point in lat. 8° 27' S., long. 179° 13' E.; East extremity, lat. 8° 31' S., long. 179° 21' E.; South point of detached atoll, lat. 8° 39' S., long. 179° 14' E.

The two channels leading into the lagoon on the S.W. side of the reef are not navigable for large vessels, but there is a good ship channel on the North and one on the South side of the reef. The *Rosario*, in 1874, passed through the North channel into the lagoon, the least water found being 5 fathoms.

To enter by the North channel, bring the extremes of the large island to bear S.E. 1/4 S. and E. 1/4 S., when a vessel will be close off the entrance, which has on the West side a small sand cay with a few cocoa-nut trees, and a larger cay well wooded, having the appearance of two islands at high water, on the East side. The deepest water is about one-third the breadth of the channel from the West islet. When through the channel a S.E. by E. course, altering occasionally to avoid four or five shoal patches, visible when the light is favourable, will lead to a position off the Mission Station (conspicuous white-washed buildings), distant about 7 miles.

Between the 3rd and 4th islets off the S.W. point of the large island, there is a good ship channel, having 7 fathoms deepest water, which is near the 3rd island or eastern shore. Between this passage and Mission-house station there is only one shoal, which lies near the passage. Good anchorage may be obtained in the lagoon in 11 fathoms, sandy bottom, with the Mission-houses bearing S.E. by E. 1/4 E., and South point of large island S.S.W.

The group of small islands off the S.W. point lies in a N.W. and S.E. direction. The westernmost island on the lagoon reef lies nearly 4 miles farther to the westward than was formerly supposed.

**NUKUFETAU, or Peyster's Group,** was discovered by the *Rebecca*, on her voyage from Nuku-Hiva to the East Indies. The natives call it *Nukufetau*. It is 8 miles long E.N.E. and W.S.W., and its greatest width is nearly the same. There is a good ship channel into the lagoon, one-third of a mile wide, least depth 5 fathoms. It lead to an anchorage in 17 to 20 fathoms, sandy bottom, where a vessel may lie well protected by the reef.

H.M.S. *Basilisk* (1872) describes "the group as consisting of eight or nine islets, situated on a reef of some 9 miles in diameter. The village is on the West side of the reef, near the entrance to the lagoon, and is the only permanently inhabited islet on the reef. The whitewashed church, school, and native teachers' houses are only visible from the North and West side of the group. The tide in the ship channel was running out of the lagoon at the rate of from 4 to 5 knots." Population about 204.
Position.—Wilkes places the extreme North island in lat. 7° 56' S., long. 178° 27' E. South point of atoll, lat. 8° 4’ S., long. 178° 28' E.

VAITUPU, or Oaitupu, is the Tracey Island of an earlier period, and was for some time considered doubtful. Wilkes passed near it, but no survey was made; he describes it as well covered with trees.

The Rev. S. J. Whitmee says it is nearly round, about 4 miles across, and has a salt-water lagoon in the centre completely shut off from the sea by a ring-like strip of land about half a mile across. This island is evidently older than some of the others. Cocoa-nut palms are very abundant, and very productive; there is also a good supply of taro, and some bananas. The population, amounting to 376, are very advanced. Before we went ashore, we were struck with the appearance of the settlement, which is very pretty. A stone chapel, 160 ft. long by 60 ft. wide (large enough to hold three times the population of the island) has been built behind the village, to replace the old chapel which stood near the sea. The island is surrounded by a reef with no outlying danger; there is anchorage off the N.W. extreme, but landing is bad, except in canoes; no supplies and no water.—(H.M.S. Rosario, 1870.)

Wilkes’ chart places the South end in lat. 7° 32' S., long. 178° 46' E.; North end, lat. 7° 26' S., as do the missionaries.

NUI, Netherland, or Eeg Island, was discovered in 1825, by the Dutch frigate Maria Reigersbergen and the corvette Pollux. The Russian captain, Chramtschenko, ignorant of the Dutch discovery, named it Lowendahl Island, in 1829, and placed it in lat. 7° 13' 20” S., and long. 177° 14' 30" E.

The Rev. S. J. Whitmee says “it is a single island, nearly circular, with a lagoon on one side of it—partly open to the sea, but with no entrance for ships. Its productions are similar to those of Vaitupu, and very abundant. The people are very different from those peopling the rest of the Ellice group. All the other islands have been peopled from Samoa. The Samoan language is the basis of theirs, and they have traditions of their forefathers being drifted from Samoa to Vaitupu, whence they spread to the other islands. On Nui the people trace their origin to the Gilbert group, and they speak the language of that group, which is totally different from the Samoan. The people are Christian, and number 202."

H.M.S. Basilisk (1872) describes it as follows:—“The form of the reef is a crescent; the islets, six or seven in number, being situated on its circumference. The N.W. and S.W. horns of the crescent are joined by a long connecting reef, through which there is no passage. The village, together with the church and school-house, are on the S.W. islet. No other islet is permanently inhabited, but a sanatorium for the islanders exists on the South side of the group. The houses can be seen from the sea, and must not be mistaken for the village. Boats generally find a difficulty in landing.”

South Pacific.
NIUTAO has been called Lynn and Sepper Island by whalers, and Sperda by Wilkes, who says it is a small island with no lagoon.

The Rev. S. J. Whitmee says "the island is of similar formation to the others, but has, I am told, two lagoons. I saw one; it is very shallow, and not more than 1 mile across. The belt of land is not less than three-quarters of a mile to 1 mile broad. This lagoon is situated at one end of the island, and I was told there was a similar one at the other end, but I had no time to visit it. The island is plentifully supplied with cocoa-nut palms and pandanus, but there is not much besides of an edible nature. The natives are heathen, and go about naked. Population about 360."

According to H.M.S. Basilisk (1872)—"this island was found to be 20 miles W. by S. of its position on the chart. It is about 2½ miles long by 1½ broad, densely covered with cocoa-nut trees. A narrow shore reef extends all round the island, on which a heavy surf runs, rendering landing impossible, except for canoes. The population consists of 417 souls, governed by a king and chief. The missionaries have recently landed on the island. A small quantity of brackish water, which filters into their wells at high tide, is the only water on the island. The people are quiet and inoffensive. The village is on the West side of the island. Pigs and fowls are plentiful."

Wilkes, when passing this island, made it in lat. 6° 10' S., long. 177° 41' East, in which position it has remained until recently. The missionaries consider it to be in lat. 6° 8' S., long. 177° 22' E., which agrees with the observations of H.M.S. Basilisk.

Grand Cocal Shoal.—There can be no island between Nanomaga and Nanomea; the tracks of vessels disprove any such thing, and the missionaries would know if there were. According to H.M.S. Basilisk (1872)—"After a careful search for Grand Cocal Island, in clear favourable weather, passing over the position assigned it on the chart, it could not be found. But at St. Augustine Island Capt. Moresby learned from an English sailor, resident there, that as an island it did not exist; but there was an extensive shoal, 3 or 4 miles in circumference, somewhere between St. Augustine and Hudson Islands, with from 5 to 7 fathoms water, on which, in heavy weather, the sea breaks. The man stated that he had frequently sailed over this shoal and seen the bottom."

NANOMAGA, or Hudson Island, is probably the Gran Cocal of Maurelle (1781), who describes it as small, low, and encompassed by reefs and rocks. It was seen by Duperrey, and afterwards byChartschenko. Wilkes (1841) describes it as Hudson Island: "it is 1½ mile long, North and South, and nearly a mile wide, East and West. It is inhabited, a few natives being seen on the beach, and several houses under cocoa-nut trees on its West side. It is of coral formation, has no lagoon, and can be seen about 8 or 10 miles off. There are reefs extending from its North and South points, nearly half a mile, on which the surf breaks heavily."
"A narrow shore reef, with an unusually precipitous face to seaward, extends round this island, rendering landing difficult. Native missionary teachers are here established. The village is on the West side."—H.M.S. Basilisk (1872).

**Position.**—Duperrey gives lat. 6° 5½' S., long. 176° 13' E.; Chramtschenko, lat. 6° 12½' S., long. as Duperrey. Wilkes gives lat. 6° 19' S., long. 176° 23½' E.; the mean is lat. 6° 12' S., long. 176° 16½' E.

**NANOMEA.**—This is the northernmost of the Ellice group; it is probably the San Augustin Island of Murelle (1781), and Taswell and Sherson Islands of the brig Elizabeth (1809). Duperrey (1830), and Wilkes (1841) saw it and gave its position.

The Rev. S. J. Whitmee (1870) says "there are two islands within 3 or 4 miles of each other connected by a reef, dry at low water. The westerly island is named Lakena; it is nearly round, 2 miles or more across, well stocked with cocoa-nut and other trees, and has a deep fresh-water lagoon in its centre. It is not inhabited, but is used by the people of the other island for the cultivation of food. Nanomea, the second island, is about 4 miles long, by 1 to 2 wide; it has a shallow salt-water lagoon towards the East end, partially open to the sea.*

The inhabitants are, taken together, the finest race of men, so far as muscular development goes, I have ever seen. They are almost a race of giants. I believe nine out of every ten would measure six feet or more high, and their breadth is proportionate to their height. The Englishman resident on the island estimates the population at about 1,000."

The brief observations of Wilkes are, "that the small island of St. Augustin appeared to be well wooded."

H.M.S. Basilisk (1872) describes it as "consisting of a coral reef of an extended crescent form, with two principal islets on the N.W. and S.E. horns; a third small islet lies between them. Reefs, half a mile in extent, run off the S.E. and N.W. extremes of the island. The village is on the eastern side of the S.E. islet, off which extends a broad shore reef, springing up as a wall of coral from the depths of the ocean; on this the sea breaks

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*The brig Elizabeth made Taswell Isle (West side) in lat. 5° 37' S., long. 176° 9' 34" E., by chron. and lunar. Sherson Isle, about 4 to 6 leagues S.S.E. of the former, appeared more extensive, was well wooded, and very low; its direction about N.W. and S.E. This closely corresponds with the Rev. S. J. Whitmee's description of Lakena and Nanomea; and I am therefore not inclined to regard Sherson as the Gran Cocal of Maurelle, or the Nanomaga (Hudson Island) of Wilkes and the missionaries; indeed Sherson cannot be Nanomaga, for this latter is undoubtedly smaller than Nanomea; while if Taswell is taken to be Nanomea, and Sherson to be Nanomaga, the reverse would be the case. I have no doubt that Taswell is Lakena, and Sherson is Nanomea—together forming the group Nanomea.—" Mercantile Magazine," September 1873, page 257.
furiously. At intervals the surf, it is said, subsides so as to allow boats to land. The population is about 450; they have steadily resisted the introduction of missionaries, and have an evil reputation for stealing and treachery.”

Maurelle, the discoverer, made it 10 to 12 miles long N.E. and S.W.; the length agrees with that given by the missionaries, but not the direction.

**Position.**—By Maurelle, lat. 5° 35' S., but his long. is at least 2½° in error; by brig *Elizabeth*, lat. 5° 36' S., long. 176° 20' E.; by Duperrey, lat. 5° 39' 10" S., long. 176° 6' E.; by Wilkes, lat. 5° 35' S., long. 176° 6' E.; according to the missionaries, lat. 5° 38' S., long. 176° 17' E. In no instance is the exact spot indicated; therefore, until more is known, the best position will be, *cen
tre*, lat. 5° 36' S., long. 176° 10' E.*

The GILBERT ARCHIPELAGO (which is described in the volume relating to the North Pacific) lies to the northward of this group, the distance between the extremities of the two archipelagoes, St. Augustine and Hope or Hurds Island, being about 180 miles.

But it seems probable that some land intervenes in this space, for Kotzebue passed over this space in his second voyage. “From lat. 5° S. to the equator, we daily perceived signs of land. When in lat. 4° 15’, and long. 178°, heavy gales brought swarms of butterflies and small land birds to the ship. We looked in vain for land; therefore this discovery remains for some future navigator.”

PAANOPA, or Ocean Island, was discovered in 1804 by the vessel of the same name. It is of a circular form, high in the centre; has no harbours or anchorage, and is steep-to all round, clear of hidden dangers. It is about 10 or 11 miles in circumference, and thickly inhabited by a race similar to those of Pleasant Island. In November, 1845, there were seventeen white men living on shore, several of whom were runaway convicts from New South Wales or Norfolk Island. Cocoa-nuts and fowls may be obtained at this island at a moderate price; but strangers should be on their guard against treachery, more especially at islands where reprobate white men are found domesticated with the natives. The island can be seen 25 miles distant in clear weather.—Captain A. Cheyne.

M. Dutaillis says that vessels in need of refreshments cannot get water here; they may increase their crews, and get what they require, keeping under sail. The North part of the island is scarcely approachable. The beach is backed by a cliff 15 or 20 feet in height. The South part, on the

*Reported Islands westward of Ellice Islands.—Jesus Island (?) was discovered by Mendana in the year 1565, placing it in lat. 6° 45', and 160 Spanish leagues from the Baxad di Candelaria. Krusenstern places it, in the list of his doubtful positions, in lat. 6° 45' S., long. 171° 30' E.

Nameless Island (?) is another doubtful position, lat. 2° 50' S., long. 170° 18' E.
contrary, slopes towards the sea, and is intersected by sandy beaches, favourable for landing and launching the slender and beautiful canoes of the island, which was probably in former times healthy and prosperous, but now overcome by evils; the inhabitants, 450 in number, have fresh wants, which cannot be easily satisfied.

The position is given by Capt. Cheyne as lat. 0° 48' S., long. 169° 49' E.; but M. Dutailly says its centre is in lat. 0° 52' 2" S., long. 168° 24' 25" E.

Mattoetee (Motu-iti?) or Kennedy’s Island, was discovered by the Nautilus in 1801; it is stated to be in lat. 8° 36' S., long. 167° 5' E.; but the position requires confirmation.

Marex Reef or Island, another doubtful position in lat. 8° 25' S., long. 165° 32' E., was announced in the China Mail, but is otherwise unsupported.

PLEASANT ISLAND was discovered by Captain Fearn, in the Hunter, 1795, and is probably the Shank’s Island of 1801. According to observations made in 1845, by Capt. Cheyne, it is in lat. 0° 25' 8", long. 167° 5' E. It is 15 miles in circumference, rather low, covered with cocoa-nut trees, and of a circular form. Captain T. B. Simpson makes it in lat. 0° 35' S., and, according to his dead reckoning, it may be 15' W. of his assigned position. A fringing reef projects from the shore about 200 yards all round the island. It has neither harbour nor anchorage, is steep-to on all sides, and clear of hidden dangers. On approaching it two round hummocks, some distance apart, are first visible; and, as it is approached from the S.E., a very remarkable solitary tree, towering above all others, makes its appearance on the East extremity of the island. It is thickly peopled by a good looking race, of a light copper complexion. The number was estimated at 1,400 in 1841. To a stranger they appear inoffensive in their manners; but, notwithstanding their mild appearance, they are not to be trusted, as they have succeeded in cutting off ships at this island, it is said, through the aid and instigation of runaway convicts. A good supply of cocoa-nuts and poultry may be obtained. Vessels touching here should be on their guard, and not allow many natives on deck. There were two white men living here in 1845; there were seven in 1843. As above stated, many of these men were the worst of characters, and have instigated the natives to commit many atrocities, as well as to enact many among themselves. On December 4, 1852, they seized the brig Inga, of New Bedford, and after murdering the captain and most of the crew, they set fire to the ship; but it is said that this arose from the treatment some of the natives received while on board. We can only repeat the caution above given.
CHAPTER XVIII.

SOLOMON ISLANDS, NEW BRITAIN, NEW IRELAND, ETC.

I. SOLOMON ISLANDS.

It is to the celebrated Mendaña, frequently alluded to in this work, that the honour of discovering this archipelago is due.

On the 10th of January, 1567, Don Alvaro de Mendaña left Callao in two ships (whether more is not specified), and after discovering a small island, Jesus Island, they came upon some reefs, Baxos de Candelaria (Candlemas Shoals), and thence sailed until they came to a port, Sta. Ysabel de la Estrella (St. Isabella of the Star), on a land of great extent. It was inhabited by a race of the complexion of the Mulattoes, who live on coconuts and roots apparently, but it was believed without much animal food, for the chief sent the general a present of a quarter of a boy, with the hand and arm; this was immediately buried, which gave great offence.

The name, Solomon* Islands, it would appear, had been applied to some earlier discovery, but subsequently it was given to the whole of the group, "to the end that the Spaniards, supposing them to be those isles from which Solomon fetched gold to adorn the temple at Jerusalem, might be the more desirous to go and inhabit the same." But they were not revisited by Europeans till two centuries after their discovery.

Their position and real character remained uncertain till Carteret, in 1767, in sailing from Lord Egmont or Santa Cruz Island for New Britain, discovered Gower, Carteret, and Simpson Islands, without suspecting that they formed a portion of the much vaunted Solomon Islands. The voyage of Surville, in the St. Jean Baptiste, in 1769, first put an end to the uncertainty of the calculations made for their situation, which varied more than one-third the breadth of the Pacific. Bougainville, 1768, discovered the northern part.

* In all the original accounts of this group the name is spelt Salomon.
of the islands. In 1788, Lieut. Shortland also made numerous discoveries.
A cursory examination was made, under sail, by the celebrated and unfortu-
unate Admiral D'Urville, in his last voyage in the Astrolabe, in 1838.
More recent information we obtain from Captain Denham, R.N., and also
from the reverend Mr. Kerr and Lieut. Tilly, who have visited the islands
under the direction of the Milanesian Mission.

The Solomon Archipelago extends N.W. and S.E. for the space of 200
leagues. It is composed of eight or ten principal islands, and many others
less considerable, but the number of which is not yet properly known.

The structure of these islands is throughout the same; it is a long chain
of mountains, often very lofty, which form their axes in the general direction
of the group. On either side the slopes incline gently towards the sea; the
shores generally appear low, and often furnished with a belt of mangroves,
the edge of which is washed by the salt water. An active and vigorous
vegetation covers the whole of the land, and it is only here and there that in
rare intervals the soil may be seen, or only covered with ferns, or often con-
sumed by fire intentionally. The principal islands have all the advantages
of extensive land; extended plains and large rivers descend from the hills;
and, if we may judge by the trees which cover the land, the soil is of great
fertility, and rain abundant.

The population of the Solomon Islands appears to be very irregularly dis-
tributed on the islands composing the archipelago, for while San Christoval,
Bougainville, and Bouka, are apparently well inhabited, Malayta, Ysabel,
and Choiseul, seem to have much fewer than their lands would afford sus-
tenance for. The population does not appear to be confined to the sea-shore
only. The character of the natives is very difficult to fix, for though they
may be generally alike, still they differ much in different parts of the archi-
pelago. They are skilful in carving, and most of their implements are in-
laid with the mother-of-pearl shell. No large supply of yams can be de-
pended on at any of the Solomon Islands, where the soil is not so deep as in
the New Hebrides.

"The character of the natives of these islands has been already stated by
others to be the most treacherous and bloodthirsty of any known savages;
they are throughout cannibals, and the main object of their lives is to take
each other's heads. They are not, however, what can be called a courageous
people, such a thing as a stand-up fight between two tribes being unknown.
They are like wild beasts, always prowling about for prey, but rarely attack-
ing unless they feel that they have their victim in their power without risk
to themselves; at the same time war parties will go long distances in their
canoes, and make raids upon neighbouring islands, an undertaking which
must necessarily be attended with considerable risk.

"The whole of the natives of these islands are the same race, namely
Papuans; they vary, however, a good deal as to colour, some being a deep
black, and others a very light copper-colour: this is especially the case on
the North coast of New Britain. The natives of this island are also by far
the finest we have seen, next to them the natives we saw on the S.E. coast

Winds and Currents.—The Solomon Islands lie within the range of the
westerly monsoon, westerly gales and rainy weather succeeding the S.E.
winds; and whalers which gradually get down to leeward, or to the N.W.,
in the fine weather or S.E. trade season, run back again before this westerly
wind. From June to September, the Southern Cross occasionally had light
westerly winds and fine weather for several days together.—Lieut. Tilly.

Capt. Simpson, H.M.S. Blanche, says:—"During the months of July and
August, fine weather was experienced on the whole amongst the Solomon
Islands, New Britain, New Ireland, and New Hanover; to the S.E. of these
islands the south-easterly breeze strengthened, and a great deal of rain fell.
The currents, which were seldom strong, appear to be entirely dependent for
their force and direction upon the wind and formation of the islands, except
amongst the Louisiade Archipelago and the islands at the S.E. point of New
Guinea, when a strong westerly set of 14 mile an hour was experienced.

The following observations on the winds, &c., have been given by M.
Dutaillis:—"Rear-Admiral D'Urville, in his exploring voyage, found the
westerly winds regular at the Solomon Islands during the month of Novem-
ber, and remarks upon their extraordinary duration. I can add that they
generally commence in the month of September, and continue until the
month of March.

"After they have set in for some time there is a very strong current be-
tween this archipelago and those of Santa Cruz, Mendaña, &c. We have
found it, at times, to be above 40 miles in the twenty-four hours, and setting
invariably to the E.N.E. or N.N.E., according as we were nearer or farther
off the island of San Cristoval. In these parts, as well as in Torres Strait,
the gales of wind from the western quarter are very violent."

The force of the currents has been also described by Capt. Le Mignon, of
the Jupiter, in April, 1846. "From Mitre Island to the eastern cape of San
Christoval we had each day a current of 24 to 25 miles to the East; from the
16th to the 22nd we continually sailed with terrible weather from the S.E.
to the N.E. We kept within sight of the high lands of the Solomon Archi-
pelago, and reached, on the 17th, near Bougainville Island, where we met
with calms, storms, and violent squalls, much to be dreaded on account of
their irregular direction. To the South of the Solomon Archipelago we ex-
perienced as much as 45 miles of current, bearing to the South, in the twenty-
four hours, and 35 to 40 miles of easterly current. We here met with some
enormous trees, capable of sinking a ship should they strike her."

Schofield, or Neptune Reef.—In August, 1868, the ship Neptune was wrecked
near the middle of the eastern edge of a reef to the southward of the Solo-
SAN CHRISTOVAL ISLAND.

SAN CHRISTOVAL ISLAND, or Arossi, is the first of the larger islands in coming from the S.E. Its southern side was examined by D'Entrecasteaux, and its north-eastern side by D'Urville, in 1838. From the observations then made, the island appears to be 73 miles long from N.W. by W. to S.E. by E., its greatest breadth being 23 miles. Its highest peak is 4,100 ft. Lieut. Tilly says:—San Christoval Island is much resorted to, the harbour of Makira on the western side being frequented by whalers.

Cape Surville, as it is called by Fleurieu, after its discoverer, is the S.E. point, and in lat. 10° 50' 40' S., long. 162° 25' 14" E., and is the eastern extremity of a long, narrow peninsula. The coast of San Christoval, to the northward of this, D'Urville says, is well peopled, and has a very pleasant aspect. Clumps of cocoa-nut trees abound, and under them are a great number of small huts and stages supported on wooden columns. Extensive forests cover the land, which rises from the shore to the summit of the mountains in the form of an amphitheatre. The height of these mountains was 1,614 and 1,552 ft. A line of breakers reaches off the coast all along but rarely extends more than half a mile.

South Pacific.
Cape Keibeck is in lat. 10° 28' S., long. 161° 59' E.; immediately to the westward of it the coast runs in to the S.S.W. nearly 3 miles, forming a large bay; and from the discoloured appearance of the water and nature of the coast, a large stream was supposed to empty itself into the bay. The district to the West of Cape Keibeck is called "Bauro," and some 10 miles from it are several villages close to the shore. The country heresabout seems rich, a vast plain covered with cocoa-nut trees running inland between two chains of high mountains. No dangers were seen between Cape Keibeck and Maroo Bay, at the N.W. extreme of San Christoval beyond the fringe reefs, extending a short distance from the points. The mountain ranges are exceedingly uneven and irregular.

Wano Bay lies on the North coast of San Christoval, in lat. 10° 18' S., and 15 miles S.E. of Cape Recherche. The anchorage seems well protected from the usual trade wind, and good fresh water may be obtained.

Cape Recherche is the northernmost point of San Christoval. D'Urville places it in lat. 10° 12' 0" S., long. 161° 22' 44" E. The country near to Cape Recherche appeared to be thickly inhabited, a great number of huts and stages were built beneath superb clumps of cocoa-nut trees.

Maroo Bay has anchorage in it, at 3 miles S.W. of Cape Recherche, and here fresh water may be obtained. Recherche, or Hada Bay, has also a stream running into its head, in lat. 10° 15' S. It lies 5 miles S.W. of Maroo Bay, with a promontory between. The anchorage is about 4 cables N.W. of the river. "Hada or Recherche Bay, though very small, is snug and safe; the high cliff on either side is picturesque, and densely covered with wood, and at the bottom of it is a flat, well-wooded beach, backed by lofty hills. H.M.S. Curacao anchored in 14 fathoms."—Brenchley. Natives not so friendly as at Wanga (Wano), where tobacco pipes and fish-hooks were much in request.

Isles du Golfe are two in number; the largest, Ugi, is tolerably high, in lat. 10° 15' 0" S., long. 161° 38' E.

Anchorage may be found in 27 fathoms off the village of Ete-e-e, on the western side of Ugi, from whence yams and pigs can be procured. H.M.S. Rosario visited the island in 1865, and found the natives friendly.

The channel between Ugi and Biu Islands is described by the Rev. Thomas Kerr, R.N., as being a good one, but it was not used by the Southern Cross, as it appeared full of tide rips. A reef extends some distance out from the N.W. of Ugi Island; in other parts the ordinary fringe reefs run out from a quarter to half a mile off shore. Biu lies 3 miles N.W. of Ugi.

The Trois Sœurs (Three Sisters), lying to the West of the Isles du Golfe, and 10 miles northward of San Christoval, were discovered and named by Surville. They are flat, marshy, and uninhabited.

On the S.W. side of the South island there is a lagoon, about 3 miles long, and half a mile broad, but there is no ship passage; a bar, consisting
SAN CHRISTOVAL ISLAND.

of sand, coral, and boulders, having less than 6 ft. on them, stretches across the entrance, near which there are 9 and 10 fathoms, shoaling to 2½ and 3 fathoms. H.M.S. *Alacrity* obtained an anchorage, formed by the points of land and spurs of the reef, outside the lagoon, in 25 fathoms.

*Ulua*, or *Contrariet Island*, was discovered by Surville, but very vaguely announced. It is about 20 miles to the north-eastward of Ugi Island, is about 6 miles long, North and South, and 3 miles broad; it is of moderate height and steep-to, with a good lee and smooth water along its western side. Water and pigs may be obtained at *Tahia* on the West side, about 1½ mile from the South point; also at *Hasimo*, about half a mile further to the northward. The natives, who are friendly, are the principal canoe makers in this group, and very skilful in the production of personal ornaments.

The S.W. side of San Christoval trends nearly due West for the space of 4 leagues, it then takes a W.N.W. direction, then N.W. ¼ W. It presents to the view a great number of tolerably deep bays, but they are all open to the southerly winds. To the West of *Cape Sydney* (lat. 10° 46' S., long. 162° 8' E.), however, is a bay, which opens to W.N.W., the shore of which was formed by a fine sandy beach; there is reason to believe that it may be sheltered from the prevalent winds.

*Point Philip* is in lat. 10° 31' 23" S., long. 161° 26' 9" E. (Denham), and is the S.E. point of a bay 4 or 6 leagues in extent, and 2 leagues in depth. The N.W. point of it, *Point Achard*, is still more steep than any of the land seen to the southward. The sea broke violently against it; and to the East of it is a sandy beach, on which the breakers formed a heavy bar. Off Point Achard some shoal water extends for 1 or 2 cables’ lengths. From this point the coast trends directly to the North to Cape Recherche.

*Makira*, or *Leoue Bay*, was surveyed by Captain Denham in Dec. 1854. He made the position of Makira, lat. 10° 25' 23" S., long. 161° 26' 9" E. It may be recognised by *Eyo*, a remarkable little island having a knob on one end, to the northward of the harbour, and *Philip Island* to the southward. From the inner S.E. point of Makira Harbour, a shoal, with apparently not more than 6 to 12 ft. on it, extends about 3 cables in a south-westerly direction, thence South toward Philip Island. In the passage between Philip and San Christoval Islands there are numerous shoals, but it is sometimes used by vessels having local knowledge. Near Observatory Point lies a detached rock, and when seen clear of the trees overhanging from the shore, leads to the southward of *Passage Ledge*.

During the S.E. trade wind the rise and fall in Makira Bay is 4 ft., and in the wet season, with westerly winds, the rise is 7 ft., when the current outside the harbour sets S.S.E. 2 knots an hour.

The ensuing account is given by M. Dutaillis, of the French ship *L'Ariane*:

The strait which forms its entrance is open from the West to S.W., and
forms a gullet, the narrowest part of which serves as a passage to the anchorages North and South of this position. Fifty vessels of any magnitude may readily find anchorage and shelter from wind and sea, and make any reparations here.

In the North part, named Makira, where the missionary establishment was, but which was abandoned from the hostility of the natives, there are several water courses, of most excellent quality, and the shore is so steep that the boats can lie against it, and take in the water with an ordinary hose. There are several rivers which enter the sea around the bay. In front of Makira is the village of Jone. Some houses, called Maraugoa, exist also in the South part, on the sides of a bay which is very convenient for heaving down ships. It lies to the West of an island called Asouni, at 1½ mile from the village of Jone.

The Bay of Sante Marie is very difficult to make out from the offing, because it is so confounded with the high lands surrounding it on all sides.

In coming from the West you must keep Point Achard (forming the N.W. extremity of the gulf) on the bearing of N. 60° W., true; and, in coming from the East, rounding Capes Philip and D'Entrecasteaux, as well as the island outside of it, bring also Cape Philip to bear S. 10° E., true. The junction of these two bearings will be at the western extremity of the bay. From thence to the passage it is not more than 1½ mile, and 2 miles to the anchorage. When once within the gullet, you may anchor on either side, so that it is very near the land.

**MALAYTA ISLAND** is to the north-westward of San Christoval, and, according to D'Urville's observations, is 79 miles in length N.W. by N. and S.E. by E. Its two extremes are named after D'Urville's ships. The island is surmounted in the interior by high summits covered with wood; the shores are low, and covered with mangroves, the feet of which are often washed by the waves. The shores seemed to be but thinly inhabited, and a few canoes vainly endeavoured to reach D'Urville's ships. The interior presented several ranges of hills, which showed that the island was of a considerable breadth. Cape Koloorat, the highest summit, 4,274 ft., is in lat. 9° 6' 30" S., long. 161° 2' 24" E.

Cape Zelee, the southernmost point of Malayta, is in lat. 9° 45' S., long. 161° 39' 24" E. It is a low, wooded point, sloping down from the high land. About 13 miles northward from Cape Zelee is a channel across Malayta, insulating the S.E. portion, which is called Maramasiki. At 3 miles North of Cape Zelee is Saa, on the eastern coast of Maramasiki, where is landing in fine weather at a white beach. When it is too rough off Saa, the natives communicate with the ship from the western side of the island, at Te Waina.

* Malayta, or Malaita, was a name imposed on this island by Ortega, sent thither by Mendana, and is evidently the Terre des Araucides of Survillo; but this latter appellation must give way to that of its discoverer.
MALAYTA ISLAND.

a little North of Cape Zélée. *Te Oroha*, a boat cove, lies 3½ miles N.W. from Cape Zélée, and may be known by the cocoa-nut trees. *Su Oroha*, a mile northward of it, is said to have anchorage in 5 fathoms, in a bight running in to the N.E. *Su Paina Bay, or Great Harbour*, 5 miles N.W. from Su Oroha, is bounded on its western side by *La Raro Point*, which may be known by its white beach. It is said to have anchorage at its head in 5 fathoms, but is open to the S.E., and consequently to the prevalent wind. *La Raro Banks* are two or three extensive patches of 2 and 4 fathoms, extending 5 miles to the S.E. of *Cape Hartig*, or Le Raro Point. They have channels between them, and their southern end lies W. by S. ½ S. from Cape Zélée.

About 1 mile North of La Raro Point is a small white beach, known as *Teri-ari*, and a little farther on are two inlets with an opening, apparently a lagoon beyond them called *Tawa-ni-ahia*, and another beach to the N.W.; from this the coast runs N.W. about 3 miles to the channel said to divide Maramasiki from Malanta proper. Two white beaches on the Malanta shore mark the entrance of this channel, which from the offing does not appear to be of any importance.

The Coast of Malanta runs to the N.W., and 9 miles from its southern point is a small opening with a spit off it, known as *Mari-Wai*, nearly abreast of the peaks called *Saddle Range*; from this the coast trends back a little N.W. by N. for 4 miles to *Hocoi-Wai*, next out N.W. by W. ½ W. 10 miles, and then runs in a general direction of N.W. by W. A larger opening than usual, out of which a few small canoes came, lies 3½ miles to the N.W. of Hocoi-Wai.

The shore is uniform, low, and wooded to the water's edge, with frequent openings or lagoons, all faced with the usual fringe of reef, and apparently of little importance; few natives were seen, and they appeared very shy; the absence of cocoa-nut trees, usually a sign of inhabitants, seems to indicate a small population.

The mountain ranges are rugged, changing their appearance considerably when viewed from different bearings. The Three Peaks in lat. 9° 23' S., long. 161° 12' E., are about 2,600 ft., and the Saddle Range near Mari-Wai 1,800 ft. above the sea.

No outlying shoals were seen on this coast, and the *Southern Cross* worked through this part of Indispensable Strait, in 1867, without observing any indications of shoal water.

*Wai-ro-kai* lies in lat. 9° 20' S., long. 161° 0' E. About 4½ miles to the N.W. by W. of it the coast is low and fringed with trees, and some 4 miles to the N.W. is an opening, probably into a lagoon. About 5 miles further to the N.W. is another opening, in lat. 9° 10' S., long. 160° 51' E., with a white beach on its western side, from which the natives came out to the ship;
they called the place Bau, or Bauna. Between the last opening and Baua are low cultivated ranges, and a high peak inland.

The coast line now trends N.W. by N. some 6 miles to the S.W. point of Alite Bay; nearly half-way is a small islet with white beaches, lying close to the coast, and inland are tree peaks near each other, with higher uneven mountains lying farther back. Off the South point of Alite Bay is a small fringe reef, and the shores of the bay seemed to be rough and broken.

Alite Bay runs nearly N. by W. 7 W. and S. by E. 7 E., with four islets lying across the entrance of the bay, of which the two middle ones are the largest. The natives were friendly and wishing to trade. There is a break in the chain of mountains near Alite Bay, and northward of this the coast seems more inhabited.

The Bejean, or Alite Reef, is a dangerous reef awash, running some 4 miles in length N.N.W. and S.S.E., and 1½ mile wide. Its N.W. extreme in lat. 8° 54' S., lies about 5 or 6 miles off the coast. Owing to the weather or south-easterly set, the Southern Cross experienced some difficulty in clearing its N.W. extreme, which does not always break. Apparently there is a good channel between the shoal and the land, but it was not examined.

From the North point of Alite Bay to Cape Ritters the coast trends N.W. by N. about 15 miles, having from the offing much the same appearance as that of the land to the S.E. Cape Ritters, in lat. 8° 44' S., long. 160° 37' E., forms the outer point of the low lying land, the coast running to the N.E. for 2 miles to Point Taylor, the western point of Coleridge Bay.

Coleridge Bay is 3 miles across from Point Taylor to the N.N.E., and about 2 miles deep, smooth and sheltered with the ordinary trade wind.

There are no dangers off its shores, except one small fringe reef, which is N. by W. some 5 miles from Point Taylor, and abreast a gorge in the hills. A bank was found at the head of the bay, on which vessels might anchor in 10 and 15 fathoms, a quarter of a mile from the shore. Two streams discharge into this bay; the western one was examined, and from 12 to 16 ft. were found in some parts. From its sheltered position Coleridge Bay should be a good place for an occasional anchorage, or a watering place during the S.E. trade winds; but few natives were seen, and only one or two small canoes; the slopes of the ranges to the northward are cultivated.

Cape Astrolabe.—From Coleridge Bay the coast trends about N.W. by N. for some 23 miles to Cape Astrolabe, the N.W. extreme of Malaya; the land is high and evenly rounded, with steeper shores than to the S.W. of Coleridge Bay. The lower slopes were partly cultivated, and some canoes were communicated with, but the natives were shy.

There is a small reef-encircled islet lying close off the northern part of Cape Astrolabe; and from here low land, with apparently a large shallow bight, stretches away to the eastward; this part of the coast appeared to be
GUADALCANAR ISLAND.

767

shoal near the shore. By Lieut. Tilly’s observations, Cape Astrolabe would be in 8° 22’ S., and 160° 29’ E.

Of the N.E. side of Malayta we have no accounts worthy the attention of the navigator. The eastern entrance of the channel supposed to insulate Maramasiki is probably in lat. 9° 30’ S. At this part are several islands sheltering Port Adam, of which a sketch was made by Mr. W. Hilliard, of H.M.S. Hecanna.

GUADALCANAR ISLAND is parallel to, and to the southward of, Malayta. It is separated from it by Indispensable Strait.

D’Entrecasteaux says that the easternmost cape of Guadalcanar is of moderate height, but the land to the West of it is very high. Near the cape is an island, in lat. 9° 49’ 15”, long. 160° 55’ 54”, covered with trees, only separated from it by a very narrow channel; and several islets, equally well wooded, some of which are connected by breakers. The Recherche ran to the West along the land at 2½ miles off. Some distance off the land a change in the colour of the sea shows that there is but little water, and the frigate passed a shoal, the swell on which was felt, but passed too quickly to sound.

Lieut. Tilly visited the island in the Southern Cross, and says:—The natives of this island are of taller stature than any they had yet seen, and are noisy and rude. Swarms of canoes came off to the ship in Marau Sound, so that a commanding breeze is necessary to work ship and shake them off when required. They were, however, always friendly, and Bishop Patteson slept on shore several times. H.M.S. Curacao anchored here in 1865, and the anchorage was named after the vessel. The Reverend Mr. Kerr places the East end of the reef off the S.E. point of Guadalcanar Island in lat. 9° 48’ S., long. long. 160° 55’ E.

Cape Henslow was named by Lieutenant Shortland, in the Alexander, in 1788, and is the southernmost point of Guadalcanar; it is placed by D’Entrecasteaux in lat. 9° 59’, long. 160° 39’, and Captain Denham, 1854, in lat. 9° 58’ 42” S., long. 160° 34’ 53” E.

The whole of the South coast of Guadalcanar is mountainous, and is so high that its summits are almost constantly enveloped in mists, so that the climate must be very wet. Mount Lammas, lat. 9° 45’ S., long. 160° E., was thus indistinctly seen and named by Lieut. Shortland, but was ascertained to be 8,005 ft. high by Capt. Denham.

Cape Hunter is in lat. 9° 49’ 13” S., long. 159° 47’ 17” E. (Denham). The coast here is covered with trees from the shore to the summit of the mountains; some small rocks terminate the most projecting headlands. Hunter Roadstead lies off Veuvu village, half a mile North of Cape Hunter. Anchor in 12 fathoms, half a mile West of the village, and beware of on-shore winds. Aowawa Roadstead, in 9° 44’ 40” S., 159° 42’ 24” E., was surveyed by Captain Denham in 1854. The anchorage is in 20 fathoms, half a mile
W.N.W. from Aowawa Point, and in the middle of the bay. Two islets, 72 feet high, lie half a mile eastward of Aowawa Point. Wanderer Bay was also surveyed by Captain Denham. Its head is in lat. 9° 41' 47" S., long. 159° 39' 34" E. It is a mile broad, and nearly a mile deep. Serapin Islet, lying off its North point, which is 487 ft. high, marks the entrance. Denham Roadstead is the best anchorage, in 6 fathoms, off a stream which enters the head of the bay. Cape Beaufort is in lat. 9° 39' S., and here the coast trends in to the eastward. A reef lies off it. At 11 miles N.W. of it is a remarkable wooded island, in lat. 9° 31' 33" S., long. 159° 31' 39" E. Cape Esperance, so named by D'Urville, is in lat. 9° 16' 20" S., long. 159° 46' 8". The coast between it and the remarkable wooded islet is bounded by extensive reefs.

There is a clear channel inside the reefs at about 1 mile off shore. All the reefs show, and can be easily avoided. From the N.W. point of the island, the reefs, on which the sea only breaks during heavy weather, are said to extend 12 miles to the westward.

The N.E. coast of this extensive island is still almost entirely unknown. On its North side, and near to a river, called by Mendaña Galego, is the Port de la Crus; and 2 leagues beyond it, to the S.E., is a second river, named by him the Ortega.

Between the northern ends of Guadalcanar and Malayta there is a chain of islands, discovered by Ortega, and which have been the subject of much discussion. They are called by him Sesarga, Florida, Buena Vista, and Galera. They were seen but imperfectly by D'Urville, Nov. 17th, 1838.

Savo Island lies about 8 or 9 miles to the N.N.E. of the N.W. part of Guadalcanar, about 5 miles E.N.E. and W.S.W., and perhaps 2 to 3 miles across. It is some 2,000 ft. high, with an irregular and jagged outline, and appeared to be bold-to. The North face is an uninterrupted steep white beach, apparently bold-to. From observation taken in the offing, the N.E. extreme of Savo Island is in lat. 9° 7' S., long. 159° 42' E. The inhabitants are numerous and energetic, much given to barter. It is frequented occasionally by small Sydney traders who have anchored off the N.W. part. The natives appear to be living peaceably here, under recognised chiefs. Their canoes are some of the finest and most seaworthy that have been seen, and they paddle off long distances to trade with passing vessels. They bring off pigs, yams, cocoa-nuts, bananas, maize, melons, and quantities of large eggs. There is frequent communication between this island and Florida, and Guadalcanar. The currents here are uncertain, but generally setting to the S.W.

Savo Island is steep-to all round, having no outlying dangers; the best anchorage is on a patch on the N.W. side of the island, about 60 yards from a conspicuous stone on the beach, taking care, as the patch is small, to have enough cable out to prevent dragging off into deep water suddenly.
Anuda or Florida Island.—At the distance of about 2 miles from the shore there appears to be clear water, but near the coast about the East end are two remarkable rocks called the Asses Ears, and numerous patches, on which, however, nothing less than 4 fathoms has yet been found. Communication has been effected with the natives of a village on the North side of the East point; canoes come off carrying from two to twenty men, all of whom were well behaved; but little is known of them, although lads have been taken from the island on board the Southern Cross. The crew of the Dancing Wave, after having engaged labourers at this island, were murdered, with the exception of one man, on April 22nd, 1876. This latter information we obtain from an Australian newspaper.

In 1865 H.M.S. Rosario visited the island, and anchored in the Gulf of Mboli, which was named Port Wiseman, after her commander. Mr. Brenchley says the island does not exceed 2,000 ft. in height. A creek at the head of Port Wiseman was found to connect with a large and superior harbour on the other side of the island, thus dividing Florida into two separate islands.

Florida and Buena Vista Islands extend about 25 miles in length N.E. by E. and S.W. by W. Florida Island, when seen from the eastward, presents a succession of more or less open ridges; Buena Vista runs up high in the centre, but the intermediate islets are low. The East end of Florida Island was found to be in lat. 9° 4' S., long. 160° 18' E.

H.M.S. Dido passed over a coral patch about 2 miles off the entrance to Mboli Harbour, N.E. side of Florida Island, the least water found being 34 fathoms. The patch is nearly round, about 2 cables in extent. From it East Islet bore S. 65° E.; Tree Islet, S. 22° W.; Sail Rock, N. 71° W.

The three islands between Florida and Buena Vista are not correctly placed, and a little farther to the northward is another island called Loki. There is frequent communication between the natives of Florida and the adjacent part of Guadalcanal. The passage between is believed to be clear of danger.

Buena Vista, 1,000 feet high, is in lat. 8° 55' 30" S., long. 160° 5' 24". Between this and Cape Prieto, the S.E. extreme of Ysabel Island, is an isolated rock. It is 18 or 20 feet high, black and perpendicular, and its summit is surmounted by two trees. Probably it is surrounded by a bank, with 25 to 28 fathoms, but it might be only a race. It is in lat. 8° 45' 0", long. 159° 57'.

Indispensable Strait, separating Malayta and Guadalcanar, is the bay supposed to be seen by Ortega to the eastward of the South point of Ysabel Island. It derives its name from the ship which first sailed through it under Capt. Wilkinson, in 1790.

The weather in Indispensable Strait at the season of the S.E. trade may be called uncertain. Heavy squalls of wind and rain frequently pass over,
with at night time intense darkness, and the wind shifting about several points so frequently as to make it trying to keep the sails trimmed, or to know which tack to keep on. The water is generally smooth, and a westerly set may be expected.—(Lieut. Tilly.)

Russell Island, 20 miles long N.E. and S.W., lies 30 miles N.W. from the North end of Guadalcanar. Mr. Brodie, master of the schooner *Lavinia*, 1873, reports a *shoal*, on which the sea breaks only in heavy weather, lying with the highest peak of Cape Marsh, Russell Island, bearing N. ½ E., distant about 4 miles.

**YSABEL ISLAND** lies to the North of Guadalcanar. It is 120 miles long, and perhaps 25 miles in its maximum breadth.

Ysabel Island, as well as others of the Solomon group, is supposed to contain valuable timber, one resembling satin-wood and another ebony. The canoes are secured together by a kind of cement from the nut of the plant Muki, and, judging from its effect on the canoes, would probably be adapted for paying seams, &c. Firewood is generally obtainable by sending to the beach for driftwood, or else by taking a cross-cut saw on shore.

The S.E. extreme of Ysabel Island, according to D'Urville in lat. 8° 34′ S., long. 159° 53′ 54″ E., is high, *Mount Guillard*, of 2,000 ft., rising at 2 or 3 miles northward from it. Between Cape Prieto, the eastern cape of the S.E. side of the island, and the western cape, the distance is 2½ miles. *Rua-Dika* or *Solitary Rock* lies S. ½ E. 10 or 11 miles from Cape Prieto, and N.W. by W. about 15 miles from Buena Vista. There are strong sets in the neighbourhood, running generally to the S.W., and it should not be approached without a commanding breeze. A good lookout should also be kept at night.

**Mahigi Islet** lies 1½ mile N.N.E. of Cape Prieto, with no good channel between. Off the western cape, distant 2½ miles, is *Victoria Islet*, and some small rocks (*Lagali Rocks*) S.W. of it. About 3½ miles W.N.W. from Lagali Rocks on the headlands will be noticed some native villages. The huts are curiously constructed for defence, some of them being built in the trees, and reached by bamboo ladders.

**Vulavu Anchorage** lies a mile to the northward of the villages above named, and is sheltered by a reef which breaks but does not dry. A small rock, with a little vegetation, 10 ft. high, known as *Green Rock*, marks the entrance, a narrow channel existing on either side of the rock. The anchorage is only fit for small vessels or steamers. With S.W. or westerly winds it is unsafe. *Opio Point*, half a mile westward of Green Rock, has a reef stretching off to the S.E. *Le Hinia* or *Cockatoo Anchorage*, lies a mile westward of Opio Point; the coast is foul inshore.

**St. George's Island** lies to the West of the South end of Ysabel, and forms with it the *Baie des Mille Vaisseaux* (Thousand Ships Bay), discovered by
Ortega. The island is about 13 miles in length, and seems entirely uninhabited.

Pigeon or Passage Island lies nearly in the centre of the mouth of the bay, and has a reef off its South side. The island was daily frequented by the sportsmen from D'Urville's ship, and they procured an ample supply of the bird whose name was applied to it. It is a small spot, embellished with a few trees, and is the real dove-cot of the neighbourhood, large flocks of them leaving here for the larger islands, and returning in the evening.

Astrolabe Harbour is directly to the West of this. It is not more than a mile in its greatest extent, but the water is so quiet, that, if necessary, a ship could heave down and careen with the greatest security. The coast is guarded by a continuous belt of reefs, awash, which extend only a few yards off. The position of the Astrolabe, which anchored here in November, 1838, was not more than 50 yards from the trees on shore to which she was moored, the stern of the vessel lying secured by an anchor fixed on the other side of the channel. The station of Astrolabe Harbour is in lat. 8° 31' 0" S., long. 159° 41' 0".

St. George's Island is separated in the North from Ysabel by the Ortega Channel. It is scarcely 300 yards broad. Its depth varies between 3½ and 4½ fathoms. The shores are clear, and excellent anchorage is found throughout it. Towards its seaward entrance the Ortega Channel terminates in a large bay formed by two islands.

The S.W. coast of Ysabel Island was not closely examined by D'Urville. He passed at 7 or 8 miles distant. It has been visited by the Melanesian mission. The natives in the vicinity of Cockatoo Anchorage, near the S.W. point, are very friendly, and boys have returned with Bishop Patteson for the last three years, 1862—5. There is a small stream of water at the above anchorage, but inadequate to supply any large quantity; there is, however, a plentiful supply on the opposite side of Thousand Ships Bay, in the second bight in St. George's Island, where H.M.S. Cordelia anchored in 19 fathoms, sand and mud.

The stream, which is running and good, will be found among the mangroves, about 200 yards to the left of a conspicuous opening in the bush, which looks like a watering place, but is not.

Towards the N.W. part of the South coast is Cape Foxhull, and then Nairn Island, lat. 7° 40' S., long. 158° 23' E.; beyond the latter is an extensive range of low islands, which occupy the greater portion of the space between the islands Ysabel and Choiseul. These islands exhibited no signs of inhabitants; neither cocoa-nut trees nor canoes were seen.

Latour du Pin Reef, announced in 1864 by Captain Favreau, about 30 miles N.W. of Ysabel Island, is awash, and about 7 or 8 miles in extent. Lat. 6° 59' S., long. 158° 52' E.

Cape Comfort (according to D'Urville, in lat. 7° 23' 40", long. 158° 11' 24"
E.) is the northern point of Ysabel Island, and receives its name from Hammond. Survilleanchored in a harbour, which he named Port Praslin, on the N.W. end of the island; and here he had several conflicts with the natives, which caused him to quit. Farther to the S.E. we may look, according to Fleurieu, for the bay in which Mendaña's ship anchored, and which he named the Port of Santa Ysabel de las Estrellas on the first discovery of the islands. It lies about 60 miles S.E. of Port Praslin, and is reported as full of reefs. Some detached patches lie outside, about 5 miles from the coast, the least depth found on them being 6 fathoms.

Lass Shoal.—On October 11, 1861, Captain Lass, of the brig Waitua, discovered a shoal to the northward of New Georgia, in lat. 7° 45' S., long. 159° 54' E. It was about half a mile wide, and extended as far as the eye could reach to N.W. and S.E. Where it was crossed 11 fathoms were found, but at about 1½ mile distant the water had a milky appearance, which it was thought would cause a vessel to strike. It was also, probably seen by Capt. C. Edwards, on June 1, 1866, as the descriptions coincide. The mean of the two positions will be 7° 46' 30" S., long. 159° 49' 30" E.

Manning Strait, the passage separating Ysabel and Choiseul Islands, was traversed by Manning in 1792, and also by D'Urville in 1838; the latter states that the tide-races in it were so strong as to resemble the sound of breakers close-to. Captain Manning recommends strangers to send a boat ahead, in order to examine it in passing through.

Buraqoi, or Murray Island, as seen from the North, resembles a truncated cone, about 600 ft. high; it is said to be uninhabited, but abounding in pigs. Running by it some 4 or 5 miles to the North no dangers were seen; the natives also report that there are no reefs off it. It lies some 15 to 18 miles to the West of Pavuhu, and E. by S. ¾ S. 24 miles from Mbulo, in New Georgia. Lieutenant Tilly places this island in lat. 9° 02' S., long. 158° 34' E.

NEW GEORGIA, formerly thought to consist of one island, is now found to be divided into three separate islands, of which the southernmost is the smallest. The centre and largest is named Cousagie Land; the westernmost Rendezvous Island. Between these is Blanche Channel, with an average breadth of 3 miles. We have some information relating to the South-west coast, but the North-east coast is almost entirely unknown.

Cape Pitt, the summit of which is generally obscured by clouds, is the S.E. extremity of the easternmost and smallest of the three islands, and is in lat. 8° 53' S., long. 158° 14' E. (approximate).

A coral shoal, with only 3 fathoms water on it, lies 15 miles South of Cape Pitt, according to the master of the Brougham whaler. As its extent has not been determined, passing ships should give it a wide berth.—(Cheyne)

Mbulo Island lies close off Cape Pitt, and W. by N. ¾ N. about 24 miles from Buraqoi. It is about 800 feet high, with a small saddle in the middle,
apparently bold-to on its North and East sides, and uninhabited. About 2 to 3 miles East of Mbulo is the small, low island of Kisa, also uninhabited, and apparently bold-to. *Kisa* is not seen, when coming from the eastward, at any distance, owing to its being low, and also under the high land of Mbulo. These two islands are said to be used as burial grounds, and here the natives in the neighbourhood keep some of their weapons.

At the S.E. extremity of New Georgia is a conical mountain, about 2,500 feet high. The North coast runs N.W. by N. for 25 miles, then after a bend or curve in of several miles, on again to the N.W. This part of New Georgia has a number of small islets off it, connected more or less by reefs, and lying off the coast line of the main island some 3 to 6 miles; these islets appeared to be bold-to on the outer side.

Passing Mbulo, the small island of *Maimale* opens out, between Mbulo and the main island. At the head of the bight thus formed is the village of *Kavolavaia*; then low land like an islet runs out to the northward. From this point, for 25 miles, the coast line is formed by a chain of islets. The first or south-eastern one is some 3 or 4 miles North and South, low, and called *Tingolanu*, then follow *Karajiu*, *Karajiu-geta*, *Karajiu-miki*, and *Matin*. The next, a smaller one, falls back a little to N.W. by W. By indifferent observations this islet was in lat. 8° 27' S., and long. 158° 01' E.

From this islet the connecting reef runs about East and West some 1½ mile, with a few tufted rocks inside it, to the next islet, which looks like a double one, being almost divided near its eastern end. At its West end there is a narrow opening or passage where Sydney traders go in and anchor, to trade with the natives of *Repi* and *Maroro*, villages on the main island abreast this. The islet on the West side of the passage runs out about N.N.W. and S.S.E. for nearly half a mile. A reef runs off its S.E. end a short distance into the passage, the eastern side of which should be kept on board. There was a set out through the passage to seaward, and it is only suitable for small vessels.

From abreast this opening the N.W. (visible) extreme of New Georgia bore N.N.W., and the peak of the range of mountains S. by E. 4° E. The western part of the higher range was about 2,100 ft. high. The hills are of an irregular shape, one resembling a nipple.

*The Maroro Passage* is about 4 miles off the mainland, and a number of small islets are dotted about among the reefs inside. Though this part of New Georgia is near 100 miles from Malayta, the natives of the two places communicate, making stopping places at Pavuhu and Buraqoi. There appeared to be but few inhabitants. Their canoes were stable, and strongly built. The natives were dark, sturdy looking men, and very active in the water, scrambling and diving in the most energetic manner. They brought off tortoise-shell and the usual ornaments, and were eager for pipes and tobacco.
From Cape Pleasant, the South extreme of Rendezvous Island, the western of the New Georgia Islands, the coast trends about W. by N., 8 miles to Bluff Point. Having rounded this point, the coast recedes, forming Banyetta Bay, about 1 mile deep, in the N.E. corner of which lies the town of Banyetta. This bay is open to the westward, and the water appears too deep for anchorage as far in as the shore reef.

Between Cape Pleasant and Banyetta Point, in lat. 8° 34' S., long. 157° 7' E. (approximate), the fringe reef does not extend more than 50 yards from the shore, and generally not more than 20 yards, with apparently no outlying dangers. After rounding Banyetta Point a number of low islands open out to the eastward, having passages between them and the land of New Georgia; and the Peak of Koulangbangra, about 2,500 ft. high, will be seen to the northward, about 28 miles distant. Proceeding to the northward, Rendova Mountain, about 2,500 ft. high, which is close to Rendova Harbour, and resembles the Peak of Koulangbangra, will be seen to the S.E.

On the N.E. side of Rendova there are three small islands, named Hammond Islands. At the North end of these islands H.M.S. Blanche, in 1872, found an anchorage in Rendova Bay, giving the position of the bay as lat. 8° 23' 32" S., long. 157° 18' E.

Approaching Koulangbangra some low intervening land opens up, which is named Wanna Wanna, and consists of a large number of small islands (with boat passages between them), having the appearance of one long island. The land to the eastward of Wanna Wanna is named Moonda, where there is a good anchorage after passing between two small islets connected by a reef, on which there is a depth of 15 feet water. Having crossed the reef, the depths vary from 3 fathoms (on the patches) to 14 fathoms. Water can be obtained at Moonda, about 1 mile from the anchorage. Large vessels should anchor in Rendova Bay, which lies about E.S.E., 10 miles from Moonda.

Leaving Moonda, after rounding the South end of Wanna Wanna, keep along the shore reef, which is a fringe reef, for about 6 miles, when it gradually trends to the westward, with a small islet on its South edge, about 1 mile from which is a clear passage about 1/4 mile wide. The reef is awash at low water, and there are small islets connected by reef on either side of the passage.

Rubiana Island lies about 7 miles to the northward of Rendova Bay, and has several small islets extending in a north-westerly direction from it to Keso Island. The natives of Rubiana Island are said to be the most war-like of the Solomon group; they are utterly insensible to kindness, and great caution is necessary when dealing with them. A small quantity of provisions and water may be obtained.

Simbo, or the Eddystone.—The rock lying South of Ronongo, which
EDDYSTONE ISLAND.

Shortland calls the Eddystones (1,036 ft. high), is, according to the observations of D’Entrecasteaux, in lat. 8° 18' S., and long. 156° 30' 40" E.

"It lies to the southward of Cape Satisfaction, from which it is separated by a clear channel about 6 miles wide. It is about 3 miles in extent North and South. The North end is low, but its S.W. point is very rocky and mountainous; the southern shore is also high and inaccessible. A small, low island lies close to its S.E. side, to which it is connected by a shallow bar at each end of the passage formed between them, in which there is deep water.

"The Eddystone is possessed of a small harbour on its N.W. side, formed by reefs to seaward; at the South part or head is a snug cove, with 8 or 9 fathoms water, in which two or three ordinary sized vessels could moor to the trees, and be in perfect safety from all winds. There are two passages leading to this little harbour. The widest, about 1½ or 2 cables, with deep water throughout, is between the South end of the outlying reef and the high clifty shore. The other is a very narrow opening in the reef on the North part, to the westward of a small islet situated on the reef, by which it is connected to the shore. The depth of water in the outer harbour is from 18 to 23 fathoms, mud.

"The island is of volcanic formation. On its S.W. part a considerable quantity of sulphur might be collected about halfway up the hill. The ground is quite hot in its vicinity, and steam issues through the fissures of the rocks in some places. The Eddystone is well wooded, but the soil is indifferent. No fresh water for shipping, nor supplies, except cocoa-nuts." (Cheyne.)

"Eddystone Island, when seen from a distance of about 20 miles, has the appearance of four islands; towards its southern end there is a peculiar knob with three nipples. There is a good harbour on the West side of this island, with a sufficient depth in the middle for vessels of moderate size. The entrance lies between a low outlying reef, which is slightly vegetated, and the island. A patch lies in mid-channel, at the entrance of the inner anchorage. After the entrance to the harbour is made out, steer along the coast at a cable from the beach, taking care to give the point that forms the inner anchorage a little wider berth, then steer into the harbour.

"There is a salt-water lake about 15 ft. above the level of the sea, in which there was a large number of ducks. In some parts the water of this lake is almost boiling, owing to subterranean fire. Water may be obtained at a small rivulet, which is perhaps dry during the hot season. Westerly winds prevail from December to March."—(Commodore Goodenough, 1874.)

The natives are of the black race, with frizzled hair, and, unlike their neighbours, are on friendly terms with Europeans. Therefore, vessels visiting the Solomon group should get pilots and interpreters here, as they are well acquainted with the islands, and the charts are very erroneous.
A reef with 5 fathoms over it is stated to lie about 3 miles S.S.W. from the Eddystone.

On Arrowsmith's chart a reef is marked, called the Bridgewater Shoal. The longitude of this I make to be 157° 12'; and 12 leagues S.W. by W. of it is an island called Princessa; this I place in long. 157° 6'. To judge from their position they ought to have been seen by D'Entrecasteaux.

Keso or Shark Island lies about 21 miles N.E. by E. & E. from Eddystone Island (Simbo), and is situated on the W.W. end of a long coral reef extending from the N.W. point of New Georgia Island.

The harbour is situated inside the coral reef at the East end of Keso Island; the entrance is about half a mile broad, and is easily distinguished from the mast-head of a vessel approaching from the southward, as the sea breaks heavily on either side. In the middle of the harbour lies a 2-fathom coral patch, which is easily seen. The best anchorage is in 14 or 15 fathoms off the village. No water can be obtained on the island.

Observation Spot, on the East end of Keso Island. Approximate position, lat. 8° 5' 40" S., long. 156° 50' E. It is high water in Keso Harbour at midnight during S.E. monsoon, and at noon during N.W. monsoon. Only one tide in 24 hours; rise about 6 ft.

Kouglangbangra, which lies about 5 miles to the eastward of Keso, is a conspicuous island, apparently volcanic, rising abruptly from the sea. The Alacrity sounded in 80 fathoms, no bottom, close to the shore. The natives assert the existence of a salt-water lake, abounding with fish, on the summit of the island. Water can be obtained on the S.W. side of Kouglangbangra from a river, with Eddystone or Simbo Island, a little open to the southward of the first large island, East of Keso.

Two routes are available from Keso to Koulangbangra; the northern is through an opening about 100 yards broad, with 10 fathoms in it, in the northern reef, about 1½ mile to the eastward of Keso Island; the southern is through the opening or entrance to Keso Harbour, steering to the eastward along the reefs until the peak of Koulangbangra bears N.E., thence there is a clear passage 1 mile broad through both reefs. The islands on the northern reef are generally barren, while those on the southern have trees growing to the water's edge.

CHOOSEUL ISLAND was thus named by Bougainville, and it was also passed by Shortland in 1788.

Its eastern point was called l\le de Pr\^emiere Vue by Surville, who saw it in the St. Jean Baptiste, in 1769. It is only an elevated summit, which stands on the East point, and, being connected by low land, at a distance appears like an island. D'Urville places it in lat. 7° 20' 10", and long. 157° 34' 10" E.

A little to the North of this D'Urville passed, as is supposed, over a bank of 5½ to 7 fathoms, but this requires verification.
The western extremity of the island has been called Cape Lade (latitude 7° 29' 5" S., long. 157° 55' 20") by Admiral Krusenstern, after one of the officers on board Surville's ship, and to the N.W. of it is a high mountain, called by Surville the Gros Morne; he took it for an island, but Krusenstern supposes it to form the N.E. extremity of the Choiseul Island.

The N.E. sides of Choiseul Island are very high, mountainous, and steep; the coast falls with rapid descent to the sea. Some indications of inhabitants were seen, but evidently very few. Towards the North, and near to Cape Alexander, the North point, the low land seems to extend to a greater distance, forming plains of considerable extent. Cape Alexander, lat. 6° 42' 34", long. 156° 32' 34", is formed by very low land, apparently quite capable of cultivation. A cape to the eastward of Cape Alexander was named by Capt. Hogan, in 1796, after his ship Cape Cornwallis, which he took for the former cape, but his positions do not agree.

Of the S.W. side of the island our knowledge is very imperfect, as no recent navigator has given any account of it. Near the N.W. extremity, a portion that Bougainville examined more closely, he places a bank parallel with the coast, on which are 5 and 6 fathoms, coral bottom, which, turning at an angle in its southern part, extended across, for a large portion of the breadth, the Strait of Bougainville. This does not exist as a bank, being only overfalls from the very strong current running from N.W. to S.E. breaking as if over rocks awash. H.M.S. Dido, in 1874, observed the whole of the N.W. coast of Choiseul Island to be fringed by a reef to 5 or 6 miles off shore.

Warrior's River (Rivieres des Guerriers) was examined by Bougainville's boats, but the coast is nearly unapproachable, the sea beating full on it, and the mountains coming down nearly to the coast. The land is almost entirely covered with wood; but few huts or people were seen.

Choiseul Bay lies to the North of this, but Bougainville did not enter with his ships, on account of the hostile character of the people, who came in about ten canoes out of the above river to attack his boats. The peninsula which forms the North side of the bay is (or was) entirely covered with cocoa-nut trees.

Bougainville Strait, thus named from the navigator who first passed through it in 1768, separates Choiseul Island from Bougainville Island, the next to the northward. Lieutenant Shortland sailed through twenty years later, and gave the name of Treasury Islands to the numerous islands which lie in the strait. The charts are not good hereabout. Capt. Fradin, in the French ship St. Michel, in November, 1861, made the N.W. islet to be in lat. 6° 55' S., long. 155° 18'. There is a wide and fine bay to the N.N.W. of it. There is one which is tolerably large, the East extremity of which he named Point Danger, because it was surrounded with rocks; the S.E. point is named Cape Stephens. Krusenstern has called the large island to the

South Pacific.
North of this Shortland Island; to the North of this is a large number of islands, which occupy all the space between it and Cape Friendship.

H.M.S. Blanche, in 1872, anchored in a spacious and excellent harbour on the South side of Treasury Island, between it and a group of rather high and densely wooded coral islands. The best entrance is from the westward. There is an excellent stream of fresh water at the western point of the bay. This harbour has been named Blanche Harbour, and the group of islands Stirling Islands. Treasury Island is a high basaltic island. The harbour, which used formerly to be a resort for whalers, is now disused by them on account of the treacherous habits of the natives. Traders call off the North coast of the island, but never anchor.

Captain Cheyne says that the whole line of coast, from Cape Alexander to the North side of Choiseul Bay, was fronted with dangerous shoals and coral patches, and that a vessel bound through Bougainvill's Strait should not approach nearer to that coast than 5 miles until it is better examined. This confirms the descriptions of Bougainville, as given above, and will caution the navigator in passing through it.

Bougainville Island is the next to the northward. Its South part is mountainous, and some of its summits are very high, their form and disposition indicating that the island is here of considerable breadth. Mt. Balbi, 15 miles inland, was estimated as 10,062 ft. high. The coast appears to be very much varied, and covered with a thick forest; it is backed to the northward by a chain of immense mountains. The highest of these summits, says D'Urville, appeared, from the reflection of the sun, as if collections of snow existed in the ravines (December, 1838). The numerous smokes seen on the island were an evidence that it was more thickly peopled than the islands to the S.E. The sea abounded with fish in great variety, among which was an enormous ray, 8 or 10 ft. broad.

Capt. Fradin passed several dangerous coral patches, the southernmost of which was in 5° 58' 50" S., long. 154° 44' 28" E., and two others, which he called St. Michel Banks, the northern of which was in 5° 52' 46" S., long. 154° 36' 25" E. These banks were thought to be from 6 to 8 miles from the coast, which is therefore placed too far to the West.

Toward the N.W., Bougainville Island is bordered by a long extent of low land, in the middle of which several islets are seen. Numerous clumps of cocoa-nut trees adorn the beach, and even the higher grounds.

Cape l' Averdi is the N.E. point of Bougainville Island, and was thus named by its discoverer. D'Urville places it in lat. 5° 30' 0" N., long. 155° 7' 14". It is a long, low, and wooded point, which projects considerably. The appearance of the coast is here much more pleasant, and of greater richness. Fleurieu supposes that the Cape Cras of Lieutenant Shortland and this are identical.

From the description given by Capt. Hogan (Oriental Navigator, p. 678),
the North coast of Bougainville Island is remarkably high and picturesque. Mount Cornwallis appeared to be a volcano, emitting a great quantity of sulphurous smoke.

**BOUKA ISLAND** is the last of the Solomon Islands. It is much lower than its neighbour, and appears to be more fertile and well peopled. It was called by Carteret Winchelsea Island, and also Anson Island, but its proper name is Bouka. The strait separating Bougainville Island from Bouka was not well determined, but D'Urville passed near enough to see that it was very narrow, and apparently but little practicable. Bougainville was prevented from landing on its eastern side.

Captain Bristow sailed along its western side in July, 1812. He says:—

"A chain of islands trends along it, connected by coral reefs; and on the inside of which, parting them from the real shore of Bouka, is a space of water that I take to be one continued harbour for several miles in length, and not less than 1 or 2 miles in breadth, East and West. Several openings in the reef lead me to believe that there would be no difficulty in finding an entrance. Off the N.W. part of Bouka there is a reef trending off to the West for about 2 miles: otherwise I saw no danger exceeding a mile from the shore."

The summit of the island is in lat. 5° 16' 0" S., long. 154° 39' E.; and Cape North in lat. 5° 0' 30", long. 154° 40' 10" E.

In concluding this very imperfect account of an archipelago geographically important, but still so little known, we quote a few particulars from Captain Cheyne, as to the inhabitants, to the character of whom our ignorance, and uselessness of the archipelago are owing:—With regard to the general character of the natives of the Solomon Islands, little can be said in their favour. They are the most treacherous and bloodthirsty race in the Western Pacific, and most notorious for cannibalism. These natives are so treacherous and rapacious in their habits, that at many of the islands they have their houses built on the most inaccessible spots they can find, so as to guard against treachery in the night. At the Eddystone some of the houses are built on its very summit. All caution and preparation are therefore necessary to guard against attack when in the neighbourhood or in any intercourse with those treacherous people.—(See also page 759.)

To the north-eastward of the principal range of the Solomon Archipelago, is a series of small and detached islands and shoals, some of which are of doubtful existence. The following is an account of them:—

**SIKYANA,** or Stewart Islands, are a group of four small coral islands and an islet, discovered by Capt. Hunter, on his passage to Batavia, after the loss of the *Sirius*, 1791, and are visited by traders for cocoa-nut oil, which is prepared here. They are covered with cocoa-nut trees, connected by coral reefs, and visible from a ship's deck about 12 miles. The eastern-
most and largest isle (Hogan’s Island?) is about 1½ mile in length. It is situated in lat. 8° 24′ 24″ S., long. 163° 2′ E.

The islet is situated on the North reef, about three-quarters of a mile to the westward of the above island. The group is about 3 miles broad at the base or West part. There is a canoe passage through the reef on the West side, between the northern and middle islands, leading to the lagoon. This is the only place, however, where a boat can enter. The reef is safe to approach all round, as no hidden dangers exist. The islands are visible about 12 miles from the deck.

It is advised that all ships bound to China or Manila from New South Wales should sight this group, for the purpose of testing their chronometers.

The whole population, in 1847, amounted to 171 souls. Nearly all the males can speak English. They rear pigs and fowls, which they bring off and sell to ships for tobacco, calico, &c. The natives are recommended as trustworthy.— Capt. Cheyne.

These islands have been very seldom visited. A Norwegian barque called here in 1876. The natives produced a reference book, which showed that only nine vessels had called since 1852, and four of these were American whalers. The inhabitants were very friendly.

Inattendue, or Gower Island.— The first of these names is due to its discoverer, Surville, in 1761; the second to Carteret, 1767. Captain Hogan says:— "Gower’s Island is about 4 miles in a North and South direction, and 2 miles East and West; it is low and level, covered with trees, and nothing remarkable on or about it that I could see, further than one tree with a bushy top, which appears a little higher than the rest, in the middle of it." Lat. 7° 56′ S., long. 160° 11′ E.

Roncador Reef, Candelaria Bank.— In 1781 the pilot Maurelle, whose positions have been open to much discussion, after having passed what he supposed to be the Ontong Java Islands, discovered in the night a shoal all white with foam on the N.E. quarter; from the noise made by the breakers he called it the Roncador (snorer), and then stood away. Its position, as calculated by Krusenstern, is lat. 6° 17′, long. 159° 14′.

In 1567 Mendaña discovered some reefs, which he named Baxos de Candelaria (Candlemas Reefs) They extended N.E. to S.W. 15 leagues, and their latitude was found to be 6° 16′. Admiral Krusenstern is of opinion that these shoals are identical with Maurelle’s discovery, in opposition to Fleurieu and others.*

* Bradley reef.— On March 12th, 1791, Captain Hunter discovered, in lat. 6° 52′ S., long. 161° 6′ E., a very dangerous reef, which extended 6 leagues in a W.N.W. and E.S.E. direction, and which, although beneath the surface of the water, was so shoal that the breakers could be seen 2 leagues off. It was unsuccessfully searched for in H.M.S. Bronte, in 1875.
"Roncador, or Candelaria Reef, is about 18 miles in circumference, having two openings in the S.W. part (the Beagle entered by the southern); on the western side of the reef there are several rocks above water, the northern being 10 ft. high; between this rock and another 6 ft. high, lying nearly 3 miles South of it, the reef is dry, having smooth water outside, and occasional boulders inside; on the eastern side of the reef the sea breaks heavily. The lagoon affords anchorage in 15 to 20 fathoms, broken coral with occasional patches, which are easily seen from the masthead. Approximate position of the anchorage, lat. 6° 15' S., long. 159° 14' E. Fish are plentiful in the lagoon. It is high water, full and change, at Roncador, at 3° 30'; rise 6 ft. (approximate).—H.M.S. Beagle, 1875.

ONTONG JAVA ISLANDS; Howe's Group.—The group first named were discovered by Le Maire and Schouten, June 20th, 1616, and again seen by Tasman, March 22, 1643, who gave this name to them. Le Maire and Schouten describe their discovery as consisting of five or six low and wooded islands, and several reefs; one of these islands extended a considerable distance to the North and N.W. of the largest one. Le Maire says in his journal that the small islands seemed to be connected by low land. Tasman states that the number of the islands was twenty-two, but he passed to the North of them; and the difference of the tide, and the nature of the islands, may account for the discrepancy. Howe's Group, or Lord Howe's Islands, were discovered by Capt. Hunter, in the Waakzaamheyd, May 14th, 1791. He states that they consist of thirty-two islands, lying in an East and West direction; he passed to the South of them. Admiral Krusenstern supposes these to be identical, and places them between lats. 5° 30' and 5° 40', longs. 159° 30' and 160° 20'.

They were passed by Capt. Johnson, of the Beemah, in May, 1862, on his passage from Newcastle, N.S.W., to Shanghai. He made the West end to be in lat. 5° 24' S., long. 159° 10' E. He counted twenty-four islands, large and small, thickly covered with wood to the height of 35 or 40 ft., and extending about W. by N. and E. by S., a distance of 27 or 28 miles, and not visibly connected to each other, at a distance of 4 miles from the masthead on a clear day, though they are probably united by reefs which were not seen, it being a calm. Broken water was seen to extend off the West end for a short distance. This estimate will make the group somewhat shorter than represented on the charts, which it is very much to be desired were in a better condition, now that there is so much traffic in their vicinity.

H.M.S. Beagle, in 1875, entered the lagoon in which Lord Howe's Islands are situated, by the S.E. passage; it is, however, intricate, and should not be attempted by a vessel under sail without a commanding breeze. The Beagle anchored off the village of Leueneuwa.

Le Maire and Tasman's Isles.—After Tasman had made the island to which he gave the name of Ontong Java, as above described, he saw, to the
N.N.W. of them, another group. He gives no account of their number or extent, nor their distance from the former. This discovery was verified in 1824 by Captain Wellings, who discovered a group of low islands in lat. 4° 29' S., long. 159° 28' E. This group may be the same as Simpson's, described below.

Frindsbury Reef lies between these two groups, in lat. 5° 0' S., long. 159° 19'. A whaler of this name was wrecked on it, March, 1832. It is a dangerous coral reef, with heavy surf beating over it.—(Horsburg.)

Simpson's Coral Islands.—A group of low coral islands, covered with cocoa-nut trees, and inhabited; in lat. 4° 52' S., long. 160° 12' E., according to Mr. Thomas Beckford Simpson, of Sydney.

Marqueen Island, Cocos Islands, Mortlock Isles.—On June 22, 1616, Le Maire and Schouten discovered a group of twelve or thirteen islands, lying in a N.W. and S.E. direction, extending a German league and a half, and 32 leagues distant from the Ontong Java Islands. Le Maire speaks but of a single island, but William Schouten says that the whole group, by the closeness of the islands one to another, seemingly form but one. They called them Marqueen Islands.

In 1790, Capt. Wilkinson, in the ship Indispensable, discovered a group in lat. 4° 36' S., long. 156° 30' E. He called them Cocos Islands, but they probably are identical with the Marqueen Islands.

A group, to which Admiral Krusenstern applied the name of Mortlock Isles, was discovered by Capt. Mortlock, in the Young William, in 1795, in lat. 4° 45' S., long. 157° 0' E. He called them Hunter Islands; but as this name is given to several others in the Pacific, that of the discoverer was preferred.

Although there is some discrepancy in the recorded position, yet they may be taken as identical with the foregoing, until better observations determine their true character.

They must also be the Massacre Islands of Morrell, whose crew was cut off by the treacherous natives in May, 1830, on their coming here for biche-de-mer. His anchorage was in lat. 4° 50' 30", long. 156° 10' 30".

Nine Islands.—Captain Carteret, in 1767, discovered a chain of nine flat islets, which extended 15 leagues in a N.W. by W. direction; he considered them to be the Ontong Java of Tasman. The South point of them would be in lat. 4° 55', long. 155° 12'. Lieut. Shortland, on August 9th and 10th, 1788, saw four islands trending in a N.W. by W. and S.E. by E. direction; but, being at the distance of 5 leagues, he could not see the whole group. His position (corrected) would be lat. 4° 50' S., long. 155° 11' E. Captain Hunter, on May 18, 1791, saw a group of five small islands, connected by reefs, and two detached rocks; their direction was N.E. and S.W. The southernmost was in lat. 4° 53' S., long. 155° 20' E.
GROENE AND SIR CHARLES HARDY ISLANDS.

The accordance of these positions leads to the belief that they refer to one and the same group.

Groene Islands, or Sir Charles Hardy Island.—Le Maire and Schouten, made, on June 22nd, 1616, three flat and wooded islands, which were named Groene Eylanden, or Green Islands. Carteret discovered, in 1767, an island in about the same position, which he named Sir Charles Hardy Island. Mau- relle, in 1781, after seeing some islands which he took for Ontong Java, passing to the westward, saw two islands, which he called Caymanes. Captain Hunter saw it, May 19, 1791; the inference was that all these referred to the same land, notwithstanding the discrepancies as to the number of the islands, for Capt. Bristow, in July, 1812, discovered the passages between them. They were thus imperfectly known till November, 1861, when Capt. Fradin sailed past their western side in the Saint Michel, and found that there were four islands close together. The largest and northernmost island has a fine bay at the N.W. end. The South point of this island is in lat. 4° 38' S., long. 164° 10' E. It is 13 miles long from S.S.E. to N.N.W. The northern isle is 9½ miles long, and its North point is in lat. 4° 17' S., long. 154° 0' E. They are covered with vegetation to the water's edge, and no dangers beyond the breakers on the coast; but from the N.W. extremity a (coral) reef apparently projects for about a mile to the N.E.

In concluding the very imperfect notices of this range of islands, which, taking the same general trend as the Solomon Islands, it may be remarked, may either be more in number or less than here stated, it is probable that all the islands or shoals may occupy the same line of direction, or nearly so. The works of Krusenstern, Burney, and Purdy, will give all the particulars of the discussion. Admiral Krusenstern's opinions have been followed here.

Bennell Islands.—Two islands to the southward of Guadalcanar, the southernmost of the Solomon Islands, apparently discovered by Captain Wilkinson, in the Indispensable, in 1790. The S.E., or Bennell's Island (S.E. extremity), is in 11° 38' S., long. 160° 41' E. The N.W., or Bellona Island, is in lat. 11° 11' S., 159° 50' E. It is said that copper ore is abundant on them.

Indispensable Reef, an extensive reef, lying in a N.N.W. and S.S.E. direction, was also discovered by Captain Wilkinson. Its S.E. end is in lat. 12° 46' S., long. 160° 40' E. From information obtained from Captain Nicholls, master of the Delhi, when that vessel was lost on this reef in September, 1871, and from other sources, it would appear that it extends at least some 15 or 20 miles further to the N.W. than is shown upon recent charts.
Schofield or Neptune Reef was discovered by the Neptune striking on it in August, 1868, in lat. 12° 54' S., long. 161° 45' W. Captain Schofield says that it is about 16 or 18 miles long, by 7 miles wide, forming a deep lagoon. His ship struck upon the middle of the eastern edge of the reef. The only raised portion of the reef visible from the topmast head was a rock about 6 ft. high near the centre of the eastern side.

Well's Reef was discovered by Capt. N. Edwards, in H.M.S. Pandora, in 1791. Its East end is in lat. 12° 20' S., long. 157° 58' E.

Pocklington Bank was discovered by a commander of that name, in 1825. It is 70 miles East of Rossel Island, and is a reef extending in an East and West direction 30 miles. Its centre is in lat. 10° 53' S., long. 155° 30' E.

NEW BRITAIN.

Dampier was the first to decide that this was a distinct island; prior to his voyage, it was supposed to form an integral part of New Guinea. Its southern side was examined by Dampier, and has been more recently and more exactly described by the celebrated D'Urville, under very adverse weather. On the North side D'Entrecasteaux is the principal authority, though his observations were very imperfect for a survey. Its native name is Birara.

Cape Stephens is the N.E. point of New Britain. The name was applied by D'Entrecasteaux to another headland to the West of it. North of it is an island, called by Carteret Isle of Man. This portion of New Britain forms a peninsula, and on its North part are some high land and three remarkable hills, close to each other, which Carteret called the Mother and Daughters. The mother, 2,500 ft. high, is the centre one, and the largest. They are very remarkable, and may be readily seen in clear weather at the distance of 20 leagues. Captain Hunter says that a little way within the S.E. Daughter there is a small flat-topped hill or volcano, which emitted vast columns of black smoke.

To the East of these hills, and S.E. of Cape Stephens, is Cape Palliser. The interval between them is a bay, with low land near the shore, gradually rising into lofty hills towards the Mother and Daughters, and covered with extensive forests, having many clear spots or plantations.

BLANCHE BAY.—An extensive bay, containing several good anchorages was discovered by H.M.S. Blanche, in 1872. Its North side is formed by the feet of the Mother and Daughters, above described. The entrance of the bay at Praed Point is about 4 miles wide, and its depth 7 or 8 miles. Good anchorage was found in Albino Bay, one-third of a mile from the
beach, in 14 fathoms, black sand, with the centre of the eastern mountain bearing N.N.E. Two other good anchorages were examined, the smallest, named Great Harbour, lying between two spurs of the mountains. Simpson Harbour, westward of it, extends up between the Mother and western Daughter, with good anchorage, sheltered from all winds, on a bottom of black sand, in from 5 to 20 fathoms. It has ample space for a large number of ships, being 5 miles deep and 3 miles wide. Henderson Isle is joined by a reef to Point Bridges, which separates Great and Simpson Harbours. A mile S.W. from Point Bridges are two rocks, named the Beehive Rocks. A population of 200 was inhabiting the narrow ledge surrounding these rocks. Blanche Bay is surrounded by beautiful scenery, and there are many natives living on its shores. The entrance to it is broad and deep, and suitable for the largest ships.

Entrance Point (Pte. de l'Entrée) is the first point determined by D'Urville; he places it in lat. 4° 52' S., long. 152° 15' E. Cape Buller is directly to the South of it, 20 miles distant.

"At noon we found ourselves at 10 miles to the E.S.E. of Cape Buller, before a deep embayment, which exists between Cape Buller and Cape Orford, and which in this part must reduce the connection North of New Britain to a narrow isthmus. From this part the peak, which corresponded very well with D'Entrecasteaux's Deschamps Peak, was very remarkable in the West. The deep and spacious bay spoken of above was not sufficiently made out to affirm that it may not disconnect the two portions of New Britain; but, if so, the channel must be narrow, and was not distinguished from the offing."

Cape Orford (Dampier), which is at the South point of the bay, and the S.E. point of New Britain, is composed of three rounded points, backed by very high mountains. It is in lat. 5° 24', long. 152° 4'. Cape Orford itself is a very high and perpendicular cliff, overhung with enormous mountains, some distance inland.

Between Quoy Peak (lat. 5° 37', long. 151° 47') and Cape Orford, a distance of 25 miles, the coast is uniformly high, steep, and covered with thick forests. Quoy Peak is an immense mountain, and very remarkable from its isolated position. It is in the form of a very regular cone, viewed from seaward. Point Owen is in this portion of the coast, near to Cape Quoy. Jacquinot Bay lies to the West of Cape Quoy, and is terminated to the S.W. by Cape Cunningham.

Port Montagu was also named by Dampier in honour of his noble patron. He was here in March, 1699. He watered in a small river in its N.E. part, and here also he procured water, and bartered for provisions, pigs, &c., with the natives, who he found rather disposed to be troublesome, though his treatment did not warrant much else. Capt. D'Urville, when here in July,
1827, experienced a long continuance of very bad weather, which prevented a more close examination of Port Montagu. Its eastern point was named Point Dampier by him, and he states it to be a high, steep, and conspicuous promontory. Westward of this D'Urville saw but imperfectly from the bad weather.

The Roos Islands, which are low, lie about 30 miles N.W. from Cape South; and at about the same distance to the W.N.W. of these again is a considerable group, which D'Urville named the Gracious Isles (Iles Gracieuses). The land of New Britain itself, which was imperfectly seen at intervals, consists of high mountains.

**Dampier Strait** is limited on the East by the West extremity of New Britain, and on the West by an island named by Dampier Sir George Rook's Island. It was the discovery of this passage that caused Dampier to name the island to the East Nova Britannia, it having been previously represented as part of New Guinea.

According to the examinations of D'Entrecasteaux and D'Urville, the greater portion of the southern entrance to Dampier's Strait is obstructed by dangerous reefs, on which both the ships of these commanders nearly met with serious accidents. Dampier was more fortunate, though he notices these coral reefs, so that it is probable that there are channels between. To avoid them, you must keep near the coast of New Britain. D'Urville was set nearly 20 miles to the West in the course of the night, when to the southward, and this ought to be carefully considered in traversing it.

Of the western part of New Britain all speak in high terms.

From some good observations made by M. Jacquinot, on board the *Astrolabe*, the longitude of the West Cape of New Britain was found to be 148° 17' 2'', measured from Carteret Harbour, and which only varied two minutes from that by D'Entrecasteaux; the mean (which is given above) is therefore taken.

**Volcano Island**, which served as a beacon to Dampier, who discovered it on the evening of March 24, 1700, according to D'Urville's observations, is in lat. 5° 32' 20'' S.; Dampier says lat. 5° 33', a proof of his accuracy. The latter, in his account of it, says:—"The island all night vomited fire and smoke very amazingly; and at every belch we heard a dreadful noise like thunder, and saw a flame of fire after it, the most terrifying I ever saw." Its form is that of a very regular cone, broken at the summit, about 3,500 feet, and its diameter at the base about 3,700 feet. The form of this protuberance and its remarkable escarpment on all its faces sufficiently indicate that it has arisen directly from the depth of the ocean, and that it was probably the last of these burning masses which were still increasing two centuries ago, like a chain of volcanic spiracles on the North of New Guinea.

**Rook Island**, which, as before mentioned, was named by Dampier after Sir George Rook, is about 22 miles in length, and 10 or 12 miles broad. Its
DAMPIER STRAIT.

N.W. point is Cape King. It is formed inland of high and imposing mountains. It is in lat. 5° 29', long. 147° 46'.

Lottin Island lies 17 miles N.W. of it. It is a volcanic cone, 3,000 ft. high, from which smoke issues from a large hollow on the N.E. side. Between Lottin and Rook Islands Captain Lass, of the brig Waitua, discovered a small island Oct. 28, 1861; it is about half a mile in circumference, and is covered with trees.

Tupinier Island, which was seen, but not named, by Dampier or D'Entrecasteaux, lies to the North of Volcano Island; it is very high, and falls in gentle declivity in every direction to the sea. It is not more than 12 miles in circuit, and is most probably inhabited, for smoke was observed in different parts. Lat. 5° 26', long. 148° 4'.

It is to the voyage of D'Entrecasteaux that we owe what little knowledge we have of the North coast of New Britain. But there is a melancholy interest in this; it was the last of the labours of that commander, who shortly after died in hurrying back to Java to recruit.

Merite Island is the first point named in this exploration; it was first seen June 30, 1793. It is tolerably high, and its highest part is in lat. 4° 54', long. 149° 5' 0". To the North of it are several other islands, the easternmost of which appeared to be the largest. This was called Des Lacs Island, and the group Françaises Islands. They all appear to be tolerably high, and their coasts, as far as could be seen, were quite clear: but off the S.W. point of Forestier Island there are several islets, the outermost of which is rather more than a league off.

Nord Island is 23 miles to the North of Mérite Island, and on November 5, 1861, Captain Lass discovered a singular shoal 5 miles to the N.W. of it. The shoal is about half a mile wide and 5 miles long, of a crescent shape. Suddenly it showed like a whale blowing, but on approaching it, it was found to be a boiling spring, emitting water to about 150 ft. in the air. This spring could be seen 20 miles off.

Gipps Island, discovered by Captain F. J. King, Oct. 1, 1842, is to the North of Nord Island, in lat. 4° 15' S., long. 149° 16' 30" E. It is a round sugar-loaf island, about 3 miles in circumference, and surrounded by a reef, which on the eastern side extends 3 miles from the land, forming a good harbour for small vessels, entrance from the North. The island is well inhabited. There is a boiling spring on a sandy beach on the S.E. side of the island, and another on the S.W. side, which threw up boiling water at times upwards of 20 ft.

Willaumes Island, which is to the S.E. of Des Lacs Island, is tolerably high in the centre, but the extremes are very low. The trees which cover it from the sea-shore to its summit indicate great fertility. The island, being small and apparently quite uncultivated, would seem as if but few resources could be gained from it. Its South point is in lat. 5° 15' 3", long. 149° 58' 10".
To the South of Willaumez Island are two other islands, very much smaller and much wooded; they were called Raoul Island and Gicquel Island. Du Portail Island lies 20 leagues to the East of Willaumez Island. The whole of the North side of New Britain, or as far as was seen, appeared to be lofty.

Cape Lambert is a name given by Krusenstern to the cape taken by D'Entrecasteaux for Cape Stephens, but which lies to the East of it. He places it in lat. 4° 12' S., long. 151° 41'. The coast between this and Cape Stephens, described at the commencement, has not yet been examined. North of Cape Lambert is a reef marked on some charts as Princess Royal Reef, on others Sherwood Reef.

To the North of this are two shoals, nearly level with the sea, with a deep channel 200 yards wide between them, discovered in September, 1842, by Captain F. J. King, in the Waterwitch sperm whaler. He called them Legalis Shoals. They are in lat. 3° 50' S., long. 151° 42' E.

Elizabeth Reef, 20 miles to the westward, seen on the same day, is dry at low water, half a mile long, East and West, not coral, but apparently volcanic. Lat. 3° 58' S., long. 151° 22' E.

Coop-to-do-Choose Reef is of a horse-shoe form, trending S.W. to E.S.E., 5 miles. Lat. 4° 13' 30' S., long. 151° 24' E.

Father and Son are two shoals 3 miles apart, W. by S. and E. by N. The former a round patch which breaks, the other a long reef.

Horton's Banks are two sand-banks, about 3 feet above the sea, showing very white, with neither tree nor shrub on them. Apparently a safe channel between them. The East bank is in lat. 4° 32' S., long. 151° 15' E. The other 5 miles to the West of it.

St. Matthias Island, discovered by Dampier, who took it to be Tasman's Vischers Island. Lieut. Ball also saw it, and called it Prince William Henry Island. From the centre of this island, lat. 1° 40' S., long. 149° 40' E., a high mountain (visible 15 or 16 leagues) rises. H.M.S. Blanche visited this island in 1872, and Captain Simpson describes it as diamond-shaped, about 20 or 24 miles from East to West, and about 15 miles from North to South; towards the southern end of the S.W. side are a number of coral reefs and islands. No anchorage was found, there being no soundings outside the reefs, and no passage was found into any of the lagoons; the vessel was consequently obliged to leave without communicating with the natives, who were most anxious to trade.

About 12 miles to the East of the S.E. part of St. Matthias Island is a small, low island, with two slightly undulating hills higher than coral islands. Its centre is in about lat. 1° 41' S., long. 150° 6' E.

Squally (Tasman) or Kerul Island (Bougainville) is described by Lieut. Ball as a low island of the flat coral description, covered with wood, and, as
NEW IRELAND, ETC.

Captain Hunter thought, without inhabitants. It lies about 27 miles eastward of the last, or in lat. 1° 35' S., long. 150° 30' E.

NEW IRELAND, ETC.

The N.E. side of this island was discovered by Le Maire and Schouten in 1616, and was again seen by Tasman in 1643; but these navigators supposed it to form a portion of the large island of New Guinea. This supposition was disproved by Dampier, who sailed through the strait now bearing his name in 1700; but all the land to the eastward retained the name of Nova Britannia till 1767, when Carteret found that the bay, called by Dampier St. George's Bay, was in reality a strait separating it from the two islands; the land to the eastward then received the name of New Ireland, that to the westward retaining the title of New Britain. Its native name is Tombora.

The island is still very imperfectly known; with the exception of two or three points which have been more recently visited and better determined, we are obliged to resort to the accounts of the original discoverers, necessarily very imperfect authorities. According to these, the island extends 60 leagues in a N.W. by W. and S.E. by E. direction.

The greater part of this island, as well as those in its vicinity, are very badly represented on the charts—an evil much to be deplored, since the passing traffic between Australia and China renders accuracy of some importance. The whole of the North side (and probably the South also) is placed on some charts from 15 to 20 miles too far to the northward. At the N.E. part the configuration is incorrect.

Generally the North coast is bold to approach all along (of which there can be no more certain sign than that sperm whales are always found making their passage along the shore close in), with a clear passage between it and the islands in the offing, decidedly preferable to the passage outside of these islands, unless you keep very near to the equator, as some of them are very low.

In aspect, the North point is low and flat, having almost the appearance of coral islands, with cocoa-nut trees. This description maintains about 10 miles to the eastward, or to long. 160° 55' E.; it then changes its character, and, rising into bold land, undulating and increasing in height, until in 152° 8', it has reached 2,500 ft. From hence it again lowers in two places remarkably, but is still bold, until you approach the N.E. point, lat. 3° 56' S., long. 152° 56' E., when it is elevated into high towering peaks of about 7,000 feet. This is the only part where the island has any breadth, or where you can see one hill rising over the other. The other part has all the appearance of a mere narrow strip of land.—(Hunter.)

Cape St. George is the southernmost point, and, from the observations of Duperrey at Port Praslin, it is in long. 152° 48' 14"; D'Entrecasteaux places
it in lat. 4° 51' S. It may be recognised from the south-eastward by a white
patch on it resembling a vessel under sail. *Lavinia Bay,* 1 mile to the N.E.
of the cape, affords good anchorage during westerly winds in 5 to 7 fathoms,
sandy bottom, inside the bluff forming the South side of the entrance. There
is a large river entering the bay. The natives are hostile.

*Port Praslin*, 1½ mile to the N.W. of Cape St. George, affords anchorage,
protected by two islands from N.W. winds, in 25 to 30 fathoms. Good water
can be obtained in the S.E. corner of the port.

*Port Carteret*, about 10 miles to the northward of Port Praslin, is easy of
access. The native town of Port Carteret is on Cocoa-nut Island; natives
not to be depended on.

*Cape Santa Maria*, about 55 miles N. by E. ½ E. from Cape St. George, is
in about lat. 4° 2' S., long. 153° 2' E., and is the easternmost point of New
Ireland; and hence the coast assumes a new direction, trending away to
W.N.W. The land between the two capes last named is high, mountainous,
and wooded; numerous points jut out, forming as many fine bays. The
only sign of anything like a harbour along the North side of New Ireland
is to the eastward of a low point, which is that next to the westward of the
N.E. point, the blue water appearing in this place of some extent within the
reef. In two or three places low land juts out about a mile from the steep
cliffs, which probably might afford anchorage close in, but altogether very
exposed.—*Captain Hunter.*

*St. John's Island* lies off Cape Santa Maria, and was so named by Tasman
from the day it was first seen. Bougainville calls it *Bournand Island.* Its
S.W. and N.W. extremities are very high, and the middle very low, so that
when seen from S.E. or N.W. it shows distinctly as two islands. According
to Capt. Fradin, in 1861, its N.E. point is in lat. 4° 2' S., long. 153° 46' E.,
agreeing exactly with our previous position. Sir Charles Hardy Islands,
the next to the S.E., are described on page 783.

*Anthony Kaan Island,* of Tasman, is probably the *Oraison Island* of Bou-
gainville, who places it in 3° 30' S. Both these navigators speak but of one,
but Dampier (whose accuracy is proverbial) says:—"On the S.E. part of it
are three or four small woody islands, one high and peaked, the other low
and flat; all bedecked with cocoa-nut trees and other wood." The island
itself is 4 or 5 leagues in circumference, high, well wooded, and well culti-
vated, having abundance of cocoa-nut trees. On the North side of it is
another island of moderate height, and rather larger than the high island.
Dampier passed between them. Off these islands to the eastward is a group
called the *Faed Islands.*

*Faed Islands,* or *Abgarris.*—This group was discovered by Capt. Renneck,
of the *Lyra.* They occupy a space of 9 leagues in a N.W. and S.E. direc-
tion, and are composed of a chain of low islands and sand-banks, surrounded
by a reef, the North part of which is in lat. 3° 9' S., and long. 154° 22' E.
Goodman Island is the southernmost of the Faed Islands. It is separated from the rest by a channel which Capt. Renneck could not examine. To the South of this island is a detached shoal, with a reef, in lat. 3° 33' S., and long. 154° 37' E.

Gerrit Denys Island, another discovery of Tasman, is called by Bougainville *Ile du Boucage*. In the bays are abundance of cocoa-nut trees. The timber appeared to be fine. The natives will come off in canoes with cocoa-nuts, taro, plaintains, &c., for barter to passing ships.

Capt. Hunter says the middle of this is in about 152° 34' E., and 3° 4' S., and extending to 3° 10' S. It is the highest of the islands lying off the North side of New Ireland (about 3,200 feet), and of a very rugged and uneven appearance; in shape triangular, and having a fine stream on the N.E. part, at which several ships have watered.

*Lyra Shoal.*—This reef was discovered, February 8, 1826, by Captain Renneck, commanding the ship *Lyra*, belonging to the well-known and enterprising merchants, Messrs. Enderby. It is a narrow belt of rock, extending 21 miles in a N.W. and S.E. direction, or from 1° 41' to 2° S., the longitude being 153° 28'. The ship crossed the middle of this reef, and the coral rocks beneath were plainly seen, the depth being estimated at 4 or 5 fathoms, but Captain Fradin could not see it in the assigned position in December, 1861.

*Dampier Islands.*—Some islands were seen by Dampier, March 2, 1699. He does not give any detailed account of them, but states that to the N.E. of the larger island were two others, one small but woody, the other a league long, inhabited, and full of cocoa-nut trees. There is much doubt as to their position off the coast of New Ireland.

*Gardner Island,* perhaps *Suzannet Island*, of Bougainville, extends, according to Capt. Hunter, from 151° 52' E. to 152° 4' E., and from 2° 34' to 3° 0' S., or much to the southward of its position on the charts. It is narrow, high, and rugged, about 2,000 ft. high; it is curved to the S.W., and in the concavity on the eastern side are several low islands, perhaps affording anchorage. A narrow strip of green water extends a mile to the eastward of the S.E. point.

*Vischer's Island* of Le Maire and Schouten, 1616, lies to the N.W. of Gardner Island. When the West points are in one from the South they bear N.N.E. Its centre is in 2° 52' S., 151° 55' E., with a very narrow channel between it and Gardner Island. The island is small, of moderate elevation, and level appearance.

There is a *bank*, with some shoal spots on it, at 4 miles West from the middle of Vischer's Island. When at anchor in 16 fathoms the North point of Gardner Island bore S.E. \( \frac{1}{2} \) E., 3½ miles; the western point S. 6 miles, N.W. end of Vischer's Island, N.E. by E. \( \frac{1}{2} \) E. 2½ miles. There is a shoal of 4½ fathoms and apparently less, bearing N.W. by W. a quarter of a mile.
from the above anchorage, and another spot of 7 fathoms or less, bearing S.E. by E. half a mile.—(Hunter.)

The Coast of New Ireland at this part is high and mountainous, as before stated, and covered with fine trees. The sides of the hills are cleared and cultivated in many parts, and this with numerous smokes indicate a dense population.

Slinger’s Bay is in this part; it is a point where Dampier, seeking anchorage, was deterred by the hostile appearance of the natives, who, on his returning, attacked him by sling stones.

Cape Byron is the N.W. extremity of New Ireland, and was thus named by Carteret, September 12, 1767. He determined the separation between New Ireland and New Hanover, calling the channel Byron Strait. It probably is not navigable; for Carteret says there are several small islands in it, upon one of which is a remarkable peak, to which he gave the name of Byron Island; D’Entrecasteaux calls it Mausolee Island, and says the channel is filled with islets and rocks.

NEW HANOVER, the island to the westward, so called by Carteret, is stated by him to be high, finely covered with trees, the whole having a beautiful appearance. The South point was called Queen Charlotte’s Foreland, in honour of the queen. The cape and the land in its vicinity is remarkable for numerous small hummocks. The island is still very imperfectly known. H.M.S. Blanche, in 1872, visited it, and entered a spacious harbour through the reef, North of Cape Charlotte. The natives appeared never before to have been visited by white men, and were arrant thieves but good humoured. The scenery is described as very beautiful. Sailing to the westward, August 5, 1643, Carteret passed four low islands, and then three others near noon; in the afternoon he came to a low point, before which lay two islands, which he named Point Solomon Sweert, after a member of the Council of the Indies. The coast then trended to the southward.

The Portland Isles, which are alluded to by Tasman, were thus named by Carteret. He says they are six or seven in number. Captain Hunter says they are small and low, and encircled by a reef. The passage between these and some similar islands which lie off New Hanover is about 12 miles wide, and quite clear. “The northern islet has cocoa-nut trees on it. There are no passages between the islands, and no anchorage near them. Population estimated at 150, apparently friendly.”—(Mr. E. Redlich, 1872.)

Sandwich Island, to the South of the West end of New Ireland, was first distinguished as an island and so named by Carteret. Admiral Hunter describes it as of moderate height, and well covered with wood. Its general direction was about E.N.E. and W.S.W., and in that direction is about 7 leagues (D’Entrecasteaux says 14 miles). It appeared to Hunter to be of considerable breadth at its eastern end, and narrow towards its western, where it terminates in a narrow point, off which lies a small woody island,
ST. GEORGE'S CHANNEL. 793

with a narrow passage between it and the main island, to which it appears to be connected by a reef.

The channel between Sandwich Island and New Hanover is 7 miles broad. Carteret says, on the North part of it is a remarkable peak like a sugarloaf, and opposite to it, on the coast of New Ireland, there is another; they are distant from each other about 5 leagues, according to Carteret (D'Entrecasteaux says only half that distance) in a S. by E. ⁷⁄₈ E. and N. by W. ⁷⁄₈ W. direction. The peak on Sandwich Island, according to D'Entrecasteaux, is in lat. 2° 55' S., long. 150° 44' E.

ST. GEORGE'S CHANNEL separates New Ireland from New Britain; its true character was first determined by Carteret, in September, 1767. It is 6 or 7 leagues broad, and contains several islands, but would appear to offer a safe and convenient passage for ships passing to the North or South. New Ireland side may be approached within a short distance, but there are reefs on the New Britain side, extending about a mile from the shore.

The current follows the direction of the monsoon, but generally turns before the N.W. monsoon sets in. Winds are light and variable, with strong sea-breezes on clear days. The rains are heavy, and continue nearly all the year.

Duke of York Islands consist of a group of 7 or 8 small islands on the South side of St. George's Channel, Duke of York, and Mocodá being the principal ones. The natives are friendly and under control of their chief, but they are cannibals, according to their own confession.

Duke of York Islands, or Amacata, were discovered and named by Carteret. He describes them as level, and having a delightful appearance. Capt. Hunter gives a long account of the islands and inhabitants. The bay in which he anchored is on the N.W. part of the island, and was found to be convenient and safe at that season (May, 1791). Anchorage, in any part of it, in 25 to 15 fathoms; the shoalest water has the worst ground. The watering place is on the East side, from various rivulets. The tide rises 5 or 6 feet. The bay was called Port Hunter, and lies in lat. 4° 7' 30'', long. 152° 22' E., according to Duperrey. It is difficult to recognise at night, as there are two or three bays on this side of the island. Pigs, poultry, yams, eggs, and fruit can be obtained at Port Hunter, but no water; vessels, after replenishing their stock at this port, generally proceed to Cape Rossel, on the opposite side of St. George Channel, where there is a good supply of fresh water.

Mocodá Harbour, situated between Duke of York Island and Mocodá Island to the westward of it, is an excellent harbour for small vessels. There are two entrances, the northern is about 1 mile to the westward of Port Hunter, and lies between Bradley and Duke of York Islands; it is about half a cable broad, with 18 feet water, and 2½ to 7 fathoms inside; the flood tide sets across the entrance, towards Bradley Island. Vessels entering from the South Pacific.
northward should keep near the Duke of York Island shore, where the deep-
water channel follows the bend of the land, thus avoiding the shallow water to
the northward of Mocoda Island. The southern entrance is the broader,
with an even depth of 3 fathoms, but it cannot be recommended, as the
islands and reefs between this and New Britain have not been examined.

Water can be obtained in Mocoda harbour.

In Mocoda Harbour the flood runs about 7 hours to the northward, and
the ebb 3½ to the southward, at the rate of 1 to 3 knots an hour; rise and
fall 3 to 4 ft.

Carteret Harbour is on the eastern side of St. George's Channel, towards
the S.E. end of New Ireland. It is formed by two islands and the main;
the largest, which is to the N.W., was called Cocoa-nut Island, and the other
to the S.E. was called Leigh's Island. The channel is here 23 miles wide.
Between the two islands is shoal water, and each of them forms an entrance
into the harbour; the S.E. or weather entrance is formed by Leigh's Island,
and in this there is a rock above water, named the Booby Rock. The passage
is between the rock and the island; the rock has deep water all round it.
According to Sir E. Belcher, the passage between Booby Rock and the main
is unsafe. The N.W. or lee entrance is formed by Cocoa-nut Island, and
this is the best, because there is good anchorage in it, the water in the other
being too deep. At the S.E. end of the harbour is a large cove, secure from
all winds, and fit to haul a ship into. In the N.W. part of the harbour is
another cove, from which very good water was procured; this, too, is fit to
haul a ship into, and is very convenient to wood and water in; she may lie
in from 30 to 5 fathoms, soft muddy bottom. The harbour runs about S.E.
by S. and N.W. by N., and is about 3 miles long and 4 cables' lengths broad.
D'Urville watered here, and began his examination of New Britain opposite
to it. It was also examined by Sir E. Belcher, in the Sulphur. The N.E.
point of Cocoa-nut Island is in lat. 4° 22' 0", long. 152° 50'.

Gower Harbour, or Port Praslin, is to the S.E. of Carteret Harbour,
according to Carteret, 4 leagues distant, but Captain Hunter, in 1791, was
surprised to find it only 2 leagues. The first name was given to it by
Carteret, the discoverer; the second by Bougainville, who anchored here,
and observed an eclipse in the sun, July 13, 1768. It is formed by a larger
island, Wallis, or Marteaux Island, and a smaller, Green Island, to the South
of it.

Capt. R. L. Hunter says that a ship being in the neighbourhood of New
Ireland or the Solomon Islands, and in want of water, firewood, or spars,
cannot obtain these with greater facility or safety than in Gower Harbour.
The southern entrance to this harbour is about 2 miles from Cape St. George;
either entrance will, however, be easily seen by a ship at a moderate distance
in the offing. There is water in all the coves, but the northernmost has the
finest stream. The most expeditious method is to drop anchor in 16 or 18
ADMIRALTY ISLANDS.

This group, still most imperfectly known, was discovered by Le Maire and Schouten, in July, 1616; they merely sailed past them to the southward, and called them the Twenty-three Islands. H.M.S. Alacrity was here in 1874, and H.M.S. Challenger in 1875; from these visits we gain some recent information.

The principal island of the Admiralty Group is mountainous. The inhabitants are not very black; their physiognomy is agreeable, and differs but little from that of Europeans. The men wear a shell, the bulla ovum, and some wear a cloth round the loins; with this exception they are entirely naked. The women only have a garment round the waist. Their hair is curly, and of a black colour. They sometimes redden it with ochre mixed with oil; some parts of the body are thus painted, and especially the face.

During the Challenger's visit they were civil and well disposed; they offered no objection to landing or exploring any part of the islands, although at first they showed some antipathy to the men visiting their villages. Their only weapons appeared to consist of a spear and knife, both of obsidian, which they readily part with; tortoise-shell, armlets, spears, large wooden...
bought, and cocoa, were also exchanged for old iron hoop, gaudy-coloured pocket handkerchiefs, knives, hatchets, &c. Fighting is probably rare amongst them, as none of them had scars. Their principal food appears to be sago; there is a species of bread-fruit tree on the islands. They have also plaintains and cocoa-nut trees, and cocoa and yams. The only animals in their possession at the time of the *Challenger’s* visit were dogs and pigs, and of these only a few. On Suhm Island one male and four female goats were landed. The canoes used at this group are 40 to 50 ft. in length.

The *Challenger* arrived at Nares Harbour on March 3rd, and left on March 10th, 1875. During this period the wind prevailed from the northward, with damp and oppressive atmosphere.

**ADMIRALTY ISLAND** was first briefly described by D'Entrecasteaux in 1792. It was afterwards visited by Commander Cheyne in 1862; but the most complete account of the island we obtain from the recent visit of H.M.S. *Challenger* in 1874. The island is about 42 miles long from East to West, and with a pretty even breadth of 15 miles. At its N.E. extremity a narrow point 10 miles long projects in an easterly direction towards San Gabriel Island, from which its extremity, in lat. 2° 1’, long. 147° 33’, is distant about 3 miles.

*Bird Islet*, small, but moderately high, lies 10 miles West from the extremity of the point above described, and on its southern side. This islet lies on the North side of the entrance to a small bay sheltered by reefs. The entrance, a quarter of a mile wide, has three sunken reefs lying off it: one lies S.E. a mile from Bird Islet, another three-quarters of a mile S.E. from the first, and the third S.S.E. 2 miles from Bird Islet. The anchorage, in 25 fathoms, with Bird Islet bearing N.E., is small, but protected on all sides. From the bay the coast, skirted by a reef 2 miles broad, trends to the S.S.W. 11 miles to Sanders Point, the S.E. extremity of Admiralty Island. The point is low, and may be recognized by a village built on stakes, and by two islets about 1 1/2 mile to the S.E. of the point, named *Dover Islets*.

From Sanders Point a deep bay recedes to the N.N.W., and from the West entrance point of the bay the coast, skirted by reefs, trends W. 1/2 S. 13 miles to *Hilly Point*, which is low and wooded, and the termination of a range of mountains, about 3,000 ft. high; off it lies a small island, named *Green Island*, distinguishable by its colour, and in 1874 thickly populated by natives.

H.M.S. *Alacrity*, when about 5 miles to the eastward of Hilly Point, found a passage through the reefs and patches, and an anchorage in 16 fathoms, muddy bottom, 1 1/2 cable from shore. This anchorage, the approximate position of which is lat. 2° 13’ S., long. 147° 10’ E., is protected to the southward by reefs and shoals.

For a distance of 25 miles to the westward of the anchorage the sea is
studded with reefs and shoals, extending about 5 miles from the shore. A passage exists inside the reefs and close to the shore until Green Islet is reached, which must be passed on its southern side. A small anchorage exists at 7 miles westward of Green Islet, close to the shore, and with Sugar-loaf Island bearing S. by W. ½ W.

Sugar-loaf Island, situated 15 miles to the southward of Admiralty Island, is about 800 ft. high, and 3 or 5 miles in circumference, having four small hilly islands a short distance to the northward of it.

South-West Point, 29 miles West of Green Islet, is moderately high and thickly wooded. From it the coast, with reefs extending 2 miles off it, trends to the north-westward 4½ miles to Alacrity Point, at half a mile South of which is an anchorage, with three off-lying islands, bearing respectively N.W. ½ N., N.W. ½ W., and W. ½ N. The entrance to this anchorage is through the reef, and has several shoal patches in it; inside these is a dangerous small shoal of 6 ft. Several shoal patches lie between Alacrity Point and the three islands above mentioned in a distance of 8 miles.

The North-western point of Admiralty Island is named Wyville Point. It lies 12 miles northward of Alacrity anchorage, the coast between forming a deep bay. Two small islands lie 4 and 5 miles S.W. of Wyville Point, and three others, named Murray, Moseley, and Buchanan Islands, all on the same reef, at 6 miles W.N.W. from it. Shallow Bay, eastward of Wyville Point, is 4 miles wide and 3 miles deep. Three islets lie in its centre.

NARES HARBOUR, so named after Captain Nares, R.N., of H.M.S. Challenger, and afterwards Commander of the Arctic Expedition, lies at the N.W. extremity of Admiralty Island, and is a well sheltered and convenient anchorage, easy of access, but destitute of supplies. It is nearly 8 miles in length, East and West, has an average breadth of 3 miles, and is protected by D'Entrecasteaux Reef, which is 7 miles long W.N.W. and E.E., and 6 cables in width at its broadest part. On it are three low, flat, sandy islands, named D'Entrecasteaux, Suhm, and Wild, all of which are thickly wooded; and close to its eastern extremity is a small sandy cay, with a few trees on it, named Observatory Islet, being the observation spot of the Challenger.

The northern or outside edge of the reef is well defined, and has apparently no outlying dangers. At 2½ miles from its western extremity there is an opening, through which, apparently, a small vessel might pass.

The southern or inner edge of the reef is not well defined; it has, as is usual with coral reefs, several mushroom rocks cropping up close to it, with deep water around, and must, therefore, be approached with caution.

D'Entrecasteaux Island, the westernmost of the three on the reef of that name, is nearly half a mile in length, and 2 cables in breadth, low and flat, but covered with trees, which, rising from 80 to 100 ft., can be seen at some distance. The village is on its North side, and the landing is on the South side. There is no good water. Suhm Island lies a little over a mile to the
eastward of D'Entrecasteaux. It is nearly the same size and height as that island, but is uninhabited. Four cables to the eastward of it is the break in the reef before mentioned. The space to the westward of Suham Island appeared from the masthead of the Challenger, when outside the reef, to be free from danger, and good anchorage will most likely be found there. The West point of D'Entrecasteaux Reef may probably be rounded at a distance of a quarter to half a mile, and anchorage found to the southward of the reef; but it is imperatively necessary that a good look-out should be kept from aloft for any shoal heads that may exist. Wild Island, nearly 4 miles E.S.E. of Suham Island, and similar to it in appearance, is three-quarters of a mile in length. The village is on its South.

Observatory Islet, lat. 1° 55' 10" S., long. 146° 40' 56" E., small and stony, with a few trees, lies E. by N. 8 cables from the East point of Wild Island, and about a quarter of a mile inside the eastern extremity of D'Entrecasteaux reef, which here comes to a point.

Challenger Shoal, over the West end of which the Challenger passed, lies E. by S. 3 S. 1½ mile from Observatory Islet. On it are 3½ fathoms, with apparently shoaler water to the eastward.

Between Challenger Shoal and the East extreme of D'Entrecasteaux Reef is the Eastern Channel, a safe and deep channel 1 mile broad, leading into Nares Harbour.

South Shore of the Harbour.—Moseley Point is 4 miles N.E. by E. ¼ E. from Wyville Point, and 5 miles S.E. from D'Entrecasteaux Island.

Between Moseley Point and D'Entrecasteaux Island are three islands, named Carpenter, Browne, and Tracey, and nearly 1 mile E. by S. from it is a small island, named Pigeon Island, from the large number of pigeons which frequent it.

The whole of that part of the coast of Admiralty Island which was explored to the eastward of Moseley Point is fringed with a coral reef, which extends from 2 to 4 cables from the shore. A boat cove exists at 3 miles eastward of Moseley Point.

Failure Rocks are two small bare rocks, about 5 or 6 ft. high, on the edge of the reef which fringes the coast of Admiralty Island. They lie S.S.E. a little over 3 miles from Observatory Islet, and E. by S. ½ S. nearly 4 miles from Moseley Point, and form a good mark for entering through the East channel. To the northward of these rocks, at a distance of half a mile, there is a narrow shoal, with 4 fathoms on it, and 20 to 28 fathoms just outside.

Carpenter, Browne, and Tracey Islands, are connected by a reef. They lie in a N.W. by W. direction from Moseley Point. The channel between Carpenter Island and Moseley Point appears, so far as explored, to be safe and deep, and the space between these three islands and Maclear Island is an excellent position to anchor, but it has not been examined.
Maclear Island, the summit of which, 200 ft. high, lies N. by E. ½ E. nearly 2 miles from Wyville Point, leaving apparently a clear channel between. It is thickly wooded, nearly round in shape, 900 yards long, 750 yards in breadth, and surrounded by a coral reef, on the western edge of which are two small rocks, about 20 ft. high, named Twin Rocks.

Eastern Channel.—To enter the Eastern Channel, bring Failure Rocks to bear S. ½ E., and steer in with them on that bearing until the whole of Suhm Island is open to the southward of Wild Island: the ship will be inside Havergal Shoal, and should haul to the westward, and anchor as convenient in 18 to 20 fathoms, about half a mile from the shore, with the West point of Wild Island bearing from N. to N.N.W.

Approaching from the eastward, Observatory Islet should on no account be brought to the westward of S.W. until Failure Rocks bear S. ½ E., in order to clear Challenger Shoal.

Havergal Shoal, of 4 fathoms, lies S.E. by S. 6½ cables from Observatory Islet, and other dangers may exist between it and D'Entrecasteaux Reef.

The centre of the harbour is much encumbered by a chain of coral knolls, which extends from the middle of Carpenter Island north-eastward to the edge of D'Entrecasteaux Reef. To the eastward of these shoal patches is the anchorage, 3 miles long by ¾ mile in width, and the only dangers in it with the exception of Havergal Shoal, are close to the edges of the reef.

Boudeuse Bay is a small indentation in the North coast of Admiralty Island, 4 miles to the eastward of Nares Harbour. In it is a small village and several streams of fresh water, from which vessels may obtain a supply, but there is no anchorage off it in the N.W. monsoon, so that they must despatch their boats from Nares Harbour.

Off the N.E. point of Admiralty Island are the small islands, named by Maurelle Los Negros; they are of pleasant appearance, but surrounded by reefs.

JESUS MARIA ISLAND, the circular island of D'Entrecasteaux, is tolerably large, but very dangerous to approach. It is surrounded by a reef, having still water within, and great depths off its outer edge. It does not appear to be much cultivated, and is of a disagreeable appearance. But few natives are seen, and apparently it cannot be thickly populated. The S.E. point of the island is in lat. 2° 22', long. 147° 55'.

H.M.S. Alacrity, in 1874, anchored on the S.E. coast, inside a narrow opening in the reef, which lies just northward of a small islet, and 5 miles N.N.E. of South East Point. A sailing vessel would experience a difficulty in leaving during the prevalence of S.E. winds. A bay, which commences at 3 miles to the northward, is sheltered by a reef, through which there appears to be an opening.

On the South side of the island anchorage in 13 or 14 fathoms may be found in a bay lying a mile eastward of South West Point. Care must be
800 ADMIRALTY ISLANDS.

taken to avoid the shoals in the bay. A depth of 14 ft. will be found in the passage across the reef. A small islet lies off the S.W. Point, whence the West coast of the island trends N. by E. 4° E. 4 miles, and N.E. by N. 8 miles, and appears well populated. Several islets extend for a distance of 8 miles off the N.W. Point. Rounding the outermost of these islets, where water is to be got with difficulty, anchorage may be obtained in a small bay in 27 fathoms. N.W. Point has a village on it, and anchorage near. High water, full and change, at 6 p.m., and only one tide in 24 hours.

**Los Reyes,** in lat. 1° 59', long. 148° 2', were nearly proving fatal to D'Entrecasteaux's ships, which were drifted against them by a violent current. The islands are two in number, each about 500 yards long, lying E.N.E. and W.S.W., 1 ½ mile from each other; they are low and thickly wooded, with apparently a small fringe reef off each island.

**San Rafael Island,** 12 ft. high, lying about 8 miles N. by E. from the western islet, extending from Jesus Maria Island, is a flat island, about 3 miles long.

**San Gabriel Island,** lying about 5 miles to the westward of San Rafael, is about 12 ft. high and 6 miles long, with a fringe reef close to its southern shore. A small islet lies off its West end. In 1874 it appeared to be thickly populated.

The islands to the South of the principal island, which appear to be numerous, are not described. The charts must furnish the only guide we possess.

Capt. Abraham Bristow sailed through this part of the archipelago in the **Sir Andrew Hamond,** in February, March, and April, 1817, and discovered several islands, the account of which he gave to the late Mr. John Purdy, whose hydrographical labours are so well known.

**Hayrick and Platform,** two of these, are two small islands lying close together, and surrounded by a reef. To the S.W. of the Hayrick is an isolated rock, which forms part of the group, being only half a mile distant. The ship **Sir Andrew Hamond,** on May 19th, 1817, being at 12 miles to the East of this group, had the following bearing of four islands:—Small Round Island, N. 80° W., 21 miles distant; High Island, N. 50° W., 11 miles; Low Island, N. 20° W., 19 miles; and the fourth (in lat. 2° 24' S., long. 147° 36' E., consequently near the position assigned by Maurelle to **San Miguel Island**), N. 45° E., 23 miles distant.

**Elizabeth Island** lies 22 miles S.W. of the preceding, also discovered by Capt. Bristow. It is inhabited, low, and well covered with trees. It is 2 miles long in a N.E. and S.W. direction; and connected with it is a surrounding reef, which has double the extent. Landing can only be effected at a single point, in the N.E. part of the island. There is anchorage on its South side. The lat. is 2° 55', and the long. 147° 0'. At 2 miles East from
this is a small island, the diameter of which is nearly a mile. There is a lagoon in the middle, and a wreck was lying on it in May, 1848.

**Purdy Islands**, a group named after Mr. Purdy, by his friend, Capt. Bristow, February 16, 1817. *Bat Island*, the westernmost, is scarcely 2 miles long; it is covered with large trees, and has two hummocks on it, which at a distance appear like two separate islands. *Mouse and Mole Islands* are two small islands to the East of the preceding. They are separated by a channel, through which the *Sir Andrew Hammond* passed, and found it excellent. Mole Island, the north-westernmost of the two, is in lat. 2° 51' S., long. 146° 15' E.

*Latent Reef* is 4 miles in extent, and lies 4 miles to the West of Mouse Island. The northern part of this reef appears like a solid bed of rocks. There are two other reefs near these—one, 7 miles S.W. of Bat Island, and 19 miles West of *Latent Reef*; and another in lat. 2° 25' S., long. 146° 22' E.

A *strong current*, bearing from West to East, was experienced here by Capt. Bristow, in the season above mentioned, February to March.

Three dangerous shoals have been stated by Capt. Horsburgh to exist 15 leagues to the South of the Admiralty Islands. They are nearly in the same latitude, so that it is possible, from the necessary imperfection of the observations made as to their position, that they may be identical. Still there appears to be so many isolated dangers in the neighbourhood, that all caution is required.

*Sherburne Shoal* is the easternmost, discovered by Captain J. White in the *Sherburne*, May 15, 1824. It extends from East to West about 12 or 13 miles, and 8 miles from North to South. On its S.E. part is a dry sandbank, and some rocks, which rise 20 feet above the water, in another part. Latitude of the S.E. part, about 3° 15' S., longitude, by chronometer, 148° 16' E.

*Circular Reef*, discovered by Captain Renneck, in the *Lyra*, November 7, 1825, is 3 or 4 miles in diameter, having deep water inside, with an opening in its N.N.W. part. Lat. 3° 18' S., long. 147° 40' E.

To the southward of this, and much in the way of vessels passing westward from St. George's Channel, are two shoals or reefs; the northernmost, *Albert Reef*, in 3° 58' S., long. 147° 58' E.; the other, *Victoria Reef*, in lat. 4° 17' S., long. 148° 10' E. They each break.

*Sydney Shoal*, on which the *Sydney*, Capt. Austen Forrest, was wrecked, May 20, 1806. It is covered at high water, but at low tide some rocks appeared above the surface. Lat. about 3° 20' S., long. 146° 50' E.

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**South Pacific.**
Anchorite Isles.—Anachoretes Island was discovered by Bougainville, Aug. 7, 1768, in lat. 0° 54' S., long. 145° 30'. H.M.S. Alacrity visited the islands in 1874. They are described as five in number, occupying a space of about 2½ miles in a N.E. by N. and S.W. by S. direction; they are low, flat islands, thickly covered with cocoa-nut trees, and connected to each other by the reef. The northern island is the largest, being about half a mile long. Off the North end of the group a tide rip is caused by the strong current setting to the westward around the end of the reef. There is apparently an entrance across the reef, as the canoes came out over it through the surf.

The natives somewhat resemble the Chinese in features, being of a light colour, with long, straight, black hair, which they wear closely rolled up on the top of the head. They are well-built men, but apparently cunning and treacherous.

At 3 leagues to the westward another low island was seen from the masthead of Bougainville's vessel, and named Commerson Island. It is 5 leagues W. by N. from the northernmost of the Anachorètes, and in lat. 0° 45' S., long. 145° 17'.

Boudeuse Island was named by Bougainville after his ship, August 9, 1768. It is low, and in lat. 1° 26', long. 144° 34' E.

L'Echiquier (the Chess-board), so named by Bougainville, consists of a large collection of islets. D'Entrecasteaux placed upwards of thirty on his chart, but states that it is probable that in the North part of it many were not seen. They are only a series of low, flat islets, covered with wood. They all appear to be connected by reefs. The South point is in lat. 1° 40' 30', long. 144° 3'.

This group is enclosed by a narrow reef, through which there are several passages, the one chiefly used being on the N.E. side. During the visit of the schooner Franz, in 1872, the number of islands of the group counted were fifty-three. The natives, amounting to about 800, are of a dark copper colour, with long stringy hair, and are frequently at war with the Hermit islanders.

Los Eremitanos, or Hermits, were seen by Maurelle at 8 leagues distant. They are described by D'Entrecasteaux as being high in the N.W. part, and seemed to leave considerable intervals, but, on a closer approach, they terminate in low lands, and are enclosed in a very narrow belt of sand,

* Monks Islands (Los Monjos).—Four small, low islands, which extend nearly 5 miles in an East and West direction. Maurelle first saw them in 1781, and determined their position to be in lat. 0° 57' S., long. (corrected) 145° 41'. Capt. Hunter also saw them. The position assigned to these islands was passed over by H.M.S. Alacrity in 1874, without observing any sign of them from the mast-head. They must be the same as the Anchorite group. The brigantine Cooran, in 1874, also passed over the same position without observing them.
within which is a large space of still water. They are inhabited; the natives came off in canoes, and apparently were friendly. Their position was perfectly determined. The N.E. islet is in lat. 1° 28' 30" S., long. 145° 7' 45".

This group consists of seventeen islands, surrounded by a large reef, the exterior limits of which extend about 12 miles North and South, and 16 miles East and West, and stretches about 5 miles from the shore of the largest island.  

_Loof Island_, about 500 feet high, lies near the centre of the group, and is the highest land in the vicinity. There are two native towns, one on Loof and one on Geloon Island. _Pémi_, the N.E. islet, is in lat. 1° 28' S., long. 145° 8' E.

There are five passages through the reef, the _N.W. passage_, the broadest, is about 1 mile broad, the anchorage generally used being on the North side of Loof Island. _The North passage_ lies N.W. by W., 4 or 5 miles from Tet, a small island lying off the North extreme of Loof Island; this passage is narrow, with generally a confused swell setting into it.

_Alacrit Anchorage_, formed by the reef on the N.E. side of Hermit Islands, affords good shelter in 8 to 10 fathoms, sandy bottom; there are two passages leading into it, the northern named Coeran and the southern Sabben Passage. _Coeran Passage_, about half a mile wide, is separated from Coeran Passage by a reef about 400 yards in extent; the inner part of Sabben Passage is contracted by a shoal with 3 ft. water on it. At the anchorage the only tide that is felt is for about four hours at low water, when it runs nearly 3 knots an hour in a south-westerly direction, and there appears to be only one tide in 24 hours.

It would not be advisable to attempt either of these passages under sail during the strength of the tide, without a commanding breeze, as the tide rips render it difficult to discern the reefs; and shoals may exist that have not been seen.—H.M.S. _Alacrity_, 1874.

_Matty and Durour Islands._—Two small, flat islands, discovered by Carteret, Sept. 19, 1767. According to D'Entrecasteaux the first is in lat. 1° 33' 40" S., long. 143° 12' 30", and the second in lat. 1° 46' 0" S., long. 142° 56'. Carteret places them in lat. 1° 43' 21", long. 143° 2' E.  

_Tiger Island_ is a discovery of Captain Bristow in 1817, and communicated by him to Mr. Purdy. It is about 6 or 7 miles in length, East and West, and inhabited by a ferocious race of savages. Lat. 1° 45' S., long. 142° 20' E.
CHAPTER XIX.

THE EASTERN PART OF NEW GUINEA, LOUISIADÉ ARCHIPELAGO, AND TORRES STRAITS.

THE EASTERN PART OF NEW GUINEA.

The south-eastern portion of New Guinea has been little known until the surveys of Capt. Moresby were made in the years 1873-4, in H.M.S. Basilisk. These surveys connect Capt. Owen Stanley's work on the South coast with D'Entrecasteaux on the North. Although a valuable addition to geographical knowledge, the work of Capt. Moresby seems but of little service to commerce as far as trade with the natives is concerned, or colonization. The natives have but little to barter, and climate from all accounts appears to be most unhealthy. With the exception of a few naturalists and some missionaries established in various parts by the London Missionary Society, but few strangers have visited the coasts. The discovery of most importance is the ship channel existing through the great Louisiade Reefs, by which vessels gain a much shorter route from Australia to China, &c., than by rounding the eastern end of the reefs.*

The south-eastern extension of this vast island is formed by the slopes of the Owen Stanley Range of mountains, which terminate at the S.E. cape. Most of the heights of this chain of mountains are visible, in very clear weather, at a distance of 90 miles; but within 20 or 30 miles of the coast they alter their shape as not to be easily distinguished. They are visible for the longest periods during the N.W. monsoon, and generally capped with clouds the greater part of the other season of the year.

Natives.—The black races of New Guinea are probably divided from their lighter neighbours to the eastward somewhere about the meridian of Yule Island, lat. 146° 30' E. The natives of the S.E. parts of New Guinea and adjacent islands in appearance are copper coloured, averaging 5 feet 3 inches in height, of a light, active build, often with good features, which they paint;
but the men's teeth and mouths are much disfigured by constant use of the betel-nut. The hair is usually worn frizzled out into a huge mop, and ornamented with feathers. The women's hair is always cut short. Both sexes go almost naked. Their weapons appear to be wooden spears and swords, clubs, slings, and stone V-shaped hatchets, but no bows and arrows were seen amongst them. Caution is requisite in dealing with these people, as they are much inclined to pilfer; in some places they are trustworthy and friendly, but it is necessary to be armed on all occasions. Occasionally, human jaw and spinal bones are worn as bracelets and ornaments. They appear to take pleasure in making it understood that they have eaten the original owners of the bones; but these, as well as the few skulls exhibited in their villages, appear to be of an ancient date.

Their plantations are very extensive, and carefully terraced on the mountain sides. Abundance of yams of the finest quality, taro, bananas, sugar-cane, apples, Indian corn, and other tropical fruits, are everywhere to be found.—Capt. Moresby, R.N.

The GULF of PAPUA is an indentation of the coast, extending 196 miles across from Cape Suckling, nearly W. 3 S. to Bampton Island, and is about 80 miles in depth. The shores of this extensive bay are low, and with the exception of Aird Hill and the Albert Mountains, nearly 90 miles farther to the eastward, the West and northern coasts present no objects of sufficient elevation to serve as marks for making them from seaward; the lead will therefore afford the best indication of approaching the land, especially to the westward, where sand and mud flats extend far out from the shore.

From the South point of Bampton Island to Aird River, 190 miles to the N.E., not a single eminence, or scarcely a tree more elevated than its neighbours, could be seen above the level outline of this extensive and apparently half-drowned country. It is wooded to the water's edge, the tops of the trees in many parts ranging from 100 to 150 ft. in height.

The numerous fresh-water openings in this portion of the coast appear to be the delta of some vast river forming, by its deposits, a continuation of mud flats, and banks of hard, fine, black sand, extending from 6 to 25 miles off shore; the latter extent is eastward of Prince River.

From Bampton Island a low, alluvial, and thickly wooded coast, with several villages near the shore, trends N. 3 E. 17 miles to a low, woody island, 11 miles in circumference, and separated from the shore by a narrow creek. Breakfast Point, the eastern extreme of this island, lies N. 3 E. 16 miles from Bampton Point.

Fly River is a broad opening in the low wooded country, immediately to the northward, and is 5 miles wide at its mouth, where the water was found to be fresh. The North side of the entrance is a low wooded shore. Tree Isle, which is low and wooded, is 4 miles long and 2 miles broad; it lies close off the point on the North side of Fly River, and there are villages on its
northern end. Near the southern point of the island is a high, round tree, in lat. 8° 41' S., long. 143° 37' E. Vessels not drawing more than 14 feet could safely enter, by taking the precaution of having a boat ahead, and carefully attending to the lead.

The Rev. S. MacFarlane ascended the river in a small steam launch, drawing 6 ft. water, named Ellangowan, in December, 1875, for a distance of 150 miles. Few natives were seen beyond 100 miles from the mouth. Two villages lie on the East point of entrance. At 40 miles above the entrance is an opening leading out from the left bank of the river which probably forms another mouth on the coast to the northward.

Prince River, in lat. 8° 8' S., is an entrance 1½ mile wide, which communicates with another channel entering the sea 7½ miles to the northward. Just to the northward of the latter entrance is a third opening, probably another entrance to Prince River. George River, 28 miles to the northward, appeared to be a considerable stream.

Aird River, 28 miles north-eastward of George River, was found to have a bar across its entrance, over which the greatest depth was 6 ft. Entrance Island lies in the mouth of the river, with the deepest channel on its western side. Aird Hill rises in about lat. 7° 30' S., long. 144° 22' E. It is a conspicuous mark on this monotonous coast, and rises to a height of 1,260 ft., at about 25 miles N. by W. of Cape Blackwood, which forms the eastern entrance point of Aird River.

Deception Bay is an extensive bight in the low country, immediately to the eastward of Cape Blackwood. It is 20 miles wide E.N.E. and W.S.W. between the cape and Bald Head, and 9 miles deep. This bay received its name from at first, presenting every appearance of a good deep entrance to some large navigable river; but, after a very careful examination, no channel could be found through the shallows into either of the openings, which are evidently the mouths of some considerable river.

Between Bald Head and Maclatchie Point, which lies 40 miles to the eastward, the coast is low, and has many openings in it. West Entrance Islet, 12 miles eastward of Bald Head, is small and woody, and marks one of these entrances. A similar islet lies 10½ miles to the eastward, marking another opening. About Maclatchie Point the coast becomes less monotonous, and several hills appear near the sea. The Albert Mountains, which are visible 60 miles off in clear weather, form a range 24 miles long, in a N.W. and S.E. direction, at 30 miles eastward of the point. Freshwater Bay lies southward of the eastern end of Albert Mountains, and a river enters it.

which must be of great size, as fresh water is found on the surface of the sea, at 2 or 3 miles off its mouth.

*Cape Possession*, in lat. 8° 35' 40" S., is a bold clifffy point, the termination of the steep coast, which thence trends 14 miles to the northward. A large population is found on this part of the coast. *Mount Yule*, N.E. by N., 31 miles from Cape Possession, and in lat. 8° 14' 30" S., long. 146° 46' E., is a very remarkable table-topped mountain, 10,046 ft. high.

*Hall Sound*, or *Robert Hall Sound*.—*Yule Island*, 4 miles long and 1½ mile broad, in lat. 8° 45' S., lies off the entrance of Hall Sound. It has several peaks on it, the highest at the S.E. end, rising to 534 ft. in height. The West shore may be approached to 1½ mile. Between the North end of Yule Island and the mainland there is no passage, but good anchorage, sheltered from the S.E., was found by the *Basilisk* under the North point of Yule Island in 6½ fathoms. The southern entrance has a good channel about three-quarters of a mile wide. But care must be taken to keep a mid-channel course, for extensive reefs extend from both the mainland and Yule Island. Mid-channel the *Basilisk* found an average depth of 13 fathoms leading into Hall Sound, where sheltered anchorage under the lee of Yule Island or elsewhere may be found, the lead giving ample warning of too near approach to the mud banks which occupy the northern and eastern sides of the sound. But warning by the lead is not given in approaching Yule Island reef, the edge of which is patchy and dangerous. The channel is always discoloured by the quantity of fresh water escaping from Hall Sound.

*Ethel River* discharges itself over an extensive mud flat into the N.E. part of Hall Sound. At high water it is probable a channel of 9 ft. would be found. After entering the river a depth of 9 ft. and a width of about 120 yards was found, with a slight current.

*Hilda River*, a rapid powerful stream, running from the N.E. with too strong a current for a boat to stem, falls into Ethel River 1½ mile from the entrance of the latter. Above Hilda River, Ethel River assumes the character of a sluggish stream. It was examined for about 10 miles. The natives of Yule Island are numerous. They crowded on board the *Basilisk*, and were friendly when their villages were visited.

*Cape Suckling* is a low woody projection, S. by E by E., 10 miles from Yule Island, the intermediate coast being of the same aspect, and backed by ridges of hills, between 700 and 800 ft. high. Two of the southernmost hills of the range form the only feature by which the cape may be recognized. There is a coral shoal W. by N. 8 miles from Cape Suckling, with 8 fathoms upon it, which appears to be the north-westernmost extremity of the Great Barrier Reef.

The **GREAT BARRIER REEF**, extending along nearly all the coast of New Guinea, from Cape Suckling to South-east cape, and along the southern
and eastern sides of the Louisiade Archipelago, is somewhat similar to that off the East coast of Australia, but not so uniform, probably owing to the immense bodies of fresh water which flow into the sea upon this coast, and which is well known to be destructive to the growth of coral. Simultaneously with the appearance of this guarding reef the entire features of the country change, precipitous, round-topped, grassy hills, openly timbered, and bearing a strong family likeness to each other, springing from the white coral and sandy beach. These hills are backed up by higher ranges inland. Fertile valleys lie between, and the coast is strewn with villages, always marked by a grove of cocoa-nut trees. From Redscar Head to Hood Point not a single stream was seen emptying itself into the sea.

**Redscar Head** is a remarkable projection of the mainland, S.E. ½ E., 26 miles from Cape Suckling, rising abruptly, like an island, from a low woody point. It is 565 ft. high, and conspicuous from the cliffs which form its southern face, being red and white. The head is visible at the distance of 21 miles, and from the S.W. makes like an island. **Paricara Islets** are small and two in number, with some rocks, lying from 1¼ to 2 miles north-westward of Redscar Head. **Redscar Hill**, E.N.E. 2¼ miles from Redscar Head, is isolated, and rises abruptly to the height of 575 ft.

**Redscar Bay**, between Cape Suckling and Redscar Head, is about 20 miles wide, and 6 miles in depth. Its shores are low, swampy, and malarious, and are intersected by five openings, apparently the mouths of streams, the largest of which, 8¼ miles northward of Redscar Head, lies near the head of the bay, and is named **Manumanu**.* At W. ½ N. 5 miles from this opening are the Skittle Rocks, conspicuous from seaward, from their standing higher than the low land behind them. A coral shoal, with 4 fathoms on it, lies 2 miles off shore, near the N.W. end of the bay, and W. ½ N. 8 miles from the Skittle Rocks. But, with this exception, the water appeared to shoal regularly to within 2 miles of the land, the soundings all over the bay ranging from 9 to 23 fathoms, on a muddy bottom. In fine weather a vessel may anchor in any part of Redscar Bay, and the holding ground is good, but it does not afford protection from the swell of either monsoon.

Redscar Bay was visited by the Rev. W. W. Gill, in November, 1872, and some teachers left at this unhealthy spot to instruct the natives in Christianity under the London Missionary Society. At that time the eight villages surrounding Redscar Bay were estimated to contain 4,000 or 5,000 inhabitants.

Mr. Gill proceeded some distance up the Manumanu River, finding but a scanty population on its banks, which are overflowed at times. The village of Manumanu lies 8 miles up the river. A sand-bank, with 2 fathoms water

* Manumanu is wrongly called Toutou in the Admiralty chart. The unnamed river on the chart to the North is the true Toutou.—Rev. W. W. Gill, B.A., 1873.
PORT MORESBY AND FAIRFAX HARBOUR. 809

over it, lies at the entrance, which may be known by the rush of discoloured water. A vessel of light draught could probably ascend to the village.

Aplin Isle, S. ½ W. 9 miles from Redscar Head, is low, uninhabited, and covered with scrub. It is situated on the N.W. extremity of the Barrier Reef, seen off this coast from the westward. At 3 miles eastward of it is a clffy islet. There is very good anchorage in 14 fathoms, at half a mile north-eastward of the island, with smooth water in the S.E. monsoon.

A dangerous coral patch, with 2½ fathoms water upon it, lies S.W. by W. ½ W. 9 miles from Redscar Head. Between this patch and Aplin Isle are some other shoals. These appear to form part of the sunken barrier, extending from 8 miles W. ½ N. of Cape Suckling to Aplin Isle, following the general direction of the coast.

Fishermen Isles are a low, flat, sandy group, covered with trees; the largest island lies 5 miles S.W. by W. from Palli Palli Point, a steep, rocky point sloping down from a hill. These islands were so named from some of the canoes which came off to H.M.S. Bramble, having in them seines of considerable length, with floats of some light wood, and sinkers, fitted like English nets of the same description. Capt. Moresby says that these nets are used all along the coast from Yule Island to the S.E. Cape.

The Barrier Reef trends S.E. by E. ½ E. from Aplin Isle, touching the southernmost of the Fishermen Isles, and from thence extends eastward to the entrance of Port Moresby.

PORT MORESBY and FAIRFAX HARBOUR.—At 2 miles eastward of the Fishermen Isles is Basilisk Pass, an entrance through the outer reef, reported clear, and three-quarters of a mile wide. The reef on either side of the entrance breaks. At 3 miles northward of this entrance is Paga Point, forming the eastern entrance point of Port Moresby, called by the natives Anuapatia. The western entrance point, Palli Palli Point, lies ½ mile westward of Paga Point, and from its S.E. extremity a chain of three small islands extends for 1½ mile in a S.S.Easterly direction. Port Moresby, from Paga Point, extends for 3 miles to the N.N.W., with an average breadth of 1½ mile. Jane Island, 600 ft. high, is situated at its head, and westward of Jane Island is the channel leading up to Fairfax Harbour, which is about 1½ mile across, and has anchorage in its centre in 5 fathoms. The entrance leading from the N.W. corner of Port Moresby into the inner or Fairfax Harbour is 4 cables wide, with depths of 6 and 7 fathoms, and lies West 1 mile from the North extreme of Jane Island. The eastern side of Port Moresby is shallow, and off the western side is a shoal awash at low water 2 cables off shore, and 6 cables S.S.W. from the S.W. extreme of Jane Island.

Captain Moresby thus describes the locality:—"Close to the Fishermen Islands of Captain Stanley, H.M.S. Basilisk, in 1873, passed through the South Pacific."
Barrier Reef by one of those narrow openings peculiar to these seas, and anchored in a fine roomy harbour (now named Port Moresby and Fairfax Harbour), which our boats had previously discovered. The ship remained here some days, whilst running surveys were made, and the coast explored.

"In the neighbourhood of Port Moresby the valleys were intensely rich and tropical in their vegetation; but the hills, of which the greater part of the country consisted, were perfectly Australian: they had very poor soil, covered with large stones, scattered gum-trees, and thin grass. On some of these hills large quantities of quartz were found; some of the specimens picked up being impregnated with gold, but no trace of gold was ever discovered amongst the natives.

"We roamed over the country, and visited their villages as freely as if they were English people. If any of our fellows got lost in the bush, the natives took them to their villages, fed them, and offered every hospitality before bringing them back to the ship. Apparently they had never before seen a white man."

More full details of the surrounding country and inhabitants will be found in a paper by Mr. Octavius Stone, in the Journal of the Royal Geographical Society for 1876. Fairfax Harbour is a missionary station.

Mount Owen Stanley, in lat. 8° 53' S., long. 147° 32' E., is the highest of Owen Stanley Range. It is remarkable for its square top, and cannot be easily mistaken, on account of its great height, 13,205 ft.; but the Rev. W. Gill says there is a still higher peak a little E.N.E. of it. A sharp ridge descends from it south-westward towards the sea; and westward of it and between it and the low land bordering the sea are two parallel ranges, about 25 miles in length in a N.W. and S.E. direction.

From Basilisk Pass to Hood Point, a distance of about 50 miles, the Barrier Reef continues, with but few channels across it. The principal of these channels lies abreast Round Head, 18 miles N.W. of Hood Point. Inside the entrance, which can be clearly made out is anchorage in 15 fathoms half a mile within the reef, on the S.E. side of the entrance. Paira Point, a red cliff, marks the coast midway between Hood Point and Round Head.

Coutance Reef, S.S.W. about 33 miles from Hood Point, is a white sand or coral shoal, on which the sea breaks. It was discovered in 1804 by M. Coutance, and was seen in 1860 by Mr. Kennedy, commander of the ship Medway, who places it in lat. 10° 36' S., long. 147° 27' E. As the position of this danger is still doubtful, it should be passed with caution.

Hood Bay, immediately on the East side of Hood Point, is about 7 miles wide from East to West, and between 3 and 4 miles in depth; its shores are low and woody. The eastern point of the bay is like a pier, or embankment, forming the West side of a narrow and shallow opening, leading into a remarkable circular lagoon. Macgillivray Range extends from the
HOOD BAY.

back of the hills behind Paira Point, E. by S. 18 miles, and is moderately high and scantily wooded.

At 15 miles E. ½ S. from Hood Point is Keppel Point, a low projection of the main land. Cape Rodney lies East 24 miles from Keppel Point. Constance Isle lies on the Barrier Reef, at 9 miles E. by S. ½ S. from Keppel Point. Between them is an opening through the reef 6 miles wide, probably caused by the fresh water from some river. Rodney entrance, 9 miles S.S.E. from Cape Rodney, is 2½ miles wide, and anchorage may be found just within the point forming the eastern side of the entrance in 21 fathoms. The breakers will mark out the entrance.

Cloudy Bay is an opening 10 miles wide midway between Cape Rodney and Table Point, a distance of 31 miles in an E. ½ S. direction. The eastern side of the bay is hilly. The Barrier Reef, immediately eastward of the Rodney entrance, forms a bight, which must not be mistaken for the entrance itself; thence it trends to the eastward, and appears to terminate at 4 miles S.S.E. of Table Point, which is low, but well defined. Rounded and Table-topped Hills back the low coast between Cloudy Bay and Table Point. Grange Isle lies on the reef S.W. ½ W. 4 miles from Table Point.

Owen Stanley Range trends from Mount Owen Stanley, south-eastward 95 miles, and then turns suddenly north-eastward. As there is a great uniformity in the profile of this mountain chain, it will only be necessary to notice the three following summits:—Mount Obree, North, 40 miles, and Mount Brown, N. by E. ½ E., 34 miles from Keppel Point, have nothing remarkable in their appearance; the former is 10,246 ft., and the latter 7,947 ft. high. Mount Clarence, N.N.E. ½ E., 20 miles from Cape Rodney, has its top perfectly flat on the western side. It rises to 6,330 ft. in height.

Between the base of these mountains and the extensive tract of level land from Round Head to Cape Rodney, are numerous hills; the most conspicuous of these is a remarkable pyramidal hill.

Table Bay is a slight indentation of the main land on the eastern side of Table Point; its eastern extreme is a low point on the West side of a well-defined opening, like the mouth of a river, at E. ½ N., 20 miles from Table Point. Amazon Bay lies between the eastern point of Table Bay and a bold, hilly headland, at E. by S. ½ S., 10 miles from the point.

A cluster of islands lies off Amazon Bay, and one of these, Toulon Isle, rises to a peak at its centre, which is visible 30 miles off. S.W. ½ W. from this island is a dry sand-bank, on the western part of a coral reef 3 miles long, which covers at high water.

A steep coast range extends 6 miles eastward of Amazon Bay, thence the coast is low and woody for a distance of 22 miles in an easterly direction, forming the shores of Orangerie Bay. In the eastern end of this bay is Dufaure, and several other smaller islands. The summit of Dufaure Island is 1,622 ft. high, and two coral shoals lie, one of 5 fathoms 12 miles south-
H.M.S. **Rattlesnake** passed another of 7 fathoms at 9 miles S.W. from Dufaure summit.

**Eagle Point** is a sharp rocky projection, S.S.E. $\frac{1}{4}$ E. 2 miles from the South extreme of Dufaure Island. **Cone Point**, S.E. by E. $\frac{1}{4}$ E. 2 miles from Eagle Point, is so called from having a remarkable conical hill on it, 543 ft. high. From Cone Point the coast, consisting of a series of low points and deep bays, trends E. by S. $\frac{1}{2}$ S. 16 miles to Tree Islet.

**Webb Isles** lie from 2 to 3½ miles eastward of Cone Point; and **Roux Islet** form a cluster, nearly midway between Webb Isles and Tree Islet.

**South Cape**, a bold cliffy cape, the southernmost extremity of New Guinea, lies in lat. 10° 43' 30" S., long. 150° 14' E., and, seen from the westward, has the appearance of an island. **Wedge Rock**, at half a mile off South Cape is 40 ft. high, and derives its name from its shape.

The country, for the first 9 miles eastward of Eagle Point, consists of hills and woody valleys; a steep lofty coast range then takes its rise, trending eastward 12 miles, to **Cloudy Mountain**, a rounded peak, the highest part of the above lofty coast range, bearing N. by W. 9½ miles from South Cape. It is 4,477 ft. high, and visible in clear weather at least 40 miles off.

**Catamaran Bay** is 5 miles wide from W.S.W. to E.N.E., and appeared to be about 3 miles in depth. **Tissot Isle**, 3 miles eastward of South Cape, is remarkable for having a rounded peak at either end, nearly East and West from each other. From the eastern point of Catamaran Bay the coast trends 6½ miles to the eastward, with a steep range of hills rising at the back of it, to the height of 1,304 ft. A coral reef, about 1½ mile broad, extends along this shore, from the middle of the bay to 9 miles eastward of it. There is a sand-bank on the reef, at about 1½ mile from its western end.

**Leocadie Isles** are a group of small, low islands and rocks, also situated on the reef, near its eastern extreme; between these and the sand-bank is a small island, the position of which is doubtful.

**Brumer Islands**, six in number, are small and of basaltic formation, lying south-eastward of Catamaran Bay. The westernmost and largest of the group is 2½ miles long, and from a quarter of a mile to three-quarters of a mile broad. The highest part of this island is a peak near its N.E. end, 665 ft. high, and bearing E. $\frac{1}{4}$ S. 8½ miles from South Cape. A vessel, by establishing a regular barter here, may obtain, in a few days, considerable quantities of yams and cocoa-nuts; but in a short-handed vessel great caution is required. A large cascade was seen near the North part of the principal island. The **Rattlesnake** and **Bramble** anchored on the N.W. side of the largest island in from 30 to 40 fathoms, blue mud; but the anchorage is not good, as the swell, with the prevailing S.E. wind, rolls round both points.

Like Dufaure Island, the Brumer Group must be approached with caution, on account of the sunken barrier, two portions of which were met with, one
with 10 to 15 fathoms, bearing S.W. by S. 5 miles, and the other with 8 to 11 fathoms, S.E. by E. 8 miles, from the peak of the western Brumer Island.

Heath Point, the easternmost extremity of the South coast of New Guinea, delineated in Captain Stanley’s survey, is a rocky point nearly E.N.E. 18\(^\frac{1}{2}\) miles from the peak of the West Brumer Island, and forms the extreme of the bay of the same name.

Heath Island is situated about 17 miles E.N.E. from the peak of the West Brumer Island, and is 4\(\frac{1}{2}\) miles long N.W. and S.E., by about a mile broad. Of its two peaks the southern is a little higher, rising to an altitude of about 1,000 ft.; they appear in the shape of a saddle from the East or West, are well defined and thickly wooded, forming a conspicuous mark for the locality of China Strait.

Heath Reefs, an extensive cluster of shoal patches, were seen extending for 2 or 3 miles to the westward of Cocoa-nut Rock (S.W. of Heath Island); the tail of one of these was passed over by H.M.S. Basilisk in 7 fathoms.

Blanchard Island (of D’Entrecasteaux), S.E. by E. 3\(\frac{1}{2}\) miles from the S.E. point of Heath Island, is nearly 2 miles long in an E.N.E. and W.S.W. direction, by about a mile in breadth. The N.E. peak, which is the summit of the island, rises to an estimated height of 400 ft. A wooded islet, about half a mile long, lies a cable from the East point of the island; and a village was seen in a small sandy bay on its N.E. side. No landing was effected here, nor were the depths in the vicinity ascertained. Midway between Heath and Blanchard Islands are three small islets, the middle one, 250 ft. high, being the highest.

Beehive Islet, 250 ft. high, is distant rather more than 2 miles S.E. of the East point of Blanchard Island.

CHINA STRAIT, dividing the S.E. part of New Guinea from Hayter Island, is about 4 miles long N.E. by N. and S.W. by S., by rather more than three-quarters of a mile wide in its narrowest part. Captain Moresby, in his exploration in 1873, considered that this strait might afford a shorter route to China, hence its name. Upon further examination, however, it was found that the intricacy of the navigation to the north-eastward of the strait, caused by some obstructing reefs, was so great as to render preferable the route some 25 miles farther East, which is described with the Luisiade Archipelago. On the western shore of China Strait there is abundance of water easily procurable by vessels.

Coast, Middle, and Dinner Islets, are small, similar in appearance, and situated at the S.W. entrance to China Strait. Coast Islet, about 300 feet high, is the highest of the three. All are thickly wooded, and fringed by coral reefs.

Hayter Island, which forms the principal portion of the eastern shore of China Strait, is 5 miles long in an E.S.E. and W.N.W. direction; the inhabited parts are on the West and S.W. sides.
Mount Haines, the summit of Hayter Island, is conspicuous, and rises near the S.W. extremity; cultivation is carried on almost to its summit (about 900 ft.).

Possession Bay lies on the West side of Hayter Island, and is so named from Captain Moresby having here taken possession in the name of Her Majesty the Queen. It is about a mile long, 4 cables deep, and affords safe anchorage out of the influence of the tides of China Strait, but is somewhat difficult for a sailing vessel to approach. Anchorage may be found in about 12 fathoms, mud, 3 cables from the shore. Inferior water can be procured at a well 12 ft. deep, dug by the crew of H.M.S. Basilisk, at a cable distance inland, and near the bed of a mountain torrent. The natives brought off supplies to H.M.S. Basilisk in exchange for iron hoop.

It is high water, full and change, in Possession Bay, at 8\textdegree; springs rise about 5 ft., and neap 2\frac{1}{2} ft. The stream of flood sets to the northward, and that of ebb to the southward, attaining at springs a velocity of 5 knots an hour.

Four small rocky bays form the northern shore of Hayter Island; the West point of the western bay being Scramble Point, the North point of Possession Bay.

Mekinley Island, on the East side of China Strait, and near its northern end, is about 200 ft. high, and affords a mark by which to detect the strait, if approaching from the northward. Paples Island, uninhabited, 250 feet high, and thickly wooded, lies half a mile to the eastward of Mekinley Island. Between Paples Island and Scramble Point is a small islet covered with grass, termed Button Islet, bearing from the latter point N.E. by E. distant 8 cables. Brewer and Head Islets are high and thickly wooded, with round summits. They bear East from Scramble Point, distant about half a mile. Didymus Island, about 1\frac{1}{2} mile long by half a mile in breadth, is situated 1\frac{1}{4} mile eastward of Paples Island. No signs of natives were seen.

North Foreland is a steep, bluff, rounded headland, forming the N.E. point of the southern prong of the fish-tail, to which the eastern part of New Guinea may be likened. To the westward of it the coast forming the southern shore of Milne Bay continues bold and steep, and is slightly indented by a succession of small bays, which have not been minutely examined. Small cascades of fresh water abound in this part. A 4-fathom coral patch lies about a mile S.E. by E. of North Foreland, and discoloured water of about 4 fathoms 1\frac{1}{2} mile eastward of the same headland. Spike Island, 1\frac{1}{4} mile N.W. of the North Foreland, is low and woody, and about a mile in diameter. A coral reef connects it with the shore.

MILNE BAY was first discovered by Captain Moresby in 1873. Previously the S.E. end of New Guinea was thought to end in one point, named the East Cape. The bay named after Sir Alexander Milne separates the newly discovered N.E. and S.E. arms of the eastern part of New Guinea,
and is about 25 miles deep East and West, and 8 miles broad. The Owen Stanley Range terminates at the head of the bay; running parallel to this range, and separated by extensive valleys, are the Cloudy Mountain and Stirling Ranges. There are numerous villages, and much cultivation on the southern shore of the bay. The water here is very deep, but in the small bays anchorage may be found in 15 or 20 fathoms. At the head of the bay is a plain thickly populated. A vessel may, during the S.E. monsoon, find a snug anchorage off the western end of Spike Island, before described. H.M.S. Basilisk anchored off the South shore of Milne Bay in 14 fathoms, about 3 miles westward of Spike Island; and H.M.S. Sandfly, in 1874, anchored in the same vicinity, and replenished with excellent water, which may be obtained at numerous places on the South side of Milne Bay, westward of Spike Island.

Discovery Bay is situated about 16 miles westward of Spike Island. This snug anchorage is situated on the South shore of Milne Bay, about 5 miles from the head of the latter. The entrance lies between a reef above water, with one small bush on it, and Surprise Point, the N.E. extremity of the bay. Vessels should keep the eastern bight of the cove on board, as the shore there is steep-to; the western side has an extensive shore reef, not always discernible. The water which runs through the village is not recommended for use, but round either the East or West points of the bay abundance of fresh water may be obtained. Pigs, yams, &c., were obtained from the naves in exchange for old iron hoop and axes.

Aleford Islets, four in number, small, and surrounded by reefs, are situated at the head of Milne Bay. The depths outside them increase from 10 fathoms at half a mile off, to 20 and 30 fathoms at distances of 1½ and 2½ miles.

About 20 miles to the eastward lie Killerton Islands, where there is a large bay, in which anchorage may be found, between the eastern island and the shore of the bay, in from 12 to 13 fathoms, sandy bottom. The passage to the anchorage is from the eastward, keeping mid-channel between the eastern island and the shore. Caution is necessary, as coral patches abound near all the islands. The anchoring ground is about a third of a mile southward of the village. Mount Killerton, in the Stirling range, rises immediately above Killerton Islands, to an altitude of about 1,357 feet. In approaching Goschen Strait from the westward this mountain affords a good mark, the top being seldom clouded. The two peaks next East of Mount Killerton, are tufted, a small group of large trees growing near the summit of each.

EAST CAPE of New Guinea, lies 10 miles eastward of Mount Killerton. The hills along the narrow promontory forming the North side of Milne Bay here end in a double summit 388 ft. high. The whole of this part of New Guinea is thickly populated, the villages being mostly on the northern shores,
well watered, and of unusual beauty and fertility. Large quantities of supplies may be obtained in exchange for iron hoop.

*Anchor and Chain Islets*, situated N.E. of East Cape, on a tongue of coral reef, N.E. and S.W. of each other, 1½ mile apart, are small, low, and thickly wooded. Anchor Islet is the larger of the two. To the southward of Anchor and Chain Islets, and between them and Lydia Island, the depths are irregular, and numerous coral reefs, upon which the sea often breaks, block up what would otherwise be the shortest route to Goschen Strait.

The *Basilisk* anchored in 16 fathoms, sand and coral, half a mile South of Anchor Islet.

*Basilisk Island*, to the eastward of Hayter Island, China Strait, forms three sides of a hollow square open to the West. The island is 8½ miles long East and West, by 7½ miles North and South, and has breadths varying from a half to 3½ miles. The land rises to a narrow, thickly wooded ridge of hills throughout its entire length and breadth, averaging from 300 to 900 feet in height. Only one village was noticed, and that was in the N.E. part.

*Rocky Pass* is a narrow channel or gut separating Hayter Island from Basilisk Island. The tides run with great strength through the pass, with a heavy overfall to the southward. The pass is not navigable for ships, but a well-manned boat may use it, except during strong S.E. winds.

*Jenkins Bay* is formed by Hayter Island on the West and Basilisk Island on the South, East, and North. It contains numerous shoal patches, the positions of which are uncertain, and the bay has no known anchorage. A few scattered cocoa-nut trees were seen upon its shores, but no villages, canoes, or signs of habitation.

*Razor Islets* two in number, and 200 ft high, lie S.E. by E. 3 miles from the S.W. point of Basilisk Island.

*Margaret Island* half a mile South of the S.E. point of Basilisk Island, is 1½ mile long East and West, half a mile broad, and about 500 feet high, with rather a level, thickly wooded summit. There is a village on its South shore, constantly resorted to by the natives of the neighbouring islands. The channel between Margaret and Basilisk Island should not be attempted by a sailing vessel, unless with a commanding wind and at slack water.

*Negro Head*, the N.E. point of Basilisk Island, is surrounded by a coral reef, which extends about 2 cables to the North, half a mile to the West, 3½ miles to the eastward.

*Mount Goodman*, the highest peak in Basilisk Island, rises to an altitude of about 900 ft., at the distance of rather more than a mile S.W. by W. ½ W. from the point of the same name.

*Fortescue Strait* separates Basilisk from Moresby Island, and is about 2 cables broad at its southern end, opening out in bell-like shape to a width of 1½ mile at the northern. The South entrance is deep and narrow, but the
shoal water extending East of Goodman Point appears at first sight to effectually block up the approaches from the northward. For the position of its shoals the chart is the best guide. It is high water, full and change, in Fortescue Strait at 8$^\circ$; springs rise from 4 to 5 ft. The flood stream sets to the North, and ebb to the South; at springs the tidal streams set at the rate of 5 knots in narrow part of the strait.

Moresby Island, forming the eastern boundary of Fortescue Strait, is 10 miles long, East and West, and has an average breadth of 3½ miles, its highest part culminating in three well-defined peaks, of which Mount Fairfax, the highest, has a peculiar knob-shaped summit, by which it may be recognized. It is 1,326 ft. above the level of the sea, and conspicuous from all directions. The island is thickly inhabited. No place was found where a vessel could obtain water. There are many deep bights and indentations, two of which (Hoop-iron and Pitt Bays) afford secure anchorage, and are presently described.

Pigeon Inlet is small, and covered with trees and long grass, the summit being about 60 ft. high. It bears S.W. a quarter of a mile from the S.W. point of Moresby Island. O'Neill Island, near the South entrance of Fortescue Strait, is hilly, the summit being about 580 ft. high above the sea level, and upon the level grass-grown ridge extending to the S.E. is a large tree, of dark foliage, which affords an excellent mark from the southward. A similar tree, but smaller, is situated on a lower part of the same ridge, but only shows out when seen from the eastward. The principal village in O'Neill Island is in a small bay on the N.E. side, off which the Basilisk anchored in 15 fathoms. This anchorage is somewhat exposed during the S.E. monsoon.

Hoop-iron Bay, so called on account of the great demand for that article evinced by the natives, is situated on the S.W. side of Moresby Island. The land surrounding the bay varies in height, from about 1,200 ft. at Double Peak over Green Point on the East side, to 400 ft. at Smooth Green Peak on the West. This bay affords good anchorage, protected from all winds except those blowing from East to S.S.E., in 13 fathoms, stiff mud, sheltered by O'Neill Island which lies to the southward. The approximate time of high water, full and change, at Hoop-iron Bay is 8$^\circ$ 30'$^\prime$.

Green Point may be termed the eastern point of Hoop-iron Bay, though the coast continues to trend for 3 miles in an easterly direction, curving round gradually to the southward, to Rocky Point. A rock lies E.S.E. 1½ mile from Green Point.

Rocky Islet lies S.E. ½ S. southerly 2½ miles from Green Point, and W. by S. ½ S. a little more than a mile from Rocky Point.

From the South point of Moresby Island the coast trends N.E. ½ E., rocky South Pacific.
and steep, for a mile, to a prominent point which forms the southern boundary of James Bay, and which almost joins Haines to Moresby Island.

The approaches to James Bay are very confined, but it has tolerably good anchorage, and is about a mile deep in a westerly direction by half a mile wide.

Haines Island has a saddle-shaped summit, the two peaks of which rise to a height of about 250 ft. There is a narrow boat channel, through which the tide runs with great rapidity, between this islet and the S.E. point of James Bay.

Connor Island is shaped like a triangle, the apex being to the North, and each side 1¼ mile in length. It has three peaks about 430 ft. high, near its centre, and is well wooded throughout. The channel between Connor Island and Haines and Moresby Islands, about a mile in width, has depths of 29 and 24 fathoms. A black headed rock, showing at half-tide, is situated nearly mid-channel; from it the North point of Connor Island bore E. by N. 11 cables. The channel eastward of it is recommended.

Glenton Island, three-quarters of a mile long North and South, by a quarter of a mile broad, is of regular shape, and rises to a thickly wooded and well defined peak, 390 ft. high. Crowning the summit is a large tree, which has been rendered conspicuous for some time to come, by having had the surrounding wood cleared away, to make a mark for surveying purposes.

Smith Islet is small, low, thickly wooded, and uninhabited. A coral reef connects it with the East side of Glenton Island, from which it is about a quarter of a mile distant.

The navigator viewing this district from a distance of 20 or 25 miles, might suppose that as far as Smith Islet the land from the S.E. cape of New Guinea was continuous, and this would account for the error fallen into by former explorers in so describing it; for what was formerly considered to be the S.E. cape of New Guinea is almost identical in geographical position with Smith Islet.

Maben Islet, about a mile E.N.E. of the North point of Connor Island, is low and thickly wooded. In the channel, between Maben and Connor Islands, is a sunken coral patch, having 18 ft. water.

Pitt Bay is the largest indentation on the East side of Moresby Island, being 1½ mile long North and South, by about the same distance in depth. Three bright green bluffs, about 60 ft. high, are a remarkable feature in the bay. Fairfax Ridge, near the centre and at the back of the bay, here rises to an altitude of upwards of 1,200 ft. A low flat islet is situated on the S.E. side of Pitt Bay. On the eastern side of this islet are two more remarkable green bluffs, to the northern one of which the name of Emerald Point has been given. The northern point of Pitt Bay is well marked by a conical brown rock, about 20 ft. high; the rock resembles a can buoy in appearance, and gives its name to the point. The depths in the centre of the bay vary
MORESBY ISLAND—FLINN BAY.

from 13 to 22 fathoms, sand and coral, but in a line from the S.W. corner to Can-buoy Point, are four coral knolls, having depths of 6 to 13 feet. The Basilisk anchored in 12 fathoms, white sandy bottom, with the Inner Green Bluff bearing S.E., distant 3 cables; and Can-buoy Rock N.E. ½ N., 2 miles nearly.

In entering Pitt Bay the southern shore should be kept at the distance of about half a mile, until the Inner Green Bluff bears S.E., which is as far in as a vessel should go. In the S.E. monsoon it is probable that considerable sea enters this bay. Sandfly Bay of Skelton Island, or Flinn Bay on the North coast of Moreby Island, will at that season be found preferable.

Water may be found in the small bight in the N.W. part of the bay, and also in the S.W. bight, but so far from the beach as to be inconvenient for conveyance to ships' boats except in casks. Natives were seen in great numbers in Pitt Bay. Pigs, yams, taro, arrowroot, and bananas were procured for hoop-iron and red handkerchiefs. As many as fifty large canoes, each capable of holding 40 or 50 men, were sometimes around the Basilisk at one time. The coast of Moreby Island from Can-buoy Point trends N.N.W. for nearly 1¼ miles to Cape Lookout.

Flinn Bay.—From Cape Lookout the coast trends West for three-quarters of a mile, with a small indentation, after which Flinn Bay forms a double bight 1½ mile deep, to North point. Pitt Islet is almost joined to a tongue of land which divides the two arms of Flinn Bay. The islet is small, low, and covered with trees. Between the South point of the reef surrounding it, and the dividing point of Flinn Bay, is a narrow channel, having 5 to 7 fathoms water. From the North point of the reef of Pitt Islet, Cape Lookout bears E. by S. ½ S. distant 6 cables, and the centre of Grant Islet N. by W. ½ W., distant nearly 2 miles.

Anchorage may be found in 16 fathoms, mud, in the eastern arm of Flinn Bay, with the centre of Pitt Islet bearing N. by W. ½ W., and Shortland islet seen just clear of the North point of entrance. Caution is requisite in rounding the North point, when entering this bight, as a coral ledge, rather difficult to detect, extends seaward from the point more than half a cable, and is steep-to. Water was found at the head of the bight. Small casks might be filled, and brought off to a boat.

South-westward of Pitt Islet is the western arm of Flinn Bay, about 1¼ mile deep, and affording good anchorage in from 14 to 16 fathoms, mud. A coral ledge extends a cable off the projecting point, which is situated to the S.W. of North point, otherwise this bight of Flinn Bay appeared clear of danger.

North Point, Moreby Island, is salient, clear of trees, and covered with long grass. It bears W. by N. 2½ miles from Cape Lookout, and has a small coral reef extending from it. To the westward of North Point are two small bays, and westward again Mudge Bay, about a mile deep. A small
stream flows into the head of the bay. Anchorage may be found here in 11 fathoms, sand and mud, well protected except from northerly winds. Water is procurable at a stream which flows into the sea at about 2 miles westward of Mudge Bay. There is a village on the western bank, and room for a boat inside. The natives here are friendly.

Grant Islet bears N.W. by N. 3 miles from Cape Lookout, and N.N.E. 1½ miles from North Point (Moresby Island). It is low, of coral formation, the higher portion being covered by open trees. Discoloured water, in which soundings of 4 and 5 fathoms were obtained, was seen stretching for a considerable distance towards Basilisk and Moresby Islands. Shortland Islet, 200 feet high, about a third of a mile in extent, and of oval shape, bears N.E. by E. 2½ miles from Grant Islet, and is surrounded by coral reefs. It is about 200 ft. high, extending on the western side to the distance of half a mile, and to the eastward in an angular horse-shoe shape, for 3½ miles.

Between Shortland and Grant Islets there is a passage 2½ miles wide, but narrowed by the reefs of both islets and a detached 5-fathom patch, to 1½ mile. None but a steam vessel, or a vessel with a commanding breeze, should attempt this passage, as the tides are swift. Byron Islet forms a triangle with Grant and Shortland Islets, and marks well the southern extremity of Shortland Reefs.

This islet is the last included among the islets of New Guinea proper. The islets to the eastward, forming the Louisiade archipelago, will be hereafter described.

The coast of New Guinea westward of East Cape trends W. by S. for 10 miles to Basilisk Point, immediately over which rises Mount Killerton. Goschen Strait is hereafter described.

Bentley Bay, between Basilisk Point and Cape Ducie, affords an indifferent anchorage, the water being very deep close to the shore. Anchorage was found in 15 fathoms, sand, to the eastward of a coral sand-bank about a mile from the western shore. The inhabitants are numerous, and showed a friendly disposition. Cape Ducie is low, rocky, and thickly wooded, and bears from Basilisk Point W. by N. by N., distant 6½ miles. Annie Inlet lies between Bentley Bay and Cape Ducie, and extending in a south-westerly direction, appeared to be about 2 miles deep, by three-quarters of a mile broad. In the entrance to the N.E. is Catherine Island, low, and covered with mangrove trees. Excellent Point bears W. by N., 2½ miles from Cape Ducie, Small Bay, having its shores lined with mangrove swamp, lying between. Westward of Excellent Point, the N.E. coast of New Guinea forms a bay about 2 miles deep, called Chaos Bay; it then takes a W. by N. trend to a somewhat prominent point for 15 miles, and then continues without change of feature to Cape Frere. Between Excellent Point and Cape Frere the coast seemed clear. Numerous cascades and watercourses are seen running down the mountain sides as Cape Frere is approached.
GOODENOUGH BAY.

Cape Frere, bearing W. ¾ N. distant 25 miles from Cape Ducie, and S.W. ¾ W. distant 39 miles from Observation Islet, of Normanby Islands, is a bold, steep bluff, rising to a round whale-backed summit, about 3,000 ft. high, which is precipitously steep-to and without coral reef. Bartle Bay, immediately westward of Cape Frere, is about 4 miles long, by about 1½ mile deep. A small river, not navigable for boats, disembogues in its S.W. corner. No good anchorage could be found here. At the head of the bay the depth found was 49 fathoms.

The country at the back of the flat alluvial land bordering Bartle Bay is a succession of table lands, varying in height from 200 to 1,500 feet, rising in terraces. In the background there is a confused mass of high peaks, varying in height from 3,000 to 6,000 feet. The villages are small and poor looking.

Goodenough Bay, 37 miles deep in a north-easterly direction, has its entrance between Cape Frere and Cape Vigil. The natives appeared honest and friendly.

The South shore of the bay is steep-to, 250 fathoms having been found at 2 miles off it. The northern shore is, however, quite of a different character. Mosquito Islands lie E.N.E. distant about 12½ miles from the head of the bay. They are low, flat, and covered with trees. Good anchorage was found to the southward of them, about half a mile from the shore, in 16 fathoms, stiff muddy bottom.

Cape Vogel.—In making this cape it will be noticed that the hills which form the peninsula are low and flat, and it is not before a vessel is within 8 miles that the whole of the land forming the promontory is seen.

Collingwood Bay, about 25 miles across, by 25 miles deep, extends in a westerly direction to the north-westward of, and parallel to, Goodenough Bay, forming the second large notch or indentation on the N.E. coast of New Guinea, westward of East Cape.

There are numerous shoals and discoloured patches in the bay. On no account should it be navigated except in the finest weather, and with a look-out from the mast-head, until it is better known.

The South and West shores of the bay are low and flat. The northern part of the bay is bold, rocky and steep, Mounts Victory and Trafalgar, about 4,000 ft. high, rising in a massive lump, named Cape Nelson, which bears from Cape Vogel N.W. by W. ¼ W., distant 59 miles.

Dyke Acland Bay forms the third deep indentation on the N.E. coast of New Guinea westward of East Cape; it is about 37 miles across from Low Point on the South to Cape Sud East on the North, and about 13 miles deep. Its shores throughout are low. Soundings, where taken, were found to vary from 34 to 25 fathoms, over a bottom of mud, at a distance of from 4 to 8 miles off shore, and no coral patches or discoloured water was sighted. At the back of the bay a range of mountains, 1,500 to 2,000 ft. high, rises.
about 6 miles inland. Cape Sud East is low and woody, and without any marked features.

Cape Killerton, bearing 10 miles N.W. of Cape Sud East, is similar to that cape. About 5 miles W. by S. ⅔ S. of it is a small eminence or rise about 150 ft. high. From Cape Killerton, and between it and Caution Point, a distance of 27 miles, the coast forms Hornicote Bay, the shores of which are low, for many miles back into the interior. Caution Point is bold, and terminates to the southward of a bluff, which D'Entrecasteaux mistook for the South part of an island. Anchorage was obtained about three-quarters of a mile south-eastward of Caution Point in 15 fathoms, sand. Natives inclined to be treacherous.

Cape Ward Hunt is bold and well defined, bearing N. by W. ⅔ W. about 9 miles from Caution Point; the land over it is about 400 ft. high and well wooded, and standing in the midst of low ground appears at a distance as an island. Between it and caution Point are five rocky heads dividing small bays. Mitre Rock, steep-to, about 40 ft. high, stands in an isolated position about two-thirds of a mile north-eastward of Cape Ward Hunt.

Ambush Point is low, and lies 5½ miles W. by N. from Cape Ward Hunt. Upon each side of the point a small river flows into the sea, and immediately to the westward is Traitors Bay, 5 miles wide and 2 miles deep. Wood suitable for steaming purposes was easily obtained at Ambush Point, the vessel anchoring in 15 fathoms, sandy bottom, about half a mile westward of the point, and about a cable from the shore. The natives here were hostile, and quite naked. Resistance was offered by them to a wooding party, but a rifle shot proved sufficient to scatter them.

Between War Song Point, the western point of Traitors Bay, and Alligator Point, N.W. by W. ⅔ W. 6 miles, the coast is low and wooded. Soundings of 11 fathoms, muddy bottom, were found at three-quarters of a mile from the shore in the bay between the points.

Hercules Bay is about 14 miles across at its mouth, by about 5 miles deep. Its southern shores are low and woody, but the western are hilly, being backed by Broken Range, which is about 400 ft. high. Andrew Islands, near the centre of Hercules Bay, are low and wooded. Soundings of about 28 fathoms prevail over the South part of the bay at a distance of 3 miles from the shore; but near the western side depths of 6, 7, and 8 fathoms were found, at distances of about 1½ mile from the shore.

Luard Islands, 10 miles northward of Andrew Islands, are similar to them in appearance. Midway between a rivulet enters the sea. Between the rivulet and Luard Islands is a bluff point, on which a bright spot was observed in the sunlight.

Hosken Island is about 150 ft. high, small and wooded, and bears from the outer Luard Islet N.W. by W. 7½ miles. The coast between is steep, high, and even.
Layard Islets are two in number, small and low. Bee and Wasp Islets are small, low, and wooded, and lie 5 miles N.W. by W. 3/4 W. of the northern Layard Islet.

Deaf Adder Bay, 5 miles north-westward of Wasp Islet, is 1 1/2 mile deep. The head of the bay appeared shoal, but indifferent anchorage was obtained in 35 fathoms near its eastern point, which is low, sandy, and wooded. The remainder of the bay is rocky and steep, and a range of hills extending along its western side attains an altitude to the southward of about 1,000 ft. No village or natives. North-eastward of the eastern point of this bay are the Straggling Islets, 2 1/2 miles off shore.

Huon Gulf forms a deep indentation in this part of New Guinea. Wherever soundings were tried for in skirting the shores of this gulf the depths found were great, and its shores seemed quite clear of coral reefs and isolated dangers, such as the mushroom coral patches found on the southern part of the coast. The ranges of mountains surrounding the gulf were generally of a height of about 2,000 ft. above the sea level. At the head of the gulf, and for about 2 miles inland, the country is low, and near Parsee Point, on the western side, the coast range is broken into by a deep valley; southward of this, bold, stony, wooded ranges border the coast, descending steeply to the water’s edge.

Longuerue Islands are spread over the S.W. part of Huon Gulf. With the exception of Saddle Island, which is about 2 1/2 miles in length and 700 feet high, these islets are small, wooded, and rocky. The configuration of the land at the head of Huon Gulf might lead to the expectation that a large river would empty itself in the vicinity, but such is not the case, the rivers and river beds being small, with barred entrances, and scarcely deserving the title of river. No villages were seen in the S.W. part of the gulf; northward of Parsee Point, however, they again become numerous. Many of the natives of this locality wear a peculiar head dress of tappa, shaped like a Parsee hat, hence the name of Parsee Point. On the coast range abreast Saddle Island, and Island, and bearing from it S.W. distant about 5 miles, is a prominent conical hill, about 1,200 ft. high. Kuper Range overlooks the coast, between Longuerue Islets and Parsee Point, a high and prominent peninsula, 30 miles to the northward. The summits were clouded at the time of passing, but towards the southern part of the range were estimated to reach an altitude of about 2,000 ft. Anchorage was found in 21 fathoms, mud, about 12 miles N.W. 3/4 N. of Parsee Point, at about half a mile from the beach, the soundings gradually decreasing from 45 to 35 and 21 fathoms, muddy bottom.

The coast from the head of Huon Gulf trends about 43 miles to the eastward to False Islet, and is without any very marked features, being in some parts rocky, in others low and sandy. The Rawlinson Range here runs parallel to the coast line at about 3 miles inland, some of its summits reach-
EASTERN PART OF NEW GUINEA.

ing an altitude of 2,000 ft. A shoal patch, steep-to, 1½ mile South of a village, was seen in lat. 6° 44' 30" S., long. 147° 24' E. Anchorage was found at 6 miles E. by N. 1 N. of this shoal spot in 27 fathoms, mud and sand, about half a cable from the beach, but it was of an indifferent nature, the bottom being very steep.

Cretin Islands, four in number, are all small, low, and well wooded. They lie 6 miles E.S.E. of Falso Islet, in about lat. 6° 43' 30" S., long 147° 53' E., and are inhabited.

Cape Cretin, the N.E. extremity of Huon Gulf, is a bold headland of rounded shape, having three small islets off it close to the shore. The hills at the back of the cape are about 600 ft. high, with grassy slopes, well wooded in parts, the whole having a very picturesque effect.

Fortification Point, so called from the exposed strata of rock upon its face, rises steeply from the sea, and is bare and barren looking. Its approximate position is in lat. 6° 20' S., long. 147° 48' E., and it may be considered the south-eastern limit of the Finisterre range of mountains, although the land to the southward of it continues high, gradually decreasing in altitude towards Cape Cretin. The water had all the appearance of being very deep close up to this coast.

Cape King William is difficult to define, the coast rounding gradually and preserving its steepness. The part taken for Cape King William is a slightly projecting point, about 20 miles N.W. by N. of Fortification Point, with a village close to the northward of it.

Mount Cromwell rises from the eastern part of the Finisterre Range to a height of 7,700 ft. It is situated about 8 miles inland from Cape King William, and takes the shape of a blunt cone, apparently covered with tropical forest. Basilisk Gorge is a huge break in the mountains, about 6½ miles north-westward of Mount Cromwell. No bottom with 100 fathoms of line could be found anywhere along this coast, at distances varying from 1½ to 3 miles from the shore, and the water had the appearance of being deep close up to the beach.

Mount Durali, a sharp, remarkable cone, is 11,000 feet high. It is situated in about lat. 5° 58' S., long. 146° 29' E. Mount Gladstone, also conical, but of a blunter shape than Mount Durali, was found to be about 11,400 ft. high. It is in about lat. 5° 56' 30" S., long. 146° 24' 30" E. These were the two highest peaks of the Finisterre Range sighted by the Basilisk. From long. 146° 30' E. the coast, steep-to, continues its W. by N. ½ N. trend for about 32 miles to Cape Rigny.

Astrolabe Bay was not visited, but from information supplied by N. di M. Maclay, a Russian traveller, who had stayed there for about twelve months, it was ascertained that the bay has about 83 villages around its shores, containing in all about 4,000 inhabitants, among whom, as many as
twelve dialects were spoken. Gabina River flows into the South side of the bay. The inhabitants were generally friendly.

After passing Cape Rigny, the Basilisk steered about N. by W. ½ W., passing mid-channel between Cape Croisilles and Dampier Island, thence along the N.E. coast of New Guinea, outside Vulcan Island and the Schouten Isles, calling in at Humboldt Bay; after which a course was steered to pass about 20 miles northward of Cape D'Urville, and North of the Mysory Islands, close South of Providence Island, through Dampier and Pitt Straits, to Amboyna.

Long Island, in lat. 5° 20' S., long. 147° 10' E., is divided by a deep valley into two parts. The southern portion rises to a high conical peak, about 4,000 ft. high; the northern consists of three peaks grouped together, and not reaching to quite the same height as the southern. Crown Island, about 9 miles north-westward of Long Island, has rather a level summit, and is lower than Long, or Rich Island.

Humboldt Bay, in lat. 2° 40' S., long. 140° 42' E., may be recognized without much difficulty, Point Bonpland on the eastern side being bold, about 700 ft. high, and cliffy on its northern side. The Basilisk struck soundings in 4½ fathoms in entering, over a bottom of sand and coral, when the following were the bearings taken:—Point Bonpland, S. 40° E.; Point Caillie, N. 35° W.; point at the head of the bay resembling a peninsula, S. 72° W. Close to this position anchorage was found in 16 fathoms. An uneasy swell sets into the bay, breaking heavily upon the beach, which has a wild, dreary aspect. The natives were very dark-skinned, bold, and noisy.

Caillie Point, the North entrance point of Humboldt Bay, is a promontory 500 ft. high, projecting in a S.S.E. direction from the mainland, to which it is joined by a low neck. Challenger Cove, at the N.W. part of Humboldt Bay, is formed by Caillie Point and a point 1½ mile to the S.W. of it.

H.M.S. Challenger, in February, 1875, anchored in 19 fathoms, with Caillie Point bearing N.N.W. ½ W., distant about 1½ mile, but the swell from the northward causing the ship to roll considerably, an anchorage was obtained in Challenger Cove, in 36 fathoms, stiff clay, with the South extreme of Caillie Point bearing E. ½ N.; Observation Islet, South, distant 1½ cable; and Village Islet, S.W. ½ S.; but the northern part of Challenger Cove appeared to afford a better anchorage, being land-locked, with apparently no sign of shoal water; it was, however, not examined.

Threshold Bay, in lat. 0° 50', S., long. 131° 35' E., is marked by two small cascades of fresh water, flowing down the northern side of the steep rock forming the eastern point of the bay. The village lies in a secluded nook, and has a few Malay residents, who are the representatives of the Rajah of Salwatti, who rules these parts for the Dutch. A small quantity of fruit and many birds of Paradise were obtained here. Soundings of 35 fathoms...
LOUISIADE ARCHIPELAGO.

White sand, were found 2 miles from the shore; and at 1 mile, 26 fathoms over a bottom of mud. From the latter position the bearings were—High Point, W. by S.; Low Islet in bay, S.E.

LOUISIADE ARCHIPELAGO.

This range of islands and reefs was most probably discovered by Torres, in 1606, though the credit of this has generally been attributed to Bougainville.

Of the northern side of this archipelago our only authority is the operations of the Recherche and Esperance, under the orders of Contre-Amiral D'Entrecasteaux, June, 1793, an examination concluded just previously to the death of that navigator, July 20, 1793. Of the South coast we have now a better knowledge. It was examined, cursorily, by Bougainville, afterwards surveyed by D'Urville, in the Astrolabe, in 1840, and still more exactly by Capt. Stokes, in the Rattlesnake and Bramble. The discovery of the new passage across the reefs at Teste Island was made, as before stated, by Captain Moresby, in 1874, who also determined the nature of the D'Entrecasteaux Islands.

ADELE ISLAND is the easternmost extreme of the Louisiade Archipelago, and is one of the most important points as to its position. It was discovered by Capt. Ruault-Coutance, of the French ship Adele. This small island was seen, and its situation determined, by Capt. Stokes, lat. 11° 29' 50", long. 154° 26' 10". It is a coral bank of 500 or 600 yards in diameter, surrounded by a tuft of trees, and surrounded by a reef, which joins on to Rossel Island, a distance of 7 miles, in a N.W. by W. direction. It must be the Island of Satisfaction of Capt. Bristow and the charts.

Rossel Island is the eastern large island of the Louisiade. Its position is well determined. It is mentioned hereafter.

Cape Deliverance was thus named by Bougainville, and is the easternmost cape of Rossel Island. It is in lat. 11° 23' 25" S., long. 154° 8' E. As before stated, the North side, to which our present description is confined, was examined by D'Entrecasteaux.

A chain of reefs extends from the West point of this island for 14 leagues, to within 10 miles of a low island covered with cocoa-nut trees. It was called Piron Island. Its shores were bordered with reefs, which extended in an E.S.E. and W.N.W. direction. Over this island some very high land (Iles du Sud Est) was seen. Several small and detached islands were also seen. The whole of the islands here, and to the westward, are apparently connected and surrounded by reefs and rocks; some appear above the water, so that the navigation is dangerous if too near. The violence of the current does not diminish this danger.
D'ENTRECASTEAUX ISLANDS.

The Renard or Fox Islands (West point) are in lat. 10° 52' 40", long. 152° 47' 12". The bank extends from their western point. D'Entrecasteaux passed to the West of them, and mentions the appearance of a shoal, but which was occasioned by overfalls. Several islands were seen to the North of the Fox Islands, connected by reefs.

St. Aignan Island is about 27 miles in length, and is next in order to the N.W. of Rénard Islands. Captain Bristow calls it Eruption Island. It is surrounded by very steep rocks, behind which rise, nearly perpendicular, very high mountains, covered with wood. The island is very steep-to, so that a vessel could not anchor. Cape Henry is the eastern point of the island, and is in lat. 10° 41' 15", long. 152° 55' 54".

De Boyne Islands lie to the West of St. Aignan Island; their North point is in lat. 10° 39' 5", long. 152° 22' 20".

The portion of the Louisiade which has been described rests upon the single authority of D'Entrecasteaux, and is thus very imperfectly known, otherwise he considered that the positions that were given might be depended on. The currents in the neighbourhood render the navigation dangerous. The Bonvouloir Isles lies 39 miles N.W. of the De Boyne; some inhabitants were seen on one of them. The La Seinie Islands were seen to the westward. The easternmost is in lat. 10° 27' 20", long. 151° 20' 24".

D'ENTRECASTEAUX ISLANDS were seen from a distance by the navigator after whom they are named; and, upon further examination by Capt. Moresby, R.N., in 1874, were found to consist principally of three islands, divided by narrow straits. The natives, who are numerous, acted in a most friendly manner to the officers and men of H.M.S. Basilisk. The islands extend in a N.W. and S.E. direction for 90 miles, and were named Normanby, Fergusson, and Goodenough. The latter island is divided from New Guinea by Ward Hunt Strait, the other straits being named Moresby, Dawson, and Goschen, the latter lying between East Cape of New Guinea and Normanby Island. The passage through it is described presently.

Normanby Island is 40 miles long N.W. and S.E. Cape Ventenat, its S.E. extreme, has a reef extending westward from it to within 2 miles of Gallows Reef, thus forming the entrance to Goschen Strait. Cape Provost, its S.W. extreme, lies 12 miles N.E. of the East Cape of New Guinea. Thence to the northward the western coast of Normanby Island, unless anchorage is required, should not be approached to within 8 miles.

The northern mountain of Normanby Island rises in the form of a blunt cone, with a small double notched summit 3,374 ft. above the sea level. Observation Islet, situated in lat. 9° 43' 53" S., long. 150° 44' 43" E., bears N.N.W. ½ W., distant 4 miles from Cape Deedes. The islet is small, steep, rocky, and thickly wooded.

Dawson Strait, dividing Normanby from Fergusson Island, was not sounded.
or closely examined, but Capt. Moresby was of opinion that navigation through it would be dangerous and intricate.

Anchorage was found by the Basilisk, on the northern coast of Normanby Island, at 2½ miles eastward of its northern point, and about a cable south-eastward of a projecting tongue of coral, which has a black-headed rock, dry at all times of tide, showing upon its northern centre. Near this anchorage a small stream of excellent water discharges itself into the sea, and no difficulty was found in procuring a large supply. Abundance of wood of a description suitable for mixing with coal for steaming purposes was cut.

**Fergusson Island**, 30 miles long East and West, and 17 miles broad, is thus described by Captain Moresby:—"We left the ship in Dawson Straits, and steaming to the westward we passed close under the high volcanic mountains of Fergusson Island which bound the strait to the North. The shore that we coasted was dotted with villages high on the hills, peeping through the sombre tropical green. Turning the western point of Fergusson Island, we found ourselves at the entrance of a fine strait separating Fergusson from Goodenough Island. Both these islands, with their forests topped by bare grey peaks, are grandly picturesque objects, Mount Goodenough rising magnificently to a height of nearly 8,000 ft. The sides of this great mountain are cultivated in patches to a height of 2,000 ft.; gradually its woods give place to barrenness, and its summits stand bare and knife-edged against the sky. Mountain torrents dash down its ravines and flash out at times from their dark-green setting, like molten silver."

**Cape Mourilyan**, the S.W. extreme of Fergusson Island, is bold; northward of it is Seymour Bay, which was not examined.

**Moresby Strait** divides Fergusson from Goodenough Island, and is about 20 miles long, North and South, by 3 miles broad, but narrowed to a mile by Frith and Markham Islands with their off-lying reefs. Its navigability was not thoroughly ascertained, but its principal features appeared similar to those of Goschen Strait, namely, great depth, with precipitous mushroom coral patches.

**Goodenough Island** is the western of the D'Entrecasteaux group. Its summit, Mount Goodenough, is previously described. The natives were friendly.

**Cape Ryley**, the S.W. extremity of Goodenough Island, appeared bold and steep, with small, sunken coral patches about a cable from the shore. **Cape Rawlinson**, the western point of Goodenough Island, 5½ miles N. by W. ¼ W. from Cape Ryley, is abrupt and bold, but a sunken coral reef was seen extending from it in a W. by S. direction, about 3 miles.

The West Coast of Goodenough Island takes a N.E. by N. direction from Cape Rawlinson, and appears to maintain its bold, precipitous nature.

**WARD HUNT STRAIT** is formed between Cape Vogel and Goodenough Island, and is about 22 miles long by 15 miles broad. No set was expe-
rienced in this strait, and at springs the tides are probably much weaker than that of Goschen Strait; this would lead to the supposition that the waters are deep throughout, and not narrowed and confined like those of the latter strait by detached coral reefs and patches. The rise and fall near Cape Vogel was estimated to be 6 ft.

**Goulvain Island** lies at the eastern entrance of Dawson Strait. It has a brown, bare-looking summit, and is about 2 miles long, North and South, by about 2½ miles broad. Its shores were not examined, but it is inhabited, as many canoes were seen to put off from its shores. **Well Island**, about 10 miles north-eastward of it, and vastly superior to Goulvain Island in size, lies eastward of the S.E. extreme of New Guinea. Well Island is low; the East point is in lat. 9° 41', long. 150° 58'. Off Well Island, to the S.E., breakers extend a considerable distance. To the N.E. of Well Island, 17 miles distant, is a small islet.

**The Trobriand Islands** are to the North of the D'Entrecasteaux group. **Lagrandiere Island**, the south-easternmost (S.E. point), is in lat. 8° 52' 30", long. 151° 9' 44" (D'Urville). They are low, and of considerable extent. **Jurien Island** is somewhat higher than the others; to the E. by S. of it is **Jouency Island**.

**Cape Denis** is in lat. 8° 24', long. 151° 1' 24". It is the N.E. point of the Trobriand Islands. Capt. Hunter, of the ship *Marshall Bennett*, recommends Cape Denis as an excellent place to secure a good supply of yams.

To the West of Cape Denis is **Cape North**, the extremity of some low islands, which appear to be the westernmost land. Beyond this is a line of coral reefs, which were called the **Lusancay Reefs**. They extend to a very considerable distance; and indeed are more or less connected with a range of coral barrier reefs to the meridian of 150° 40'. This extensive line runs nearly on a parallel, and partakes of all the dangerous characteristics of the coral reefs—perpendicular borders, and detached outlying shoals, one of which D'Entrecasteaux particularly notices.

**Laughlan Islands**, a group of nine islets, extending 5 miles East and West, and nearly as much North and South, including the surrounding reefs, were discovered by Capt. Laughlan, in the *Mary*, in 1812. Two of the largest of them are at most about half a league in extent; the land is only elevated a few feet above the water level. According to D'Urville, the eastern point is in lat. 9° 19' 3° S., long. 153° 48' 40".

**Cannac Island**, discovered by D'Urville, lies 9 miles West of Laughlan Island. It is a rock of 200 or 250 feet in height. It is in lat. 9° 19' S., long. 153° 30'.

**WOODLARK ISLAND.**—The discovery of this island is attributed by Captain R. L. Hunter to Captain Grimes, of the *Woodlark*, of Sydney, prior
to September, 1836. Captain Hunter gave the first intelligence to the world of its existence; he saw it in the ship *Marshall Bennett*, September 27, 1836. He says it is probably narrow, in a North and South direction, with small islets lying off the South side. The North side is bold to approach, and clear of danger, extending about 40 miles E. by S. and W. by N. It is of moderate height, with some hills in the interior, the highest being of a remarkable sugarloaf shape. There are one or two bays on this side, and on the western side of the deepest one was an entrance of a small inlet or river; but it was not examined. This is the sum of the information given by Capt. Hunter, who places its eastern end in lat. 9° 9' S., long. 153° 5' E.; and the western end in lat. 8° 53' S., long. 152° 24' E.

The following information was given (May, 1848), to M. Dutaillis by Lieutenant-Commander Marceau, of the French ship *Arche d'Alliance*:—

The whole of its southern part is bestrewed with small islands, connected with each other for the most part by coral reefs, between which there exists several passages. Up to the present time we only know of those examined by Capt. Rabalau, of the brig *Anonyme*, belonging to the Société Catholique, and which brought and landed Monseigneur D'Antiphelles at Garupe, the South port.

The banks are very steep-to. The two passes to the East and West of the islet Elaw are very good; the currents are pretty strong in them, and throughout the road sand is found, with ordinary holding ground.

The natives are Papuans, and traded freely alongside, but were well armed with bows, arrows, and spears. There can be no danger in only allowing them alongside; but ships should be constantly on their guard against treachery.

*Marshall Bennett Islands*, three small and high islands to the E.S.E. of Jouvency Island, 10 miles distant, were announced by Capt. R. L. Hunter, of the ship whose name is here given. The positions are:—The easternmost, lat. 8° 50' S., long. 152° E.; middle, lat. 8° 49' S., long. 151° 56' E.; and the westernmost, lat. 8° 46' S., long. 151° 52' E.

*Evans Island*, seen in 1841, is surrounded with islets and reefs, in the middle of which, a whaling captain assured M. Dutaillis that there was a good anchorage. Its position is in lat. 9° 10' S., long. 151° 55' E.

**PASSAGE THROUGH THE LOUISIADE ARCHIPELAGO.**—The route of H.M.S. *Basilisk* has proved that the Louisiade Reefs, hitherto thought to form an impenetrable barrier between Australia and N.E. New Guinea, present in reality a wide open gateway through which vessels may pass, and decrease the distance by 300 miles between Australia and China. We first describe briefly the main features of the route, and afterwards give Captain Moresby's directions.

*Teste Island* is surrounded by reefs to a distance of half a mile. The village is situated on the southern side, and appeared to be well populated. A
few fish, yams, and cccoa-nuts are procurable, in exchange for iron hoop, red handkerchiefs, and fish-hooks. Anchorage was found in 16 fathoms, sand, off the shingle beach, on the North side of the island, about a cable's length from the shore, with Boat Rock bearing W. § S. With northerly winds this anchorage would be exposed and unsafe. There are three small rocks or islets on the reef, in close proximity to the western side of Teste Island, and one on its S.E. side.

Bell Rock, N.W. by W. § W., 2 miles from Teste Island, is 420 feet in height, and affords an excellent mark from all directions. Lebrun Islets are two in number, N.W. § N. 4½ miles from Bell Rock. Both islets appear conical from all directions, their heights being about 350 and 150 ft. Stuers Islets (two) are of coral, low and woody, 9½ miles S.E. § S. from Teste Island. Imbert Islet is small and woody, and lies E. by S. 13½ miles from Teste Island. Foolscap Rock, taking its name from its appearance, bears N. by E. 7½ miles from the East point of Teste Island; it is about 150 feet high, and accessible only on the South side. Bentley Island, 250 feet high, bears N.N.E. § E., 9¼ miles from Foolscap Rock, is of peculiar shape, and in many respects unlike the other islands in the locality. Mudge Island, lying S.E. by E. § E., 4 miles from Bentley Island, is low, of coral formation, and thickly wooded. It is uninhabited.

Engineer Group, 6½ miles eastward of Moresby Island, consist of four islands, curving in an E.S.E. and W.N.W. direction; and between these and the small islands S.E. of Moresby Island is the main route to Gosen Strait, at this part about 5 miles wide. Slade Island, 1½ mile long N.W. and S.E., and 596 ft. high, is the north-western and most conspicuous of the Engineer group. Butchart Islet, connected to the North point of Slade Island by a coral reef, is small, and rises to a well-marked hill, about 350 ft. high, near its northern end. Skelton Island is separated from Slade Island by a channel 3 cables wide, near the centre of which, but rather nearer Slade Island, is a black rock, about 20 ft. high. Sandfly Bay, on the West side of Skelton Island, affords a confined anchorage, but is sheltered in S.E. winds. Care should be taken not to shoal less than 15 fathoms, as the shore reef which fringes the bay shoals rapidly. A village is situated at the head of the bay. Watts Island, the south-eastern of the Engineer group, is rather more than 2 miles long East and West, by 600 yards in breadth. The summit, about 400 ft. high, near the western end, is well defined and thickly wooded.

To the north-eastward of the Engineer group are a string of six small coral islets, similar in appearance, and thickly wooded. The space between these and the Engineer group is generally deep, but beset in parts with patches of coral, rising perpendicularly from the bottom.

Hazard Islets, 4 miles eastward of Watts Island, are two in number, and connected by coral reef. The tides in this vicinity run at the rate of 2 knots
at springs; ebb to the South, flood to the North. Five separate patches of
discharged water were seen between Haszard Islets and Hardman Islets (to
the northward), the positions of which are approximately placed upon the
chart.

**Blakeney Islet**, low and wooded, bears N.E. easterly, 10 miles from Short-
land Islet, and occupies a central position in the main route to Goschen
Strait when approaching from the southward. Anchorage in 23 fathoms,
sand and coral bottom, was found on its western side, about 2 cables off
shore. In the vicinity of Blakeney Islet the flood stream sets N.W., the
ebb S.E. **Hardman Islets**, of which there are two, are low, thickly wooded,
and of coral formation. They lie E. ¾ N., 5 miles from Blakeney Islet.

**Laseinie Islands** are six in number. The largest, named Dawson Island, 450
feet high, bears N.E. by E. ¾ easterly from the western Hardman Islet,
distant 6¾ miles. **Hull Islet** bears N.W. 3¼ miles from Blakeney Islet, and,
like that islet, is low, woody, of coral formation, and oval shape. **Grace
Islet**, similar in appearance, bears N.W. by W. ½ W., 4¼ miles from Hull
Islet. **Cocked Hat**, 50 ft. high, bears W.S.W. 1¼ mile from Grace Islet.

Coral reefs extend westward 1½ mile from it.

**Gallows Reef** is an extensive, horse-shoe-shaped ridge of coral, the greater
part awash, blocking up a space 6 miles long East and West, by 3½ miles
broad, near the centre of the eastern entrance to Goschen Strait. On its
N.E. arm are two small islets, named Jack and Ketch. Caution should be
used in approaching this part of Goschen Strait, as the tides set strong in
the vicinity, and the lead gives no warning of the approach to dangers.

**Lydia Island**, the summit of which, 1,038 ft. above the sea level, affords
a prominent mark in approaching Goschen Strait. A small bay on the
North side of the island affords anchorage in 19 fathoms in its S.W. corner,
but within half a cable of the edge of the coral reef, which, rising abruptly,
borders the shores of the bay. **Stanwell Island** is small, hilly, and separated
from the N.E. part of Lydia Island by a narrow channel.

**Gibbons Island** lies S.E. ¾ E. 2¼ miles from the summit of Lydia Island.
It is conical, and 385 ft. high. Approached from the southward, its bright
green summit is seen from a considerable distance.

Parallel to Gibbons and Stanwell Islands, and to the eastward, a detached
bank of sunken coral extends 2½ miles in a N.N.W. and S.S.E. direction,
having upon it depths of from 6 to 12 ft. Between it and the above men-
tioned islands is a channel about three-quarters of a mile broad, through
which H.M.S. **Basilisk** passed on several occasions, but it is not as good as
the channel of the main route north-eastward of the Gallows Reef.

**Obstruction Islands** take their name from the position they occupy, blocking
the passage between Lydia Island and East Cape. They are three in num-
ber, the middle one being highest and most conspicuous. The space be-
NEW ROUTE ACROSS.

between East Cape, Lydia Island, and Obstruction Islands, abounds in coral reefs and foul ground, and should be carefully avoided.

Flounder Reef is a detached coral patch, 3 cables in extent, having a depth of about 12 ft.; from its centre, Lydia Island summit bears S.W. 14 S., distant 2½ miles. This danger can generally be detected at a distance of 1½ mile, unless the weather be calm, and the sun low.

GOSCHEN STRAIT is formed between the South coast of Normanby Island (the southern of D'Entrecasteaux group) on the North, and the East Cape of New Guinea, Lydia Island, and Jack and Ketch Islets, with the Gallows Reef, on the South. It is about 16 miles in length, East and West, and varies in breadth from 2 to 6 miles. On its northern shore the Prevost range of mountains, upwards of 3,000 ft. in height, and covered with dense tropical forests, descends in steep slopes to the water's edge, being intersected by numerous ravines. About the centre of this range, or nearly midway between Capes Prevost and Ventenat, a remarkable dip or gap occurs, the position of which is accurately placed upon the chart, and will be found an unmistakeable mark for fixing a vessel's position in cloudy weather, when passing through the strait.

It is high water, full and change, in Goschen Strait, at about 8a. The rise and fall is apparently not more than 5 ft. The ebb sets to the eastward, the flood to the westward. The ebb appears the stronger tide, attaining at springs a rate of 2 knots an hour.

Ventenat Islands are small and woody, but with well-marked summits. They bear S.W. 4 S. and S. 2 W, from Cape Ventenat, the South Cape of Normanby Island, and are each distant from that cape about three-quarters of a mile. A barrier reef of sunken coral skirts this part of the coast of Normanby Island, outside Ventenat Islands, curving gradually to the N.E., and having depths of from 5 to 18 ft. upon it. Its S.W. extremity (Grind Reef), between which and Gallows Reef is the broadest passage through Goschen Strait, has a depth upon it of 15 ft., and bears N.E. 1 E. from Jack Islet, distant 2½ miles, and N. 1 W. from Ketch Islet, distant 2 miles.

Centipede Bay, 2½ miles N.W. of Cape Ventenat, is a bight, open to the southward, and affording deep water anchorage for a steam-vessel. Anchorage was obtained by H.M.S. Basilisk in 26 fathoms, stiff muddy bottom, about a cable from the shore, and a quarter of a mile from the eastern end of the beach. Westward of this position no bottom could be obtained with 40 fathoms of line. Large quantities of yams, &c., were easily procured for iron-hoop.

DIRECTIONS.—Vessels from the S.E. coast of Australia bound to Goschen Strait or to the eastern islands of New Guinea, will do well to pass westward of Cato, Wreck, and Kenn Reefs, and eastward of Saumarez and Frederick Reefs. Care should be taken to make Teste Island by day, and if within

South Pacific.
60 miles, and overtaken by night, the navigator should shorten sail until daylight, as the current was found in the month of February, during a strong westerly gale, to set E.N.E. 2½ knots an hour, or directly on to the reefs southward of Teste Island. Both Bell Rock (420 ft. high) and Teste Island afford good land marks, as the latter can generally be seen at a distance of 18 or 20 miles. From the southward, Teste Island first appears as three or four detached islands, and on nearer approach two remarkable trees will be seen on one of the ridges; but if the weather be thick, Stuers Islets, which are low and woody, may be the first land sighted; and it is possible that the high land of Moresby Island (1,300 ft. high) may be seen looming in the distance, previous to sighting any of the above-mentioned islands.

Vessels may pass between Suckling Reef and Stuers Islets, and across the sunken barrier in from 9 to 10 fathoms, with the high Lebrun Islet on a N.N.W. ¼ W. bearing. If the vessel has passed to the westward of Suckling Reef, the larger Lebrun Islet should not be brought to bear eastward of North, as the tides and eddies run strong on the bank south-westward of Lebrun Islets. The passage S.E. of Teste Island should be avoided, as a depth of 4 fathoms was here struck, and it has not been sufficiently examined.

Having crossed the sunken barrier, steer to pass about a mile westward of Bell Rock, after passing which, a N.N.E. course should be steered (allowing for set of tide) to pass a mile East of Glenton and Smith Islets; if requisite, anchorage may be found in 9 fathoms on the bank of sand which extends about 2 miles to the northward of Foolscap Rock.

After passing Glenton and Smith Islets, a North course should be steered, and if the weather be fine the West extremity of Slade Island, in line with the West extremity of Bentley Island, is a good mark for continuing upon, until Shortland Island bears S.W. by W. ½ W., or until the southern Hardman Islet is in line with the South point of Dawson Island, bearing N.E. by E. ¼ E.; the latter mark will lead clear of the foul ground to the South of Blakeney Island.

When Blakeney Islet bears N.W. by W., a N. by W. ¼ W. course will lead up to the passage between Grind Reef and Gallows Reef, care being taken to ascertain the ship's position by cross bearings, as the tides set strong to the East and West in this part of Goschen Strait. When the North point of Lydia Island is seen between the Jack and Ketch Islets, and bearing W. by S., southerly, a W. ½ N. course will lead in mid-channel to Goschen Strait between the reefs, clear of danger.
TORRES STRAIT.

TORRES STRAIT, the channel between Australia and New Guinea, as is well known, is of dangerous approach, from the labyrinthine coral shoals which embarrass all its entrances. To describe it in all its intricacies would carry us far beyond the limits of this work, and also would exceed its province, inasmuch as its navigation refers more to the transit from Australia, &c., to the various ports of the Oriental Archipelago and China Seas.

The Great North-East Channel from the Gulf of Papua passes between Bampton Island, on New Guinea, and Darnley Island, on the Barrier Reef. In the centre of this opening is Bramble Cay, to the South are Anchor Cay and Darnley Island, and between them is Bligh entrance. To the south-eastward of these is Flinders entrance, which passes to the northward of the Murray Islands.

From the reef outside these islands, the outer edge of the Great Barrier Reef is continuous, with few exceptions, to Raine Island entrance, one of the principal northern entrances to Torres Strait. All these will be briefly alluded to.

Although much has unquestionably been done to render the passage through Torres Strait less dangerous than formerly, by the erection of a beacon on Raine Island, to lead vessels into the best channel through the Great Barrier Reefs, and by the careful survey of the approach to the main land; yet, owing to the strong N.W. current outside the barrier, and the heavy weather, especially at full and change of the moon, vessels might possibly be drifted past the beacon, and the various entrances between the parallels of 12° 12' and 11° 27' S., it is satisfactory to know that this broad, safe, and clear channel exists for a vessel to run for, where there is room to lay during the night, in its N.E. entrance, or find anchorage under the lee of the reefs.

Since Captain Denham's survey of the Coral Sea, several vessels have adopted the Great North-East channel in preference to Raine Island, or either of the adjacent passages to the southward. And as the Great North-East channel becomes more frequented, its safety and other advantages will doubtless be so well known as to cause it to be recognized as the principal route from the Coral Sea to Torres Strait.

BLIGH ENTRANCE, the best approach to the Great North-East Channel from the Coral Sea, is a clear space 18 miles broad, between Anchor and Bramble Cays, with regular soundings, from 15 to 40 fathoms, coral sand, and in some parts mud.

Bramble Cay is a small sandy islet, in lat. 9° 7' 50" S., long. 143° 52' 10" E., and N. 7 E. 28½ miles from Darnley Island; it is about 12 or 15 ft. above
the level of the sea, and being visible at a distance of 7 or 8 miles from a
vessel's deck, is one of the best marks for making the Great North-East
Channel from the northward.

Darnley Island (Erroob), the principal guiding mark for the Great North-
East Channel into Torres Strait from the eastward, is of volcanic formation,
and about 5 miles in circumference. Its highest part is a peak rising from
the western portion of the island to a height of 610 ft., in lat. 9° 35' 20" S.,
long. 143° 45' E.

The PAPUA or GREAT NORTH-EAST CHANNEL extends S.W. ¾ S.
nearly 100 miles in a direct line from Bramble Cay, in its N.E. entrance, to
Harvey Rock, the south-westernmost termination of the chain of islands ex-
tending through the channel. Its greatest breadth is about 35 miles, at its
N.E. entrance, between Anchor Cay and the shoal water south-eastward of
Bampton Island. The Great North-East Channel being so very free from
hidden dangers, and so much broader than any hitherto discovered, both in
entering from the eastward, and afterwards gaining the main land of Aus-
tralia, or the western channels through Torres Strait, a vessel has the ad-
vantage of being enabled to run through it under all sail, with a leading
wind, during either monsoon.

Another strong recommendation to the Great North-East Channel is its
southerly direction from the eastward, enabling a vessel to push on at all
hours of the day, unembarrassed by the sun's glare; this, and the direction
of the channel also admitting of a passage either way, with a free wind, or
nearly so, in either monsoon, besides other great advantages, render this
channel unquestionably the best adapted for general navigation, more espe-
cially for a ship of great draught, fleets, or convoys.

To vessels which, from stress of weather, or strong currents, have been
driven to leeward of Raine Island, or Pandora entrance, and vessels from
the Pacific, it is obviously the route. It is questionable, however, if it will
altogether supersede the Raine Island and other southern passages, although
only lengthening the route to Cape York about 130 miles.

Directions.—A vessel going through Bligh entrance from the southward
and eastward, should endeavour to make the entrance on the parallel of
about 9° 15' S., passing to the northward of East and Anchor Cays, and by
the time she gets into about 25 fathoms, Darnley Island will, in clear
weather, be distinctly seen to the southward; and Bramble Cay, from aloft,
to the northward. It will be desirable not to make Bligh entrance to the
southward of this parallel, in consequence of the sunken reefs lying 5 and 7
miles to the northward of the vegetated sand-bank, north-eastward of Darn-
ley Island; and vessels proceeding to Darnley Island from the northward
must keep a good look-out for these dangers.

Darnley Island and Bramble Cay, or either of them, having been identified,
and the vessel's position ascertained, a south-westerly course may be steered
for Stephens Isle, which will soon be seen in that direction; when it is clearly made out, alter course if necessary, so as to pass at about 3 miles to the north-westward of it. Having cleared the spit of foul ground running out W.S.W. 3 miles from Stephens Isle, steer S.W. \( \frac{1}{3} \) S. towards Rennel Isle, distant 20 miles, passing \( 3\frac{1}{2} \) miles to the north-westward of Campbell Isle, and between Dalrymple and Marsden Isles: pass Rennel Isle on the western side, at a distance of about 1\( \frac{1}{2} \) mile, then haul up to S.S.W. \( \frac{1}{3} \) W., towards the West end of Cocoa-nut Isle, distant 21 miles, leaving Arden Isle and Jacobus East shoal at about a mile on the port beam, and passing between Dove Isle, with the Green Patch to the north-eastward of it, and another low islet to the eastward of Dove Isle. Cocoa-nut Isle will soon be seen from aloft, and is easily distinguished from its neighbours, by the grove of cocoa-nut trees growing upon it.

When at about 2 miles to the westward of Cocoa-nut Isle, and there is sufficient daylight to pass between the Sisters and Long Island—supposing it is intended to go through Prince of Wales Channel—the next course will be S.W. by W. \( \frac{1}{3} \) W., for Bet Isle, the northernmost of the Three Sisters, distant 13\( \frac{1}{2} \) miles; by making good this course, the S.E. points of Dungeness and Long Island reefs will be passed at a distance of about 1\( \frac{1}{2} \) mile, the only hidden danger in the route being the reported Jacobus East shoal and the patch of sunken rocks 3 miles to the north-eastward of Bet Isle, which must be carefully looked out for; the latter may be avoided by keeping Mount Ernest its breadth open to the southward of Saddle Isle.

Bet Isle may be passed at about half a mile off its N.W. side, when a S.W. by W. course for 9 miles will bring the vessel to about half a mile north-westward of Ninepin Rock; Saddle Island, however, should have a wide berth, in order to avoid a newly discovered dangerous rock, lying E. \( \frac{1}{3} \) S. 1\( \frac{1}{2} \) mile from it. The Ninepin Rock is steep-to, and may be passed on either side; from it, steer S.W. \( \frac{1}{3} \) S. 19 miles for Double Island, which in clear weather will soon be seen from aloft; pass this island on its northern side, taking care to give a good berth to the spit of foul ground running out to the north-westward from the West end of its reef.

From Double Island, Wednesday and Hammond Islands will plainly point out the entrance of Prince of Wales Channel, for which a W.S.W. course may now be steered, and directions for further guidance through the channel to the westward will be found at page 840.

If, on arriving at Cocoa-nut Isle, it is intended to proceed to Cape York, or Endeavour Strait, a S.S.W. \( \frac{1}{3} \) W. course may be shaped for Mount Adolphus, passing about midway between the low islet, lying S.S.W. 4\( \frac{1}{2} \) miles from Cocoa-nut Isle, and the grassy sand-bank on the East end of Bet Reef. The only known dangers in this track are the two reefs with the sand-bank, at 5 miles to the southward of Poll Isle, and nearly midway between Cocoa-nut Isle and Mount Adolphus. The south-eastern of these reefs may
be passed on its eastern side, at a distance of half a mile, and Mount Adolphus, which will now be distinctly seen, may be steered for, and passed either to the northward or southward, according to the vessel's destination, taking care to keep a good look-out for the dangers lying off Mount Adolphus Islands.

In going through the Great North-East Channel at night, it would be desirable to deviate a little to the eastward from the direct course between Stephens and Renelle Isles, so as to sight Campbell and Marsden Isles, as it is advisable to borrow a little on the S.E. side of the channel here, to avoid being set by a lee tide stream too near the Warrior Reef, which might happen at night, whilst steering a given course for above 20 miles, without any landmark in sight for the greater part of the distance.

On arriving near Cocoa-nut Isle at nightfall, it would be better to anchor than attempt to pass between Long Island and the Sisters; but should anchoring for the night cause an inconvenient delay, the eastern track, direct from Cocoa-nut Isle to Mount Adolphus, might be adopted, passing to the eastward of the Sisters Reefs. In this case it would be desirable to haul on a wind, on the port tack, after passing the Grassy sand-bank, on the East end of Bet Reef, to avoid the two reefs with the sand-bank, southward of Poll Islet. And if the wind hang to the southward of S.E., a short board to the north-easterly may be desirable, to counteract the strong westerly set which generally prevails, independently of the tide streams, in some parts of Torres Strait, during the S.E. monsoon.

In following the foregoing courses, due allowance must always be made for the tide streams, and the additional set to the westward, before alluded to.

It is deemed quite unnecessary to give separate directions for proceeding through the Great North-East Channel from the westward, as those already detailed for coming from the eastward, taken in inverse order, will answer every purpose.

Although the Great North-East Channel is so comparatively free from dangers, an anchor should at all times be ready to let go, and a good look-out kept from aloft.

Flinders Entrance, although a good one, does not lead to any direct route through Torres Strait; it is therefore only to be recommended as affording the nearest approach to the Murray Islands from seaward, and, perhaps, temporary anchorage to a vessel making the Great Barrier Reefs too late in the day to proceed further before dark.

Remarks.—Vessels from New South Wales, bound to any of the ports in India during the S.E. monsoon—that is, from the month of April to September, inclusive—will find it more advantageous to pass by Torres Strait, as at that time of the year strong westerly winds prevail on the southern coasts of Australia.
In proceeding by Torres, two passages present themselves—one called the *Inner Route*, or along the eastern shores of Australia, within the Great Barrier Reefs, and entering it near Lady Elliot Isle, in about lat. 24° S. The other, the *Outer Route*, by stretching off to the eastward of the Great Barrier Reefs, steering between them and New Caledonia, through the Coral Sea, and then entering Torres Strait by Raine Island or Bligh Entrance, or by either of the various other openings in the Great Barrier Reefs to the northward of the parallel of 12° S., above alluded to.

Opinions are divided as to the respective merits of the two passages; for despatch, the Outer Route is certainly to be preferred; but, under all circumstances, the Inner Route was generally considered the safest.

But it cannot be denied that the Outer Route is much more likely to interest most of the commanders of merchant vessels proceeding from Sydney to Torres Strait, whose chief object is generally to make a quick passage, with the least amount of labour. Notwithstanding all that has been said in favour of the Inner Route, supported by the weighty authority of Captain P. P. King, the Outer Route is unquestionably preferred by more than three-fourths of the merchant vessels bound from Sydney to Torres Strait.

The season for making the passage by either route has been supposed to commence on the 1st of April, and to end with the middle of September, but it is not desirable to be up with the entrance of Torres Strait before the end of March or the beginning of April, in order to avoid the chance of an equinoctial gale, as well as to take advantage of the S.E. monsoon being well set in the Arafura Sea. Vessels have left Sydney as late as October, and made their passages, yet, generally speaking, it is late, for although the N.W. monsoon does not blow home until November, and sometimes later, the calms and light winds that precede it tend to protract the passage.

CAPE YORK and the settlement of Somerset form the north-eastern extremity of Australia, and the southern limit of Torres Strait. It is 123 miles S.W. by S. of Bramble Cay. Endeavour Strait passes to the S.W., close around it, and from the N.W. end of the peninsula is a line of islands and shoals, which form the western channels of Torres Strait. To describe these in detail would occupy more space than can be given here, but a reference to the Admiralty survey, combined with the general remarks which follow, will suffice to give a serviceable account of their navigation.

At Somerset the settlement at Cape York, a place of refuge for shipwrecked persons in or near Torres Strait, was established in 1864. At the time of the visit of H.M.S. *Challenger* to Somerset, in 1874, the settlement consisted of half a dozen houses. The mail steamers between Queensland and Singapore make it a port of call, which is a great advantage to those engaged in the pearl fishery, now of increasing importance on Osman's Reef and near Jardine River. The strong tides prevent sailing vessels from visiting Somerset.
ENDEAVOUR STRAIT is the southernmost and most extensive of the western channels of Torres Strait; but it is not to be preferred, on account of the numerous dangerous sunken patches in it.

The eastern entrance of the strait, which is easily recognized by the group of islands lying in it, is 9 miles broad, East and West, between Peaked Hill and Rattlesnake Point, the eastern extreme of Prince of Wales Island.

A vessel from the eastward, proceeding through Endeavour Strait, having passed Mid Rock, between Mount Adolphus and Cape York, and opened Peaked Hill, to the northward of York Island, should steer W. by S., so as to pass at about 1 mile outside that island, from whence a continuation of the same course for 11 miles farther will lead to the entrance of the strait, between Woody Isles and Entrance Island, passing at 1 mile to the northward of Meddler and Great Woody Isles; in rounding the latter, care must be taken to avoid the 3-fathom shoal lying off the N.E. point of the island.

Although there are several passages into Endeavour Strait from the eastward, that between Woody and Entrance Islands is by far the best, it being broader and deeper than the others, with less strength of tide.

When abreast of the channel between Woody and Entrance Islands, steer S.W. by S. through it, passing Pym Point, the East extreme of Entrance Island, as near as circumstances will permit, to avoid Gibson Shoal; continue this course, making due allowance for strong tide streams, until Barn Isle bears E. by S. ¾ S., then alter course to W. ¾ S., passing at about 2½ miles to the northward of Red Wallis Isle; by carefully pursuing this course 8 miles farther, it will lead clear out into the Arafura Sea, closely skirting the southern edge of Rothsay Banks. The bottom here being sand, the shoals are not so easily distinguished as coral, it will therefore be necessary to pay great attention to the lead, to avoid the banks and knolls lying between the western extremes of Rothsay and Red Banks, especially one with only 2 fathoms on it at low water, nearly W. by N. 8 miles from Red Wallis Isle; it is recommended to steer to the northward of this knoll, to keep clear of others to the southward of it, and the 2 fathoms termination of Red Banks, lying West ½ miles from Red Wallis Isle.

Vessels not drawing more than 10 ft., as already remarked, may, when the water is smooth, cross Rothsay Banks, in 3 fathoms water, north-westward towards Booby Island, by keeping the two Wallis Isles in line.

PRINCE of WALES CHANNEL, the best through the western part of Torres Strait, passes North of Wednesday, Hammond, and Goode Islands, and South of North-west Reef. It is bounded to the southward by Ince Point, Wednesday Spit, Hammond Rock, and Ipili Reef, all of which, with the exception of Wednesday Spit, are excellent guiding marks, and may be passed, in 7 and 8 fathoms water, at one-third of a mile off.

On Ipili Reef a triangular red beacon is placed, and on the N.W. reef a
PRINCE OF WALES CHANNEL.

square black beacon, which bears N.E. from Hammond Rock, and W. by N. from Ince Point.

The northern side of Prince of Wales Channel is formed by North-west Reef, the southern end of which extends 7½ miles in nearly a direct line, from 2½ miles N.W. by W. of Ince Point, to 2 miles N.N.W. of Ipili Reef. It may be skirted in from 6 to 9 fathoms water, within a quarter of a mile, except near its eastern end, and to the northward of Hammond Rock, where spits of foul ground project about one-third of a mile; but this edge of the reef should not be approached within a mile, except when beating through, as the clearest part of the channel lies on the southern side, and some dangerous reefs and sunken patches lie across the northern portion of the western entrance.

A vessel coming from the eastward should shape such a course as to pass at about 1 mile to the North of Ince Point, and having brought it to bear South, and the highest part of Double Island E. by N., steer W. by S. ¾ S. for Hammond Rock, keeping a little on the port bow, which will take a vessel nearly in mid-channel, and clear Wednesday Spit. Pass Hammond Rock at a distance of 2 or 3 cables' lengths, then haul up S.W. by W. going between c and d reefs, which are the only dangers in the channel, and may be avoided by keeping the North extreme of the higher Double Island well on with the North point of Hammond Island, until the West end of Goode Island bears South. Should Double Island not be visible, steer the same course as before directed (S.W. by W.) after passing Hammond Rock, bordering upon c reef—which is always dry—and giving d, the more dangerous reef, a wider berth. When the West end of Goode Island bears South, steer W. by S., which course will lead about 1½ mile to the northward of Larpent Bank and Booby Island. Caution should be used to avoid a shoal supposed to lie at 1 mile N.W. by W. from the West end of Goode Island.

Booby Island, the westernmost island, or land of any kind, in Torres Strait, lies W. by S. ¼ S. 15 miles from Goode Island, and in lat. 10° 36' 5" South, long. 141° 54' 45" E.; it is fringed by a narrow coral reef, except at its S.W. extreme, where it runs out about one-third of a mile, forming a spit, on which the brig *Freak* struck in 1848, by incautiously rounding it too closely. There is temporary anchorage in 7 fathoms, under the lee of the island.

A shoal bank, on which the barque *Banda* grounded in 1874, lies N.E. 1½ mile from Booby Island.

Although Booby Island is a mere rock, yet, from the various associations connected with it—being during one-half of the year the constant resort of Europeans—it becomes at once a place of interest and utility, deserving particular notice. The island is about two-thirds of a mile in circumference, flat-topped, and between 30 and 40 ft. high, with a summit of bare rock.

*South Pacific.*
As Booby Island is not inhabited, and its position is very favourable for the purpose, a supply of provisions and other necessaries, for the use of shipwrecked or other distressed people has been deposited in a cave at the base of the cliff on the West side of the island; this supply is renewed from time to time, by vessels passing through Torres Strait from Sydney, as at Raine Island.

A chest or cask, with the words "Post-office" painted in large letters, is generally placed on Booby Island, for the reception of letters. It contained a book with writing materials, in which vessels' arrivals and other information might be registered.

Bramble Channel is bounded to the southward by Hawkesbury and Stonehenge Reefs; and to the northward by Long Reef, Spencer Isle, and the shoal extending to the westward from it. It is about 14 miles long, and one-third of a mile broad, at its narrowest part. Its western entrance appears tolerably clear of dangers, but as the channel itself has not been closely sounded, many hidden patches may still remain undiscovered; and as the tide streams run 5 and 6 knots—the flood to the westward, and the ebb to the eastward—Bramble Channel is not to be recommended, except in cases of necessity.

Banks Channel, which runs between Long Reef and Banks and Mulgrave Islands, is about 15 miles long, and 1\(\frac{1}{2}\) mile broad at its eastern entrance. The eastern, and greater portion of the channel is broad, well defined, and clear of dangers, but numerous islets, rocks, and shoals render the western entrance intricate and dangerous.

DIRECTIONS.—A vessel intending to enter Banks Channel from the eastward, should steer for the South point of Banks Island, and round the East extreme of Long Reef, on which the sea breaks, at a distance of about half a mile, when the water will immediately be smooth. Having entered the channel, follow the trend of Long Reef, keeping as nearly as possible in mid-channel until the highest peak on Banks Island is in line with the S.E. hill of Browne Isle, the latter half a mile distant; then steer for Museum Rock, until the South extreme of Green Islet is in line with Cocconut Point, the S.W. extreme of Mulgrave Island, and at the same time the centres of Clarke and High Isles are in line with Banks Peak, the north-easternmost peak on Banks Island. Round the coral patches which skirt N.W. Reef, and stand toward Quoin Rock, keeping it open on the port bow, until the south-eastern, or II. Wilson Isle, is in line with Whale Isle; then a West course will take the vessel clear of Banks Channel, passing at about half a mile to the northward of Quoin Rock.

Bligh Channel, the northernmost of all the known channels through Torres Strait, is bounded to the southward by the 24-fathom patch north-westward of Black Rock, Castle Reef, South Islet Rocks, Midway Rocks, Tree Islet, and North Bank.
BANKS CHANNEL.

It is bounded to the northward by Jervis Reef, North Patch, North Isle, and the shoals extending to the eastward from Farewell Islets.

Vessels entering Bligh Channel from the eastward are recommended to pass between Possession Islet and Providence Shoal, keeping in mind that the tide runs with great strength, rendering the frequent ascertaining of the ship's position by cross bearings necessary. The channel between Providence Shoal is dangerous, a bank of 7 or 8 ft. having been discovered by H.M.S. Basilisk 3½ miles E. by S. ¼ S. from Passage Islet.

Bligh Channel is little more than half a mile wide between Castle Reef and North Patch, and the navigable part is barely 2 cables across, between Mid Reefs and the S.E. spit of Farewell Shoals. The depth varies from 5 to 8 fathoms, except abreast of Midway Rocks, where a 3½-fathom patch lies in mid-channel; and as the tide streams rush through with great velocity, Bligh Channel may be considered not only intricate but dangerous.

A vessel may anchor in from 6 to 9 fathoms, at half a mile to the north-westward of Castle Isle, and at about the same distance to the north-eastward of Tree Islet; but neither is recommended as anything better than a temporary anchorage, on account of the strong tide streams.

Remarks.—Of all the western channels through Torres Strait, Prince of Wales Channel is decidedly the best, the disadvantages of Endeavour Strait having already been explained. As in the several passages to the northward of Prince of Wales Channel, described in the foregoing directions, the tide streams are rapid and uncertain, and there are but few marks to lead clear of the numerous dangers with which these channels are studded, it is strongly recommended that no vessel attempt to pass through Bramble, Banks, or Bligh Channel, either from the eastward or westward, without first anchoring, and sending boats to point out the sunken dangers at the West entrances. Even with this precaution, a most vigilant look-out from the masthead will be indispensably necessary, and in no case should the attempt be made with the sun ahead.
CHAPTER XX.

THE CORAL SEA, AUSTRALIA, ETC.

In this the concluding chapter of the descriptions of the coasts and islands our remarks must be brief. The region it embraces is a very important one, and therefore requires, to elucidate it fully, a considerable amount of detail, which the bulk of this volume will not admit of. Moreover, as a great portion of Australian navigation is confined to its own localities, our remarks will not extend beyond pointing out those dangers which a ship passing to or from the Pacific to its principal ports or channels will encounter. All beyond this is left for a future work.

THE CORAL SEA.

The north-eastern coast of Australia, and the adjacent sea, are the most dangerous parts of the Pacific. From its character, Captain Flinders proposed, in the second volume of his voyage, that it should be called the "Coral Sea," a most appropriate and expressive name, now generally recognized. Admiral Krusenstern was the first to use it, and in so doing expresses his admiration of the man whose indefatigable exertions and high scientific attainments have placed Australian hydrography in the eminent position it holds.

The Coral Sea is comprised between the N.E. coast of Australia on the West, and the New Caledonian range on the East. To the northward the coasts of the Louisiade Archipelago and that of New Guinea may be taken as its limit, and to the southward by the tropic or the parallel of 25° S., as the detached reefs, which are its distinguishing feature, do not extend beyond that. As may readily be conceived from its title, the navigation is of a dangerous character without due caution, and this was especially the case before many of its numerous reefs were surveyed and properly delineated.
This evil is, however, in some measure removed by the surveys of Captain Denham, R.N., in 1854-60, which have given us the true character of many of the reefs, and also of a large portion of the redoubtable Barrier Reefs which front the Australian coast. These last will be presently described in a brief manner; and for the outlying shoals we commence with the southward.

Cato Islet and Bank, discovered by the ships Porpoise and Cato, August 15, 1803. It is a dry sand-bank, 19 ft. above high water, small, and with a little vegetation. Innumerable birds flock around it. Its situation, according to Capt. Denham, is in lat. 23° 15' S., long. 155° 33'. He erected a cone-shaped beacon 12 ft. high, on it. He also recommended it as a site for a lighthouse, as a guide into the Outer Route from the southward. A bank, with 10 to 30 fathoms, extends 5 miles from all sides but the South. Hutchinson Reef, or rock, lies off the East side of the island. The Ferrier Reef, announced by Capt. King, of the Waterwitch whaler, to be 18 miles S.S.E. from the East end of the Cato Bank, must have been this eastern extreme, as has been argued by Capt. Cheyne. High water, full and change, on the Cato Bank, 8°; rise 6 ft.*

Wreck Reef, on which the Porpoise and Cato were lost, with Captain Flinders on board, in the night of August 15, 1803, is the central part of a chain of reefs, extending nearly East and West 20 miles. Bird Islet, on the East extreme of these reefs, has been determined by the Herald to lie in 22° 10' 30" S., long. 155° 28' 40" E., and to be 12 ft. in elevation above high water.

Wreck Reef has a sand-bank on it, one-third of a mile in circumference, and 4 ft. above ordinary high water level, in lat. 22° 11' 20" S., long. 155° 19' E. On its North and N.W. sides there is anchorage in from 18 to 25 fathoms, coral sand, at a distance of 1 to 2 cables' lengths from the reef.

This chain consists of many distinct reefs, of different sizes, the six principal of which are from 4 to 8 or 10 miles in circuit; these are separated by channels, from 1 to 3 miles wide; in the two easternmost, Captain Flinders found from 8 to 10 fathoms water, and nothing to prevent a vessel pushing through in case of necessity. It is high water, full and change, at Wreck Reef, at 8° 3'; rise 6 ft.†

* Among the doubtful announcements the following may be placed:—

Australia Reef, discovered by Capt. Slight, 1824. It cannot be seen far off, as the sea is very smooth around it sometimes. It is also said to exist by Capt. T. B. Simpson, of Sydney, but was not seen in the Herald, when 200 to 400 fathoms were found. Lat. 22° 45', long. 165° 6'.

William IV. Island is placed on some charts in lat. 24° 18' S., long. 154° 47' E., but it appears improbable.

† Carns or Mid-day Reef is in lat. 21° 58' S., long. 154° 20' E., according to Mr. Carns, in his report of its discovery in the Neptune in 1818. A sounding of 220 fathoms, no bottom, having been found on the spot, it must be the same as either Saumarez or Wreck Reef.
Kenn Reef, discovered by Capt. Kenn, in the *Martin Shand*, April 3, 1824, was afterwards too well known from the wrecks of the English ship *Rodney* and the Dutch barque *Olivier Van Noord*, January 7, 1858. It had been seen by the *Gambia*, in 1851, and by the *Jenny Lind*, Capt. Taylor, in 1851, who correctly placed it.

Kenn Reef consists of four separate reefs, which form a curved chain, extending N.E. by E. 6\(\frac{1}{2}\) miles from its south-western extreme to its eastern projection, and from thence nearly N.N.W. 10 miles to its north-western extreme; the western side of these reefs thus forming a bay, on a bank of soundings in 5 to 37 fathoms, coral sand and rock, extending north-westward 8 miles from the bight, outside of which the depth suddenly increases to no bottom in 250 fathoms.

The south-easternmost and largest reef, which dries at half-tide, and on which the sea always breaks, is of a triangular shape, extending from its eastern projection—on which is a high reef stone—S.W. by W. 4 miles, and N.W. 2\(\frac{1}{4}\) miles. The S.E. and N.E. sides of this reef are slightly embayed, and the former was found by Captain Denham, in 1859, so strewed with wrecks, as would suggest a lighthouse being erected on the reef, if it were fit to sustain such a structure and party. The western side is broken and irregular, with a 5 to 7 fathoms inlet trending half a mile to eastward, and three-quarters of a mile northward into the shallow lagoon enclosed by the reef.

There are three slightly vegetated sand cays on the south-easternmost Kenn Reef, nearly in line N.E. by E. and S.W. by W., and 1\(\frac{1}{2}\) mile apart from each other. The central and largest of these cays, which does not exceed 150 yards in length, nor 5\(\frac{1}{2}\) ft. above high water, lies in lat. 21° 15' 44" S., long. 155° 48' 45" E. Capt. Denham built a beacon on this cay from pieces of wreck found on it; and also sowed some garden seeds.

Frederick Reef, discovered in 1812, by the vessel whose name it bears, has been determined as a coral reef 8\(\frac{1}{2}\) miles from North to South, the reef being awash on the South and East sides. Observatory Cay, on its South end, 5 ft. above high water, is in lat. 21° 1' 46" S., long. 154° 24' 27" E. High water, full and change, at 8h; rise 6 ft. The southern portion encloses Anchorage Sound.

Anchorage Sound is nearly 2\(\frac{1}{2}\) miles wide between the North point of the southern Frederick Reef and Ridge Rock, and 2\(\frac{1}{4}\) miles deep, with regular soundings in 10 to 17 fathoms, coral sand, affording excellent anchorage, sheltered from the sea eastward, between N.N.E. and S.S.W., without any sunken danger up to within half a mile of the bight, near Observatory Cay.

Saumarez Reef was discovered by Capt. Lihou, in the *Zenobia*, February, 1823. The survey shows it to be an extensive bank or reef, separated from the projection of the Great Barrier Reef of Australia (Swain Reef) by a channel 30 miles broad. Sir James Saumarez Reef is 23 miles long, N.E.
and S.W., and from three-quarters to a quarter of a mile broad. The N.E.
cay (8 ft. high) is in lat. 21° 38' 11" S., long. 154° 46' 41" E. It is the Welsh
Bank of Capt. King's chart.

David Reef (?) is in lat. 19° 20', long. 151° 0', according to the chart,
but there is no bottom with 230 fathoms on the spot. Probably the same as
Marion Reef, hereafter described.

Horse-shoe Shoal?—A discovery of Lieut. Vine. Its northern extreme
is in lat. 20° 5' 8., long. 151° 50'. The convex side is to the southward, ex-
tending 15 miles to the South and East. It is perhaps a part of the Great
Barrier Reef, more to the westward, as Capt. Denham has found a depth of
200 to 250 fathoms, sand, on the position.

Kelso Bank.—Captain Black, of the Kelso, on April 20, 1865, when in
lat. 24° 12' S., long. 159° 20'E., was on the North end of some discoloured
water, on which he got several casts of the lead, finding bottom at from 25
to 13 fathoms, fine coral sand, with red specks, small shells, and seaweed.
They sailed over it for two hours in a N.N.W. direction, the bottom being
distinctly seen the greater part of the time, with large stones covered with
seaweed.

Capel Bank.—In 1835 H.M.S. Hyacinth obtained several soundings of from
32 to 40 fathoms, in lat. 25° 18' S., long. 159° 20' E. This was thought to
be disproved by a deep sounding of 1,025 fathoms without finding bottom,
tried for by Captain Denham. But the bank mentioned before having been
found, it is rendered probable that it does exist, and there may be others
in this neighbourhood.

BELLONA, Booby, Chesterfield, and Bampton Reefs.—A long line of
reefs extending over three degrees of latitude, between 19° and 21° 55' S.,
between longs. 158° 15' and 159° 35', have been frequently noticed. The
northern part is Bampton Reef and Chesterfield Reef, the centre is Booby,
Minerva, and Ball Reefs, and the southern is Claudine and Bellona Reefs.*
They have been but incompletely examined, especially on their eastern face.

South Bellona Reefs are two in number, awash at half tide, with a de-
tached sand cay at N. by W. 1½ mile from the North extreme of the eastern
reef. The West point of the western reef lies in lat. 21° 52' 22", S., long.
159° 25' 30" E., from whence it extends E. ¾ N. 4½ miles, and is 1 mile-to
half a mile broad. The eastern reef of the South Bellona group, which is
separated from the western reef by a 7-fathom channel half a mile wide, is

* The Bellona Reefs were discovered by the ship Bellona in 1793. Claudine Reef was seen
by Mr. Welsh in 1820. Western breaker of Middle Bellona Reef was probably seen by
Lieutenant Lamb in the Baring in 1812, but placed one degree further East. Booby Reef
was seen by Lieutenant Ball in the Supply in 1790. Minerva Shoal, a portion of the N.W.
Bellona Reef, was seen by a vessel of that name in 1818. Bampton Reef and Chesterfield
Reefs were discovered by the ships Hormuz and Chesterfield, in June, 1793.
5 miles long N.E. and S.W., and 1½ to 1 mile broad. It encloses a lagoon with 4 fathoms water between the coral patches in it, but it appears to have no entrance through the reef. The northern extreme of this reef is rendered conspicuous by Nigger Head Rock—a black and unusually large block of coral 6 feet square, and 2 feet above high water level. The Sand Cay, N. by W. ½ W. 1½ miles from Nigger Head Rock, and in lat. 21° 47' 20" S., long. 158° 34' 21" E., always shows brightly, and, being 5 feet above high-water level, it may afford temporary refuge to the crew of a vessel wrecked on the adjacent reefs, where there is no footing at high water.

Middle Bellona Reefs are two in number, lying nearly E. by S. and W. by N. from each other, with a navigable opening between them. The western reef, which uncovers at half tide, and encloses a small lagoon, is 1½ mile long N.E. and S.W., and one mile broad at the centre. Observatory Cay, which is situated on the northern of the two reef points just noticed, and in lat. 21° 24' 18" S., long. 158° 52' 11" E., is a bright coral sand-bank, half a mile long East and West, and 7 feet above high-water level. It is the resort of great numbers of birds and some turtle, and numerous whales were seen near the reef. Captain Denham erected on the centre of the cay a barrel-post beacon, in 1858. Western Breaker, W. by S. ½ S. 5½ miles from Observatory Cay, is a square cluster of rocks just below the surface, and about half a mile in extent. The sea breaks upon it, but at long intervals.

It is the more dangerous from its lying so far from the main reefs, and in the direction of passing vessels; it should therefore be approached with due caution.

Booby Reef, the N.W. extreme of which lies in lat. 20° 57' S., long. 158° 31' 53" E., is 6 miles long N.W. by W. ½ W. and S.E. by E. ½ E., and about one mile broad, with some sunken patches close off its south-east end. With the exception of some black coral rocks, which always show 4 to 6 feet out of the water, on the southern part of this reef, it always becomes awash at half tide.

N.W. Bellona Reef, the S.E. end of which lies N. by W. 6 miles from the N.W. point of Booby Reef, is 5 miles long N.W. by N. and S.E. by S., and about 1 mile broad, its N.W. point lying in lat. 20° 47' 36" S., long. 158° 28' 8" E. This, like Booby Reef, has no soundings along its S.W. side. It is awash at half tide, and showed some conspicuous blocks of darkened coral on it.

Miller Reef.—The barque Henry Miller, in December, 1868, struck on a previously unknown reef to the westward of the Baunton and Bellona Reefs. It was found to be in lat. 20° 51' S., long. 158° 2' E., about 2 miles long N.W. and S.E. and 1 cable wide. Neap tides rose 18 inches. The position is open to some doubt.

Chesterfield Reefs and Islets are three long narrow barriers, extending from their South elbow, in lat. 19° 59' S., long. 158° 30' E., north-westward
27 miles, to their N.W. point, in lat. 19° 37' 23" S., long. 158° 13' 20" E. The south-easternmost of these reefs forms a loop, with its bight to the S.E., where the South elbow is well marked by Loop Islet, a small flat-tufted island, 12 feet above high-water level, situated just within the reef, at two-thirds of a mile northward of the outer edge of the elbow. Anchorage Islet, one of the windward of the Chesterfield group, and which owes its name to the very smooth and secure anchorage to the westward of it, is the southern of two islets on the eastern barrier. It is 38 feet above high-water level, and bears N. by W. 4 W. 5 miles from Loop Islet. These islets and the dry sand-ridges on the reef add to its elevation, so as to render it a natural breakwater from the eastward.

Chesterfield Isles are eight in number, of which Loop and Anchorage Islets, and that to the northward of the latter islet, on the eastern barrier, have already been noticed. The remaining five isles of the group are Passage and Long Isles, and three small islets between them; the latter being situated on the same reef with Long Island, from the S.E. extreme of which they are distant respectively 1, 1½, and 2½ miles.

Avon Islets, the southern of which lies in lat. 19° 32' 5" S. long. 158° 15' 27" E., are each about 170 yards in diameter, and, including the bushes on them, 17 feet high. Each islet is fringed by a reef, but not of sufficient spread to afford sheltered anchorage near it.

Bampton Reef is the western edge of a bank of soundings extending to the bank of Chesterfield Reefs, the eastern limits of which have not been surveyed. This reef forms a narrow barrier, trending from its South point N. by E, 22 miles, when, after a turn of 3 miles to the eastward, it extends N. by W. 7 miles to the North elbow of Bampton Reef, in lat. 19° 1' 19" S., long. 158° 27' 3" E.

This Bampton barrier is a low double-edged reef, with here and there a cluster of reef-stones and an occasional solitary rock, standing up 6 ft., which when first seen on the horizon, have, from their leaning attitudes, the appearance of lug-sail boats.

The eastern sides of this important reef have not been examined, nor has their connexion with each other, which probably exists. It is high water at full and change on them at 8½, rise 5 and 6 feet.

Brown Reef.—Captain J. L. B. Brown, on October 12th, 1867, saw a break in lat. 17° 38' S., long. 164° 43' E. Although he was not perfectly sure that there was a shoal, yet it had every appearance of one, and therefore should be guarded against.*

* John Wesley Island?—An announcement was made in the Shipping Gazette, February 1858, of an island seen by a vessel of the above name, in lat. 19° 16' S., long. 165° E., of recent volcanic origin, on fire all over; shoal water to the S.S.W. We have the greatest
Marion Reef, discovered by Mr. Paget of the schooner Marion Renny in 1868, is reputed as 30 miles long in N.E. and S.W. direction, its South extremity lying in 19° 10' S., 152° 14' E. There are three sand banks on it and two detached patches lying 2 or 3 miles off its N.E. end.

Wansfell Reef, reported by Captain Brodie of the ship Wansfell, may be the same as Marion Reef. He reported it as 5 or 6 miles long, in a N.E. and S.W. direction, and of coral, in lat. 19° 22' S., long. 152° E.

Mellish Reef and Cay were discovered by Captain A. Bristow, in the Thames, April 5th, 1812. He describes the Cay as a low sandy islet, 8 feet above the water, composed of broken coral and shells about half a mile long. A similar bank lies 5 miles to the northward.

This is the reef on which the French war steam vessel Duroc was wrecked, in August, 1856. An open beacon was erected on it from the wreck, by Capt. Denham, in 1859, 40 feet high. His examination places it in 17° 24' 39" S., long. 155° 52' 45" E. It is about 5½ miles long N. and S., with deep water close round it. No bottom with 200 and 250 fathoms for many miles around.*

Lihou Reef and Cays.—An extensive range of coral reefs appears on the charts under this name, though it is not that of the first discoverer. There are several who have seen different portions, but the survey has shown that they form portions of a continuous bank.

The first, the Alert Reef, discovered by Capt. Brodie, in the brig Alert, in 1817, is the N.E. part of the reef. The Vine Bank, seen by Lieut. Vine, is the south-western part. The Farquhar Group, discovered in 1821 by M. Tregrosse, in the French ship Les Trois Frères, in company with the English brig Jessie, is also on the S.W. part. The Lihou Shoal, a name now applied to the whole, was discovered by Capt. John Lihou, in the Zenobia, in 1823, and is probably the centre of the range. Capt. Toybee, in the Gloriana, also saw a portion of the centre of the S.E. side in 1855. All these, however, are now clearly shown by the survey to form part of a range which extends in a N.E. by E. and S.W. by W. direction for 59 miles, but of unknown breadth (for its N.W. side has not been examined—a circumstance much to be regretted). Several low sandy cays lie on this outer reef; that at the S.W. extreme is in lat. 17° 38' S., long. 151° 26', and the Observatory Cay, at the N.E. end, 6 feet above high water, is in lat. 17° 7' 20" S., long. 152° 6' 20" E. On its S.W. side, on the meridian of 152° E., is an entrance named the Herald Passage, but which is probably the Lihou Shoals of 1823.'

doubts as to this, but must insert it. A sounding of 230 fathoms and no bottom has been taken in the locality.

* Young's Reef, in the same latitude, but said to be in long. 155° 20, is probably the same.
TREGROSE AND WILLIS ISLETS.

Tregrose Islets.—Two small islets, discovered by Captain Tregrose in 1821, to the West of the Lihou group, the southernmost in lat. 17° 43', long. 150° 43'. Two reefs are represented to lie W.S.W. of the southern islet, the westernmost reef is in lat. 17° 44', long. 150° 32'. M. Tregrose steered through a passage 5 or 6 miles wide, which appeared safe, but as they have not been surveyed, they require much caution.

Herald Cays, two small islets, 4 miles apart N.E. and S.W., the northern 23 feet high, in lat. 16° 55' 52", long. 149° 12' 56" E.

Herald's Surprise, a small dangerous isolated reef, discovered unexpectedly by the Herald, which was nearly being lost on it, lies in lat. 17° 21' 18" S., long. 148° 28' 50" E.

Flinder's Reefs lie to the South of this, nearly on the same meridian, and extend southward 22 miles to lat. 17° 53' 30" S., long. 148° 27' 50" E. The eastern elbow in lat. 17° 39' 50" S., long. 148° 34' E.

Malay Reef, 46 miles eastward of Flinders Reef, was discovered by Captain Love, of the American barque Malay, in 1875. It is a mile in circumference, and its position lat. 17° 58' S., long. 149° 20' E., is considered correct, as a departure was taken from Herald Cay the day previous.

Holmes Reefs, West extreme, lie in lat. 16° 30' S., long. 147° 47' 41" E., from whence they extend 13 miles eastward, and 7 miles northward. They were discovered in 1854, and were again seen by M. Magdelaine in 1856.

Coringa Islets, two sandy cays, on which the Coringa packet was wrecked in 1845. A portion of the crew were left on, and the schooner Frolic was sent to bring them off; her observations place the East islet in 16° 53' S., long. 149° 55' E., which was verified by Mr. Dobson in the Ariel, in 1849.

They are evidently the two islets seen August 4th, 1853, by Captain George Pearson, in the Cashmere. They were from 18 to 20 feet high, covered with bushes, and apparently with a fine sandy beach, visible from the deck 9 or 10 miles off. He made the West side of the East island in 16° 53' S., long. 149° 51' E., the West island being 8 miles W. by S. The name Willis Island was given from the owners of the ship.

Magdelaine Cays, discovered in 1856 by an officer of the Duroc, on his passage with two open boats from the wreck of that vessel, near Mellish Reef, to Timor. They were partially surveyed by Captain Denham, R.N., in 1860. The southernmost, which is 23 feet above the water, is in lat. 16° 35' 47" S., long. 150° 19' 46" E. The northern one, a reef, is 6 miles N.N.W. of the former.

Willis Islets, of the Admiralty chart, though apparently not the discovery of Captain Pearson, related above, consist of a reef 13½ miles long, from N. to S., on the eastern side of which is a line of islets and reefs awash. The South islet, 33 feet high, is in lat. 16° 16' 48" S., long. 150° 1' E. At its N.E. point is another small cay, and one also midway between. High water, full and change, 8", rise 6 feet.
Osprey Reef, discovered in 1844, is the north-westernmost danger bordering the outer route to Raine Island, on the western side. It is a lagoon reef, forming nearly an equilateral triangle, with sides 5 miles long; its East angle, or weather elbow, the most projecting part of the reef towards the outer route, being in lat. 13° 51' 10" S., long. 146° 36' E., the two western angles lying N. 4° W. and S. 4° E. from each other.

The three sides of Osprey Reef are smooth on the surface, and barely show at half tide.*

Diana Bank, in lat. 15° 41' S., long. 150° 30' E., was discovered by M. Bougainville, in 1768; although it is doubtfully placed on the chart, with regard to longitude, M. Bougainville's position has been corrected by the critical authority of Capt. Flinders; and the bank cannot lie to the eastward of where it is placed, as the numerous tracks on the chart will prove.

The Two Shoals of Bougainville were first seen by that navigator, June 6, 1768. The first is in lat. 15° 17'. long. 147° 57'; the second in lat. 15° 35', long. 148° 6'. They are uncertain as to existence and position. Captain Denham, R.N., searched for these reported dangers during six days over 300 square miles around the reported position, between the parallels of 16° 20' and 14° 20' S., and the meridians of 147° 10' and 149° 50' E., without finding bottom with 230 fathoms of line out. He expresses the opinion that Bougainville's reckoning might have been out one degree in latitude, and that he saw the Holmes Reef, described on page 851.

Eastern Fields, discovered by Captain Flinders, in the colonial schooner Cumberland, are a group of detached reefs, with their north-eastern extreme in lat. 10° 2' S., long. 145° 45' E. Their extent to the southward and westward appears never to have been accurately determined; but as laid down on the chart by Captain Flinders, they extend at least 20 miles to the westward, from the N.E. extreme. The Cumberland passed through the reefs; but as little or nothing is to be gained by such a route, it is not to be recommended, more especially as the north-eastern extreme of the Eastern Fields is so accurately laid down as to afford a fair point of departure for making the Pandora, or Bligh entrance, by a vessel proceeding westward through Torres Strait.

Boot and Portlock Reefs.—These reefs, together with others, extending to the southward, form a chain of imperfectly known reefs, lying about midway between the Eastern Fields and the Great Barrier Reefs, and nearly parallel with the latter.

The Outer Route from Sydney to Torres Strait has been before alluded to in comparison with the Inner Route inside the Barrier Reefs. It is pre-

* Dragon Bank, of 17 fathoms, in lat. 11° 50' S., long. 145° 50' E., is of doubtful existence or position, as Capt. Denham found no bottom with 240 fathoms on the spot. Still this is not conclusive.
sumed the navigator will now scarcely hesitate in choosing the Outer Route, since Captain Denham, in his late survey of the Coral Sea, has determined the positions and extent of all the reefs which border the route, and has cleared the chart of many supposed rocks and shoals, which caused nearly as much perplexity as real dangers: and it is only necessary to repeat that the proper season to make the passage from Sydney to Torres Strait, by the Outer, as well as the Inner Route, is considered to commence on the 1st of April, and to end with the month of September.

Vessels after leaving Sydney, or any of the southern colonies, for Torres Strait, are recommended to make the most direct course to approach the southern entrance to the Outer Route on the parallel of 24° S., and the meridian of 157° E. It being presumed that the vessel is navigated by chronometers, with well-known errors and rates, there would be no object in sighting either Cato Ilet, Bird Ilet, Wreck Reef, or Observatory Cay, on Kenn Reef.

Having crossed the parallel of 24° S. in long. 157° E., steer N. by W. ⅔ W., 170 miles, when the vessel will have passed 70 miles eastward of Cato Bank and Wreck Reef, and will be in lat. 21° 10' S., long. 156° 45' E., or 50 miles eastward of Kenn Reef. The next course will be nearly N.W. ⅔ W. 430 miles, to lat. 15° 30' S., long. 152° E., passing 50 miles eastward of Lihou Reef.

If intending to enter the Great Barrier Reefs by Raine Island, from lat. 15° 30' S., long. 152° E., the direct course will be W. by N. ⅔ N. 510 miles to the island, passing 50 miles north-eastward of Osprey Reef.

A vessel by the Outer Route intending to pass through Torres Strait by the Great North-East Channel, having arrived at a position in about lat. 15° 30' S., long. 152° E., should steer nearly N.W. ⅔ W. 550 miles to lat. 9° 15' S., long. 145° 30' E. This course will lead about 20 miles south-westward of Coutance Reef, 25 miles north-eastward of the Eastern Fields, and 35 miles north-eastward of Portlock Reefs. The vessel should carry no more sail at night than she will conveniently bear if suddenly hauled to the wind; and every precaution should be taken against unknown dangers, which in this comparatively little-known region may still possibly exist.

From lat. 9° 15' S., long. 145° 30' E., steer West on this parallel for Bligh entrance, and proceed as directed at page 836.

The passage from Torres Strait to Sydney by the Outer Route appears not to have been often made, and like that from Torres Strait to Sydney by the Inner Route, was, before Capt. Denham's survey of the Coral Sea, considered only practicable in the N.W. monsoon—from November to February or March.

The first object after clearing Torres Strait, in the N.W. monsoon, will be to take advantage of westerly winds for making easting, looking upon immediate progress to the southward as of secondary importance.
In starting to the eastward from Prince of Wales Channel or Cape York in the N.W. monsoon, a vessel may proceed by Raine Island entrance, or by the Great North-East Channel. And having cleared the Great Barrier Reefs or Eastern Fields, as the case may be, take every advantage of westerly breezes, and endeavour to reach a position in about lat. 15° S., long. 156° E., going as much as practicable over the frequented route shown on the chart, and keeping an especial look-out when proceeding eastward of the route, into the unexplored space northward of Mellish Reef.

Having attained the meridian of 156°, the vessel will probably be far enough to the eastward to take advantage of the S.E. trade, and by hauling on a wind on the port tack might fetch Mellish Reef, from whence—especially if the beacon on it be still in existence—the vessel may easily take a fresh departure for Sandy Cape, passing, if the wind permit, between Kenn and Wreck Reefs on the East side, and Frederick and Sir James Saumarez Reefs on the West side.

Should there be too much southing in the prevailing S.E. trade wind to weather Frederick Reef, the vessel may pass to the westward of it, and between Sir James Saumarez and Swain Reefs; when a southerly current will probably enable her to weather Sandy Cape, care being taken to avoid Break-sea Spit, and the shoal near its eastern edge.

As a rule a vessel should be so sailed as to close the intermediate passage reefs in the day time, to take a fresh departure, as the current between Sir James Saumarez and Swain Reefs may otherwise seriously affect the vessel's reckoning.

To the westward of New Caledonia there appears to be a series of detached shoals, which run in a direction somewhat parallel to that of the mountain ridges which compose that large island and its reefs. Perhaps there may be some geological connection between this parallelism, and more dangers may be found in the same line.

The dangers hitherto announced are as follow:—

**Grimes Shoal**, placed on the chart, 1825, without a name, in lat. 23° 53' S., long. 161° 10' E., is made by Capt. Grimes, of the *Woodlark*, to be 25 miles West of this, so that its longitude may be about 161° 0' E. He describes it as having 70 fathoms least water on it.

**Hamond Island.**—An island announced *from report*, by Com. (Sir A. S.) Hamond, R.N. We have therefore placed his name to it. It is said to be in lat. 22° 30' S., long. 162° 51' E.

**A Rock**, doubtful, in lat. 24° S., long. 160° 15'.

**Tamar Reef.**—A dangerous shoal, on which the *Tamar*, of Sydney, struck, in lat. 21° 21' S., long. 161° 36' E. It was reported to extend a long distance
ELIZABETH REEF.

855
to the N.W., but it was sought for ineffectually by the Herald, when no bottom was found at 200 fathoms.

Fairway Reef, thus named from its lying nearly midway between the Bellona Shoals and New Caledonia. It is coral, about 1½ mile in circumference, and awash at half tide, the rise being 3 ft. Lat. 21° 0' 15" S., long. 161° 45' 9" E. It was on the charts in 1791, but was re-discovered by Capt. Denham, 1855.

Nereus Shoal, in about lat. 20° 5' S., long. 160° 30' E., as reported to Capt. Simpson. It is said to have 2 fathoms water on it, and was seen in 1829, and again in 1845.

The New Shoal, as it is called by the whalers, is very imperfectly laid down on the chart, as different authorities vary greatly as to its position; it is said to be in lat. 20° 55' S., long. 160° 28' E. It is covered, but the sea breaks very heavily on it.

Middleton Reef.—An extensive reef, covered at high water. Its West elbow, according to Captain Denham, is in lat. 29° 27' 40" S., long. 159° 3' 38" E.

ELIZABETH REEF (Seringapatam Reef, Eliza Reef).—This reef was discovered by the ships Claudine and Marquis of Hastings in 1820. When within 2 cables' lengths of it they had 14 fathoms water, hard rocky ground; at a quarter of a mile off, the depth was 25 fathoms. The bank of soundings to 100 fathoms, on coral grit, extends 1½ mile off.

This dangerous coral reef, which has proved fatal to many vessels, lies 350 miles from Australia. It is oval shaped, nearly 5 miles long in an East and West direction, and 2½ miles broad. The edges of the reef, with the exception of a few rocks, are covered at high water. The entrance to the lagoon, on the N.E. side, is in lat. 29° 55' S., long. 159° 6' E.

A Life-Boat is moored in the lagoon for the purpose of succouring those wrecked on the reef; it is provided with necessary articles for making a voyage to the Australian continent, including provisions, medical stores, chart, compass, &c. Six casks of fresh water (each containing 15 gallons) are fitted as ballast as well as for use. It is requested that the following instructions be observed, viz.:

That shipwrecked mariners will write a detailed account of their disaster, with the names of the survivors and those lost, also the place they intend to make for; this document is to be deposited in the nun buoy, and left floating at the moorings. Navigators visiting the boat are requested to leave a report of their visit, with such intelligence as they may wish to communicate. If bound direct to an adjacent port, they are requested to forward any reports that may be found in the nun buoy.
It is high water, full and change, at Elizabeth Reef, at about 9°; rise at springs, 9 ft.*

LORD HOWE'S ISLAND was discovered February 17th, 1788, by Lieut. Ball, commanding the Supply. It is mountainous, and of volcanic origin, but well wooded, and much of the low land is fertile. Mount Gower, the highest part of the island, rises abruptly from its southern end, to an elevation of 2,834 ft., in lat. 31° 36' 30" S., long. 159° 5' 12" E. The island, which forms an irregular curve, slightly bending to the eastward, is about 5½ miles long, N.N.W. and S.S.E., and from one-third of a mile to 1½ mile broad. The eastern side consists of several bays; and the greater portion of the West side is fronted by coral reefs, between which and the shore are shallow lagoons, with not more than sufficient depth of water for boats, or other small craft drawing about 5 ft. water.

Off the North end of Lord Howe's Island are the Admiralty Islets, a small group, distant about 1½ mile. Nearer the shore are several other islets. This group is surrounded by a bank of soundings, extending from 3 to 5 miles, off the West side, and from 7 to 10 miles from the other parts of the island.

Although there appears to be a proper depth of water at a convenient distance from the island, the anchorage cannot be considered good in consequence of foul ground, and of sudden and violent shifting gales. Sailing vessels should anchor in such a position as to clear the land on either tack, should the wind set in. Captain Denham's spot of observation at Middle Beach, North-East Bay, is in lat. 31° 31' 38" S., long. 159° 5' 18" E.

The high land of the N.W. and that of the S.E. part of this island is joined by a low neck of land, on the S.W. side of which the settlement is founded, but the habitations are not visible from the sea. The inhabitants, in 1854, numbered between 30 and 40 persons; in 1859, there were 300 settlers, but this number is again reduced to 35 in 1869. They are Europeans or Americans who have been connected with whaling. They gain a living by bartering with whalers. Pigs, goats, poultry, and vegetables are procurable, and fish may be caught in abundance round the island.

The island being covered with wood, a plentiful supply of fuel as well as trees fit for timber may be obtained. Water is most plentiful at the South end, and may be obtained all through the year, at other parts of the island. In Boat Harbour, on the eastern side of the island, good water bubbles

* The following reported dangers may be considered not to exist:—Favourite Shoal, in lat. 26° 0', long. 160° 0', Lady Nelson Shoal, in lat. 30° 18' S., long. 161° 6'E. Foster Tyans Shoal, in lat. 31° 56' S., long. 160° 0'E., or about 30 miles E.S.E. of Balls Pyramid; a shoal, in 31° 19' S., 160° 42' W.; and Middleton Island (or Sir Charles Middleton's Island), said to be very high, in lat. 27° 58', long. 159° 30'.
through the shingle, filtered from the impurities taken up in its course down from the hills.

It is high water, full and change, at Lord Howe's Island, at 8\textsuperscript{th} 30\textsuperscript{m}; the average rise is about 6 ft.

**BALL PYRAMID**, in lat. 31° 45' 10" S., long. 159° 15' 30" E., or about S.E. by E. 12 miles from Lord Howe's Island, is a remarkable peak, rising abruptly to the height of 4,810 ft. from a rocky islet. *Wheat-sheaf* and *Observation Rocks* lie about half a mile to the westward of Ball Pyramid; the former is 185 ft., and the latter, to the northward of the Wheat-sheaf, is 54 ft. in height. Close to the eastward of each is a lower rock; and at about 2 1/2 miles to the south-eastward of the pyramid is another rock, 20 ft. in height.

Ball Pyramid and the rocks near it are, like Lord Howe's Island, surrounded by a bank of soundings, extending from 1 to 2 1/2 miles to the westward, and from 5 to 7 miles in other directions from the Pyramid.

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**AUSTRALIA, ETC.**

The Coast of Australia, to the northward of Sandy Cape, in lat. 24° 41' S., is fronted with the innumerable reefs previously alluded to, within which is the *Inner Channel* to Torres Strait, but which, as it is very intricate, and would require a very long description, will not be described here. It is also becoming of less importance now that the Outer Route is much more generally adopted. The chief entrances to it from the Coral Sea will be noticed.

The GREAT BARRIER REEFS form a coraline structure, unequalled in the world for their vast extent and formidable obstructions to navigation. From Swain Reefs, at their south-eastern extremity, in lat. 22° 25' S., long. 152° 47 E., they may be said to extend nearly 1,000 miles in a general N.W. by N. direction, following in great measure the sinuosities of the coast as far as the latitude of Cape Direction (12° 51' S.), when the barrier diverges from the coast in a northerly direction to Anchor Cay, its north-western extremity, in lat. 9° 22' S., long. 144° 6' E.

The outer edge of the barrier, which is very steep-to, varies in distance from the coast; in lat. 21° 32', it is distant from Cape Palmerston 180 miles; in 14° 10', from Cape Melville, 12 miles; and in 10° 41' S., from Cape York, 80 miles.

The general appearance of the Great Barrier Reefs is very similar, but a few feet rise and fall of tide make a very striking alteration. At low tides the edges of the reefs are nearly level with the water, with large masses of black coral rock (those appropriately termed negro heads by Capt. Flinders) strewn over some of them; from atmospheric refraction, these appear much larger than they really are.

*South Pacific.*
At all times of tide a heavy sea rolls on the windward side of the barrier, causing a very heavy surf, the spray and vapour arising from which impart a peculiar haze to the atmosphere in the vicinity.

None of these reefs can be classed with those called lagoon; they are extensive shallows, and on a calm clear day, at low water, a strip of the lightest green may be traced as far as the eye can reach, indicating the trend of the reef, with occasionally small winding streaks of very deep blue, clearly pointing out the passages.

There are several small sand-banks on various parts of the Great Barrier, many of which are covered at high water, and others at half-tide; few were seen exceeding 5 or 6 feet in height at high water, and a still smaller proportion produced any kind of vegetation.

The Great Barrier Reefs may be seen in clear weather at a distance of 4 miles from a vessel's deck, and 6 or 7 miles from the mast-head. With a careful look-out and a commanding breeze no vessel need ever run into trouble; but at night more than ordinary caution is required, as it is scarcely possible to see the reefs at a greater distance than half a mile.

The sand-banks are seldom visible (in consequence of the haze over the reefs) until some time after the breakers are seen. It is at first difficult to discern what may be considered a good opening in the barrier, as, from the points of the entrance often overlapping each other, they are not clearly made out until directly abreast of the passage; and from seaward the reefs, together with such openings, present one unvaried line of breakers.

It may not be here amiss to remark that although the lead should never be neglected in these seas, it must not be too implicitly trusted, as most of the reefs and coral patches (with which the northern part of the Inner Route especially abounds) spring up so abruptly from the bottom, that the lead frequently gives no warning of their vicinity before a vessel approaches too near to avoid them. A keen look-out from the mast-head, cool judgment, and ready action may therefore be urged as a general rule to ensure successful navigation amongst the reefs. To these hints it will be only necessary to add that a vessel should never be steered in the glare of the sun, except over such ground as may be safely navigated in the darkest night, as the glare makes it impossible to see the different colours of the water indicating dangers to be avoided.

A system of beacons has been recently adopted in the Inner Route, and several beacons have been established. In proceeding northward and westward, red triangular-headed beacons must be left to port, and black square-headed beacons to starboard.

The northern entrances to Torres Strait from the Gulf of Papua have been previously described. Yule Entrance, in lat. 10° 23' S., long. 143° 56' 30" E. is about a mile wide, but is not to be recommended; the same with Olinda Entrance, in lat. 11° 15' S.; Pandora Entrance, in lat. 11° 26' 30" S., may be
used, should a vessel be drifted too far to leeward to enter by the Raine
Island, or other passages to the southward.

**Raine Island and Beacon**, in lat. 11° 35' 50" S., long. 144° 2' 20" E.,
is 11 miles southward of the Pandora Entrance. The island is one-third of
a mile long, nearly a quarter of a mile broad, and 20 feet above the level of
the sea at low water. It may easily be known by the beacon tower built
on it, and is situated in the centre of the opening between the northern
extreme of the Great Detached Reef and the projecting point of the barrier
reef, N.E. by N. 8½ miles from it. There is a clear channel on either side
of the island, the southern being 3½ miles, and the northern nearly 2 miles
broad.

As no bottom could be reached with 125 fathoms in any part of this
opening, nor close up to the lee of Raine Island, it affords no anchorage.
It need hardly be observed, that the best landing-place is on the N.W. side
of the island.

The **beacon**, erected in 1844 by Capt. F. P. Blackwood, is a circular tower,
built of stone quarried on the island; it consists of a series of chambers, one
above the other, in which water and provisions were deposited, as the beacon
was intended for the use of shipwrecked crews. It was painted with alternate
red and black vertical stripes; the beacon, in clear weather, was then
visible 8 or 9 miles from the deck, and 12 or 13 miles from the masthead of
a vessel.

The beacon was inspected by Captain Denham in March, 1860, when the
dome had decayed and fallen; but it still presented a substantial tower,
needing no restoration to adapt it to a lighthouse, if one should be required
on Raine Island. The tower, without the dome, as seen by Capt. Denham,
was 60 feet high, and should be visible, in clear weather, at the distance of
about 8 miles.

It is high water at Raine Island, full and change, at 8h 10m by the shore,
and an hour and three-quarters later in the stream; springs rise 10 feet.
The strength of the stream sometimes exceeds 2 knots, the flood coming
from the eastward; there is also, generally, a current setting 1 knot to the
northward, along the face of the barrier.

A vessel proceeding to Torres Strait from the Outer Route, and intending
to enter the Great Barrier Reefs by Raine Island, or by either of the adjacent
openings, should be certain of her latitude, and if running in for Raine
Island, should shape her course so as to make the beacon well on the star-
board bow, in order to allow for the northerly current. When the beacon
is clearly made out the island will soon be seen, and may be passed on
either side, both passages, North and South of the island, being clear and
easily navigated.

The beacon on Raine Island having been plainly made out, steer for the
southern passage, which is much wider and far preferable to the northern.
Having entered the southern passage, and brought the beacon to bear North, distant about 1 mile, with the southern edge of Raine Island reef at about half a mile off, steer S.W. by W. 1/4 W., carefully allowing for the tide stream, as well as the current to the northward, and a run of 9 miles from abreast of the beacon will bring the vessel into soundings, on the edge of the bank, passing at about half a mile to the northward of the northern extreme of the Great Detached Reef; the main body of the Great Barrier Reefs will then have been fairly entered.

Northern Passage.—Should a vessel be compelled to enter by the northern passage, she should haul up, so as to pass at about half a mile or two-thirds of a mile from the North side of Raine Island, and steer S.W. 1/4 S., for 6 or 7 miles, or until the beacon bears N.E. 1/4 E.; then by steering S.W. by W. 1/4 W. for about 3 miles, the vessel will be on the edge of the bank, in the position before mentioned, when entering by the southern passage. Great care is here necessary to make due allowance for the stream and northerly set; and the beacon must not be brought to bear to the southward of East, in order that the shoal patches, lying 4 miles to the westward of Raine Islands may be avoided.

When the vessel has reached into soundings of 25 or 30 fathoms, in the entrance of Blackwood Channel, a good look-out from aloft must be kept for the small sunken patches which lie near the edge of the bank, on two of which was found as little as 12 and 14 feet at low-water springs, but as they appear white, they will be easily seen from aloft, in contrast with the adjacent deep water.

The Great Detached Reef, which forms the southern side of the Raine Island entrance, is 13 miles long from N.N.W. to S.S.E., and at 8 miles from its southern end is Yule’s Detached Reef, 6 1/4 miles in circumference, and 3 miles outside the barrier. It has deep water all round, and may be useful in pointing out the situation of some channels to the West of it; which need not be described here.

Wreck Bay is a deep circular bight on the reef, 12 miles from North to South. Its S.E. limit is marked by the two Black Rocks, in lat. 12° 12’ 30’’ S., long. 143° 56’ E., which are 8 or 9 feet above the sea, and are good marks for making the bay from the southward. There is a broad opening on the S.W. part of Wreck Bay, which should be entered by closely rounding Black Rocks and then steering S.W. by W.

There are several entrances, more or less advantageous, to the southward of this, but as it is presumed that no one will attempt the Inner Passage without a sufficient chart, which is indeed almost the only available guide, they need not be enumerated.

Providential Channel, through which Captain Cook passed, is in lat. 12° 39’ S., and from it Cape Direction Peak bears S.W. 20 miles; it is about a quarter of a mile wide, and although, like Bligh boat entrance, 12 1/2 miles to
the southward, and Hibernia Passage, 5½ miles South of it, too narrow to be considered good for vessels, it affords a quick way for entering; the exceedingly narrow reefs rendering the passage so short, that the transition from the heavy ocean to smooth water is instantaneous.

The chart will show the several openings through the reef to the southward. The outer edge trends generally to S.S.E. for 85 miles, when it turns to eastward around Cape Melville, which is only 11 miles within the reef. The openings through the outer edge of the reef are safe, and lead directly from the open sea into the Inner Route, without any shoals in the way besides the barrier, but they lie too far to the southward to be of any use to general navigation.

**CAPE MELVILLE.** the north-eastern extreme of which lies in lat. 14° 10' S., long. 144° 33' 30'' E., is the northern termination of a high range of rocky hills, rising from nearly 1,000 feet, at about a mile southward of the cape, to double that elevation at a few miles further inland. This singular promontory is remarkable for the heap of immense blocks of granite strewed over it, some of which look as if they had been thrown into the sea, forming a continuous border of foul ground, with rocks above water, from North Bay Point to the extremity of the cape, and extending from half a mile to 1½ mile from the steep rocky shore.

From the elbow of the Barrier Reef to the N.N.E. of Cape Melville the outer edge trends to S.E. by E. for 66 miles to an opening, through which Captain Cook sailed in 1770, within which is the conspicuous Lizard Island.

**LIZARD ISLAND** is 2½ miles long North and South, and 2 miles broad, and is remarkable for its peaked summit, of granitic formation, which being 1,167 feet above the level of the sea, is an excellent mark for any vessel entering the Inner Route from seaward, through the safe opening in the Great Barrier Reefs to the eastward of the island.

Captain Owen Stanley's spot of observation was at the South end of the sandy bay on the West side of Lizard Island, in lat. 14° 39' 56'' S., long. 145° 30' 10'' E. It is high water at Lizard Island, full and change, at 9h 15m; rise from 7 to 10 feet.

There are several openings in the reef hereabout. Captain Cook's Channel is half a mile wide, and N.E. ½ N. 9½ miles from Lizard Island Peak.

From this the outer edge of the Barrier Reef trends to S. by E. for 115 miles to Trinity opening, and parallel with the coast off Cape Tribulation, or in about lat. 16° 17' S., the reef begins to lose the uniform and well-defined character it has to the northward, and there are numerous openings which may be used if desirable.

**Trinity Opening** is a broad channel leading from the sea into Trinity Bay, between Oyster Cay and an extensive reef 10 miles to the north-westward of it. The soundings are irregular, varying from 14 to 31 fathoms; the 100-fathom edge of the bank being about 12 miles outside the centre
of the opening. A small reef, with a patch of sand on it, lies W.N.W. 7 miles from Oyster Cay; and at N.N.E. 4 E. 3½ miles from the cay is a small sunken patch at about a mile from the edge of the reef; besides these, numerous detached reefs and patches of coral lie scattered in mid-channel; and as it has not been closely sounded, many other dangers probably remain undiscovered in it.

Cape Grafton is 20 miles southward from the middle of Trinity Opening. The land about Cape Grafton may be easily recognized, when seen from the southward, by its appearing like three lofty islands. The outermost eminence is Fitroy Isle, but the others are lofty ridges upon the mainland, the north-easternmost of which forms the cape, and is rocky and sterile; but it is conspicuous from having two small peaks, close together, on the West extreme of its summit. The northern summit of the outer ridge forming Cape Grafton is in lat. 16° 52' 35" S., long. 145° 57' 20" E.

The outer edge of the Barrier Reef to the S.E. of this has not been examined, and for 460 miles the imperfect charts are the only guide. But the Inner Channel and the coast have been surveyed more or less completely. Mourilyan Harbour, in lat. 17° 35' S., is described, in 1872, by Lieut. Mourilyan, R.N., as likely to afford good shelter to vessels going southward during S.E. winds. The entrance between two rocks is only 120 yards wide, with a depth of 21 feet.

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THE COAST OF QUEENSLAND.

This coast, and the intricate reefs and islets which lie off it, would require a very long description to enumerate them, and then it is probable that the charts would be a better guide. Should such verbal directions be necessary, they will be found in the second volume of the Australia Directory, by Commander C. B. Yule, R.N., which is principally devoted to elaborate accounts of this intricate navigation. What follows will only refer to the more prominent points of the coast.

ROCKINGHAM BAY, which lies between Cape Sandwich (the N.E. extreme of Hinchinbrook Island) and Dunk Island to the North of it, is 16 miles broad from the extremity of the cape, N.W. by N. to the south-east point of the island, and is 14 miles in depth. The bay is easily distinguished by the heights of Hinchinbrook Island, and the numerous elevated dangers, and the soundings are regular, from 9 to 3½ fathoms, sand and mud; but it is exposed to easterly gales, and affords no other shelter from those winds than may be found under the lee of the North point of Hinchinbrook, or the north-west side of Goold Island.

Fly Point, a shelving rock at the South end of a small sandy beach, on the West side of Goole Isle, on the southern part of the bay, which was the
HINCHINBROOK ISLAND, ETC.

spot selected by Capt. F. P. Blackwood for astronomical observations, lies in lat. 18° 0' 20'' S., long. 146° 11' 30'' E.

HINCHINBROOK ISLAND, which is separated from the mainland by Rockingham Channel, is mountainous, about 23 miles long, nearly S.E. 3/4 E., and N.W. 3/4 W., and from 4 to 13 miles broad. The East coast is steep and rises abruptly to mountains, attaining, according to Capt. Stokes, an elevation of 2,500 feet.

Rockingham Channel, which separates Hinchinbrook Island from the mainland, extends from its S.E. entrance about 28 miles north-westward to its opening into Rockingham Bay, and is from 1 to 3 miles broad. There is deep water within; but as a bar, with generally heavy rollers breaking upon it, extends across its south-eastern entrance, the channel may be considered quite unfit for vessels to attempt entering the bay by it.

The western shore of Rockingham Channel consists of Mangrove swamps, cut up by winding creeks, and backed by a continuation of the range of high rocky hills extending to the north-westward from Mount Eliot.

The shore is bold for the first 10 miles of the North side of the south-eastern part of Rockingham Channel, and rises to the lofty hills which extend across the southern end of Hinchinbrook Island; but the remaining portion of the eastern shore is low, and fringed by a belt of mangroves.

Cardwell township, laid out in 1864, is on the coast abreast of the N.W. point of Hinchinbrook Island. In 1875, the population of the town and vicinity was about 350, but rapidly increasing. The harbour is considered one of the finest in Queensland. A jetty 1,200 feet long is in course of construction.

Cape Cleveland, in lat. 19° 10' 15'' S., long. 147° 1' E., is a hilly headland rising from the open forest plain, which is separated from the mainland by Crocodile Creek. The North extreme of the cape forms a narrow hilly point, from whence the high land extends 6 or 7 miles to the southward.

A reef, with two dry rocks upon it, the eastern of which is 4 feet high, extends East 3 1/2 miles from the North extremity of the cape.

Cleveland Bay, immediately on the West side of Cape Cleveland, extends W. by S. 13 1/2 miles from the cape to the N.E. extreme of Cape Many Peaks, and is 6 miles deep. There are 3 1/2 to 6 fathoms across the entrance.

The bay affords good anchorage in all parts, in 4, 5, and 6 fathoms. A considerable flat extends from the shore on the western side of the cape, and is left dry at half ebb; it fronts a sandy beach that commences at 1 1/2 mile to the South of the cape, and extends to the southward for nearly two miles. Over this beach two or three streams of fresh water run.

Townsville, a municipal town, was proclaimed in 1866, and in 1872 contained a population of 1,140. It is situated on Ross Creek, at the foot of a mountain which rises to an altitude of 1,500 feet, on the shore of Cleveland Bay. A great drawback is the openness of the anchorage, large vessels and even the
inter-colonial steamers having to lie 3 miles off shore. A red light is shown from a pile at the outer end of the breakwater, on the West side of the entrance to Ross Creek.

The N.W. Mouths of Burdekin River are three creeks which communicate with Cleveland Bay between 5 and 9 miles south-westward of the North point of the cape. The central, which forms the north-western entrance of Crocodile Creek, carries 3 to 4 fathoms for 5 miles up from the entrance; but it is fronted by a flat, with 6 to 12 feet water, extending 2 miles from the shore.

It is high water in Cleveland Bay, full and change, at 7h 30m; rise 10 to 12 feet.

CAPE BOWLING-GREEN—or, as it would be more correctly expressed, Bowling-Green Point—is the North extreme of an extensive, low, level projection of the mainland, 25 miles E. by S. ½ S. from Cape Cleveland, and N.W. ½ W. 30 miles from the north-west point of Cape Upstart. A shoal, dry at low water, extends 1 mile to the northward, and a spit projects about the same distance to the westward from the cape.

LIGHT.—A light-tower, 73 feet high, painted white, was completed on the sand ridge at the northern extremity of the cape in 1874, and a revolving bright light shown, attaining its greatest brilliancy every minute, which should be visible 14 miles off. A change in the banks, however, threatens to make this tower unsafe, in which case a temporary fixed light will be exhibited on the cape, visible 9 miles off, and the tower removed.

Bowling-Green Bay, on the West side of Cape Bowling-Green, is 24 miles broad, W. by N. ½ N. from Cape Bowling-Green to Cape Cleveland, and about 11 miles in depth; but shoals, with irregular depths of 1 to 5 fathoms on them, occupy the greater portion of the bay, stretching out northward to a line extending W. ½ S. from Cape Bowling-Green.

The Central Mouths of Burdekin River are two entrances of this river, one in the south-east, and the other in the south-west bight of Bowling-Green Bay.

Cape Upstart, in lat. 19° 42' 49" S., long. 147° 46' 44" E., was very appropriately named by Captain Cook, from the remarkable abruptness with which it rises from the low swampy ground, which is separated from the mainland by the creek between Abbott and Upstart Bays. The high land of the cape extends 6 ½ miles East and West, and 4 miles across, and is chiefly composed of a mass of granite rocks, scantily covered with stunted trees and scrub. Its summit, which is somewhat table-topped, is severed by a deep gorge across it. Station Hill, the highest part of Cape Upstart, near the south-west extreme of the heights, is 1,900 feet above the level of the sea.

Upstart Bay, an indentation of the flat country immediately to the westward of Cape Upstart, is 10 miles broad East and West, and 8 miles in depth. The mangrove shore forming the bight, is intersected by numerous
PORT DENISON.

salt-water creeks, with shoals extending a considerable distance from their mouths.

Wickham River flows into Upstart Bay at 9 miles westward of the cape, and is fronted by a bar with two small islets on it, at 2 miles within which is a larger islet, lying in the mouth of the river.

Mount Abbott, 23½ miles to the southward of Cape Upstart, is remarkable, and approximately estimated by Capt. F. P. Blackwood to be 3,460 ft. high. Another lofty hill rises E.S.E. 12 miles from Mount Abbott, from whence a rocky mountainous range extends south-eastward to within 7 miles of the West side of Repulse Bay.

PORT DENISON, which was established in 1861, is a well sheltered and commodious harbour, 33 miles south-eastward of Cape Upstart, and between 5 and 8 miles southward of Cape Edgcumbe. It is sheltered from the eastward by Stone Isle, which divides the approach to the port into the North and South entrances, the latter being the wider and deeper channel.

North Entrance, which is nearly half a mile wide, lies between Stone Isle and the North point of Port Denison. The North Head is a conical, peaked, granite islet, 80 ft. high, with a ledge of rocks covered at high water, extending a quarter of a mile to the south-westward. South Head is a hillock, sloping down into a mangrove gully, in the centre of Stone Isle. There are 19 to 25 ft. water in the outer part of the entrance, and 14 to 18 ft. farther in.

Light.—On the North Head, a white tower 30 ft. high, was completed in 1867. It shows a bright fixed light in all directions seaward, except between the bearings S. by E. & E. and S. & W., where it shows a strip of red light.

Two black nun buoys mark the 12-feet edge of the reef bordering the South Head; and two red nun buoys mark the 12-feet edge of the spit, extending from Dalrymple Point, the North extreme of Port Denison. In entering the port, all black buoys are kept on the port hand, and red on the starboard.

The Pilot Station is at the North entrance of Port Denison, where a pilot may be obtained when the sea is too heavy for him to board a vessel outside.

Stone Isle is 1 mile long W.N.W. and E.S.E., and about half a mile broad, and 86 ft. high. Shoal-water Bay forms the N.E. side, and Observatory Point projects from the S.W. side of the island. A shoal of coral patches extends half a mile southward from the island, with two beacons or buoys, one on the S.E., and the other on the N.W. edge, and a shoal spit, with a bush beacon on it, runs out about one-third of a mile from Observatory Point.

South Entrance is 2½ miles wide between the East end of Stone Isle, and Thomas Islet to the southward, which is 30 ft. high, and lies East three-

South Pacific.
quarters of a mile from the low South point of Port Denison; but at about a mile within the entrance, the channel, with 3 to 5 fathoms water, is contracted to two-thirds of a mile in width, by the coral patches southward of Stone Island, and the coral flat extending from the South shore of the port.

Within the entrances, Port Denison contains an area of about 3 square miles, with 2½ to 4½ fathoms, mud; but the shores, which are low, and to the southward belted with mangroves, are fronted by a shallow flat, in consequence of which, landing where there is no jetty is difficult, except at high water.

The most convenient anchorage, in 16 or 17 ft. water, appears to be at about one-third of a mile south-westward of the North point of Port Denison, and at a quarter of a mile north-westward of Observatory Point.

The country near the township of Bowen, and beyond the mangrove swamps, consists of a rich, light, and sandy soil. A pier, one-third of a mile in length, is constructed for the use of vessels loading and discharging. The land under cultivation in the district being principally used for the growth of cotton and sugar-cane.

There are, as already described, two ways for entering Port Denison: the North entrance, which is available for small vessels, and the South entrance for vessels of greater draught; and this being the wider, deeper, and windward channel, is to be preferred to the North entrance, due allowance must be made for the ebb stream, which sets upon the reef extending southward from Middle Isle.

To the S.E. of this there is a labyrinth of islands and channels off the coast, which a long verbal account would not properly describe. This must be left for the Australian Pilot. The principal groups are Whitsunday Island, the various clusters composing the Cumberland Islands, to which succeed the Northumberland Islands. These various islands and rocks form two general channels, one exterior to the groups, through which the Inner Channel to Torres Strait, &c., passes.

MACKAY or Pioneer River, which is only accessible to coasters, has a bar across its mouth, which nearly dries at springs. From the bar the depth of the channel, which has an average width of 1 cable, varies from 1 foot to 7 feet at low water, until within about three-quarters of a mile of the settlement, situated about 4 miles above the bar, when it again almost dries across and from thence the depth gradually increases until abreast of the settlement, where there is about 6 ft. at low water, in the centre of the channel. A pilot and boat are stationed at the entrance of Pioneer River; and buoys and beacons mark the changes caused by occasional heavy freshes.

Light.—Off the entrance of the river a temporary light is exhibited from signal station on Flat Top Island, elevated 220 ft. above the sea, and visible 10 miles off, except on a W.N.W. bearing, when it is obscured by the island for a quarter of a point. During moderate S.E. winds shelter will be found
under the lee of Flat Top Island, taking care to avoid the sand spit extending from its South end.

The town of Mackay, proclaimed first in 1869, in 1872 contained a population of about 750, and the district within a radius of 14 miles of the township was extensively cultivated with sugar, tobacco, &c.

In proceeding for Pioneer River from the northward, care must be taken to avoid a dangerous reef, nearly midway between the islets off the river and the rocky islet to the northward, which lies 2 miles to the south-eastward of Slade Point. There is, however, a clear passage between this reef and the mainland, and also between the rocky islet to the northward of it and Slade Point.

It is high water on Pioneer River bar, full and change, at 11° 7'; springs rise from 10½ to 16 ft., and at the settlement, 9 to 13 ft. The streams in the river run from 3 to upwards of 4 knots.

**PORT BOWEN** is the first point of interest which lies upon the exterior coast. Round Islet, off Cape Clinton, is in lat. 22° 31' 15" S., long. 150° 50' E.

*Cape Clinton* is the eastern point of a peninsula, forming the South side of the entrance of Port Bowen. From seaward it has the appearance of a bold head, the hills on it being from 400 to 500 ft. in height.

From Cape Clinton a clifty shore, skirted by numerous detached rocks, which are bold to approach, extends a mile north-westward to a small sandy bay, the West side of which runs out to a point, forming the North extreme of the Clinton Peninsula.

*Round Islet,* a quarter of a mile to the northward of the point just mentioned, is small and triangular at the base, and is 123 ft. high, with steep clifty sides; the sea face is bold to approach, but a 3-fathom spit projects from its North point. The islet is nearly connected with the point by a chain of low rocks.

*Port Bowen,* a deep inlet in the main land, can be easily distinguished from seaward, from its being nearly midway between the lofty peaked heights at the back of Cape Manifold, and Mount Westall, a high hill, N.W. by W. ¾ W. 16 miles from Cape Clinton. The town is the capital of a pastoral district, and in 1870 contained about 2,000 inhabitants.

The entrance lies between Round Islet and a perforated rocky point, which bears N.N.W. ¾ W. nearly 2½ miles from the islet, and projects to the south-eastward from a barren hilly headland at the North end of the port. Port Bowen is difficult of access, on account of a bar, but inside there is anchorage, sheltered from all winds.

*Entrance Island,* which is small and rocky, lies nearly 1 mile to the eastward of the Perforated Point; it is nearly half a mile long, S.E. and N.W., and forms a good distinguishing mark for the entrance of Port Bowen, as it rises to two hills 190 ft. high, clothed to their summits with fine pine trees;
these trees readily engage the attention of a stranger, as this is the southernmost locality along this coast where pine trees have been seen.

The Bar extends from Round Islet the whole way across the entrance of Port Bowen to Perforated Point; the southern part bends out to the eastward, and is from 1½ to 2 cables broad. The depth of water on the bar varies from 12 to 17 ft., on a yellow, gritty, sandy bottom; but there are some very small knolls, with 6, 9, and 10 ft. on them, upon which the sea breaks in a fresh breeze; in smooth water these are easily discerned by the tide ripplings over them.

The only secure anchorage in Port Bowen is to the southward of Inner Head, where it is well sheltered from all winds, and from the heavy swell which occasionally sets in over the bar.

Port Bowen cannot be considered a good harbour for all classes of vessels, in consequence of its barred entrance, and it is possible that the banks are of a shifting nature.

KEPPEL BAY is 57 miles South of Port Bowen; it is situated between the N.W. end of Curtis Island and the main land; its southern part forms the estuary of five considerable creeks or arms of the sea, penetrating into the low swampy country to the westward of Curtis Island. The eastern arm forms the N.W. entrance of the narrow strait separating Curtis Island from the main land; but it dries at low water, at about 6 miles from the entrance; all the other openings are navigable, the depth ranging from 3 to 8 fathoms.

Cape Keppel is a small hummock W. ½ N. 10 miles from Cape Capricorn; the intermediate coast is low and broken by several creeks. Shoal water extends from the shore out to a line between the two capes, where there is a depth of 4 fathoms. A shoal, with 3 fathoms water on it, lies 1½ mile to the north-eastward of Cape Keppel, and at about the same distance to the north-westward of the cape are some rocks above water.

Cottier Bank, to the north-eastward of Cape Keppel, is marked by a black buoy, which lies N.E. ¼ E., 3 miles from the cape.

From Cape Keppel a low coast, backed by grassy hills, with some duck ponds in the hollows, trends south-westward 5 miles to the foot of Sea Hill, the north-western extreme of Curtis Island; a low point, with rocks off it, stretches out midway; and a small salt-water creek runs into the island immediately to the southward of Sea Hill. A bank, on which are several patches of dangerous rocks, extends from the rocks off Cape Keppel to Sea Hill; it is steep-to, and the rocks on it are but partly visible at low water.

FitzRoy River, which flows into Keppel Bay, is navigable for small steamers and coasters about 35 miles, to Rockhampton, an important town, which may be considered the capital of northern Queensland. It is the port of shipment for a large extent of back country, and the starting point of the
KEPPEL BAY.

Great Northern Railway, which in 1875 was about 45 miles long, extending to Rocky Creek.

The Pilot Station is situated on the point, midway between Cape Keppel and Sea Hill; and vessels are boarded by the pilots, off the Keppel Rocks.

Two red lights are shown at this pilot station; they are 200 yards apart, and shown from red wooden stagings. In one they bear S.E. § S., and point the direction of the Timandra Bank buoy.

The shores of Keppel Bay, and of the several arms into which it branches, are low, swampy, and covered with mangroves, so that there are few places where it is not necessary to wade some distance in soft mud, and afterwards cut through a barrier of mangroves, before reaching the solid land.

A Light-vessel was placed, in 1866, within and near the entrance of Fitz Roy River. She shows a fixed white light. Elevation, 44 ft. above the sea, and visible 8 miles off. The vessel is moored in 7 fathoms water, and from her the Elbow Buoy bears N.N.E. § E., distant 4½ cables.

Vessels entering the port at night should bring this light to bear to the southward of S.S.W. before getting the two red lights at the pilot station in one (the light being visible from the Timandra Bank), which done, haul up to round the Timandra Bank buoy. After passing Sea Hill Point, steer to pass within a cable to the eastward of the light-vessel; haul up close round to the southward of her, and steer West (northerly), thus leaving the black buoy and the black beacon off Raglan Point on the port hand, and passing about a cable to the southward of the large Mangrove Island.

By passing to the southward of the light-vessel as above directed, not less than 15 feet depth of water will be found in the channel at low water springs.

A vessel going into Keppel Bay will be much deceived by the colour of the water, for the shores of the bay being soft and muddy, the water running out by the deep channels with the latter part of the ebb, is thick, whilst the more shallow parts, over which the stream does not then set, are covered with clear sea-water. Not only are the shores generally muddy, but a large portion of the bay itself is occupied by shoals of mud and sand. The deepest water is in the channels running out of the different arms already mentioned. The broadest of these channels, which is on the East side of the bay, is about 2 miles wide, and affords good anchorage in 6 to 3 fathoms just within the entrance, with Sea Hill bearing N.E.; but it is somewhat encumbered by a 3-fathom bank lying in line between Sea Hill Point and South Hill, distant 1½ mile from Sea Hill.

More extended descriptions have been given by Commanders John Jeffery, R.N., and G. S. Nares, R.N., but they need not be repeated here. Their directions follow.

A ship from the southward entering Keppel Bay with a fair wind should round Cape Capricorn at the distance of half a mile; she will then have the
Cockscomb Hill open North of the Second Lump, bearing W. by N. ¾ N.; this mark will lead clear of Cottiers Bank and all the shoal water extending from Curtis Island.

When the Broad Mount comes on with Keppel Rock, bearing W. by S. ¼ S., she will be within half a mile of the black buoy on Cottiers Bank, and may steer W. ¾ S., which will lead to the black buoy on Timandra Bank; the lead should be kept going, as the course will lead along the edge of shoal water. A pilot will endeavour to come on board after vessels have passed the Keppel Rock; but failing to obtain a pilot, and the weather being fine, it is desirable to anchor and wait for one; or if night is coming on, and the weather doubtful, to stand off and on until daylight.

Ships from the northward should pass outside the Keppel Islands; there is nothing to be gained by venturing inside, where the water is shoal, and likely to be altering in depth after and during the rainy seasons.

When at the buoy on Timandra Bank, South Hill should be in line with the point of Little Sea Hill, bearing W. by S. ¾ S.; vessels drawing more than 12 ft. water should not venture further without a pilot. There are several knolls with 15 ft. on them; and during the heavy freshes of the rainy season banks are thrown up, and others washed away.

Until the channel leading to FitzRoy River is more carefully buoyed, it is advisable for vessels not to take it without a pilot.

Wood is easily procured; and fresh water may be found in small ponds and swamps, at a little distance behind the beach.

The rise in Keppel Bay is 7 to 15 ft.; and the stream runs from 2 to 3 knots.

CAPE CAPRICORN, so named by Captain Cook, from its geographical position, which is in lat. 23° 28' 30" S., long. 151° 15' 30" E., is of considerable height, and looks white and barren. It is an electric telegraph and signal station. Two islets lie 3½ miles to the S.E. of it, and others to the north-westward. The cape may be approached to the distance of a mile, in from 9 to 11 fathoms.

LIGHT.—A revolving light is shown from a round stone-coloured tower, 39 feet high, on Cape Capricorn, at an elevation of 310 ft. above the sea, attaining its greatest brilliancy every minute.

CAPRICORN GROUP, at the distance of 33 miles N.E. by E. ¾ E. from Cape Capricorn, is the N.W. islet of a group thus named by Captain F. P. Blackwood, from its central position being on the tropic. It is a cluster of small islands and reefs which are continuous with the Bunker Group, of three similar coral islets; together they occupy an extent of 54 miles in a N.W. and S.E. direction, or nearly parallel with the coast. To the northward of this line of islands is the wide Capricorn Channel, an excellent entrance to the inner route; to the South of them is the Curtis Channel, well marked at the entrance by Lady Elliot Island and its lighthouse.
**LADY ELLIOT ISLET—BUSTARD HEAD.**

*North Reef,* the northernmost of the Capricorn Group, in lat. 23° 11' S., long. 151° 58' 7" E., is merely a sand-bank, a few feet above high water, with some stunted bushes on its centre, visible at about 7 miles from a vessel's deck; it is surrounded by a reef 1 mile in diameter.

*North-west Islet* is about 13 miles S.W. by W. from North Reef. The trees on it are about 50 ft. high, and one lies on the West end of a coral reef 6 miles long and 2 miles broad.

*Mast-Head Islet,* the south-westernmost of the Capricorn Group, lies nearly W. by S. 1/2 S. 20 1/2 miles from One Tree Islet, and is three-quarters of a mile long East and West, and one-third of a mile broad. It is thickly vegetated to the margin of the sandy beach, and the tops of the trees are about 50 feet high. The islet is situated on the West end of a reef of oval shape, about 2 1/2 miles long East and West, and 1 1/2 mile broad; the reef is steep-to.

The three islets of the Bunker Group are generally similar in appearance. There are clear and spacious channels between them, with fair shelter under their lee in heavy gales, but there is little necessity for coming among them, a good look-out is the best guide.

**LADY ELLIOT ISLET** is a small coral island, in lat. 24° 7' S., long. 152° 45' 30" E., and N.W. 45 miles from the lighthouse on the high bare sand-hill on Sandy Cape, and S.E. by E. 1/2 E. 21 1/2 miles from the south-easternmost of the Bunker Group. It is about half a mile in circumference, and covered with scrub and stunted trees, which attain an elevation of 50 ft. above high water; the surface of the islet being about 15 ft. above the sand level. The islet is encircled by a coral reef, which stretches out half a mile to the northward and eastward; and a long coral spit runs off its north-eastern point.

The Lighthouse on Lady Elliot Island is a white iron tower, from which a brilliant flashing light every half minute is shown at an elevation of 67 ft., visible 10 miles off.

**CURTIS ISLAND** is 26 miles long, and 13 miles broad near its north-western end; the S.E. part is the most hilly, the greater portion of the island being low, and in some parts swampy.

Facing Island extends 8 1/2 miles beyond the S.E. extremity of Curtis Island, and on its South extremity, Gatcombe Head, is a lighthouse, a guide into Port Curtis. As the usual route to this is from the S.E., Bustard Head light was established; this is 20 1/2 miles to E.S.E.

**BUSTARD HEAD,** N.W. 1/2 W. 11 miles from the bluff called Round Hill Head, is a double point of moderate elevation, with numerous rocks extending to the north-eastward about 2 or 3 miles from it, but within the Outer Rock above water there is a depth of 14 fathoms, with room for a vessel to pass.

The Lighthouse on Bustard Head is a white tower 58 ft. high, and show-
ing a bright fixed and flashing light at an elevation of 330 ft., visible 24 miles off. The light shows steadily for one minute, then is partially eclipsed, then a much brighter flash of a few seconds duration, then another eclipse, then the steady light, the whole change occupying two minutes. As this is the period of the Sandy Cape revolving light, it is necessary to be particular in distinguishing them.

A red sector of light is shown (during the period the steady light is seen) in a N. 4 E. direction over Outer Rock. This rock is also denoted by a peculiar arrangement of a light, shown since April 1876, from a square light-house, situated 500 yards S.E. by S. from Bustard Head lighthouse. The light from this tower is shown at an elevation of 280 ft., between the bearings N. by W. 4 W. and N.E. by E. 4 E. It is so screened, however, between N.N.E. and N. by W. as not to be visible southward of a position a mile outside Outer Rock. Vessels, therefore may give Outer Rock a berth of a mile on its northern side by keeping this light in sight while passing through the red sector of Bustard Head light.

Bustard Head light also shows a red sector from W.N.W. towards the land, and from the new lighthouse the light is visible from N.W. to W.N.W. By keeping Bustard Head white light in sight when between Bustard Head and Gatcombe Head, the dangers off Rodd Peninsula and the East banks at the entrance to Port Curtis will be avoided.

To the West of Bustard Head a low coast, rising to barren hummocky hills, partially covered with stunted trees, trends to the westward 5 miles, when it becomes fringed by a shoal, and, turning to the southward, runs out to a low sandy point, forming the North side of the entrance of Rodd Bay. Middle Head, the opposite side of the entrance, is a projection of the mainland, as picturesque as it is prominent. Rodd Bay is a small harbour running in to the eastward, between Sandy Point and Middle Head, and afforded good shelter for vessels of less than 9 ft. draught. The channel lies between two sand-shoals extending from either shore.

Hummock Hill, W.S.W. 1 1/2 mile from Middle Head, being 485 ft. high, and within a mile of the shore, is a useful mark for making Rodd Bay, or the South channel leading to Port Curtis.

Seal Rocks, N. 1/2 E., nearly 4 miles from Hummock Hill, are a cluster of rocks scattered over a space extending 1 1/2 mile, N.E. and S.W., and nearly half a mile broad; they are of great use to vessels, as a mark for entering the South channel to Port Curtis, as some of the rocks are from 6 to 8 ft. above high water, and may be approached on the N.W. side within a quarter of a mile, by vessels not drawing more than 18 ft. At night they are cleared by observing the Bustard Head light, before described.

Jenny Lind Shoal, with 2 ft. water on it, lies at about 1 1/4 mile to the north-eastward of the central rock, and from 4 to 5 fathoms water between. A
black conical buoy lies half a mile North of its shoalest part in 6 fathoms water.

From the first inlet to the westward of Hummock Hill the coast trends nearly N.W. by W. 4½ miles to Red Cliff, which has a small creek on either side of it.

PORT CURTIS is situated between Facing Island and the mainland, the approach to it is somewhat difficult for a stranger, on account of the East banks stretching nearly across from Seal Rocks to Facing Island. There is a ship channel at either end of the shoal—South Channel, passing to the northward of Seal Rocks; and North Channel, close round Gatcombe Head, the S.E. extreme of Facing Island. Having once entered the harbour, there is security for any number of vessels of the largest size.

South Trees Point, a low projection of the southern shore of Port Curtis, N.W. by W. ⅔ W. 12 miles from Seal Rocks, is bold to approach, but is only remarkable from having a few stunted trees growing upon it.

A small 3-fathom knoll lies W. by N. ⅔ N. about 3 miles from Seal Rocks, with 4 and 5 fathoms water round it.

West Banks are covered with sand-banks extending from between 1½ and 2½ miles north-eastward of Red Cliff to South Trees Point. A narrow ridge runs along nearly the whole length of these banks, with from 1 to 5 feet water upon it.

South Channel, the principal channel leading into Port Curtis, begins between Seal Rocks and the S.E. extreme of East Banks, where it is 1 mile broad, with from 4 to 6 fathoms water; it then runs nearly W. by N. ⅔ N., to the entrance of the harbour, the breadth varying from three-quarters of a mile to 1 mile, and carrying from 4 to 11 fathoms, sand.

East Banks, which lie between the two channels leading into Port Curtis, are nearly 6½ miles long and 2½ miles broad, and the least depth of water on them is 1 foot.

From the East point of Curtis Island, which forms the West side of North Channel, a low and rather sandy coast extends nearly N.N.W. 17 miles to Cape Capricorn; at 4 miles to the south-eastward of the cape are two small islands, one rocky, and the other composed of rock and sand, between which and the shore is a depth of 8 and 9 fathoms.

North Channel passes between the S.E. extreme of Facing Island and the N.W. end of East Banks, and is from a quarter of a mile to half a mile broad, with depths of 4 to 7 fathoms in it. Although this is considerably shorter than South Channel, the latter is to be preferred, especially for large vessels, as it is broader and deeper, and the tide streams are not so strong as in the North channel, where they run from 2½ to 3 knots.

Gatcombe Head, the S.E. extreme of Facing Island, is a bold and conspicuous bluff, N.W. by W. ⅔ W. 8 miles from Seal Rocks. Its summit,
Signal Hill, 275 feet high, is an excellent mark for making out the entrance of Port Curtis. A detached rock above water lies about a cable's length off the head.

Lights.—A lighthouse, 30 feet high, stands on the S.E. part of Gatcombe Head, in lat. 23° 53' 4" S., long. 151° 23' 45". It shows a fixed light, which is bright seaward, but red from S.W. to W. by B. to S. by S. over the entrance, also between the bearings of N.E. and N.N.E.

Oyster Rock Light, reflected from the shore, is exhibited from a red beacon 21 ft. high, on Oyster Rock, off Gatcombe Head. The light appears as a fixed white light, visible over East Banks or from S.W. by W., by W., to N.W. by N., and from N. by E. to E. by N. by N.; elevation 18 ft. above the level of high water; visible 4 miles.

When within a mile of the rock, the eye must be raised to the level of the light to obtain its full power.

The light kept open, bearing S.W. by W., clears the rocks and buoy off Settlement Point, and when in one with Gatcombe Head Light bearing N. by E. by E. clears the junction buoy.

Vessels coming from the southward should, while keeping outside the East Bank, by not opening the red light of Bustard Head, and in not less than 8 fathoms water, steer to the westward, until the light on Gatcombe Head is seen as a red light. By day the East side of East Banks will be cleared by keeping the North end of a clump of casuarina trees on the East side of Facing Island, midway between Ship and View Hills, N.N.W.

At night, to enter Port Curtis steer W.S.W. for the red light on Gatcombe Head until the shore of Facing Island is shut out by East Point. Then alter course and steer with the Oyster Rock Light about a point on the starboard bow and pass within a cable of the rock. As the red light opens, bearing N. by E., being then to the westward of the Junction Buoy, stand across into the South channel.

The South Shore, which trends West 2 miles from the creek on the West side of South Trees Point to Gladstone, is low, with shoal water fronting it. The mouth of the creek on the West side of the point may be neared to a quarter of a mile; but between the creek and the town the shoal stretches out three-quarters of a mile to the north-westward of the creek; the outer edge, in 3 fathoms, then runs parallel with the shore to Barney Point.

Gladstone, a small township, and the chief settlement of Port Curtis, is situated on the South shore of the harbour, at about 2½ miles to the westward of South Trees Point. Barney Point, which juts out from the town, is bold and may be approached to a quarter of a mile. At nearly 2 miles to the southward of the town is Round Hill, 500 feet high, and one of the marks for entering Port Curtis.

A range of barren, rocky hills, apparently of granitic formation, extends from Rodd Bay, upwards of 60 miles, in a W.N.W. direction. Mount
Larcom, the most remarkable of these hills, in lat. 23° 48' S., long. 151° 6' E., is 1,800 feet high, and is an excellent mark for making Port Curtis.

Facing Island, which forms the greater portion of the N.E. side of Port Curtis, is 8½ miles long S.S.E. and N.N.W., and 2½ miles broad at its central part.

The first projection to the north-westward of Gatcombe Head is Settlement Point, distant about three-quarters of a mile; it was so named from Lieut.-Colonel Barney, R.E., having established a temporary settlement on it in 1846.

North Entrance is the opening which separates Facing and Curtis Islands; a small rocky islet, with a rock above water, lies in the northern mouth of the opening, where it is nearly 1 mile wide; the breadth then increases southward to 3 miles, between Bushy Islet and Quoin Island, which lies W.N.W. 3½ miles from the islet; but the opening is so full of shoals, and the tide streams run with such strength, that it only affords a passage for boats into Port Curtis.

View Hill, is a conspicuous object, 460 ft. high, rising on the south-east extreme of Curtis Island; one ridge descends from it south-eastward, terminating at a point a quarter of a mile to the northward of Quoin Island, and another towards the East point of Curtis Island.

In making Port Curtis, either from the northward or southward, Mount Larcom may, as a general rule, be first steered for until the adjacent hills are clearly made out. Some brief directions in connexion with the light on Gatcombe Head have been given previously.

A vessel from the southward, entering by the South channel, should, after passing the rocky islets lying off Bustard Head, bring Mount Larcom in line with Gatcombe Head, bearing W. ½ N., and steer for them so until Peaked Hill (a remarkable mountain, 2,000 feet high, 15 miles to the south-westward of Rodd Bay) comes over the highest of the Seal Rocks, S.S.W. 2 W.; then steer S.W. ½ S. 2¾ miles (making due allowance for the strength of the stream) or until Mount Larcom is about a quarter of a point open to the northward of Round Hill, the latter bearing W. by N., when a vessel would be about half a mile to the N.N.W. of the highest of the Seal Rocks; from whence a W. by N. ¾ N. course will, by keeping South Trees Point well open to the southward of Gatcombe Head, lead directly into the harbour, passing at about three-quarters of a mile to southward of Gatcombe Head.

A secure anchorage may be chosen, if necessary, off Observation Point; the nearer the shore, with safety, the better, as the tide stream runs from 1½ to 2 knots, at one-third of a mile off. Vessels generally select this as a fairway anchorage when waiting for a wind to proceed to sea; and those of the largest size may safely go up, and anchor in 6 fathoms, in the stream, between Barney and Auckland Points.
In entering the South Channel from the northward, a vessel should make for Hummock Hill, keeping it on a South bearing, and taking care not to bring it to the eastward of S. $\frac{1}{2}$ E., in order that the eastern edge of East Banks may be cleared. When the Seal Rocks are distinctly made out, approach them on their northern side (which is steep-to) until Mount Larcom is about a quarter of a point open to the northward of Round Hill, W. by N.; then proceed up the harbour, as above directed.

Vessels from the northward, entering Port Curtis by the North channel, should, when the land is clearly recognized, bring the extreme of Gatcombe Head to bear S.W. by W., when it will be in line with Settlement Point; and should be kept so until the eastern coast of Facing Island is shut in by East Point; a vessel will then be clear of the north-west end of the East Banks and of the shoal water off East Point, and may round the south-east end of Facing Island. Keep about a quarter of a mile outside Settlement Point and the detached rock off Gatcombe Head, taking care to steer clear of the 3$\frac{1}{2}$ fathoms knoll off the head. A berth may then be taken up as before directed.

It is high water in Port Curtis, full and change, at 9° 40'; the rise being from 10 to 12 feet. The tides here seem to be as much affected by the prevailing winds as they are, by all accounts, at Moreton Bay, and the streams set very strong in the channels.

**HERVEY BAY**, on the western side of Sandy Cape, is about 80 miles broad E. by S. and W. by N., and 50 miles deep. Its eastern shore is formed by that part of the coast of Great Sandy Island, extending from the cape to Sandy Point. The western shore, consisting of rocky points and sandy bays, extends in a north-westerly direction 35 miles from Dayman Point, in the bight of the bay, to Sloping Hummock, a hill near a projecting part of the coast, at 6 miles to the north-east of which are several shallow inlets, with rocky shoals extending 3 or 4 miles from their mouths. From these inlets the low western shore of the bay still continues to trend north-westward 40 miles to Round Hill, 11 miles S.E. $\frac{1}{2}$ E. from Bustard Head Lighthouse, previously described.

**Burnett River**, entering the western side of Hervey Bay, has a temporary fixed bright light shown from the pilot station, on its South head, visible 9 miles off, between S.E. and N.W. Lat. 24° 45' S., long. 152° 25' E.

**Bundaberg**, a new port and township, of 400 inhabitants in 1875, is situated on the South bank of the Burnett River, 10 miles from its mouth. It is the outlet for a considerable extent of country, and for the Mount Perry mines. Sugar is largely grown, and coal exists in the locality.

Hervey Bay must be cautiously navigated, especially in the bight, where sandy shoals, with as little as 3 fathoms water upon some of them, extend 10 miles to the northward from the North entrance of Great Sandy Island Strait.
SANDY CAPE, the North extreme of Great Sandy Island, is a prominent head-land and a remarkable feature of this coast, affording, with its lighthouse, by day and night, an excellent mark for vessels passing by the Inner Route for Torres Strait, the navigation of which may be said to commence on rounding Breaksea Spit, a shoal extending about 20 miles from the cape. The cape is a low, rounding, sandy point, with ranges of irregular sand-hills, scantily covered with vegetation, stretching into the interior of the island. But a remarkable feature is a range of mostly barren sand-hills, forming the cape, which from their white and cliff-like appearance can be seen fully 24 miles to seaward.

The LIGHTHOUSE, an iron tower, painted white, and 99 ft. high, stands on the highest hill. It shows a bright revolving light every two minutes, elevated 400 ft., and to be seen 22 miles off. The period of revolution of the light is the same as that of the Bustard Head flashing light, and this should be remembered.

Sandy Cape Shoal is a detached coralline knoll of 9 ft., lying 3½ miles to the eastward of the eastern elbow of Breaksea Spit; from it the bright sand-slip of Sandy Cape bears S.W. by S., distant 11½ miles.

This danger lies directly in the track of vessels rounding Breaksea Spit; to pass inside, it is recommended to borrow on the breakers of the spit to within 8 or 10 fathoms; or to ensure passing outside by night, the soundings should not be decreased to less than 35 fathoms. Except in case of absolute necessity, vessels should pass eastward of the shoal.

BREAKSEA SPIT is a dangerous shoal on which the sea generally breaks heavily, extending N. by W. 19 miles from the high bare hill on Sandy Cape; the greater portion consists of coral and sand-banks, with some narrow, intricate channels between them. The spit should not be approached to the southward of lat. 24° 23' S.

The East side of Breaksea Spit is steep-to, there being from 4 to 9 fathoms at the distance of 1 mile from the edge of the breakers.

The western side of Breaksea Spit should be approached with great caution, as its edge is not minutely defined, and the soundings are irregular.

By day the sand-hills at Sandy Cape should be dipped below the horizon before rounding Breaksea Spit, while at night a vessel should not be kept away for rounding its northern extremity until the light begins to dip below the horizon. This position of the light should be retained until the necessary change of bearing shows that the danger is passed.

In rainy or squally weather, when the light on Sandy Cape may be obscured, vessels should not attempt to make the light from the northward, but should endeavour to pick it up when bearing to the eastward of S.E. or to the westward of S.W.

A good departure can be obtained for vessels taking the Capricorn chan-
nel by observing the bearing of the light when it begins to dip below the horizon.

To vessels from the southward the light will become visible as soon as it is opened out clear of Indian Head, on a N.W. \( \frac{3}{4} \) N. bearing, and will show round the horizon from that bearing northward, until it is again intercepted by the hills to the S.S.W. of the lighthouse.

The light will be visible to within a distance of from 4 to 6 miles northward of the Fairway buoy in Hervey Bay.

Good anchorage will be found when the wind is from E.N.E. to South, with the lighthouse bearing E.S.E., at a distance of from one-third of a mile to 1 mile from the beach, in from 4 to 6 fathoms, sandy bottom, but good holding ground.

Vessels intending to anchor under the cape should not bring the lighthouse to bear to the southward of S.E., or when off Rooney Point, to the northward of E.N.E. Vessels, however, when not drawing more than 10 ft., may, in smooth water, cross Ferguson Spit, which extends to the N.N.W. from North-west or Rooney Point, with the light bearing N.E. by E.; while the lighthouse in line with a white patch bearing E.N.E. leads clear of the extremity of the spit in 10 fathoms water.

Water can always be obtained at the back of the beach, on the western side of the Lighthouse Hill.

**GREAT SANDY STRAIT**, the northern entrance of which lies between Dayman and Sandy Points, is considerably broader than the southern entrance; and, although much of it is occupied by shoals, some of which dry at low water, there is a good channel for large vessels, up to the white cliffs off the entrance of Mary River.

The entrance of Great Sandy Strait from Hervey Bay may be said to commence at a line extending from Arch Cliff, on Great Sandy, or (as it is locally named) Fraser Island, W. by S. 25 miles to Vernon Point of the mainland, the depth across varying from 9 to 5 fathoms, sand over mud. No ship should go South of this line without a pilot, the whole space to Woody Island being full of sand-banks, with shallow water and blind channels between them, into which a vessel might run and find herself surrounded by breakers.

Both the mainland and Great Sandy Island being thickly wooded, and without any decided feature, makes it difficult to fix a vessel's position by compass bearings, the white Arch Cliff on Great Sandy Island and Woody Island to the southward, being the only conspicuous objects, and even Woody Island is not very plainly seen until near the Fairway buoy.

The *Fairway buoy*, which is painted black, is moored in 13 ft., with 12 ft. outside, and 16 ft. just within it; from this buoy Arch Cliff bears E.N.E., the highest trees on Vernon Point S. \( \frac{3}{4} \) W., and the highest part of Woody Island S.E. by E. \( \frac{3}{4} \) E.
GREAT SANDY STRAIT.

**Vernon Point** is a prominent projection of the mainland on the West side of the North entrance of Great Sandy Island Strait; but it does not appear like a point when approaching it from the northward, until well into the channel between the banks, the point bearing W. by S.

From Vernon Point the coast, which forms a bigt, trends E.S.E. 5 miles to Dayman Point; it is thickly wooded, and is bordered by a sandy beach, off which the water is very shallow.

From the white Arch Cliff on Great Sandy Island the coast trends S.W. by W. 10 miles to Sandy Point; the intermediate shore consists of a continuous sandy beach.

**Woody Island**, of which the N.W. point lies E.N.E. 2 miles from Dayman Point, is 4½ miles long, N.W. by W. and S.E. by E., and 1 mile broad near the centre, where it rises to the height of 205 ft. above high water.

**Lights.**—The North Bluff light on Woody Island is a fixed white light, excepting from between the bearings S.W. by W. and W. by S., where it is a red light; it is elevated 130 ft.

The Middle Bluff light is a fixed white light, excepting from between the bearings S.S.W. by W. and S.E. by E., where it is a red light, and is obscured from between the bearings N.N.W. by W. and N. by W. It is elevated 215 ft. Both lights are from dioptric lenses of the fourth order.

Both lighthouses are hexagonal-shaped, white, and 22 ft. high; the northern is placed four-tenths of a mile from the extreme of Datum Point; the southern is placed on the summit of the island abreast Middle Bluff. They bear from each other S.E. by E. and N.W. by W., distant nearly 2 miles. They will enable a vessel to enter the port of Maryborough through the West channel at night.

The Ship Channel, which leads south-eastward between Woody Island and Sandy Point, is bounded to the eastward by the Middle Bank and Little Woody Island, and to the westward by a sand-bank, which extends along the western side of Woody Island, the South end of the Middle Bank being marked by a black buoy, and the North extreme of the bank extending from Woody Island, being distinguished by a red buoy, moored in 3 ft. water. From just within the Fairway buoy the least depth of water in the Ship Channel is 18 ft. There is no navigable channel on the West side of Woody Island except at high water, and then it is only fit for boats.

The space from Dayman Point and Woody Island to Mary River forms an extensive bank of muddy sand, which dries at low water, and has several patches of mangroves on the middle of it.

It is high water at Mary River heads, full and change, at 9h 30m; rise 8 to 10 ft. The flood stream through Great Sandy Island Strait from the southward meets that from Hervey Bay to the northward, near Round Bush. Springs run from 3 to 4 knots, the tides being generally very irregular.

The **Outer Banks**, in fine weather, may be distinctly seen by the colour of
the water, and in bad weather by the breakers on them. They are very
dangerous, and lives are frequently lost from boats' crews of vessels wrecked
on or near Break-sea Spit, when running for Maryborough, and during the
night finding themselves among the breakers.

A vessel bound to Maryborough having entered Hervey Bay with a fair
wind, should not approach the entrance of Great Sandy Island Strait nearer
than into 10 fathoms during the night, as in 6 fathoms she will be within 1
mile of the breakers. Having shoaled to 10 fathoms, a vessel should anchor,
and wait for daylight; the bottom is sandy, with mud underneath.

Being in Hervey Bay, and in lat. 25° 5' S., a vessel will be within 3 miles
of the banks; and if near the centre of the bay, the white Arch Cliff
on Great Sandy Island will bear E. by N., and the Fairway buoy nearly
W.S.W.

Having arrived at the Fairway buoy, proceed S.E. $\frac{1}{2}$ E. 7 miles, pass the
red buoy on the South end of the Middle Bank, on the port hand, and steer
E.S.E. 2$\frac{1}{2}$ miles for the red buoy on the North extreme of the sand-bank
extending from Woody Island, which leave on the starboard hand, when 3$\frac{1}{2}$
miles on a S.S.E. course will lead to half a mile westward of Little Woody
Island, with 12 fathoms water when the North end of it bears East.

The next course will be S. $\frac{1}{2}$ E. for the South end of the southern Duck
Islet, which leave at the distance of a quarter of a mile to the westward,
when there will be a depth of 6 fathoms. Then steer South, keeping the
lead going, and not shoaling the water to less than 3$\frac{1}{2}$ or 4 fathoms, on either
side; 2$\frac{1}{2}$ miles on this course will lead between a buoy and a red beacon on
a sand that dries at low water, from which the vessel may stand over for
the white cliffs, and anchor in 7 to 9 fathoms, sand, at half a mile from the
shore.

Allowance must always be made for the tide streams; but as the islands,
buoys, and beacons are easily seen in daylight, there is little difficulty in
entering the strait with a fair wind. Great caution, however, must be ob-
served during the rainy season, from December till May.

By Night.—When entering Hervey Bay, steer so as to pass 1 or 2 miles
West of the Fairway buoy, until the two lights on Woody Island are visible
and are brought in a line, bearing S.E. $\frac{1}{2}$ E.; steer with the two lights in
one past Dayman Spit and the Middle Bank, until the two lights are nearly
on the same level, then look out for the red buoy, which is placed a short
distance to the S.W. of the line of the lights; on sighting the red buoy, steer
about E. $\frac{1}{2}$ S. (making due allowance for the tide) for the red buoy off
Woody Island Spit (or the North end of Long Middle Bank). Should the
low or North light be the first to appear red, keep upon the edge of the red
light until the high light also is red; but if the high light is the first to ap-
pear red, steer South until the lower light is also red.

When the lights are seen to become red at the same time, a vessel is
Mary River. 881

About one-third the distance from the spit across the channel; then steer about S.E. 4 E., and open the white lights, when, if the lower light shows as a white light first, the vessel will be to the eastward of the course, and to the westward if the upper light becomes white first. From thence steer to pass Little Woody and Duck Islands, keeping Little Woody Island open of the latter until the high light is obscured, when the vessel will be abreast the red beacon, she may then steer S.S.W. 4 W. until the light again opens out as a white light, when she will be abreast the red buoy opposite the white cliffs, from which a course must be gradually shaped for the river heads.

In entering with the two lights in one, should the red buoy which denotes the turning point, by any accident not be seen, the vessel may still with safety stand on with the lights in one until the high light is dipped below the northern hill.

Mary River.—The entrance of Mary River lies 6 1/2 miles S.S.W. of the South point of Woody Island, and South, 8 miles from Dayman Point, the low intermediate coast being lined with mangroves and fronted by an extensive mud-flat. It is best reached from Hervey Bay, and not from Wide Bay, as has been often tried by mistake.

Maryborough, proclaimed in 1861, is 60 miles above the mouth of the Mary River. It is the principal town in the district, and the port of shipment for the greater portion of the produce of the Burnett and Wide Bay districts, containing a population of about 5,000 in the township in 1875, and 4,000 more in the surrounding district.

Great Sandy Strait, of which Wide Bay forms the southern entrance, separates Great Sandy Island from the mainland. It is 40 miles long, and from 1 1/2 to 8 miles wide, the eastern shore of the strait being formed by the southern portion of the western coast of the island, from Hook to Sandy Point.

East Shore.—From Hook Point, on which are the beacons hereafter described, the East shore of the strait trends W. by N. 4 N. 5 miles to Elbow Point, and then N.N.W. 4 W. 7 1/2 miles to Snout Point, and is low and wooded. From Snout Point the shore is low, irregular, and broken, consisting of mangroves, with some white cliffs about midway, and takes a general N. by W. direction, 26 miles, to Sandy Point, at the East side of the North entrance.

A low mangrove shore forms the western side of Great Sandy Island Strait, trending northward, and nearly parallel with the opposite shore, as far North as about 22 miles from Elbow Point, where it takes a sharp turn of 3 miles westward to the mouth of Mary River, and again trends to the northward 9 miles to Dayman Point, at S.W. 4 W. 5 miles from Sandy Point.

The South entrance of Great Sandy Island Strait is navigable from side to side, with from 10 fathoms between the heads to 7 fathoms 12 miles up, in South Pacific.
a N.W. direction. Farther progress is then impeded by sand and mud-flats, after which a narrow and intricate channel trends to the northward, along the East shore, to abreast of the entrance of Mary River, passing between the western side of Great Sandy Island and extensive shoals, with numerous mangrove islands on them, stretching nearly across from the West side of the strait to the island.

*Wood and water* are abundant; the most convenient watering places are at the South end of Great Sandy Island, nearly abreast of Stewart Island, and at the white cliffs off Mary River. No useful directions can be given.

**Wide Bay** is about 10 miles across from Double Island Point to the S.E. bend of Great Sandy Island, and from 3 to 4 miles in depth. Being exposed to seaward, the bay affords no sheltered anchorage in gales from that direction.

**Wide Bay Harbour** is difficult of access on account of a bar across the entrance, at about 3½ miles from the shore. The entrance, which is 8 miles to the north-westward of Double Island Point, is a deep channel 1 mile wide, between Inskip and Hook Points (the latter, a pilot station, being the South extremo of Great Sandy Island). Strangers require a pilot, as the channels frequently shift.

The *Bar* has from 2 to 3 fathoms water on it, and is in general easily distinguished by heavy breakers, or in calm weather, when the sea is smooth, by the green colour of the water. With strong S.E. or easterly winds the sea breaks heavily upon the bar, rendering it unsafe to cross.

*Two beacons* are erected on Hook Point, the outer one black and the inner one painted white. These in one, and also in line with a white beacon on Inskip Point, lead in through the North channel, which sometimes shifts. In 1873, a S.W. by S. ½ S. course led in, with a depth of 18 feet at low water springs. Beacons have also been erected for the South channel, which lead in on a W. ½ N. course in 9 ft. water at low water springs.

A middle channel has recently (1873) opened out, with 10 ft. at low water. The marks for entering it are Baupal Mountain just open of the high land on Great Sandy Island.

Inside, the harbour branches off into two arms, one trending to the southward, behind South Sandy Island, and Great Sandy Strait to the northward, between Great Sandy Island and the mainland. When once inside, secure anchorage may be found for any number of vessels, in from 4 to 10 fathoms water, and it is one of the most commodious and sheltered ports on this part of the coast.

In leaving Wide Bay a vessel should not attempt to proceed to sea if there is any break across the bar, as it is attended with great risk and danger, from the high rollers which break heavily upon the bar.

A stranger, after entering Wide Bay Harbour, should procure the assistance of one of the natives of Great Sandy Island, some of whom are very in-
telligent, and have a good knowledge of Great Sandy Island Strait; they will readily come on board, and will be found very useful.

Bribie Island, which forms the western side of the northern entrance of Moreton Bay, is of moderate elevation, about 15 miles long, N. by W. \(\frac{1}{2}\) W. and S. by E. \(\frac{1}{2}\) E., and from 3 to 4 miles broad. It is separated from the mainland by Pumice-stone Strait, nearly filled up by mangrove islets and muddy flats.

The Glass Houses are three peaks near each other, rising abruptly from an extensive low plain, and remarkable for their singular resemblance to glass furnaces. Burwa, the northernmost and highest, is visible from a distance of 45 to 60 miles. They bear W.N.W. distant respectively, 18, 19, and 21 miles, from Skirmish Point, the S.E. extreme of Bribie Island.

Cape Moreton, the North extreme of the island of the same name, is 67\(\frac{1}{4}\) miles S.S.E. from Double Island Point, the southern limit of Wide Bay.

MORETON ISLAND is 20 miles in extreme length, about North and South, and 5 miles broad, near the North end. Portions of it are of considerable elevation—Mount Tempest, near the centre of the island, being 910 feet above the level of the sea. The eastern shore of Moreton Island, from its S.E. point, trends N. \(\frac{1}{2}\) W. nearly in a straight line of sandy beach, about 19 miles, to Cape Moreton, the N.E. point of the island.

CAPE MORETON, on the summit of which is a light-tower of white stone, 70 ft. high, is in lat. 27° 2' 16" S., long. 153° 29' 0" E., and when seen from the southward, appears to be detached, as the land between it and the higher parts of the island is low.

The Lighthouse on Cape Moreton exhibits a white light, revolving every minute, showing a bright face lasting 15 seconds, followed by an eclipse of 45 seconds duration, elevated 382 ft., visible at a distance of 26 miles.

A vessel from the southward requiring a pilot, should haul up round the North point of Moreton Island, and keep a good look-out for the pilot-vessel, which cruizes off the lighthouse during the day, or for the boat, as the case may be; the arrival of any vessel requiring a pilot being telegraphed from the lighthouse to the pilot station on Cumboyuro Point. Strangers should pay attention to any signal made at the lighthouse for their guidance.

North Point lies N.W. \(\frac{1}{2}\) W. nearly 1 mile from Cape Moreton Light, and has a small hillock upon it, which serves as one of the marks for entering Moreton Bay.

Yellow Patch Light, S.W. nearly half a mile from the North point, is a white fixed light, shown from a white wooden tower, 43 ft. high, placed near the shore a little to the eastward of a small yellow patch, and is visible from the N.E. between the bearings of S. \(\frac{1}{2}\) W. and E. by N. for the distance of 10 or 11 miles. In sight it clears Flinders Rocks, Smith Rock, and Hutchinson Shoal; and in line with Cape Moreton light E. \(\frac{1}{2}\) S. it leads through the Middle Channel. It is shifted as changes take place (see note on p. 883).
Flinders Rocks, some of which are 5 ft. above water, and others dry at half tide, are about one-third of a mile in extent, and lie N.N.E. 3 miles from North Point.

Smith Rock.—This dangerous rock, with only 7 ft. of water over it, lies in the fairway of the passage into Moreton Bay, between Cape Moreton and Flinders Rocks. It was marked by a black mast-buoy, moored at 3 cables' lengths S.S.W. of the rock. The rock, which is conical, and has 3 and 4 fathoms close-to, lies nearly midway between the outer extreme of Cape Moreton and Flinders Rocks, with the lighthouse bearing S. by W. ½ W. distant 2 miles.

By night, Cape Moreton light kept westward of S.S.W. ½ W., will ensure being seaward of this danger.

Hutchison Shoal, N. ¾ E. 2 miles from Flinders Rocks, and nearly 5½ miles from Cape Moreton, though not having at present less than 22 ft. water on it, may be dangerous to ships of great draught, and should be avoided by loaded coasters, on account of broken water, when the 1½-knot E.S.E. current sets against a strong easterly wind. At night vessels are to the westward of this shoal while the Yellow Patch light is in sight.

MORETON BAY is the extensive sheet of water separating Stradbroke and Moreton Islands from the mainland. It is about 40 miles long North and South, and 17 miles broad. The greater portion of the bay is rendered unnavigable by shoals; those most contiguous to the northern and only safe channel being known as the North, East, West, S.W., and Middle Banks. The outer edges of North and East Banks may be easily seen from the sea breaking upon them. Anchorage may be found in almost any part of the bay, under shelter of the numerous shoals. The greatest caution is necessary in using the channels, as the buoys are liable to break adrift, and the tides set obliquely across the channels.

North Banks.—The East extreme of these banks, with 3 to 3½ fathoms on it, lies N. by W. ¾ W. 6½ miles, and their South extreme N.W. 15½ miles from Cumboyuro Point, the N.W. extreme of Moreton Island.

The Ship or Main Channel into Moreton Bay, which should always be used by large vessels, with the assistance of a pilot, is bounded to the north-westward by North Banks, and to the southward by East Banks. Its eastern entrance is 2 miles wide. A black buoy, with a flag, marks the South side of the East entrance of the Main Channel. It is moored in 7 fathoms, at 2 cables' lengths northward of the N.E. spit of East Banks, with Cape Moreton light bearing E. by S. ¾ S., and Cumboyuro Point S. ¾ E. Black buoy A lies in 4 fathoms, close to the northward of the North ridge of East Banks, at W. by S. ¾ S. 1 mile from the Black flag buoy. Chequered black and white buoy B, S.W. ¾ W. nearly 2 miles from buoy A, marks the West spit of East Banks and South side of the western entrance of the Main Channel, which is here only one-third of a mile wide, between buoy B and Wilds Bank.
MORETON BAY.

Freeman Channel, between East Banks and Moreton Island, is only fit for coasters and steamers of not more than 9 ft. draught.

Cumboyuro Point, the N.W. extreme of Moreton Island, is a low, steep-to, sandy point, S.W. by W. ½ W. 5 miles from Yellow Patch lighthouse.

The Light on Cumboyuro Point shows a fixed red light eastward, from a S. by W. ¼ W. bearing towards the land, and being kept in sight will clear the East Banks to the eastward. This light is obscured between the bearings S. by W. ¼ W. and S.S.E. over the Venus Bank and East Banks, when it again shows out as a bright white fixed light, visible from the westward between the bearings S.S.E. and N.N.E., thence it is obscured over Yule Road between E.N.E. and N. ¼ E., and visible, bright, between the bearings of N. ¼ E. and N. by W. northerly.

The Pilot Station is on Cumboyuro Point, where communications are received by signal from Cape Moreton lighthouse.

Yule Road is a slight indentation of the steep sandy beach westward of Cumboyuro Point, and affords anchorage in 10 and 12 fathoms, sand, at a quarter of a mile from the shore. The observation spot is on the beach, at 1¼ mile to the southward of Cumboyuro Point, the latitude being 27° 5' 44" S., long. 153° 23' 28" E., a well-observed position. Whalers and other vessels would find Yule Road the most convenient place for taking on board either water or wood. The watering places are situated 2 miles South of Cumboyuro Point.

Yule Bank, the S.E. extreme of West Banks, and which bounds Yule Road to the south-westward, has 3½ fathoms to 7 ft., and perhaps less, water on it. A red buoy, moored in 3½ fathoms, marks the East extreme of the spit, between which and Moreton Island the channel is about 1 mile wide.

Cowan-Cowan Point Light.—A fixed white light is shown at about 18 ft. above high water from Cowan-Cowan Point, which is S. by E. 4½ miles from Cumboyuro Point, on the West side of Moreton Island. In entering Moreton Bay this light will be visible between the bearings of S. by E. ½ E. and E. ¼ N.; obscured between E. ¼ N. and N.E. ¼ N., or in the direction of the S.W. banks; visible between N.E. ¼ N. and N.N.E. ¼ E., or in the Main channel between the S.W. and Middle Banks; obscured between N.N.E. ¼ E. and N. by E. ¼ E., or in the direction of the Middle Banks; and visible as a red light from N. by E. ¼ E. to about North towards the West shore of Moreton Island.

Middle Channel Directions.—Vessels entering Moreton Bay during the night through the Middle Channel, by keeping Cape Moreton light open northward* of Yellow Patch light, a space equal to half the difference between their heights, and hauling up to the southward on the opening out of the Cum-

* The former directions recommended the lights to be kept in one, but in consequence of the northward extension of the Venus Bank Spit, the above directions were issued in 1872. The channel is only adapted to vessels of less than 15 ft. draught, and should not be used without a pilot. Yellow Patch light may be shifted to suit the altered condition of this channel.
boyuro Point Light, will open out the light on Cowan-Cowan Point, when they are well clear of the western edge of Venus Bank, and by keeping this light open they will not approach too closely to any portion of that bank. When the Yellow Patch Light is shut out, they should haul up S. by E. ¼ E., the Cumboyuro Point Light being obscured as formerly, on an E.N.E. bearing, and again opening out when bearing N. ¼ E. After opening out Cumboyuro Point Light on this bearing, vessels will, by keeping this light in sight, be to the westward of the shoal water off Cowan-Cowan Point, and to the eastward of Yule Bank in Yule Road, and of those portions of the south-west banks on which there is less than 15 feet at low water.

The light on Cowan-Cowan Point will be obscured when it bears E. ¼ N., and will open out at N.E. ¼ N., remaining visible between that bearing and N.N.E. ¼ E. While the light on Cowan-Cowan Point is kept in sight between these bearings, a vessel will be clear of the S.W. banks on her starboard side, and the Middle on her port hand, being in not less than three fathoms on either side of the channel, until, however, the Ship Patch bears East. Vessels in working to the S.W. may stand across to the eastward from the line of eclipsed light off the S.E. edge of the S.W. banks, until the light again opens out of the line to the eastward of the Middle Banks. Soon after dipping Cowan-Cowan Light the light vessel at Brisbane Bar will be visible above the horizon.

Vessels arriving in the port at night, and wishing to anchor on the 6-fathoms bank in Yule Road, should, while keeping in sight the light on Cowan-Cowan Point, anchor as soon as convenient after opening out the Cumboyuro Point Light on the N. ¼ E. bearing.

Ship or Main Channel Directions.—Vessels intending to enter Moreton Bay by the Ship or Main Channel, should after passing about 1 mile North of Cape Moreton, steer W. ¼ N. until the black perch or flag buoy off the N.E. extreme of the East Banks is passed on the port hand, or until the N.W. extreme of Cumboyuro Point bears S. by E. Mount Tempest (the highest land on Moreton Island) will then bear nearly S.S.E. and Cape Moreton Lighthouse E. by S. ¼ S., the depth will be 7½ fathoms at low water, and the black buoy A will bear S.W. distant nearly 1 mile.

After passing the perch buoy a vessel may haul up S.W. ¼ W. for about 2½ miles, which course will take her close to the northward of buoys A and B, Mount Tempest from the latter buoy bearing S.E. ¼ S., and Cape Moreton Lighthouse E. ¼ S. Having passed chequered buoy B, a vessel will be westward of the East Banks, and may steer for Moreton Island (recollecting that the tide streams set directly across the channel) by keeping the buoy B and Mount Tempest a quarter of a point open on the port bow, and passing the red buoy at the N.W. extreme of the West Banks on the starboard, and the black buoy at the South extreme of Hixon Bank on the port hand. The red buoy bears about S. by E., 1½ mile from buoy B. The breadth of the
THE BRISBANE RIVER.

887

channel between the East and West Banks is about half a mile, and the banks are generally plainly discernible from an elevated position.

_Hohe Channel_, with 3½ to 4 fathoms water, is often used in fine weather. It has its entrance between the flag buoy and black buoy A, and is one-third of a mile wide. The summit of Tangalooma Point in line with Cowan-Cowan Lighthouse S. by E. ½ E. leads through the middle of its entrance. A S. ½ E. course will thence lead through a good channel to abreast Comboyuro Point. The western shore of Venus Bank will be cleared at night by keeping Comboyuro Point Light in sight, and bearing eastward of S.S.E. Hixon Bank on the westward and opposite side of the channel being cleared by not opening Cowan Cowan Light which is obscured when bearing southward of S. by E. ½ E.

Good anchorage in Yule Road, will be found on the 6-fathoms bank abreast the pilot station, when Ship Patch is just open West of Cowan-Cowan Point.

THE BRISBANE RIVER which enters Moreton Bay on its western side, at 15 miles south-westward of Cowan-Cowan Point, had a shallow bar, with only 4 feet water on it, through this, however, a channel has been dredged, in which there is a depth of 10½ feet at low water springs. It is marked out by beacons as hereafter described, and operations for increasing the depth to 12 feet were began in November, 1874. To the East of it are Mud and St. Helena Islands, both low. The Roadstead, which extends from Woody Point, 6 miles N.N.W. of the bar to St. Helena and Mud Islands, is exposed to north-east gales, there being no nearer protection from that quarter than Moreton Island, distant 12 miles; the sand-banks to the northward afford some shelter from the northerly, and Mud and St. Helena Islands from easterly and south-east gales.

_A Light-Vessel_, painted red, with a white light, elevated 34 feet and visible 10 miles off, lies inside Brisbane Bar. She shows the height of the tide on the bar, and in the cutting by day and night, by a system of signals.

_East Beacon_ is formed of screw piles, painted white, N.N.E., 560 yards from the lightvessel, and shows a red light at night.

_A screw pile lighthouse_ on the bank at 2½ cables to the S.W. of the lightvessel, shows a green light.

_West Beacon_, of screw piles painted red, at 1,437 yards southward of the lightvessel, shows a white light at night, and marks the West side of the channel. A buoy moored at one-third of a mile to the southward of the latter beacon marks the eastern side of the channel. It lies W. by S., a cable from the reformatory hulk.

Abreast the West beacon the channel is 2 cables wide, and on its eastern side are three black beacons placed triangularly about a cable's length apart. The westernmost one shows white to seaward, and from the other two, lights are shown at night, which kept bearing N.N.E. lead through the cutting to
the southward of them. Between them and Brisbane two other pairs of beacons are established, from which leading lights are shown at night.

To enter the channel at night the green light and the white light of the western beacon should be brought in line S.E. 4 S., which will lead up to the outer beacon, the channel thence, a distance of 1½ mile up to the lightvessel is marked on its eastern side by 30 black square-headed beacons, and on its western side by two red buoys and four red triangular beacons.

There is an electric telegraph station at Lytton, at the entrance of the river, in communication with Brisbane.

Brisbane River being intricate, and the lower portion full of shoals, a pilot is absolutely necessary, even for coasting vessels.

BRISBANE, the metropolis of the colony of Queensland, is situated about 25 miles above the mouth of the Brisbane River. Its population in 1871 was 19,413. There is ample wharf accommodation, but owing to the bar at the mouth of the river vessels drawing more than 16 feet of water, cannot come up to the city. A fine iron bridge connects North and South Brisbane.

Ipswich, the second town of the colony, is situated at the head of the navigation of the river 25 miles West of Brisbane. It is the starting place of the Southern and Western Railway, and is to be connected with Brisbane by rail.

Tides.—It is high water at Cumboyuro Point in Moreton Bay, full and change, at 9h 30m; rise from 3 to 7 feet; strong south-easterly winds cause the greatest rise; but during the prevalence of westerly winds in the winter, it is at times scarcely perceptible. In the South passage to the Main Channel into Moreton Bay the flood sets West at the rate of between 1 and 2 knots. The general set of the flood in the bay is to the South, and the ebb to the North; but in some places the direction of the stream is varied by the shoals.

ROUS CHANNEL, leading into Moreton Bay to the southward of Moreton Island, between Amity and Sandy Points, is nearly 1 mile wide, with from 5 to 10 fathoms between 2 and 3 miles off the entrance, and so exposed to the ocean rollers, that it is generally considered a dangerous channel. This channel is chiefly available for coasting steamers during daylight, when there is not a heavy swell setting in on the coast. It is not recommended for sailing vessels, except in fine weather.

Two black beacons, the inner and higher of which is surmounted by a red ball, are placed on the South extreme point of Moreton Island. No permanent directions can be given, as the depth and position of the channel vary very considerably at different times. Thus, in February, 1870, the least depth was 13 feet, in the June succeeding it was not more than 11 feet. Local knowledge, or a pilot, is necessary.
NEW SOUTH WALES.

The coast of New South Wales commences on the northern side of Point Danger, in lat. 28° 9' S., and thence extends a distance of 800 miles to Cape Howe. It has recently been re-surveyed by Captain Sydney, Lieut. Gowland and others.

Tweed River, just southward of Danger Point, has a light shown at its pilot station on Fingal Head; and Richmond River, only accessible to small coasting vessels, has two fixed lights W.N.W. and E.S.E., 50 yards apart, shown from near the pilot station, which is in lat. 28° 51' 30° S., long. 153° 35' 55° E.

Richmond River would be navigable for ocean-going vessels for distances of 90 and 50 miles along the two arms into which this noble stream divides; but the trade is now confined to ships of light draught, by reason of the sand bar at the entrance. This is one of the richest but most recently settled districts of the colony, but population there is scarcely yet numerous enough to justify the Government in constructing a breakwater.

SHOAL BAY, which forms the entrance of Clarence River, is difficult to be found except by its latitude, the South head being in 29° 25' 33° S.; but Clarence Peak, 12 miles to the southward, serves as a mark when coming from that direction; and Saddle-back Mountain, 10 miles inland, which is visible at the distance of 15 or 20 miles, is a good guide from the eastward.

The pilots' look-out is at the signal station on the South head, where there is a flag-staff visible at the distance of 8 or 9 miles, and from which the usual coast signals will be made. A red light, visible 6 miles, is shown at night from the pilot station.

The Bar has 13 feet on it at high-water springs; but it shifts, and the depth on it varies. Two white beacons on West Spit, or the Peninsula, kept in line lead in mid-channel over the bar. These beacons will be shifted as the bar shifts.

Clarence River, which flows into Shoal Bay, is of considerable importance, it being the outlet for the produce of a large and rich agricultural and pastoral district. It is navigated by steamers for a distance of 50 miles to Grafton. A white light is shown at the pilot station.

TRIAL BAY, situated on the north-west side of Smoky Cape, affords good anchorage during southerly and S.E. winds.

Smoky Cape, in lat. 30° 52' S., has three hummocks on as many projecting parts, and a narrow tongue of land recedes about 8 miles from the cape in a N.N.W. direction; the central hummock bears N. ½ E. 31 miles from Port Macquarie, and is visible 36 miles. There are some rocks close off Smoky

South Pacific.
Cape, and a small shoal patch with a rock above water, lies about 2½ miles to the southward of it.

Vessels approaching Trial Bay from the southward, with strong southerly winds, should haul close round Fish Rock, which lies about 2 cables' lengths off the South point of Smoky Cape, and keep at about the same distance off until abreast of Laggars Point, the north-east extreme of Smoky Cape. Then haul into the bay, and anchor in 7 to 12 fathoms, Laggars Point bearing E.N.E. and S.W. rocks—in the south-west corner of the bay—bearing S.W. Vessels may here lie sheltered from all southerly winds between E.S.E. and W.N.W., and obtain a supply of wood and water on the beach, between the easternmost hills on Smoky Cape.

M'Leay River is only capable of admitting small coasting vessels. The North, or Double head of the river, on which is a signal station bears N.W. by N. 12 miles from Smoky Cape.

PORT MACQUARIE, the entrance of which is in lat. 31° 25' S., long. 152° 54' 15" E., is the embouchure of Hastings River. It is a bar harbour, of dangerous access, on account of the banks of sand that project from Pelican Point, the low north sandy point of entrance, and on which the sea breaks and forms sand-rollers; they, however, serve to show the edge of the channel, which is about 90 yards wide. The coast from Tacking Point, 2½ miles to S.S.E., takes a N.N.W. direction to Green Mound (a remarkable conical-shaped hillock), and from thence the south shore of the entrance trends nearly West to the narrow entrance opposite Pelican Point.

From between Green Mound and the next projection to the westward, the bar stretches across towards the sand-rollers, and is about 120 yards in extent. The depth of water on the bar varies from 10 to 15 feet; but when there is only one channel, and that straight in and out, there is seldom less than 12 feet, at high water springs. There is good anchorage, with an offshore or southerly wind and smooth water, in 6 fathoms, hard sand, with the flag-staff bearing S.W. by W., and Bird Rock S.S.E.

There is a pilot to take vessels in and out over the bar; and vessels not requiring a pilot, will have the tidal, or other necessary signals made to them.

SUGAR-LOAF POINT LIGHTHOUSE was established in 1875, is in lat. 32° 26' 10" S., long. 152° 33' 20" E. A revolving bright light is shown from it, attaining its greatest brilliancy every half minute. It is elevated 258 feet above the sea, and should be visible 22 miles off.

A lower fixed green light, visible 3 miles off, is also shown between the bearings of South and S.E. by E. ½ E., covering Seal Rocks and adjacent dangers, but not Edith Breaker, which lies S.S.W. ½ W. 3 miles from Sugar-Loaf Point. Vessels should keep out of the range of the green light in rounding the point.

PORT STEPHENS.—The aspect of the land from the offing of the port
makes in conical detached hills, of which Yacaaba Head, on the North side of the entrance, will be readily distinguished; as will also Toomeree Head, on the South side, by its being the northernmost of four conical hills. But the lighthouse on Stephens Point, so clearly marks the approach to the entrance of Port Stephens, as to prevent any mistake, either by day or night.

Stephens Point, on which is a revolving light, is a low rocky projection on the South side of the entrance of Port Stephens, sloping down from a hummocky summit, and is fronted by rocky ground, upon part of which the sea breaks.

The Lighthouse on Stephens Point, in lat. 32° 45' 10" S., long. 152° 13' 20" E., is a white, circular stone tower 60 feet from its base to the centre of the lantern, built on a knoll 66 feet above the level of the sea. The lantern shows a flash white and red light alternately, every minute, and may be seen from a vessel's deck at a distance of 17 miles from seaward, between the bearings of N.E. and S.W. by S., with the exception of a slight interruption by the islands off the entrance of Port Stephens.

The light will afford a good guide for vessels seeking shelter in Fly Road, between Stephens Point and Toomeree Head; it is also a leading mark for entering between Toomeree and Yacaaba Heads, as the light will not be shut in until it bears S. by E. ¾ E.

A light is also exhibited on Nelson Head on the South side of the harbour, a mile westward of Toomeree Head. It will show white seaward, is eclipsed over the entrance shoal, is red within after the shoal is passed and when Nelson Head can be steered for, and is again white when Nelson Head is passed, it can then be used as a guide for anchoring or proceeding further into Port Stephens; visible 9 miles.

Yacaaba, or North Head, is a peaked hill 810 ft. high, with a steep and precipitous descent to the sea on all sides, except at its junction with the mainland, with which it is connected by a very narrow and low strip of sand, clothed with shrubs.

Toomeree, or South Head, also rises abruptly to a conspicuous summit, at an elevation of 440 feet, with three equally conspicuous hills to the southward of it, all being separated from each other by low land. From Toomeree Head a spit extends in a N.N.W. direction for 3½ cables' lengths, at the extremity of which the least depth is 2½ fathoms, immediately deepening to 4 and 5 fathoms. A ground swell generally rolls upon this spit, and it frequently breaks on a 9-feet patch close within the extremity.

Off the entrance to Port Stephens there are three islands; the northernmost and largest, named Cabbage Tree Island, lies 1 mile to the north-easterly of Yacaaba Head, and partly shelters Providence Bay, the anchorage northward of the Head, where vessels may ride securely during a southerly or westerly wind. The anchorage, however, in Fly Road, between Toomeree
Head and Stephens Point, is more convenient and safe should the wind veer to the eastward, as the port is under their lee.

The entrance to Port Stephens bears N.N.W. 2½ miles from the lighthouse on Stephens Point and W. ½ N. from Boondelbah Isle, the southernmost of those off Yacaaba Head; it is two-thirds of a mile wide, the fairway channel being about two-thirds over towards Yacaaba Head; nearer to, or farther from which, the course should be held according to the direction of the wind.

In approaching Port Stephens from the southward, give the islet which lies close off the East extreme of Stephens Point, a berth of nearly half a mile in passing it, to avoid the rocky ground which extends a cable's length or more from the island. The leading mark for crossing the entrance from Toomeree toward Yacaaba, to keep without the spit, is Mount Stephen open of Toomeree, S. by E. ½ E. This can nearly always be seen, leading across the eastern tail of the Entrance Bank in 27 feet.

At night, vessels seeking shelter in Nelson Bay can run for the harbour light (white) until the revolving light on Point Stephens is lost sight of, when it will be necessary to alter course to N.N.W. until the harbour light is lost sight of and again made out red, a course can then be shaped for it, and when the head is passed the white light will reappear. Nelson Head may be passed within half a cable, if necessary, in 10 fathoms of water.

The northern end of the sandy beach in Nelson Bay kept in line with and about half way down the South slope of Toomeree summit, bearing E. ½ N. nearly, will lead northward of the rocky knoll off Red Patch Point, and carry a vessel in 24 to 27 feet across the bank stretching to the northward from Sandy Point and Corlette Head.

There is a telegraph station at Nelson Bay, as also at the lighthouse outside.

Vessels bound from Port Stephens to the northward can pass between Cabbage Tree Island and Yacaaba Head, passing the latter about 2 cables distant, and keeping close along inshore to avoid the current, will find a deep water channel between the mainland and the Broughton Islands.

NEWCASTLE HARBOUR, formerly known as Port Hunter, lies somewhat embayed between Norah Head and Morna Point, which lie respectively S. by W. ½ W. 24 miles and N.E. by E. 18 miles from the entrance; but the coast is free from out-lying dangers, with from 13 to 22 fathoms water between 2 and 3 miles from the shore.

Nobby Head, formerly an islet—but now connected with the mainland to the south-westward, by a breakwater half a mile long—is the southern head and rounding point of Newcastle Harbour, and lies in lat. 32° 55′ 20″ S., long. 151° 49′ 8″ E. It rises abruptly to the height of 92 feet above high water mark, and is 9 yards in diameter at the summit, which is surmounted by a white lighthouse.
NEWCASTLE HARBOUR.

Light.—Nobby Head lighthouse exhibits a fixed white light, placed at an elevation of 115 ft. above the sea at high water, and visible in clear weather from the distance of 17 or 18 miles, between the bearings of N. by E. ½ E. and S.W. by W., being shut in to the westward of the latter bearing by Morna Point.

As the shore forms a slight indentation between the entrance of Newcastle Harbour and Morna Point, it admits of the light being visible from a little westward of the bearing, S.W. by W.; but when so seen from a vessel, she would, if not actually on shore, be in very shallow water on a dangerous coast.

The Signal Station on Nobby Head has two signal masts, bearing N.W. by N. and S.E. by S., which kept in line clears the north-eastern edge of the Oyster Bank. The commercial code and the local harbour signals are both used at this station, the latter being exhibited to show the state of the tide, and whether it is prudent or otherwise to approach the harbour.

Vessels having approached sufficiently near the entrance of Newcastle Harbour to decipher the signals exhibited from the signal station, must pay strict attention to the instructions communicated by them, as it is impossible to get into the harbour against strong South, or south-westerly winds, and serious consequences are likely to befall a vessel attempting to enter the harbour in defiance of the requests made from the signal station.

The Breakwater, which connects Nobby Head with the mainland to the south-westward, tends to direct the tide stream through the entrance channel, and also to protect it from the surf and swell, which in a S.E. gale render access to Newcastle Harbour difficult and dangerous.

Old Signal Hill, on which is the pilots' look-out station, is a hummock, rising abruptly from the rocky ledge at the S.W. end of the break-water, and is distant about half a mile from the lighthouse on Nobby Head. The two beacons on Old Signal Hill kept in line clear the Oyster Bank.

Masters of vessels are particularly cautioned not to approach too close to the port without having been first boarded by a pilot, and to cause the usual signal to be made, of hoisting a union jack at the fore.

Vessels requiring a pilot during the night should keep well to windward off Nobby Head, and burn a blue, or flash-light, which will be answered by the watch at the pilot look-out station, on Old Signal Hill.

Whenever the pilot is outside and in a good position, he will burn a blue light, when the vessel requiring a pilot should take the bearing and steer in that direction, showing a light for the pilot's guidance.

Rocky spits and foul ground project 2 cables' lengths from Old Signal Hill and from the next bluff to the south-westward; but those most in the way of passing vessels are the Outer Ledges, which extend from Nobby Head one-third of a mile to the eastward, having their outer extremity in line with the signal station and the highest obelisk, erected on the hill above the town.
of Newcastle, bearing nearly S.W. ½ W. A rocky spit also extends about a cable's length to the north-eastward from Nobby Head, in line with the head and Signal station.

**ENTRANCE to NEWCASTLE HARBOUR.**—Haul-round Sand, the S.E. spit of Pirate Point, forms the North line of Newcastle Harbour, and the Oyster Bank or North-West Sands bound the entrance of the harbour on the N.W. side, the deep water, or 4-fathom channel, being here little more than 1 cable wide.

The *Outer Red or Fairway Buoy* is moored in 4 fathoms, with the two obelisks on the high land above the town nearly in line, the lighthouse bearing E.S.E. distant 1½ cables' lengths.

The *Great Northern Railway* extends from Newcastle past Waratah, Maitland, &c., to Murrurundi, a length of 120 miles, in 1875.

Two leading lights are shown from the obelisks over the town on the hill, between the Scotch and Roman Catholic churches. A white light seen over a red light at night kept in line, bearing S.W. ½ S., will lead in mid-channel clear of the 13-foot rock off the Boulder Point on the N.W. side of the breakwater, and up to the black buoy off the Government boatshed. By day the red and white towers in which the lights are placed will be seen, and answer as leading marks, the red tower being the upper one.

This port should never be attempted without a pilot. A vigilant look-out is always kept from Nobby Head, and from the harbour-master's hill, and vessels with the signals flying are promptly attended on by both pilot and tug steamer.

A storm-signal flag-staff, in communication with Sydney and the various ports and lighthouses on the coast, is erected on the harbour-master's mound; on a gale reaching the several stations, its force and direction are shown on the staff, the flags denoting the name of the port it has arrived at. Its strength is indicated by signals similar to those in use at Sydney.

N. by W. ½ W. a quarter of a mile from Nobby Head lighthouse, on the North side of the channel, is a green wreck buoy, showing the position of the *Cawarra* steamer, which foundered when endeavouring to enter the harbour during an easterly gale, in July, 1866. Many vessels have been lost on entering this harbour, resulting nearly in every case through an endeavour to enter during S.E. and easterly gales.

The easterly and S.E. gales on this coast are always accompanied with incessant rains, flooding the low lands, and causing strong freshets in the rivers. They raise a mountainous breaking sea at the entrance of the harbour, in a line from the outer end of the reef off Nobby Head (*Big Ben*) across to the eastward of the Oyster Bank. This mass of breaking sea would of itself be sufficient to overwhelm ordinary sized vessels; but when, in addition, a freshet of 6 or 7 knots sets out of the river against this heavy easterly roll, to attempt to enter is almost certain destruction. It is, there-
fore, to be impressed on seamen, during a hard East or S.E. gale, with rain that has lasted more than 24 hours, not to attempt to enter Newcastle, but either to keep to sea, or make for Port Stephens.

There are two lifeboats stationed at the port under the control of a local lifeboat committee or trust, with an established crew of eleven men, who are paid and exercised once or twice a month.

Coal.—Steam cranes and loading shoots are worked on the Government wooden wharf on the South shore of the harbour, where vessels can load to 14 and 17 ft. draught; above that, they must haul out to moorings in the Horse-shoe, and complete to any draught under 22 ft. by lighters. The Waratah Company has a private railway and shipping staiths at the North end of Bullock Island, 3 or 4 miles up the Hunter River.

Steam tugs are employed constantly at this port in bringing vessels in and out, and moving them in the harbour. The Hunter River is daily navigated by ocean steam-ships as far as Morpeth, a distance of 29 miles.

There is a patent slip at Stockton, on the North shore of the harbour, capable of taking up ships of 300 to 1,000 tons. The charge for taking up is 1s. per register ton. Rent 6d. per ton per day. Every description of repairs can be accomplished.

Broken Bay, 16 miles to the northward of Port Jackson, is easily made out when coming from the southward, Baranjo Head, on the South side of the entrance, being a peninsular hill, 310 ft. high, at the North extreme of a reddish-coloured beach, forming the eastern boundary of Pitt Water. At about 3 miles to the southward of Baranjo Head is a remarkable perforated cliff, known as the Hole in the Wall.

Lights.—Two bright fixed lights (temporary) are shown from Baranjo Head, 393 yards apart E.S.E. and W.N.W., at 315 and 347 ft., visible 8 miles.

In coming from the northward the entrance is more difficult to make out, Cape Three Points—at 7½ miles to the north-eastward of Baranjo Head—projecting so far to the eastward, and the head, from that direction, being on with the high back-ground, is not easily distinguished.

Between Cape Three Points and Hawk Head, on the North side of the entrance, are the East and West reefs, two small patches mostly awash, at only a short distance from the land.

The entrance of Broken Bay is about 2 miles wide, between Baranjo and Hawk Heads, both of which may be approached within half a mile. Elliot Isle is small and of moderate height, lying about half a mile to the eastward of Middle Head, and equidistant from Baranjo and Hawk Heads.

In entering Broken Bay, the depth decreases from 12 to 3 fathoms, as there are shoals, forming a bar across an inner entrance between Middle Head and the promontory on the South side.

A 14-feet patch, the most shallow part of the bar, lies about one-third of a mile off the South shore, with Hawk Head just shut in by the S.E. extreme
of Eliot Isle; to avoid it, keep 2 cables' lengths from the South shore, where the depth is not less than 3½ fathoms, observing that as long as Hawk Head is open of Eliot Isle, a vessel is to the eastward and southward of the patch.

PORT JACKSON.

PORT JACKSON is the principal harbour on this side of the Pacific, and well deserves the pre-eminence it has attained. It is easy of approach, and affords every advantage as a port. The following are the directions which have been drawn up in connexion with the survey by Capt. Denham:

In approaching Port Jackson from the eastward, the summit of the northern of the two Sydney Heads will, in clear weather, be first seen, from its being considerably higher than the adjacent coast. As the port is neared, it will be easily identified by the lighthouse and signal station on the Outer South Head, and the bold, perpendicular profile of the North Head.

Outer South Head, on which are the signal tower, semaphore, and flagstaff, is a precipitous projection of the coast, which here consists of coarse sandstone cliffs, of a light reddish colour: the summit of the head is 300 ft. above the sea.

Light.—The Outer South Head Lighthouse is a white, circular stone building, 76 ft. in height, standing near the edge of the cliff, at a quarter of a mile to the southward of the signal station, and in lat. 33° 51' 15" S., long. 151° 18' 15" E. It exhibits a white light, revolving every 1½ minute, placed at an elevation of 344 ft. above the level of high water, and visible in clear weather from the distance of 25 miles seaward, between the bearings of N. by W. and S. by W. ½ W.

From the Outer South Head, the cliffy coast line trends N.N.W. ½ W. 1 mile, to Inner South Head, which forms the rounding point on the southern side of the entrance of Port Jackson.

The Gap.—Midway between the Outer and Inner South Head lighthouses, the profile of the cliffs breaks down to a deep hollow and indentation of the coast, known as the Gap, which is so remarkable, that it has in a dark night even been mistaken for the entrance of Port Jackson. Gap Bluff, a projection immediately to the northward of the Gap, rises to the height of 300 ft.

Inner South Head.—From Gap Bluff the ridge gradually descends to the Inner South Head, which is 60 ft. above high water, and has a lighthouse erected upon its extremity.

Light.—The Inner South Head Lighthouse, which is intended for actual guidance into the harbour, after the more lofty Outer South Head light has shown proximity, is a dwarf tower painted red and white in vertical stripes, 30 ft. in height, and built upon the edge of the Inner South Head. It shows
PORT JACKSON.

a fixed white light, at an elevation of 90 ft. above high water, visible in clear weather at the distance of 15 miles from the eastward, between the bearings of N.W. by N. and S.W. § W. The light suddenly opens out from Gap Bluff upon the former bearing, if coming from the southward, when abreast of, and 5½ miles off, Botany Bay heads.

*South Reef* is a ledge of rocks extending a cable's length to the northward from the base of the Inner South Head, and is the only projecting spit to attend to between the Inner South and North Heads.

The *Outer North Head*, on the North side of the entrance of Port Jackson, is a table-surfaced, sharp-elbowed, perpendicular cliff, N. by E. § E., 1½ mile from the South Head signal station. *Inner North Head*, W. § N. nearly three-quarters of a mile from the Outer Head, is a projection of the cliffy coast, extending from the Outer Head, and forms the North side of the entrance of Port Jackson.

**Entrance of Port Jackson.**—The narrowest part, or what may be considered the actual entrance of Port Jackson, is between the Inner Heads, and a little more than three-quarters of a mile across from cliff to cliff, N. by E. § E. and S. by W. § W., but this breadth is reduced by a rocky spit on both sides to exactly three-quarters of a mile. The entrance is clear of dangers, and the soundings are regular, the depth in mid-channel being 17 fathoms, sand.

The *Sound* is the name assigned to the part of Port Jackson, immediately within the entrance, and which branches off into Spring Cove and North and Middle Harbours. It is too exposed to the ocean swell to afford safe anchorage, except with off-shore winds.

*Middle Head*, W.N.W. two-thirds of a mile from Inner South Head, is a lofty, precipitous, bald bluff, of whitish free-stone, immediately facing the entrance of Port Jackson; as it is exposed to the ocean swell, the sea breaks upon it with great violence during easterly gales.

*Two obelisks*, each 30 ft. in height, have been erected upon the western shore, facing the entrance to the Sound; that nearest the sea is situated at the edge of the first elbow of the coast, immediately to the southward of Middle Head; the western, and upper obelisk, stands upon the wooded slope, and bears W. § S. from the former. These two kept in line give the leading mark for clearing the South reef and the northern edge of the Bar and Flats.

The *Bar and Flats* and *Sow and Pigs*, which extend across the actual mouth and threshold of the Sydney and Paramatta estuary, limit the capacity of the harbour to the admission of vessels of 20 ft. draught at low water spring tides, or 25 ft. at high water, in fine weather. The nucleus of this bar consists of a group of rocks, showing at half tide, and marked by an iron beacon rod, surmounted by an open hooped ball. This beacon is fixed nearly midway between the shores on either side.

*South Pacific.*
The Sow and Pigs Lightvessel, painted red, is moored in 21 ft. water, at half a cable's length to the north-westward of the outer of the two spurs forming the North extremity of the Sow and Pigs Shoals, and at 1 cable's length from the beacon. The lightvessel shows a red flag by day, and two fixed white lights, placed vertically 6½ ft. apart upon one mast, by night; the upper light is 26 ft. above the water, and visible from the north-eastward in clear weather at the distance of 6 miles.

The Western Channel, which crosses the Bar and Flats on the western side of the Sow and Pigs Shoals, carries 21 ft. at low water, over a sandy bottom. The lightvessel is situated so as to render this the available night channel, which may be taken without a pilot in moderate and clear weather by any one who has studied the plan and directions.

Leading marks for clearing the shoals on either side of the Western Channel:

Bradley Point, on the North side of the harbour, in line with Elizabeth House, an imposing white square building, with a round dome, bearing S.W. by S., clears the 16-feet patch on the northern edge of the Bar and Flats and the Sow and Pigs Shoals, on their western sides. (Mark C.)

Craigend Mill, hitherto used as a mark for this channel was not existing in 1875, but the spire of a new Wesleyan chapel at Woolomolo (nearly on the site of the mill) kept a little open of Bradley Point, bearing S.S.W. ½ W., leads through the West channel and clear of the shoal water off George Head. (Mark D.)

Watson Bay, South of the Inner South Head, is the pilot station, and as there is smooth anchorage in from 6 to 7 fathoms, outward-bound vessels frequently anchor here to wait for a fair wind.

Eastern Channel.—Now that the entrance of the Eastern Channel across the Bar and Flats is defined by leading marks, with equally deep, and much smoother water, and as it is but half the distance, as compared with the Western Channel, it may be expected that the Eastern Channel will be more frequently used. The outer narrows of the Eastern Channel, where the soundings quickly decrease from 8 to 4 fathoms, lie between the South reef and the north-easternmost 16-ft. patch of the Sow and Pigs Shoals, forming the northern entrance of the channel, which is there nearly a quarter of a mile wide, the leading marks for, and through the centre of which, are the two eastern obelisks, of white stone, half a mile apart, one on Green Point, the other on Vaucluse Point, bearing, when in one, S. ½ E.

The Leading Marks for the Eastern Channel, and cross mark for the southern edge of the Sow and Pigs Shoals. The two Eastern obelisks in line S. ½ E., lead into, and through the northern entrance of the eastern channel, as above. (Mark B.)

St. James church spire—the only spire which makes out in Sydney—its
breadth open of Bradley Point, bearing S.W. ¼ W., leads clear of the south-eastern 17-foot elbow of the Sow and Pigs Shoals. (Mark F.)

The Outer South head lighthouse, its breadth open to the southward of the red and white chequered obelisk, upon the wooded slope near Watson Bay, bearing S.E. by E. ¼ E., shows that the south-western, or inner edge of the Bar and Flats have been passed. (Mark E.)

Port Jackson, above the Bar and Flats, is so free from dangers, and is so clearly represented on the plan, that there will be no difficulty in proceeding toward the city.

Shark Island is small and thickly wooded, of moderate height, and E. by S. ¼ S. two-thirds of a mile from Bradley Point; a spit of foul ground extends nearly a cable's length from its N.W. end.

Clark Island is S. by W. ¼ W. two-thirds of a mile from Bradley Point; the water is deep around it.

Garden Island, which lies about a mile to the south-westward of Bradley Point, is considerably larger and higher than the others; it may be approached to the northward, to half a cable's length; but a shallow spit runs out from its S.W. point. Garden Island is, with certain ordnance reservations, appropriated to naval purposes. It affords a quiet spot for astronomical and other observations; the slab for observing upon is in lat. 33° 51' 45" S., long. 151° 14' 48" E., from which the true bearing of the Outer South Head lighthouse is N. 82° E.; the variation being 10° E.

Fort Denison and Light.—Fort Denison (formerly Pinchgut Islet) lies about a quarter of a mile to the north-westward of the North end of Garden Island; this islet, unlike the others just described, is a mass of bare rock and masonry, with a martello tower on its N.E. extreme, which shows a fixed red light for the more especial purpose of guiding steamers and coasters. Vessels from foreign ports are forbidden by the port regulations to pass this light until boarded by the health officer and other authorities. There is deep water round the islet, but it should not be passed within half a cable's length on account of two small spits running out a small distance from it.

Fort Macquarie, from which the longitudes of the recent surveys of the coasts of Australia have been measured, is in lat. 33° 51' 42" S., long. 151° 14' E. The fort is situated at the North extreme of the point which separates Farm Cove from Sydney Cove. Shoal water runs out about a cable's length from the point, the spit being marked by a red buoy.

The custom of the port reserves Farm Cove for the anchorage of men-of-war; but as four large vessels could not berth in Farm Cove, Man-of-War Road may be considered to extend from Fort Macquarie to Garden Island, as merchant vessels scarcely ever need, and are not expected to, anchor within that space.

SYDNEY has every facility for the repairing and supply of shipping. It being a free port, all harbour, light, and other dues are abolished. There
are excellent dry docks and repairing slips, as hereafter described; pilots and steam-tugs are to be had on the usual signals. An electric telegraph communicates with the Outer South Head. The place is so well known, that it needs no further description here.

Railways.—The Great Southern Line, 134 miles in length in 1875, extended from Sydney to Goulburn, and was in course of extension to join Sydney with Melbourne. The Great Western line, about 150 miles long, extends to Bathurst.

The Fairway of Port Jackson may be divided into three sections: the first, W.N.W. 1 mile from the line of the Outer Heads; the second, S.S.W. 2 miles across the Bar and Flats, and up the sea reach to abreast of Bradley Point; and the third, which is the harbour reach to Sydney, West, 2 miles, being but a run of 5 miles altogether, and which at an 8 knot rate, is to be accomplished, against the ebb in three-quarters of an hour, and in half an hour with the flood stream.

The first reach, and the channels across the Bar and Flats, having already been described, the second reach thence to abreast of Bradley Point, and the third reach now remain to be noticed.

The average breadth of the harbour, between the Bar and Flats and Bradley Point, is about half a mile; the soundings in mid-channel ranging from 7 to 15 fathoms with sandy bottom. Between Bradley Point and Shark Island, the working room is nearly half a mile, allowing for the rocky spits which project about a cable’s length on either side. Shark, Clark, and Garben Islands may be considered as forming the southern boundary of the fairway channel; but in working, vessels may advantageously make longer boards to the southward, between the islands, towards Rose, Double, and Rushcutter Bays; they may also, when past Bradley Point, stand to the northward on either side of Careening Point, which will afford from two-thirds of a mile to nearly half a mile working room, merely keeping about half a cable’s length clear of the spits running out from the points, to the westward of Bradley Point. There is easy anchorage, in 10 fathoms, anywhere in mid-channel, and no tide to prevent a smart vessel, under a topgallant breeze, turning to the windward.

The Sound only affords temporary anchorage, with off-shore winds to the northward of the Bar and Flats, where vessels may wait for a steam tug, or for a favourable opportunity for crossing the Bar and Flats; but there is good anchorage in Watson Bay, and immediately to the south-westward of the Sow and Pigs Shoals; and should a vessel be baffled or assailed by those crippling gusts locally known as southerly bursters, or get perplexed as to threading her way amongst the shipping, she can find good anchorage, in not more than 13 fathoms, with good holding ground, anywhere in the harbour reach, by merely giving the islets and points a berth of 2 or 3 cables'
lengths. At night, when anchored in the way of passing vessels, a light is required to be shown.

Few harbours possess so much room with smooth water as Port Jackson, from its branching into numerous arms and deep inlets, with steep projecting points between them; also every yard of shore presenting a natural wharf.

The circular quay at the head of Sydney Cove has a length of 1,300 ft. available for the largest vessels. Woolloomooloo wharf, to the East, is 1,200 ft. long, and was constructed at a cost of £26,000.

The eastern shore of Darling Harbour, which skirts the western side of the city, has its frontage entirely occupied with wharves and quays. Here all the inter-colonial steam companies have their stations, and the gas company its large works. On the North, from Miller's Point to Dawes' Point which includes all one end of the city), and from thence round the largest headland of the port, the waterside is also fully taken up by commercial premises, with the exception of the site at Dawes' Point, on which there is a battery. An extensive ship-building establishment was commenced by Mr. Cuthbert, some 14 years ago, at Miller's Point, and is capable of building vessels up to 500 tons.

Docks, Patent Slips, and Careening Establishments.—Every facility is to be obtained at Sydney for repairing vessels of any size or description, with abundant supplies and stores of every kind.

*Fitzroy Dock* is the Government dry dock at Cockatoo Island, at about 2 miles above Sydney Cove. The dock has a depth of 20½ ft. over its caisson-sill, at high water springs, 19 ft. at neaps, and is 58 ft. wide at the entrance. In 1861 it was capable of receiving a vessel of 350 ft. over all, and, when completed, 400 ft.

*Morts Dock* is a private dry dock in the bight of Waterview Bay, on the South side of the harbour, at about 1¼ mile above Sydney Cove. This dock is 345 ft. long and 69 ft. wide at the entrance, with a depth of 19 ft. at high water springs, and 17½ ft. at neaps, over its sill; like FitzRoy Dock, it is pumped out by a steam-engine.

*Pyrmont Patent Slip*, at Darling Point, on the western side of Darling Harbour, belongs to the Australian Steam-ship Company. It is 850 ft. long, 400 ft. of which incline beyond low water mark into 28 ft. depth, and it carries a cradle 190 ft. long, upon ways 36 ft. wide. The engine power is capable of hauling up a vessel of 2,000 tons in 5 hours.

*Towns and Darleys Patent Slip* is a smaller, but much used patent slip, situated on the eastern shore of Darling Harbour. It is about 400 ft. long, with its extremity 15 ft. under water, carrying a cradle 21 ft. wide, and worked by an adequate engine.

A *Floating Dock* offers facilities for vessels up to 250 tons.
Vessels are occasionally hove down to the wharves in Darling Harbour, and likewise in Great Sirius Cove.

Steam Tugs.—There are steam tugs at Sydney, which may be summoned by signal when required.

Pilots.—The pilot station is at Watson Bay, within half a mile of the signal station on the Outer South Head, and the look-out is kept at the signal tower, from which the night signals of vessels requiring pilots will be answered. Since 1864 pilotage has been on a competitive system, and a powerful screw steamer has been added to the service of the government. Pilots are ordered to keep night watch on the cliffs for vessels approaching the harbour, and to answer any signal that may be made, by showing a blue light. There is, as already stated, an electric telegraph office at the signal station, communicating with Sydney.

Directions.—The most unfavourable times for entering Port Jackson are in easterly gales, southerly bursters, and light variable winds, with a ground swell rolling in upon the Heads.

Easterly gales sometimes blow very hard, causing a heavy sea upon this coast, which not only breaks with great violence upon Sydney Heads, but occasionally right across the entrance, and directly home to the Middle Head; a vessel, however, scudding in must approach within 3 cables' lengths of Middle Head, at the risk of being swept upon it by the hurling sea whilst hauling up, almost at right angles, to cross the Bar and Flats, and weather George Head, upon which the sea breaks also. Easterly gales are frequently attended by haze banks, which might prevent the lights being seen at night, until too late for a vessel to claw off the land; vessels should, therefore, day or night, keep the sea rather than bear up for Port Jackson in a gale from the eastward, and should not approach the coast within 10 miles, at which distance the Inner South Head light, if seen, will be dipping, and the soundings will be 70 fathoms, dark sand. It must be borne in mind when getting an offing, that the weather gauge will be to the north-eastward as the gale expends itself, and that in standing to the northward the vessel is safe as long as the Outer South Head light is not shut in by the Outer North Head, which it will be upon the bearing of S. by W., and then the soundings will begin to shoal to about 20 fathoms, within which line no vessel should approach the coast.

The southerly bursters are strong squally winds, which rush down the harbour and frequently embarrass sailing vessels when working up between the heads, sometimes taking them aback and exposing them to destruction against the North Head cliffs; vessels should therefore wait outside until the wind becomes more steady, unless she is in very good working order and the flood stream is in her favour.

Vessels should not attempt to enter between the heads with light variable winds, as under such circumstances she frequently becomes unmanageable,
PORT JACKSON.

and being left to the mercy of the ground swell, may be set upon either of
the heads: to anchor and wait for a steady breeze, or summon a steam-tug,
would obviously be the best way of getting out of this difficulty, before
getting too near the heads.

If a vessel bound to Port Jackson should, from want of observations, be
uncertain of her latitude, and fall in with the land either to the southward
or northward of it, in blowing weather, she may find shelter either in Botany
Bay which lies about 10 miles to the southward, or Broken Bay, lying
16 miles to the northward of Port Jackson; and it is of the utmost conse-
quence that such vessels as may happen to be in bad condition, and unable
to keep off shore, should be aware of these useful places of refuge.

Vessels approaching Port Jackson in the night, with southerly or westerly
winds, should keep the sea until daylight; but with winds from the north-
ward or eastward and favourable weather, they may safely enter.

To enter Port Jackson from the Southward.—When coming from the south-
ward, if the weather be dark or thick, preserve a good offing until the
Sydney Heads or the Outer South Head Light is seen, in order to clear the
projection of the coast about Botany Bay, where it is comparatively low,
and where the current sometimes sets S.W. towards the shore.

Having clearly made out the Sydney Heads, and being abreast of the
Outer South Head, if the wind be fair, steer to the north-westward, taking
care not to bring the Outer South Head Lighthouse to the westward of G. p
Bluff, in order to clear the South Reef; but, as the sea generally breaks
upon it, it may easily be seen, and with a commanding breeze may be passed
in 8 fathoms, at a cable's length off. Soon after opening Middle Head, to
the northward of Inner South Head, with the latter bearing S.W., pick up
the leading mark A, by getting the two white obelisks on the western shore
in line, bearing W. \(\frac{1}{2}\) S., which will clear the South reef and the 16-feet
patch on the northern edge of the Bar and Flats.

West Channel.—Steer in upon the leading mark A (p. 897), until Elizabeth
House—an imposing white square building, with a dome—closes Bradley
Point, bearing S.W. by S.; this will be the leading mark C (p. 898), to
which the course must now be altered, carefully keeping Elizabeth House
just closed over the low part of Bradley Point, and this will lead through
West Channel, clear of the Sow and Pigs Shoals, passing at about two-
thirds of a cable's length to the westward of the lightvessel. The sound-
ings, when passing the 16-feet patch on the northern edge of the Bar and
Flats, will decrease from 7 to 5\(\frac{1}{2}\), and then to 3\(\frac{3}{4}\) fathoms, which will be the
depth until through West Channel, when the water will quickly deepen to
10 fathoms, as the Outer South Head lighthouse opens its breadth to the
southward of the red and white chequered obelisk below it (mark E), bearing
S.E. by E. \(\frac{1}{2}\) E.

The Bar and Flats being now cleared, steer S.S.W., passing between
Bradley Point and Shark Island; round the point at the distance of about a quarter of a mile, to clear the spit running out from it, and then proceed westward for Sydney.

In beating through West Channel, the deepest water will be found on the western shore, with the exception of the 18-feet shoal extending north-eastward from George Head, already mentioned. Avoiding this shoal, the western shore may be made free with to the distance of half a cable's length; but in standing over to the eastern side, northward of the lightvessel, the 16-feet patch on the northern edge of the Bar and Flats must be cautiously avoided, by not allowing the lightvessel to bear to the westward of S. by W. 3° W.

Abreast of George Head, West Channel is contracted to little more than 1½ cable's width by the 18-feet ridge forming the S.W. extreme of the Sow and Pigs Shoals; to clear this, the obelisk on the South slope of the North Head promontory must be kept a little open to the westward of the lightvessel, until the Outer South Head Lighthouse is open at least its own breadth to the southward of the chequered obelisk below it, when the Bar and Flats will have been passed.

Vessels of heavy burthen, or drawing more than 18 feet, ought not, with a fresh wind, to attempt to work through either of the narrow channels across the Bar and Flats; but vessels of lighter draught than 15 feet can stretch right across from shore to shore, North of the lightvessel, passing over the 16-feet patch, on the northern edge of the Bar and Flats, and that portion of the Sow and Pigs Shoals lying to the southward of a line from George Head to the obelisk on Green Point, which bear nearly East and West from each other, remembering that the deepest water over the Bar and Flats is between the leading marks C and D—Elizabeth House in one with Bradley Point; and Woolomoloo Chapel open of Bradley Point.

A vessel of war, if bound for Man-of-War Road, should, when abreast of Garden Island, haul up between it and Fort Denison, if proceeding to Garden Island anchorage, when she may come to in 7 fathoms, with Inner South Head Lighthouse in line with the North extreme of the island.

For Farm Cove, haul in between Fort Denison and Lady Macquarie Point, taking care not to close the Outer South Head Lighthouse with the North bluff of Garden Island, and anchor, in 6 fathoms, between Fort Macquarie and Lady Macquarie Point.

In proceeding to the Government Dock at Cockatoo Island, it is only necessary to keep in mid-channel, until off Ball's Head—about a mile above Sydney Cove—where attention is called to a 19-feet patch, half a cable's length in diameter, lying in mid-channel between Balls Head and Longnose Point; to clear which to the southward, Dawes Battery flag-staff should be kept a little open of the water-police station, at the North extreme of Goat Island, taking care, after passing the patch, to avoid Longnose Point by
PORT JACKSON.

905

keeping Blues Point just shut in by Balls Head. Then, after clearing Longnose Point, steer for Cockatoo Island, at the S.E. elbow of which is Fitzroy dry dock, denoted by the steam-engine chimney.

**East Channel.**—A vessel from the southward, able to lay a S. ¼ E. course, should pick up leading mark A, as already directed, and proceeding on this mark, look out upon the port beam for the eastern obelisks, on Green and Vaucluse Points. As these obelisks come in line—leading mark B—haul up for them S. ¼ E., carefully preserving their line for the first quarter of a mile, when the locking of the outer North and the Inner South Heads will indicate being through the narrows. The vessel may now be edged off nearly a point from the leading mark, and when drawing in abreast of Camp Cove, between Inner South Head and Green Point, steer S. by W.; taking care not to open the sea-mark obelisk on the South slope of the North Head promontory after once closing it with the Inner South Head, until St. James' church spire is its breadth open to the southward of Bradley Point—leading mark F—bearing S.W. ½ W., which will lead clear of the S.E. extreme of the Sow and Pigs Shoals.

By night from the Southward.—A vessel from the southward being abreast of, or at about three-quarters of a mile to the eastward of the Outer South Head revolving light, with the Inner South Head fixed light well open of the Gap bluff, bearing N.W., should steer N.W. by N. until the Inner South Head light bears S.W., by which time the floating light should be well open upon the bearing S.W. by W. ½ W.; then steer West, which will clear the South reef and the 16-feet patch on the northern edge of the Bar and Flats, rounding the breakers on the former, at the distance of a cable's length, in 9 fathoms. When the floating light bears S.S.W. steer S.W. by S., passing at about a cable's length to the westward of the lightvessel; continue this course until the Outer South Head light bears E.S.E., when the Bar and Flats will have been passed, and the vessel may anchor in 9 fathoms, with the Outer South Head light bearing E.S.E. and the floating lights N. by E.

Or, in fine weather, by keeping a sharp look-out, a vessel may proceed to abreast of Sydney, first steering S.S.W. until the Outer South Head light bears nearly E. by N. ¼ N., and the red light on Fort Denison West; then steer West for the red light, which may be passed on either side, at the distance of a cable's length, and by bringing it astern in line with the Outer South Head light, bearing E. by N., the vessel will clear Fort Macquarie spit, and may anchor in Sydney Cove, in 7 fathoms, mud.

A vessel of war going to any part of Man-of-War Road, should, from abreast of Bradley Point, steer westward towards Fort Denison light, and when North of Garden Island, haul in to the southward, between it and the fort, if bound for Garden Island anchorage, which will be entered as soon as

South Pacific.
the Outer South Head light is shut in by the northern bluff of the island, bearing E. by N. 4 N.

If bound for Farm Cove, and any vessel which might be lying there can be discerned, proceed to the westward, between Fort Denison and Lady Macquarie Point, taking care in passing that point, not to close the Outer South Head light with Garden Island bluff; a good berth may then be picked up, in 8 fathoms, mud, with Fort Macquarie bearing about West, and Fort Denison N.E.

From the Eastward.—A vessel proceeding for Port Jackson from the eastward will find the latitude (33° 50' S.) the best guide for making the port. When the heads are clearly distinguished, bring Middle Head, which faces the entrance, to bear West, and steer for it upon that bearing, until the western obelisks, immediately to the south-westward of Middle Head, are made out; then get them in line, bearing W. 8 S., and having thus picked up leading mark A, and cleared the South reef, haul up for crossing the Bar and Flats by West or East Channel, as most convenient, and proceed as directed when entering from the southward.

At Night, as in the daytime, the latitude must be in great measure depended upon for making Port Jackson from the eastward, until the Outer South Head revolving light, and afterwards the Inner South Head fixed light are distinguished. When the Inner South Head light first becomes visible, it appears dipping at the distance of about 10 miles from the land, the soundings being 70 fathoms, dark sand, and when at about 5 miles off, the depth will be 50 fathoms, fine sand.

When the Inner South Head light is distinctly visible, steer for it upon a West bearing, until the Outer South Head light bears about S.S.W.; then alter course to W. by N., so as to make sure of clearing the dangerous South reef; and when the Inner South Head light bears S.W., distant about a quarter of a mile, and the lightvessel is well open, bearing S.W. by W. 8 W., steer West again, round the breakers on South Reef at the distance of a cable's length, in about 9 fathoms water, and when the floating light bears S.S.W. steer S.W. by S. through West Channel, passing at about a cable's length on the West side of the lightvessel. When the Outer South Head light bears E.S.E. the Bar and Flats will have been passed, and the vessel may anchor or proceed up the harbour, as directed on pages 905-6.

From the Northward.—No especial directions are required for vessel proceeding into Port Jackson from the northward in the daytime, as those already given for entering from the eastward, will answer every purpose, taking care to give the North Head a good berth, especially with a light wind and a ground swell.

At night from the Northward.—A vessel from the northward entering Port Jackson by night has merely to keep the Outer South Head light to the west-
PORT JACKSON.

ward of S.S.W. \( \frac{1}{2} \) W., to give her half a mile clearance to the North Head, and looking out for the entrance, the quickly successive opening of the Inner South Head light, bearing S.W. \( \frac{1}{2} \) W., and the floating light S.W. \( \frac{1}{2} \) W. will indicate the vessel being nearly a mile to the eastward of the North Head promontory; and it is rarely so dark but that the black, towering North Head will show when to steer W. by S. \( \frac{1}{2} \) S. for the entrance between the heads, which should be done just as the floating light comes on with the Inner South Head, bearing S.W. by W. \( \frac{1}{2} \) W., remembering that the North Head will be cleared as long as the floating light is not opened to the northward of the Inner South Head. Continue a W. by S. \( \frac{1}{2} \) S. course, is not less than 9 fathoms, as the South reef and the northern edge of the Bar and Flats are being passed, until the floating light bears S. by W. \( \frac{1}{2} \) W., then steer S.W. by S., through West Channel, passing at about a cable's length to the westward of the light vessel. When the Outer South Head light bears E.S.E. the vessel may anchor, or proceed up the harbour, as directed on pages 905-6.

Working into Port Jackson.—A westerly wind, although a leading wind across the Bar and Flats and up Port Jackson, as far as Bradley Point, blows right out of the entrance; but there is ample working room, for a well-handled vessel, between the heads, the shortest board being half a mile between the South reef and the Inner North Head; and, should it be ebb stream, it may be evaded by always tacking to the southward directly the light vessel opens to the northward of the Inner South Head, until having worked up as close to the South reef as brings the signal tower on the Outer South Head to touch Gap bluff, bearing S. by E. \( \frac{1}{2} \) E., upon which line the vessel may stretch to the northward, clearing the South reef at a cable's length, and then haul close up on the port tack, directly the light vessel opens to the south-westward. Here the ebb stream will catch the vessel on the weather quarter; but as she reaches across towards the North harbour its strength, of 1\( \frac{1}{2} \) knot, will be avoided.

It should be here stated that immediately outside the Bar and Flats, the ebb stream sets to the north-eastward, towards the Inner North Head, and then E.S.E., along shore, towards the Outer North Head, leaving the space from the line of the Outer heads to the Inner South Head, in slack water during the ebb.

Caution.—To ensure success in beating in, and to avoid mishap, smart working, and readiness with both anchors will be absolutely necessary to cope with flaws and gusts of wind, as well as the ground swell, which perplex even those who frequent Port Jackson.

Tides.—It is high water, full and change, between Sydney Heads, at 8\( ^{a} \) 15\( ^{m} \), and at Garden Island at 8\( ^{b} \) 30\( ^{m} \); the rise at ordinary springs being 5 feet, and at neaps 4 feet.

In the offing, within the line of the currents, the ebb sets to the south-
ward and the flood to the northward. Outside the Bar and Flats, as just stated, the ebb sets across the Sound, towards the Inner South Head, and then about E.S.E. close along shore in the direction of the Outer North Head, leaving all the space between the line of the Outer Heads and the Inner South Head in slack water, as regards the ebb stream. The ebb and flood stream set fairly across the Bar and Flats, N.E. and S.W., and up the harbour, partake of the mid-channel trends; the ebb from Shark Island to the Bar and Flats setting N.E. and flood S.W.; and above Bradley Point the ebb stream East and the flood West; the maximum rate of the ebb being 2, and of the flood 1½ knot.

**BOTANY BAY** is about 9 miles South of the entrance of Port Jackson. The entrance is clear, and lies between Cape Banks and Cape Solander, the latter in lat. 34° 0' 45" S., long. 151° 15' 40". The only danger is a sunken rock, lying 1¼ cables' lengths off the northern shore, a mile inside of Cape Banks, and nearly South from a tower standing on the inner head. Steer through mid-channel, between the heads, and when past the sunken rock, haul a little over to the northern shore, and anchor in 5 or 6 fathoms.

**Waniora Point** lies 5½ miles North of Wollongong. Within the bight to the north-west of this point a coal station has been formed, named **Bulli**, where a wooden pier 700 feet in length projects N.E. by E. over the low line rocks into 22 feet of water. The coal is conveyed from the mines in trucks on horse tramways over the pier. This position is slightly protected from the southward by a reef of rocks, dry at low water, running out E.S.E. 1¼ cables from Waniora Point.

**Bellambi Bay** is 1 mile South from Waniora Point, in lat. 34° 22' S., long. 150° 57' E., or 25 miles S.S.W. of Botany Bay, extending from Bellambi Point N.N.W. 1¼ mile to a point with a ledge of rock projecting about a cable's length from it, and is one-third of a mile deep. The southern shore consists, like Bellambi Point, of rock with a sandy surface, extending from the point half a mile in a W. by N. direction to a small creek close behind it. From 150 yards northward to one-third of a mile north-westward of Bellambi Point there are 3 to 6 fathoms water, from which soundings decrease somewhat irregularly to 2 fathoms within 100 yards of the shore, in a little bight extending a quarter of a mile westward from Bellambi Point, and forming the sea frontage of Bellambi village. In the eastern corner of this bight is a jetty 500 feet long. Moorings have been laid down off the jetty, lying S.E. and N.W. from each other, in 5 to 6 fathoms water: mooring bridles with red buoys are attached.

**Bellambi Great Reef**, which always shows, extends nearly E. by S. half a mile from the East side of Bellambi Point, and has a rock lying S.E. by E. 4 cable's length from the point.

From a vessel bound to Bellambi Bay from the southward, will be seen to
WOLLONGONG HARBOUR.

the northward of the northernmost Hat Peak a broken point in the mountain range, named Coorimal or Broken Nose, which being brought to bear W.S.W. will lead into the bay clear of the reefs.

Vessels from the northward proceeding to Bellambi Bay, from 4 miles off Hacking Head, in lat. 34° 4' 45" S., long. 151° 11' E., should steer S.W. by S. until a white sandy point forming the East extreme of the bay, is seen ahead. While steering for this point, an iron-roofed store will show the jetty, which being got to bear S.S.W., and steered for on that bearing, will lead to the moorings.

Vessels drawing 10 ft., or according to the tide, more water, can take in their cargoes under the coal staith from the railway trucks at the end of the jetty. A tramway, 3 miles long, leads to the mines, where a clear dry superior steam coal is worked in a seam 9 ft. thick.

WOLLONGONG HARBOUR is 4 miles from Bellambi Bay. It is the southern bight of a bay extending N.W. ¾ N. nearly two-thirds of a mile to a ledge of rock which borders the sandy shore for about 2 cables' lengths farther to the northward. The only detached danger in Wollongong Bay is said to be Para Reef, lying nearly E.S.E. 2 cables' lengths from the N.W. point of the bay; there is 12 ft. water on it.

The harbour has been greatly improved by the construction of the Belmore Basin and the enlargement and deepening of the old basin. The area of both is about 3 acres, and wharfage accommodation 1,700 ft.; the breakwater is 450 ft. in length. The coal staiths are connected with the mines by tramways. The town is well built, and prettily situated. Next to Newcastle it is the most important town on the coast, and contains (in 1875) a population of about 1,297 persons, or including the district 5,698 souls.

A fixed red light, visible between the bearings S.S.W. and W. by N. ¾ N., is now exhibited, 56 ft. above high water, on the extremity of the breakwater at Wollongong. Vessels making Wollongong must sight the light, and then stand in towards it. When the port is neared, in rounding the breakwater, the light will be lost sight of, and will be again seen as a guide into the basin.

KIAMA HARBOUR, now of increasing importance as a coal port, is a little cove, sheltered from the southward and eastward by a peninsula, which, together with the rocky shelf about it, extends 4 cables' lengths in an E. by N. direction from the mainland. It is 2 cables broad, and rises at the centre to a hill about 41 ft. high, with a flagstaff on it, close to which is “the Blow-hole,” a hole in the rock, through which the sea passes in rough weather. There are two detached rocks above water, near the South side, and one close to the North point of the peninsula; the latter lying N. by W. ¾ W. 250 yards from the flagstaff. From this rock the entrance of the harbour extends N.W. by W. 3 cables' lengths, and has deep water.
At about 150 yards south-westward of the rock which forms the south-eastern point of the entrance, a shoal runs out in a N.W. direction to 11 ft. water. In 1864, works were in course of construction on this shoal to project from the shore N.W. 150 yards into 23 ft. water, and W. by S. 3 S. about the same distance into 16 ft. water, and forming between their outer ends an open space, 130 yards long, and 60 yards deep, having 21 to 10 ft. water. But the most secure part of Kiama Harbour is an artificial basin formed between the south-western of these, and other works projecting nearly 100 yards in a N. by W. direction from a jetty at W. 4 S. 2 cables' lengths from the flagstaff; the basin thus formed being 140 yards long, and 80 yards deep, with a depth of 14 and 15 ft. water across its entrance.

Twenty-two thousand pounds have already (1875) been expended over the harbour in view of the coal trade, and £12,000 have been voted for completing the works. It is steadily becoming a place of importance, and has a population of 1,500 persons in the town, or 7,500 in the whole district.

**Jervis Bay** is bounded to the North by Point Perpendicular, formed of high cliffs, with a flat summit, without tree or shrub, in lat. 35° 5' 45", long. 150° 50'. The entrance is between this and Governor Head, and is 1½ or 2 miles wide.

**Bowen Isle**, which forms the south-western point of the entrance of Jervis Bay, lies close off Governor Head, from which it is only separated by a breach not much more than a cable's length across.

Bowen Isle, which for situation, soil, scenery, and fresh water, seems the most desirable spot in Jervis Bay, is moderately wooded, and has much clear ground, covered only with long grass.

**Darling Road** is the southern part of a bay 2 miles deep, which from the North extreme of Bowen Isle extends N.W. by W. 3½ miles to Plantation Point. Some sunken rocks lie close to the extremity of the point and near the shore immediately to the southward of it. Darling Road affords very good shelter from S.E. winds, it being quite landlocked, as a vessel may anchor so far in as to have Bowen Isle in one with Perpendicular Point.

**Montagu Road**, which affords the most secure anchorage after Darling Road, in Jervis Bay, extends from Dart Point N. by W. 3 miles to Montagu Point, and is 1½ mile deep. At nine-tenths of a mile north-eastward of Dart Point is a very small inlet, between which and Calvers Dock, nearly two-thirds of a mile farther to the north-eastward, is a little bay, having 4½ and 3 fathoms water at about 1 cable's length from the shore.

**Calvers Dock** is a small inlet about the length and breadth of a line-of-battle-ship, with 5 ft. at low water; it is a dock already half formed, and with little labour might be improved into a very convenient one.

Vessels bound to Montagu Roads should steer in mid-channel between Bowen Island on the South shore and Longnose Point, till Green Islet is
seen well open of the next bluff northward of Dart Point, before keeping away for the anchorage.

**LIGHTHOUSE.**—From Cape St. George a cliffy coast, with 27 to 29 fathoms at 1 mile from the shore, winds North 3\(\frac{1}{2}\) miles to Governor Head. Midway between the cape and the head is a steep cliffy projection, on which stands the lighthouse, a *white* tower, 61 ft. high, exhibiting at an elevation of 224 ft. above the sea a *white, red, and green* light, alternating every half minute. The *white* light is visible at the distance of 18 miles, and the *red* and *green* at 14 miles. When 8 miles distant, on approaching this light from the southward, it must not be brought to bear to the northward of N. by W.: from the northward the light opens of Crocodile Head S.S.W. 1 W.

Cape St. George is the best landfall to make on this coast, particularly in thick or hazy weather, when ships are uncertain of their latitude, it being no more than 25 leagues from Port Jackson.

Ulladulla Harbour is well protected by high land, with a sufficient depth of water for large vessels. A commodious pier, erected at considerable expense, being 200 ft. long, with a rubble stone approach, affords ample facilities for the loading and discharge of vessels of large tonnage.—(Australian Pilot, 1875). The population of the town and district is about 1,500. The S.E. point of the outer entrance of Ulladulla Harbour is a rocky projection of the coast, with breakers extending to the northward from it. A detached rocky patch, on which the sea also breaks, lies N.E. a quarter of a mile from the point. This harbour is 4 cables wide, N.W. and S.E., between the rocky shelf which projects 100 yards from the S.E. point, and the detached rocks which extend nearly the same distance from the N.W. point of the entrance. From the middle of the entrance, Ulladulla Harbour trends West half a mile, and is one-third of a mile wide, except at its western end, where a sandy bay forms the *Inner Harbour*, which extends N. by W. 1 W. 2 cables' lengths, is 1 cable deep, and protected by a pier extending from the southern entrance point.

*Light.*—A *fixed green* light is now exhibited from a lighthouse on the pier at Ulladulla Harbour, visible 7 miles off between the bearings S.W. 1 W. and W. by N. 1 N.; elevation, 43 ft. above high water. Approximate position, 36° 12' S., 150° 30' E.

Vessels bound to Ulladulla from the northward will, in clear weather, sight the light on a south-westerly bearing before losing sight of Cape St. George light. Vessels from the southward will have to keep an offing until the light opens out clear of the land. To enter the port, steer about W.S.W. for the light, keeping a good look-out to avoid Sullivan Reef, which generally breaks, and should be passed at a distance of 2 cables on the port hand.

**Bateman Bay** extends from the South head, N. by E. 1 E. 4\(\frac{1}{2}\) miles to the
North head, and runs in W.N.W. 3½ miles from the Tollgate Islets, in the middle of the entrance, to the bar of Clyde River.

*Black Rock*, which lies N. by E. 4 E. 1 mile from South Head, is about 1 cable's length in extent, with 6 to 10 fathom water close round it. Between this rock and Tollgate Islets there is a channel 1½ mile wide, having 10 to 15 fathom water, on a sandy bottom.

The south-western shore of Bateman Bay, from the South Head, extends N.N.W. 1½ mile, and from thence N.W. by N. 2½ miles, to *Observation Head*, which lies in lat. 35° 43' 35" S., long. 150° 13' 30".

Vessels approaching Bateman Bay from the southward, should be careful to give Burrewerra Point a good berth, and not haul into the bay until Black Rock bears W.S.W., as there are dangerous rollers along the coast from the point to the rock. From about half a mile outside Black Rock, steer N.W. by N. for Square Head, keeping in mid-channel between Black Rock and Tollgate Islets.

*Cape Dromedary* is in lat. 36° 18', and has a double mountain, 2,700 ft. high, over it, which Cook thence called Mount Dromedary. It is high, and may be seen 20 leagues off. Six miles to the eastward is *Montagu Island*, 2 miles long, with an anchorage to the West.

*TWOFOLD BAY* is a place of some interest, as a town, *Boyd*, was founded by the unfortunate Mr. Boyd. On Toraraga Point is a landmark, called the Wanderer's Tower, now partly in ruins, which may easily be seen 15 miles off, and points out the position.

It may be known, when coming from the southward, by Mount Imlay, and when nearer the bay, by the land behind it, consisting more of hillocks than elsewhere.

The entrance of Twofold Bay is 2½ miles wide from Red Point N.N.W. to Woranu Point, close off which lie the Mewstone and another rock above water.

*Eden* township, on the North shore of Twofold Bay, sprang into existence in 1865; with the collapse of the gold fields it has, however, decreased in importance. There is a good pier, and the harbour is of great service as a port of refuge. Pilots can be obtained.

*Lighthouse.*—Twofold Bay is divided into two bights by *Lookout Point*, a rocky peninsula one-third of a mile broad, projecting nearly half a mile to the south-eastward, and having on its South extremity a *white* wooden light-house, 45 ft. high, exhibiting a red light, at an elevation of 140 ft. above the sea; it stands in lat. 37° 4' 30" S., long. 149° 55' 30" E., and is visible from seaward, between the bearings of N.W. by W. 5 W. and S.W. 5 S., at the distance of 9 miles.

*East Boyd Bay*, which appears to afford the most sheltered anchorage for large vessels on the South side of Twofold Bay, extends from Munganoo Point S.W. nearly 1 mile to Brierly Point, and is half a mile deep. East
Boyd is a whaling station, on the East side of this bay, at about one-third of a mile southward of Munganoo Point.

Between Whale Spit and the mouth of Morronkal Creek, at W. by N. 4° N. about 1 mile from the ruins of the tower, is a sandy bay, half a mile deep, close behind which is the township of Boyd, with its little church on the rising ground. Jetties project a short distance from the shore between the ruined tower and the church, but are only accessible to boats.

Twofold Bay is so open to seaward, and is so free from detached dangers, that there is very little difficulty in entering it. On approaching the bay care should be taken to avoid the sunken rock which lies nearly one-third of a mile to the northward of Red Point, and having distinctly made out the lighthouse and other objects, the ruins of the tower on the East side of East Boyd kept on a S.W. by W. bearing will lead in through the middle of the bay, when a vessel may anchor either in Snug Cove off the township of Eden, or in either of the anchorages off East or West Boyd, according to the prevailing wind, or as most convenient.

Custom-house.—Twofold Bay is now a place of considerable importance, and is the principal port of outlet for the trade of the Maneroo district. A custom-house has been established here, and the usual regulations must be observed, and the rates paid as at other ports of entry and discharge in the colony, should a vessel break bulk or land passengers.

CAPE HOWE is the S.E. extremity of Australia, and the North side of the entrance to Bass's Strait. It is a low point covered with thick scrub, composed of stones and sand, running to the westward, almost level for 3½ miles, to the foot of Howe Hill and the chain of mountains of which it is the southern fall. The cape is steep-to, 14 fathoms being found within half a mile, but about 1 mile S.S.W. from it there is a sunken ledge of rocks running out from a projecting sandy point on the shore, which has been seen to break half a mile off in bad weather. Howe Hill is conspicuous, rising abruptly from the adjacent lowland to a height of 1,264 ft., its southern aspect especially exhibiting a steep fall.

GABO ISLAND (probably a native corruption of Cape Howe), a small island, lying S.W. by S., 5 miles from Cape Howe, is 1¼ mile long in a N.W. by N. and S.E. by S. direction. About the centre are a few sand hills, rising to a height of 57 ft., partially covered with stunted scrub, on one of which the wooden structure of the old lighthouse still remains.

The LIGHTHOUSE, situated on the South extreme of the island, about 100 yards from high water, in lat. 37° 34' 20" S., long. 149° 55' 45" E., is a fine building of red sandstone, and exhibits a fixed dioptic white light of the first order; it is 179 ft. high, and visible 20 miles off in clear weather. Since July, 1872, it has been shaded over Cape Howe, and the dangers

South Pacific.
lying off it or westward of a N.E. by E. bearing. Telegraphic communication is kept up between Gabo Island and the mainland.

On the N.W. side of the island is a small sandy bay, where vessels coasting will find anchorage and good shelter in N.E. and easterly winds; in the centre of this bay, about 5 fathoms, sandy bottom will be found.

To the eastward of the island, close in, good shelter is afforded during the winter months from West and S.W. winds, half a mile off shore, in from 10 to 16 fathoms; all dangers are visible.

BASS STRAIT.

BASS STRAIT, as is well known, separates Australia from Tasmania. On the South side is a group of islands, of which Flinders or Great Island is the principal. To the N.W. of this is a small cluster, the Kent Group; on the eastern of which, Deal Island, an excellent and conspicuous lighthouse was erected (in 1846). The light is 880 ft. above the sea, revolves once in a minute, and has been seen 37 miles off, but being so elevated, it is frequently obscured by fogs.

The northern side of the strait is well marked by night, by a fixed light, on the South extreme of Wilson Promontory. The channel between the Kent Group and Wilson Promontory has several dangerous rocks in it.

To the southward of the Kent Group is another channel, which also requires caution, as there are two reefs between them and the North end of Flinders or Great Island. They are the Beagle Reef, just awash, 3 miles E. 4 S. from the Endeavour Reef, and in a line with it and the Wright Rock. The latter is 2½ miles from Wright Rock. These and a sunken rock, about a mile East of Craggy Island, constitute the chief dangers in this channel. The extremes are marked to the North and South by Wright Rock and Craggy Island, between which ships should not pass, although there is a channel close to the South side of the former.

Wright Rock, 209 feet high, is small and very conspicuous. Craggy Island is small and clifft, but free from danger.

Banks Strait is to the South of the Flinders Island Group. It is believed not to have any dangers, except near the land. By night its navigation is facilitated by the revolving light on Swan Island (see page 917). The fixed light on Goose Island, the westernmost of the Chappell Islands, marks the N.W. entrance. A light is also proposed to be established on Eddystone Point, the N.E. cape of Tasmania (see page 917).

The winds are commonly favourable for making a passage to the westward, through Bass Strait, and along the South Coast, in the months of January, February, and March. To those who may be desirous of doing the same,
the following observations by Capt. Flinders may be acceptable:—The first remark is, that the three months when this passage is most easy to be made, are precisely those in which it is unsafe, if not impracticable, to go through Torres Strait; and the second, that it will generally be of no avail for a ship to be in Bass Strait before the middle of December, and if it be the middle of January it will be preferable.

Ships coming from Port Jackson, or anywhere from the north-eastward, may take a departure from Cape Howe; but from thence they should not steer a course more westerly than S.S.W. by compass, until in lat. 39° 33' S.; on account of the danger to be apprehended from S.E. winds upon the Long Beach. Having reached 39° 30', they should steer about W. by S., leaving the Sisters, the Craggy Islet, and Wright Rock on the port hand, or to the southward. Deal, the easternmost island of Kent Group, marked by the lighthouse above mentioned, which is in 39° 29' S., 147° 22' E., and may be seen 10 or perhaps 12 leagues from the deck in fine weather, will come in sight ahead; and in passing 3 or 4 miles on its South side, the other islands of the group will be seen, and are to be passed in the same way; as are Curtis Island and the Sugar-loaf Rocks, which will then be in sight. From Curtis Isles to the North end of King Island, with its bright fixed light at night, the course is nearly W. by S., and distance about 42 leagues, with nothing in the way; but it is better to steer 5 or 6 leagues to the northward of King Island, if the winds permit.

In case of foul winds, which, if the weather be thick or rainy, may be expected to fix at S.W. and blow strong, there are many places where a ship may anchor, to wait a change; but the following appear to be the most convenient:—1st. West Cove in Erith Island, one of the Kent Group. 2nd. Hamilton Road, at the East end of Preservation Island, between Swan Island and Goose Island lighthouses. 3rd. On the South side of the largest Swan Island (with its lighthouse) for small vessels, or under Waterhouse Island, to the westward. 4th. Port Dalrymple. 5th. Port Sorel, but it is accessible only to small vessels. 6th. Various places among the Hunter Group. 7th. Sea Elephant Bay, on the East side of King Island, where there is fresh water; or under the N.E. end of that island, if the wind be from S.W. 8th. Western Port, under Grant Island; anchoring so soon as the ship is sheltered. A fair wind for going onward through the Strait will take a ship out of this port. 9th. Port Phillip.

Ships bound to Bass Strait from the westward now generally keep in about 42° or 43° S. latitude until the meridian of 138° E. longitude is reached; they then haul up about N.E. or N.E. by N. to make Moonlight Head; this course intersects the parallel of 40° S. at about 120 miles West of King Island.

During strong westerly winds it is advisable to maintain the 40th parallel after passing the meridian of Cape Leeuwin, and with a view of giving King...
island a wider berth, to haul up for Moonlight Head on reaching the meridian of 135° E. Several vessels have been wrecked on King Island by steering a direct course for Cape Otway, undue weight having been given to the dangers on the South coast of Australia and the much greater dangers on King Island apparently neglected. It is strongly recommended, therefore, that Moonlight Head, or some point on the coast even more to the westward, should be made, as the soundings on this part of the coast are well defined and regular. The 100-fathom line of soundings is 35 miles to the south-westward of Moonlight Head, and the depth of 40 fathoms will be found at 10 miles from that headland. When approaching Bass Strait in thick weather, or when the navigator is uncertain of the vessel’s position, the soundings should not be reduced to less than 40 fathoms.

Commanders of iron ships, especially of those newly built, are cautioned as to the necessity of ascertaining the errors of their compasses on approaching the Australian coast.

The current, generally running to the eastward on account of the prevailing westerly winds, and appearing to follow the configuration of the coast line, will be found setting to the south-eastward out of the Great Australian bight, and should a north-west gale be experienced on approaching the land, its strength may be accelerated to 2½ knots per hour. H.M.S. Challenger in 1866 was thus set to the southward 30 miles in 24 hours.

Near the shore with easterly winds a current has been found setting to the westward, but this current is probably confined to the vicinity of the coast.

Northerly or N.N.E. winds are as a general rule followed by a change to West and S.W. winds.

In addition to the foregoing directions, it is only necessary to remark, that the very variable weather and sudden changes of wind which are met with in this Strait, render caution necessary, both in taking up any anchorage that is not well sheltered and in quitting it so soon as the wind blows in from seaward; but, in other respects, Bass Strait may be used without more than common risk, by the exercise of ordinary care and prudence.

The ISLAND of TASMANIA is nearly equal in size to Ireland, being 170 miles in length and 160 miles in breadth. It was first discovered by Tasman, who named the island Van Dieman’s Land, after the governor-general of the Dutch East Indies. The change of name to Tasmania took place in 1856, in reply to an address from the legislative council, which stated that the name was generally in use, and preferred by the colonists.

The population of Tasmania, by the census taken in 1870, was 99,328; in 1873 it was estimated at 104,000. Of the aboriginal population there was only one person living, a female. The exports, in 1873, mostly wool and farm produce, were valued at £893,556, and imports at £1,107,167. There is electric communication with England.
PORT DALRYMPLE.

The North coast of Tasmania forms the South side of Bass Strait, and lies generally in very smooth water, the prevailing winds being off the land. Its navigation is represented to be free from dangers to within a mile of the shore and of the islands which lie off it; except in the neighbourhood of Port Dalrymple.

Eddystone Point, on which it is proposed to erect a lighthouse, lies on the N.E. coast of Tasmania, in lat. 40° 59' S., long. 148° 22' E. It projects about a mile from the line of coast, and is enclosed by dry and sunken rocks, some of which lie a mile off the point.

Swan Island Lighthouse.—On the N.E. extreme of the largest Swan isle, in lat. 40° 43' 30" S., long. 148° 8' 30" E., stands the lighthouse, which is a round tower 71 feet high, the upper part painted red, and the lower white; it exhibits a light revolving every minute, and, being 110 feet above the level of the sea, is visible in clear weather at the distance of 14 miles from a ship's deck.

There is tolerable anchorage on the south-east side of the largest Swan isle, in 6 or 7 fathoms, at about a quarter of a mile off the South point of a sandy bay, where vessels may wait for tide, or a short time with north-west winds; but there is better anchorage off the mouth of Little Muscle River to the south-eastward, where a vessel can more easily get under way in south-east or easterly winds.

Salamander Rock, with 10 feet water over it, discovered in 1876, lies E. by S. 1/2 S., 12½ miles from Swan Island Lighthouse, in lat. 40° 49' 40" S., long. 148° 21' 15". Harry Rock, with 3 fathoms water over it, lies N.W. by W. 1/2 W., 3 miles from the lighthouse.

PORT DALRYMPLE, the principal harbour on the North coast of Tasmania, forms the entrance of Tamar River, which flows through a valley between two irregular chains of hills which, when seen from directly off the entrance, appear as two clusters of hills having some resemblance to each other; and in fine weather, the distant blue heads of the back mountains will be seen over the tops of both clusters. These appearances, together with the position of the vessel, are the best distant marks for finding Port Dalrymple.

Coming alongshore from the eastward, Ninth Islet, and afterward Stony Head, with Tenth Islet lying off it, will show the vicinity of the port; and Low Head, with the conspicuous red and white lighthouse on it, will be perceived in the bight to the S.S.W. It exhibits a bright light revolving once in 100 seconds.

The entrance of Port Dalrymple, between Low Head and French Point, which lies S. by W. 2 W. 13 miles from the head, is difficult of access, on account of the numerous reefs and banks in it, which extend a considerable distance from the western side of the entrance; strangers should therefore
avoid that side, and endeavour to enter by Low Head. The greater part of these shoals, and also of those within, are covered at half tide, so that with the flood, or even a little before, is the best time to enter Port Dalrymple, as almost the whole of the dangers are then visible.

Hebe Reef, the outermost danger off the entrance, lies West 2½ miles from Low Head Lighthouse.

Middle Ground, the most formidable shoal in the entrance of Port Dalrymple, is a rocky patch, between W. and S.W. 4 and 6½ cables' lengths from the lighthouse, with, according to report, only 9 feet on one spot at low water springs, but the least depth found on it by the Beagle was 12 feet. The northern extremity of Low Head in one with the first black cliffy projection to the eastward of it, or the flag-staff on Low Head open to the northward of the lighthouse, clears the northern edge of it, and its south-west edge is marked by a black buoy, bearing S.W. ½ W., distant 6 cables' lengths from the lighthouse.

East Channel, which lies between the Middle Ground and the shoal which borders the West side of Low Head, is one-third of a mile wide in the outer part. It is not safe for a stranger to enter without a pilot.

West Channel, the main entrance into Port Dalrymple, is formed by the Middle Ground on the north-eastern, and Yellow Reef on the south-western side, and is nearly 2 cables wide, with depths of 22 to 10 fathoms. A vessel bound for Port Dalrymple or Tamar River is recommended, especially if a stranger, to use the West, and safer, channel; and, having approached within 6 miles of the entrance, should bring the lighthouse on Low Point to bear E. by S. until the two towers on Lagoon Beach are plainly visible; then bring them in line E.S.E. and, keeping them so, steer boldly in. When passing Hebe Reef take care not to open the inner or south-easterntower to the right, or southward of the outer tower.

The two towers in line will lead 3 cables' lengths to the north-eastward of Hebe Reef, and through the West Channel, midway between the white buoy of the Yellow Reef on the starboard, and the black buoy of the Middle Ground on the port hand. Having cleared the West Channel, proceed under easy sail for good anchorage in 6 or 8 fathoms, abreast of Lagoon Beach, taking care to avoid the spit which projects from the Barrel Rock Beacon, and, if a vessel of great draught, the 3-fathom bank immediately to the southward of it.

The shoals on either side within the entrance of Tamar River are marked with beacons and buoys: the beacons on the western shore are marked thus ↓, and those on the eastern side, as a cross ↑. Shoals or rocks, marked with chequered buoys, may be passed on either side: a red or black buoy signifies that the danger extends from the eastern shore, and a white one that it extends from the western shore.

Pilots may always be obtained off Port Dalrymple, when the weather will
admit of their going off; and should the weather be too bad for this purpose, the boat will be lying in mid-channel, with the flag flying.

**LAUNCESTON**, the second town in Tasmania, with a population of 10,668 in 1870, is situated at the head of Tamar River, which, following the winding course of the river, is 35 miles from the sea. Large vessels are prevented from approaching close to the town by a bar, upon which there are generally about 14 feet at high water. Vessels of 17 or 18 feet draught can go within half a mile of the town, below the bar. A steam tug, maintained by the Marine Board, is available for towing vessels, at moderate rates; the signal for the tug is the rendezvous, or chequered flag, hoisted where best seen. There is a floating dock at Launceston, capable of receiving vessels of 500 tons. The Launceston and Western Railway, 45 miles long, is the only railway in Tasmania; a further extension of 30 miles is in progress to connect Launceston with the Murray River.

**DERWENT RIVER.**—There are two approaches to Derwent River, that from the S.W., through D'Entrecasteaux Channel, and the other by Storm Bay, between the northern part of Bruny Island and Tasman Peninsula, at about 12 miles to the eastward of it; but the latter approach is much to be preferred, experience having taught the local traders that though apparently time and smooth water would be gained by going through D'Entrecasteaux Channel, still, in consequence of the violent squalls, which suddenly rushed down the hills, preventing vessels from carrying sail, much time is actually lost; so that in all cases the better passage to Derwent River is through Storm Bay.

Vessels from the westward bound into Derwent River through Storm Bay, should give Tasman Head, the South point of Bruny Island, a good berth, to avoid the Friar Rocks. In proceeding northward past Fluted Cape the most remarkable object will be *Mount Wellington*, which resembles Mount Table at the Cape of Good Hope, and in advancing up the bay, Betty Isle, which is high and wooded, will soon appear, when steer so as to pass on the West side of *Iron Pot Lighthouse*, the upper part of which is painted red, and the lower part white. It shows a fixed light at 65 feet elevation. In approaching the Derwent the generally strong prevailing westerly winds make it desirable to keep within a mile of Bruny Island.

Having entered Derwent River between Cape Delasorte and Iron Pot Lighthouse, keep the western shore aboard, steering N. by W. 1/2 W. and N. by E. up to a quarter of a mile off Dead Tree Point, after passing which steer N.W. for Sullivan Cove, the usual anchorage off Hobart Town, where vessels may come to as most convenient; but one anchor should be laid out well to the S.E. for the convenience of getting under way. From the middle of the entrance the cove extends about W. by S. a little more than 2 cables' lengths to the Melbourne and Sydney steamship pier, on which is a red light
for steamers. There is no danger all the way up, so that vessels may work
in or out without a pilot, tacking at about a quarter of a mile off shore, and
may anchor anywhere, on muddy bottom.

**HOBART TOWN**, the capital of Tasmania, is picturesquely situated at
the foot of Mount Wellington, on the River Derwent, about 12 miles
from its mouth. The harbour is easy of access, as above described, well
sheltered, and with sufficient depth of water for vessels of the largest ton-
nage; there is ample wharf and dock accommodation for the loading, dis-
charge, and repairs of ships. The city proper forms nearly a square, and is
built on a succession of hills. It has a population of 19,000 persons.

There is a fortnightly steam communication to Melbourne and Sydney,
and numerous small steamers ply to different spots of the Derwent. Hobart
Town is largely visited during the summer season by visitors from Mel-
bourne, Adelaide, and Sydney, on account of its reinvigorating climate. The
wharf and warehouse capacity is of a superior character; but since the ces-
sation of transportation the latter has become almost a superfluity, and gives
the stranger a painful idea of the decadence of the town. The military
barracks are on the South side, on the summit of a hill, and are occupied by
schools and private families, there being no soldiers in the colony.

There are three first-class patent slips available for shipping repairs to
vessels of a considerable size.

*Fort Mulgrave*, or Prince Albert Battery, at which is a **signal-station**, is
situated about 1 cable's length to the south-westward of the southern en-
trance point of Sullivan Cove, at an elevation of 85 feet above the sea. The
flagstaff at the signal-station is in lat. 42° 53' 32" S., long. 147° 21' 20" E.

It is high water in Derwent River, full and change, at 8h 15m; springs
rise 4½ feet, and neaps 3½ feet. The tides are here exceedingly irregular,
and frequently are for days almost stationery. The flood stream is barely
perceptible between Iron Pot Islet and Kelly Point, but it runs stronger
under Mount Louis, and from thence parallel to the shore; it then follows
the course of the river at the rate of half a knot. Between Macquarie and
Montagu Points the ebb runs South ½ knots at half tide; off Battery Point
it runs S. by E., sweeping south-eastward round Sandy Bay, at the rate of
three-quarters of a knot, and after passing Sandy Point, its strength is
gradually reduced to half a knot towards the entrance of the river.
PORT ALBERT, 163 miles West of Cape Howe, the Long Beach lying between, is in long. 146° 45' E., and now becoming of importance. The following information is extracted from Lieut. Henry J. Stanley's remarks made while surveying this coast in 1871.

The entrance to Port Albert is over a mile wide between the East point of La Trobe Island and Clonmel Island on the opposite side. But this entrance is divided by a large bank of sand, which extends from midway between these two islands for nearly 2 miles in a southerly direction, forming the Eastern and Western Channels on either side of it.

The population of Port Albert and the surrounding district is about 1,000. Its exports are wattle bark, leather, raw hides, and grain. There is telegraphic communication with the Australian colonies and Tasmania.

Light.—About three-quarters of a mile from the East point of La Trobe Island is a wooden building, painted white, exhibiting at 52 ft. above the level of the sea a fixed red and flashing light, visible from a vessel's deck 9 miles between the bearings of N.E. and W. by S.; it flashes every three minutes; but when within 3 miles of the light the eclipses will be scarcely observable, a continued fixed light being at that distance visible between the flashes. A life-boat is stationed at the town of Port Albert, 4 miles from the entrance.

The Bar of Port Albert, which continually shifts, and is marked by two buoys, is, strictly speaking, only navigable for vessels drawing 9 ft. water. The surveying steamer Pharos crossed it, drawing 10 ft. 6 in., but it was the fine weather season, and it was intended to remain inside for a week. Vessels of heavy draught would run the risk of being detained inside either for high tides or smooth water.

Pilots.—There is a pilot at the town of Port Albert, who can be communicated with by signal, there being a signal staff on the north-western part of Clonmel Island. It will, however, be found difficult to make out the signals if to the southward, as the heavy break, especially during or after a strong breeze, causes a thick mist to ascend, which nearly hides the flag-staff, not very distinct at any time. No stranger can enter without a pilot.

The following Tidal Signals are at present in use, viz.:—A blue flag signifies 7 ft. on the bar; a black ball, 8 ft.; a red flag, 9 ft.; a white flag, 10 ft.; a white flag over a ball, 11 ft.; two balls, 12 ft.; a white flag under two balls, 13 ft.

A vessel bound to Port Albert from the westward should, after rounding Wilson Promontory, steer for Cape Wellington, after passing which keep Rodondo Island just open of it, until Mount Singapore is in line with Townsend Point W. 4° S., which will ensure a distance of a mile from the South Pacific.

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bar; or, in the event of Rodondo being obscured, Mount La Trobe, kept open South of Rabbit Island S.W. S., will lead rather more than a mile to the south-eastward. By using either of these leading marks vessels may arrive within a mile of the bar, when they will be certain to observe the break, if not the buoys. Notice of their approach will then be signalled to town, and the pilot will at once board the vessel. It must be borne in mind that, as the shore of La Trobe Island is low, Townsend Point will not be visible off the bar, except from a height of about 15 ft.

From the eastward vessels may approach the shore to a distance of 3 miles, and if at that distance, and coasting to the southward, they will observe the break on the bar; or they may bring Mount La Trobe, the highest mountain on Wilson Promontory, in line with Rabbit Island S.W. S., and make out the bar from that line.

Cape Schanck and Light.—On the North side of Bass Strait, and 80 miles N.W. by W. S.W. from the extremity of Wilson Promontory, is Cape Schanck, on which stands a lighthouse, showing a bright fixed light, varied by a bright flash every 2 minutes. It is a first order light, and being elevated 238 ft. is visible more than 25 miles off.

WESTERN PORT entrance is 10 miles eastward of Cape Schanck. It is quite clear, and calls for no special remark here. The cape is the southern extremity of the peninsula which separates Western Port from Port Phillip, 16 miles to the north-westward.

PORT PHILLIP, which includes the ports of Melbourne, the metropolis of the colony of Victoria, and of Geelong, a town of almost equal commercial importance, is situated at the head of an extensive bight between Cape Otway and Wilson Promontory, 130 miles to the eastward of the cape. In approaching the port from the westward, the entrance is not easily distinguished until Nepean Point, the eastern entrance head, bears N.N.E., when Shortland Bluff, on which the highest and leading lighthouses are erected, shows out, and the estuary becomes visible. If Barwon Head is previously seen, the entrance of Port Phillip is easily found.

Port Phillip extends about 32 miles, North and South, and is 18 miles wide, exclusive of an arm which trends 16 miles in a W.S.W. direction to Geelong, the port being capable of receiving and sheltering a larger number of ships than ever went to sea; but the entrance is less than 2 miles wide, and nearly one-half of it is occupied by rocks and shoals.

Point Lonsdale, the western head of the entrance to Port Phillip, is low, and juts out from a dark rocky cliff, it being neither so high nor so well marked in outline as Nepean Point, the eastern head; but can now be easily distinguished by a light and look-out house, a telegraph station, a tidal flag-staff, and a red beacon, near its S.E. extremity. Lonsdale Reef, the greater part of which dries at low water, projects a quarter of a mile south-eastward from Point Lonsdale, and is about 1 cable broad.
The Light on Point Lonsdale will be visible 10 miles off. It is a fixed green and red light. The green light is visible to seaward when bearing about N. by W. to N.W. 14 W., and the red towards Nepean Point, and the harbour when bearing N.W. 14 W. to W. by S.

Vessels having the green light in sight will be outside, and with the red in sight, inside the Lonsdale and Lightning Rocks, which bear S.E. 14 E. distant respectively nearly two-thirds of a mile and 1 1-10th mile from the light. The blending of the two colours, when seen from a vessel, will show that she is in the vicinity of, or in line with these dangers; great caution will therefore be necessary before these colours begin to blend.

Pilots.—There is a most efficient pilot establishment at Port Phillip Heads. The vessels are fore-and-aft schooners and cutter-rigged, painted a light stone colour, each with her number on her main-sail. They cruise from 3 to 12 miles outside the heads, borrowing on either shore according to the weather; and one of them is constantly outside when there is a possibility of keeping the sea. The pilot vessels carry at the mainmast-head by day a red and white flag in horizontal stripes, and between sun-set and sun-rise exhibit a bright light at the foremost-head, and show in the waist a flash-light every half hour.

Tidal Signals are shown at Point Lonsdale, denoting the quarter of the tide with reference to the stream. In the middle of the entrance between Lonsdale and Nepean Points the period of slack water is very limited. The stream turns from 2 to 3 hours after high and low water by the shore.

The Flood, during the first quarter, is denoted by a blue flag half mast.

" second quarter " at mast-head.

" third quarter " red flag half mast.

" fourth quarter " at mast head.

Ebb.—The same signals are used for the four quarters of the ebb, with a ball below the flag.

Nepean Point.—The eastern head of the entrance to Port Philip is the narrow western termination of a peninsula, which extends 15 miles in a westerly direction from Arthur's Seat, and consists of a series of sand hummocks slightly covered with low bushes, and having a white beacon on its extremity.

Nepean Reef projects West nearly 2 cables' lengths from Nepean Point to Nepean Rock, a small islet, on which is a red cone-shaped beacon; from thence a continuation of the reef and several pinnacle rocks outside it, extend 3 cables' lengths further westward to Corsair Rock, at 150 ft. to the N.N.E. of which is a small detached rock, with 10 ft. water on it. Nepean Reef dries at low water out to the islet, but the remainder of the reef is covered with 1 to 3 ft. water.

Corsair Rock, which may be considered as the outer end of Nepean Reef, is 20 ft. in diameter, having 11 ft. water over it, with 4, 5, and 6 fathoms
close-to; this rock lies with the red beacon on the rocky islet in line with the white beacon on Nepean Point, bearing East, the red beacon distant 3½ cables' lengths.

The Entrance to Port Phillip, between Lonsdale and Nepean Points, is 1½ mile wide; but the navigable channel is contracted to a little less than 1 mile in width between the reefs that project from Lonsdale and Nepean Points. Lonsdale and Lightning Rocks, with 3 fathoms least water over them, are the shoalest heads of a rocky bank, with 5½ to 7 and fathoms on it, extending 1½ mile in a S.E. by E. direction from Point Lonsdale, and stretching completely across the entrance.

Outside the bank there are 9 to 15, and inside 10 to 29 fathoms. This great inequality, with tide streams at times running 5 to 7 knots, causes the well-known Race, or "Rip," between Port Philip Heads, which during, or immediately after, a south-westerly gale, breaks so furiously as to be dangerous to small vessels. In 1866, the Hydrographic Office gave notice that a ship drawing over 21 ft. had recently touched on a rock, in entering the port with a fresh breeze. Several rocks, some with only 24 ft. water on them, have since been found by sweeping in the Race, and others may yet be discovered.

Vessels drawing less than 14 ft. may, in the day time, pass between Lonsdale Reef and Rock, by keeping Swan Point just open East of Shortland Bluff, bearing N.E. Swan Beacon touching the cliff at Shortland Bluff, bearing N.E. by N., leads half a cable's length to the eastward of Lonsdale Rock.

The two lighthouses on Shortland Bluff in line, N.E. by N., lead in the fairway through the entrance into Port Phillip.

The Lightning Rocks are cleared to the northward and southward by keeping Point Lonsdale mast open on either side of Point Lonsdale telegraph house, which is white, with a slate roof; and the red obelisk on Shortland Bluff touching the East side of the high lighthouse, bearing nearly N.E. by N., clears them to the westward.

The Corsair Rock, off Nepean Point, is cleared by keeping the low lighthouse on Shortland Bluff in line with the East end of the light-keepers' houses, near the high lighthouse N.N.E. by E., until the white beacon on Point Nepean is well open to the northward of the red beacon, when going in, or well open to the southward when going out.

Shortland Bluff, on which are two lighthouses and a red obelisk, with the township of Queenscliff in their rear, is the S.E. extreme of a peninsula projecting nearly 2 miles in a north-easterly direction from the line of coast.

Lights.—The high lighthouse on Shortland Bluff, which bears N.E. by E., distant 2½ miles from Point Lonsdale, is a tower 68 ft. high, built of blue stone, which retains its natural colour. It exhibits a fixed white light, 130
feet above the sea level, and is visible from seaward, on any bearing between about East, by N.E. and North, at the distance of 17 miles, in clear weather; but when close in with Lonsdale land it will only be seen when bearing between N.E. by E. and North. Within Port Phillip heads the light will be visible when bearing from N.E. by E. round by North and West, to S.W. by W.

The low lighthouse tower, which is painted white, stands S.W. by S. 352 yards from the high lighthouse, and at the height of 90 ft. above high water level, exhibits a fixed red and white light, showing white when bearing from about N.E. by E. to N.E., red from N.E. to N.N.E., and white from N.N.E. round by North to W. by N. The white light should be seen in clear weather at a distance of 14 miles, and the red at 10 miles.

Vessels entering between Port Phillip heads should keep the red light in sight, and steer in with it bearing N.E. by N., and in line with the high white light. The change of colour from red to white indicates an approach to the Lonsdale Reef on the West, and Nepean Reef on the East side of the entrance.

The white light between the bearings of N.E. by E. and N.E. shows over the dangers extending from Point Lonsdale. Between the bearings of N.N.E. to W. by N. the white light shows over the Corsair Rock to a line from the low lighthouse along the North side of, and through the South Channel, passing to the southward of Pope's Eye red buoy, along the black buoys, and to the northward of the white buoys, which mark the North and South sides of the channel, so that vessels during night, with light winds or adverse tide streams, will be aided by a bearing of the light.

At N.N.E. nearly half a mile from the high lighthouse, Queenscliff Jetty projects about 130 yards from the shore, and has a fixed green light at its end, visible at a distance of 4 miles; this is also a life-boat station.

Swan Island, which is low, is separated from the N.E. point of the Shortland Peninsula by a shallow opening 100 yards wide, communicating with Swan Bay to the westward. From this opening, the South side of Swan Island trends nearly E.N.E. 1½ mile, and from thence the eastern end sweeps three-quarters of a mile northward, round Swan Point, to the N.E. extreme of the island. Swan Beacon, which, when touching the cliff at Shortland Bluff, leads clear of Lonsdale Rock, is white with a red top, and is situated near the S.E. extreme of the island, the high lighthouse on Shortland Bluff bearing nearly S.W. ½ S., distant a little less than 2 miles.

To clear the edge of the bank off the island and the 7-feet rock on it, keep Lonsdale lighthouse open of Shortland Bluff.

Swan Spit Lighthouse is a wooden building, erected upon piles, on the south-eastern edge of the shoal bank just noticed, and bears E.S.E., distant two-thirds of a mile from Swan beacon. It is painted red, and exhibits fixed red and white lights, visible at the distance of 8 miles, showing white when
bearing from about E.N.E. to N.E. ¾ E., red from N.E. ¾ E. to N.E. ¾ N.,
white from N.E. ¾ N. to N. by W. ¾ W., and red from N. by W. ¾ W. round
by West to S. ¾ W. The red light in sight between the bearings of N.E.-
¾ E., and N.E. ¾ N., indicates the entrance to the West channel between
No. 1 black buoy and the white perch buoy on the Royal George Shoal.

A gong is sounded every 10 minutes in thick or foggy weather.

Vessels should not approach near to the Swan Spit Lighthouse, the depths
around which were as follows in 1875:—On the Spit, at 100 yards S.E. of
lighthouse, a depth of 12 feet, which, however, is to be deepened by dredg-
ing. At 2¾ cables E.S.E. from the lighthouse, 17 feet; at 1¾ cables E. ¾ S.,
16 ft.; at 1½ cables N.E. by E. from it is a dangerous 13-feet patch marked
by a chequered buoy, and 1¾ cables N. by E. ¾ E. is a shoal with 6 ft. water.
Above this is no less depth than 18 ft. at low water in the West Channel.

The Western Shore of Port Phillip from the northern entrance point of
Swan Bay extends nearly N. by E. 2½ miles to South Red Bluff, and from
thence about three-quarters of a mile further in the same direction, to a
point, close to the northward of which St. Leonard's Jetty projects into
about 8 or 9 feet water. A continuation of the bank which stretches north-
ward from Swan island borders this shore, from which it projects 1 to 1¾
cable's length, with 2 to 6 feet water on it. The 3-fathom edge of the
shoal water, which extends about one-third of a mile from the shore, be-
tween the entrance of Swan Bay and the point of St. Leonard's forms the
northern portion of the West side of Coles Channel.

From the point of St. Leonard's the shore, after extending N. by W. ¾ W.
1¾ mile to North Red Bluff, trends N.N.E. one-third of a mile to Indented
Head, from whence it recedes in a N.W. ¾ N. direction 1¾ mile to Point
George, close to the northward of which is White Woman's Rock. From
the point of St. Leonard's to Point George a shoal, with 2 to 3 feet water on
it, borders the shore, from which it extends about 1 to 1¾ cable's length.

Governor's Reef is a patch, with 1 foot water on it, marked by a beacon,
from which North Red Cliff bears W. by N. ¾ N. distant nearly two-thirds
of a mile. At about one-third of a mile to the north-westward of the beacon,
and E.S.E. nearly a quarter of a mile from Indented Head, is another patch,
which dries.

From half a mile off the point of St. Leonard's the 3-fathom edge of the
shoal water, which extends from the shore, trends in a N. by E. direction to
two black buoys, which mark the edge of the bank, and lie respectively S.E.
by E., and E.N.E. each distant half a mile from the beacon, just noticed.
From the northern of these two buoys the eastern 3-fathom edge of the
bank extends irregularly, in a N. by W. direction 2½ miles to the N.E. ex-
treme of Prince George Bank; at a quarter of a mile off which is moored a
black buoy in 6 fathoms water, bearing N.E. ¾ N., distant 2½ miles from
Point George. There are two 4-feet patches on the northern edge of the
bank nearly in line with the black buoy, bearing E. by N. 2 N., from which one patch is distant two-thirds of a mile, and the other 1 ½ mile.

The Southern Shore of Port Phillip from Point Nepean to Observatory Point, E. ¾ S. 1 ½ mile, forms a bight a quarter of a mile deep; but the depth of water in it does not exceed 17 feet, and there are numerous sunken patches. The 3-fathom edge of this shallow water and foul ground extends from the shore to a cable's length outside the line of the points of the bay.

There is a flagstaff on Observatory Point, which marks the western boundary of the sanitary station, and from this flagstaff the shore extends E. by S. ¾ S nearly 1 ½ mile to another flag-staff at the eastern boundary of the station.

From the eastern flag-staff the shore trends in an E. ¾ S. direction 1 ½ mile to Point King. On the East side of the flagstaff there is a small bight, from which a shoal spit projects one-third of a mile, but between the two flagstaffs the shore may be approached to 1 cable's length, in 7 and 8 fathoms, and between the shoal spit and Point King, within a quarter of a mile, in 6 and 7 fathoms. At Sorrento a green light is shown on the head of the jetty 1 ½ mile southward of Point King.

The Quarantine Ground extends along the shore between Observatory Point and Point King, the anchorage being in 8 and 9 fathoms at 1 mile from the shore. Strangers who, through stress of weather, bring up here, or at the anchorage off Shortland Bluff, should not attempt to proceed above these anchorages without a pilot, as a collection of banks, with somewhat intricate channels, extends 8 miles in all directions above these anchorages.

Nicholson's Knoll is a sand ridge near the Quarantine Ground, about one cable's length in extent, North and South, with 3 fathoms water over it, and 5, 6, and 7 fathoms close-to. It is marked by a black and white chequered buoy, moored on the centre of the knoll.

Entrance Banks and Channels.—For the first 2 ½ miles within the heads the estuary is free from dangers, but above that distance, where it widens between North and East, it is crowded with sand-banks, radiating nearly 8 miles from their southern and western extremes. Between these banks there are several channels, three only being buoyed, namely the South, West, and Coles Channels; the others are narrow and intricate.

West Channel, which is most used, extends from Royal George Sand 5 miles in a N.E. direction, and is 1 ½ cable to half a mile wide, with 5 to nearly 3 ½ and 5 ½ fathoms water, over an even bottom of sand and shells. This channel is distinguished by Swan Spit Lighthouse, in the S.W., and by West Channel Lightvessel, in the north-eastern entrance, the sides being marked by thirteen buoys, of which 8 are painted white, with even numbers, on the south-eastern side, and five painted black, with odd numbers, on the north-western side.

The south-eastern side of West Channel, after passing Royal George Sand,
is formed by the south-west extreme of West Middle Sand and the north-western edge of William Sand, which are marked by white buoys with even numbers.

West Channel Lightvessel is moored in 3 fathoms, at about 2 cables' lengths to the southward of No. 9 black buoy, with the high lighthouse on Shortland Bluff bearing S.W. 3/8 S. and Arthur’s Seat S.E. 3/8 E. This lightvessel, which is painted red, has three masts, with a ball at the fore and main, and shows two fixed lights 24 feet apart, at an elevation of 50 feet, visible at the distance of 8 or 10 miles. A gong is sounded every five minutes during foggy weather. Should the lightvessel break adrift, two red lights will be exhibited till she is replaced in her position.

South Channel.—The South, or great ship channel, is bounded to the southward by the northern edge of the three banks in the entrance, along which are moored white buoys, marked with even numbers, and the Pile Lighthouse. The channel is bounded on the North side by the southern edge of Great Sand and Middle Ground, defined by black buoys, marked with odd numbers, the first and last being each surmounted by a staff and ball.

South Channel Pile Light. at the eastern end of the channel, in the position formerly occupied by No. 10 buoy, is a fixed light, showing red between the bearings W. 3/8 S. through North to N.E. 3/8 N., and white between N.E. 3/8 N. and S.S.E. Between S.S.E. and W. 3/8 S. the light is obscured; it is elevated 27 feet above the level of high water, and in clear weather the white light should be seen from a distance of 10 miles. In line with Eastern Light it leads through South Channel, as hereafter explained.

Arthur’s Seat. E. by S. nearly 15 miles from Shortland Bluff, and in lat. 38° 21' 20" S., long. 144° 57' 10" E., is so named from its supposed resemblance to a hill of that name near Edinburgh; it is a conspicuous bluff 975 feet high, sloping down to the S.E., and is visible nearly 40 miles at sea. From the southward its N.W. extreme appears precipitous, and being the highest land on the coast, is a remarkable object by which to distinguish the entrance to Port Phillip.

Eastern Light, immediately under Arthur’s Seat, is a fixed light, showing red between the bearings S. by W. 3/4 W. and S.E. 3/4 E., and white between S.E. 3/4 E. and E. by N. 3/4 N., elevated 80 feet above the level of high water, and in clear weather the white light should be seen from a distance of 14 miles.

Dromana Bay.—From the foot of Arthur’s Seat the shore curves N.E., North, and N.W. 4 miles to Martha Point; the north eastern part of this bight forms Dromana Bay.

Balcolms Bay extends from Martha Cliff N. by E. 3/4 E. nearly 3½ miles to Fisherman’s Point, but is barely two-thirds of a mile deep. Fisherman's Bay, which is the water frontage of Mornington, is merely a slight indenta-
tion of the coast, extending from Fisherman's Point N. by E. nearly 1 mile to Schnapper Point.

**Schnapper Point and Lights.**—The point projects a quarter of a mile from the line of coast, and has a small jetty for the convenience of the coasting trade. A **bright fixed light** is shown at an elevation of 50 feet, on the point, visible 10 miles off. At the end of the jetty is a mast with a lamp 30 feet high, showing a **red fixed light** visible 3 miles. From Schnapper Point the coast trends N.E. by N. 4 miles to Davy Point. It is slightly embayed; and from Davy Point, after receding nearly half a mile to the eastward, extends N.E. 1/2 N., 1 1/4 mile to the village of **Frankston**. The south-eastern shore of Port Phillip, which is mostly wooded, has several townships, and numerous houses and other buildings are scattered along it.

From **Rickets Point**, 9 miles from Frankston, a mostly rocky coast extends N.W. 3/4 N. 3 1/2 miles to Picnic Point. The coast between Rickets and Picnic Points is bordered by foul ground and sunken patches, some with only 4 and 5 feet water on them, extending nearly half a mile from the shore. A spit projects S.W. from Picnic Point to 3 fathoms at half a mile off.

**Anonyma Shoal** is a rocky patch one-third of a mile long, N.W. and S.E., and 1 1/2 cable broad, with one foot water on its shoalest part; there is 4 fathoms at a cable's length from its outer edge, and 3 1/2 fathoms between it and a quarter of a mile off the beach. There is a **chequered beacon** on this shoal bearing S. by W., distant three-quarters of a mile from Picnic Point, and two-thirds of a mile from the shore.

From Picnic Point to Green Point, N.N.W. 3/4 W. 1 1/4 mile from it, the coast forms a slight indentation, bordered by a shoal.

**Green Point** appears to be most worthy of notice from its being at present the southern terminus of the Brighton Railway. The **Brighton Railway** runs from Green Point about 4 1/2 miles to the northward, passing behind Brighton and St. Kilda, when, after a westerly curve of 1 1/4 mile round the North end of the latter town, it turns north-westward 3 miles to Melbourne.

**Hobson Bay**, the port of Melbourne, extends from Point Ormond West 3 1/4 miles to Point Gellibrand, and is 2 miles deep; but the western portion only is available for shipping, nearly all the eastern half of the bay being occupied by a shallow bank.

From Point Ormond the low eastern shore of Hobson Bay trends N. by W. 1 1/4 W. a little more than a mile to a jetty at the West point of the town of St. Kilda; the jetty projects from the shore 160 yards into 6 feet water. The 6-feet edge of the shoal which borders the shore extends from a little more than a cable's length off Point Ormond to about 30 yards within the outer end of the jetty. For about one-third of a mile northward from Point Ormond there are numerous rocks scattered over the shoal.

The north-eastern shore of Hobson Bay from about a quarter of a mile

*South Pacific.*
northward of the jetty of St. Kilda extends in a straight line N.W. by W. 2 miles to Sandridge Pier. There is 9 ft. water within a cable's length of the shore from the jetty to the pier.

Sandridge Pier and Light.—The pier projects from the South end of Sandridge, nearly S.W. by S. 530 yards, into 19 ft. water. At the outer end of the pier is a red fixed light, visible at the distance of 2 miles. Four red buoys are moored in line along the S.E. side, and three on the N.W. side of the pier, from which the former are distant about 100 yards and the latter 70 yards.

Railway Pier and Light.—At W. by N. 3 cables' lengths from Sandridge Pier the Melbourne and Hobson Bay Railway Pier extends from the shore S. by W. 730 yards, into 21 ft. water. At the outer extremity of the pier is a green fixed light, visible at the distance of 2 miles. There is a black buoy on either side of the pier, at about midway between its extremity and the shore; that on the S.E. side, in 20 ft. water, being 70 yards, and the other, on a 17-feet spit projecting from the shore, being 170 yards from the pier.

Point Gellibrand.—From the southern extreme of Point Gellibrand a low rocky shore trends N.E. nearly two-thirds of a mile to the East extreme of the point, the site of the old lighthouse, and is bordered by ledges of rocks, with spits of foul ground, which, midway, extend a quarter of a mile from the shore towards the lighthouse.

Point Gellibrand Lightvessel is moored in 5 fathoms, at S.S.E. 1 cable's length from the S.E. elbow of the bank which projects from Point Gellibrand, with the South extreme of the point bearing W. by N. N. and the site of the old lighthouse on the East extreme of the point, bearing N. by W. The vessel is painted red, has one mast and ball, and exhibits a white light 40 feet high, which flashes every half minute, and is visible at the distance of 10 miles. A gong is sounded every ten minutes in foggy weather.

From near the site of the old lighthouse two railway piers in connection with the Melbourne and Williamstown Railway extend in a N.E. and N.N.E. direction, with 25 feet at low water at their extremities. At the head of the easternmost a red light is shown. Westward of the railway piers is a graving dock with 27 feet at its entrance, also patent slips, wharves, &c.

The entrance of the Jarra River, forming the N.W. corner of Hobson Bay, is marked off its entrance by a black mast buoy, and the channel within for a distance of a mile is marked by beacons on the stone embankments recently constructed on either side of the channel. A red light is shown on the head of the western breakwater, and a green light, 2½ cables north-westward of it, on the same breakwater. These lights in line lead up to the entrance, and the green light in line with a red light S.S.E., 3 cables from it, leads up between the embankments. Only vessels of moderate draught reach Mel-
bourne, which is situated 8 miles above the mouth of the river. A least depth of 8 feet is found in the channel at low water. Improvements are to be carried out.

**Western Arm of Port Phillip** forms the approach to Geelong, commencing with the southern shore at Point George.

The southern shore of the Western arm of Port Phillip, after a slight curve for a little more than three-quarters of a mile in a N.W. by W. direction from Point George, extends W. by N. 1½ miles, and from thence nearly West 1½ mile to **Point Richards**. From Point Richards the shoal projects N.W. by N. half a mile to a spit with 10 feet water on it, at a quarter of a mile to the northward of which is a red buoy, moored in 4½ fathoms, with Point Richards, bearing S.S.E., distant three-quarters of a mile.

At Portarlington a *fixed green light* is shown at the jetty head, visible 5 miles off. A *red light* is also shown between the bearing W.S.W. and S.E. by E. It should be visible 7 miles off, and kept in sight clears the Prince George Bank, and also the shoal water off Point Richards.

From Point Richards the shore trends S.W. 4½ miles to **Bellarine Jetty**, which projects about 100 yards from the land. The shore from Bellarine Jetty trends W. by S. ½ S. 2½ miles to a slight projection of the land forming the South point of the south-east entrance of the Ship Channel, through the Outer harbour of Geelong; some rocks lie close to the shore on either side of the jetty, and between one and two-thirds of a mile to the westward of it.

The S.E. entrance of the Ship Channel into, and through the Outer Harbour of Geelong lies between the slight projection of the land on the South side, and **Wilson Spit**, the extremity of a bank extending from the North shore to 18 feet water, at 1½ mile from the South shore. A *white perch buoy* is moored in 5 fathoms at South, a quarter of a mile from the spit, and N. by W. a little more than 1 mile from the South entrance point. Two *black buoys* are moored on the southern side of the entrance, one in 4 fathoms, bearing S.E., distant half a mile, and the other in 3½ fathoms, bearing S.W., distant nearly 1 mile from the *white perch buoy*.

The channel through this entrance is upwards of three-quarters of a mile wide, with 3½ to 5 fathoms, the deepest water being between the *white perch buoy* and the *black buoy* to the south-eastward of it; but a bank with 19 to 23 feet water over it, lies between a quarter of a mile and two-thirds of a mile to the southward of the *white perch buoy*.

The shore from the South entrance point of the Ship Channel forms a bay extending N.W. by W. 4½ W. 4 miles to **Point Henry**. It is barely one mile deep, and is mostly occupied by a bank, the 3-fathoms edge of which projects from 4 cables' lengths off the South entrance point to three-quarters of a mile northward from the edge of the bank.

The land between Points Richards and Henry is mostly low, the hills
scattered over it rarely exceeding 120 feet in height, except the summit of Bellarine, S. by W. 2½ miles from Point Richards, which attains an elevation of 447 feet.

Point Henry is low, the Bluff, which is its most elevated part, being only 25 feet above the mean level of low water springs. A jetty projects about 150 yards from the East side of the point into 3 feet water.

The Northern Shore.—Beacon Point is opposite Point Richards. From it a shoal spit projects two-thirds of a mile towards a beacon bearing S.E. by E. ⅔ E., distant 1 mile from the point. From Beacon Point the shore extends S.S.W. ⅔ W. one and one-third of a mile to Kirk Point, and is also fronted by a bank.

From Kirk Point the low shore trends W.S.W. 2 miles, and from thence South 2½ miles to Point Wilson, forming a bay, of which the bight for a distance of ⅓ mile is filled by a mud-flat.

From half a mile off Kirk Point the 3-fathoms edge of an extensive bank, with some shallow patches on it, curves in a S.S.W. and S.S.E. direction to a spit with 9 feet water on it, marged by a black and red buoy, moored in 3 or 4 feet water, from which Point Wilson bears S.W by W. ¼ W., distant 2½ miles. From the extremity of this spit, the 3-fathoms edge of the bank, after turning two-thirds of a mile to the north-westward, extends S.S.W. 2½ miles to another spit, having 15 feet water on it, and marked by a red perch buoy, moored on the bank in 14 feet water, at S.S.E. 1 mile from Point Wilson: some small detached banks with 15 to 17 feet water on them lie within half a mile eastward and southward of the buoy.

From between one-third and two-thirds of a mile westward of the red perch buoy, a continuation of the bank which extends from Point Wilson, trends S.S.E. and S. by W. ¼ W. 2 miles to Wilson's Spit, which forms the North side of the south-east entrance of the Ship Channel into, and through the Outer Harbour of Geelong. This projecting bank, which has 13 to 17 feet water on it, is only 1 to 3 cables broad, the narrowest part being midway between the red perch buoy and the spit.

Point Wilson is low, with a small islet close off it, and numerous rocks extending about a cable's length to the southward. Two detached patches, having 5 and 6 feet water on them, lie respectively E.S.E. one-third of a mile, and S.E. ⅔ S. half a mile from Point Wilson.

Geelong Outer Harbour extends North and South 2½ miles between the 3-fathoms edges of the banks fronting the North and South shores, and is bounded to the eastward by the bank, which projects from Point Wilson to Wilson Spit. On the West side it is separated from the Inner Harbour by the bank and narrow ridge extending from Point Lillias and a collection of other banks, forming together a bar, which stretches across from Point Henry to Point Lillias and to the shore to the westward of it.

The soundings over the Outer Harbour are remarkably even, rarely vary-
GEELONG HARBOUR.

ing from 4 to 4½ fathoms, except on the western side, where there are 5 to 5½ fathoms.

The Ship Channel, from its S.E. entrance, between the white and black buoys off Wilson Spit, crosses the southern part of the Outer Harbour in a N.W. by W. direction to the Outer Artificial Cut through the bank, extending from Point Lillias. This passage, which bears N.E. by N. from the bluff on Point Henry, and S.S.E. E. from Bird Rock, has been dredged through the bank 1 cable’s length in a S.E. and N.W. direction, and is half a cable wide, with 19 ft. water.

This channel is marked by two black buoys on the S.W., and two white ones on the N.E. side; the eastern buoy, which is cone-shaped, as a distinguishing mark, is moored broad end down; it swims nearly upright, and is surmounted by a staff and ball; the other three are cask buoys. There is also a white buoy on the edge of the bank at a quarter of a mile northeastward of the white cone buoy.

At nearly N.W. half a mile from the Outer Artificial Cut, is the eastern entrance of the South Channel that has been cut through the bank which extends from Point Henry to the North shore. It is 1½ mile long, E. by N. and W. by S., and 132 ft. wide at the bottom, sloping to 165 ft. at the surface, at its narrowest part. This channel, which has been dredged to the depth of 18 ft., has a black buoy on each side of its eastern entrance, that on the South side being surmounted by a staff and ball. Within the entrance the channel is marked on the South side by black, and on the North side by white beacons.

The eastern entrance of the North Channel lies between a quarter of a mile and 4 cables’ lengths westward of Bird Rock buoy, and has a light-vessel nearly in mid-channel, moored in 12 ft. water, at 3½ cables’ lengths from the beacon. From the white porch buoy south-westward of Bird Rock, the 12-ft. edge of the bank which forms the eastern and northern limits of the channel turns northward, and then curves westward to a projection of the bank, close to the westward of which is a red buoy, W. by N. by N. a quarter of a mile from the light-vessel.

The Bar.—From the red buoy, the northern side of the channel, after trending W.N.W. one-third of a mile, curves round 1½ cable’s length to the bar, which is 1 cable broad, with 9 to 11 ft. water on it.

The channel is bounded to the southward by the 12-foot edge of the bank, which, from the middle of the North side of the South Channel, trends N. by E. E. to a spit within 100 yards of the light-vessel and 150 yards of the North side of the channel. Between this and another projection of the bank, on which is a black buoy, bearing West, distant half a mile from the light-vessel, is a bight in the bank, with 12 to 14 ft. water, trending 3 cables’ lengths to the south-westward.

From the western side of the bar the North Channel trends S.W. by W.
one-third of a mile to its western entrance, with a width of 150 to 200 yards between the 12-foot edges of the bank, and is marked by black buoys or beacons on the southern, and red on the northern side.

Geelong Light-vessel, which lies in the eastern entrance of the North Channel, is painted red, and shows a single white fixed light, 27 ft. high, visible in clear weather 7 miles off; and two red lights, should she break adrift. A gong is sounded every 10 minutes in foggy weather, and signals are made on board to show the depth on the bar. A red lantern light is shown on a dolphin at 1½ cables northward of the light vessel.

A blue flag, 10 ft.; a ball, 10½ ft.; a ball under a blue flag, 11 ft.; a ball over a blue flag, 11½ ft.; two balls, 12 ft.; two balls over a blue flag, 12½ ft.; two balls under a blue flag, 13 ft.; two balls over a red flag, 13½ ft.; two balls under a red flag, 14 ft.; a red ball between two balls, 14½ ft.; a red flag, 15 ft.

GEELONG INNER HARBOUR, the most spacious and secure anchorage in Port Phillip, extends from Limeburner's Point North nearly 4½ miles to the entrance of Limeburner's Creek, and is 2½ miles wide, between the western shore and the 6-foot edge of the bank which extends from Point Henry to the North shore. The soundings are remarkably regular, over mud, the depth gradually increasing from the 3-fathoms edge of the bank on the eastern side, to 5 and 5½ fathoms within a quarter of a mile of the western shore, and to 4 fathoms at 2 cables' lengths off the town of Geelong, in the S.W. bight of the harbour.

GEELONG.—From Limeburner's Point the water frontage of the town of Geelong forms a bay two-thirds of a mile deep, extending from the point N.W. by W. ½ W. 1½ mile to Hutton Wharf. There is generally 6 ft. water within 150 yards, and 22 to 24 ft. water within 1½ cable's length of the shore.

DIRECTIONS—For Port Philip from the Westward.—Vessels from the westward bound to Port Phillip usually make the land about the high bold promontory of Cape Otway, which is easily distinguished by the white circular lighthouse on it, with the revolving light, and the telegraph station, to which passing vessels, whether bound to Port Philip or not, are recommended to communicate their numbers, and what intelligence they may have.

It is desirable to round Cape Otway at a distance of not less than 3 or 4 miles, and when the lighthouse bears W. by N. ½ N., distant 6 miles, the course and distance to Port Phillip Heads will be N.E. 56 miles, passing 3½ miles outside Henry Reef, to avoid which, see p. 940. As no other dangers project beyond a mile from the shore, they will be cleared by giving the coast a berth of not less than 2 miles. Should the cape be rounded early in the evening, with a fresh southerly breeze, beware of overrunning the distance, as a strong current, after a prevalence of southerly gales, often sets along the land to the N.E.; and when abreast of Split Point, if a stranger
finds there will not be sufficient daylight to get into pilot waters, he should stand off and on shore under easy sail till daylight, not shoaling the water to less than 20 fathoms.

After passing Split Point, 36 miles to the north-eastward of Cape Otway, if the weather be at all clear, Arthur's Seat will be seen rising inland over the waters of Port Phillip before the lower and nearer land in that direction becomes visible. Proceeding onward, the land about Cape Schanck will be seen to the eastward, appearing as first like a long, low island trending to the S.E. On nearing the entrance, Barwon Head will open on the port bow. This headland, formerly known as Flinders Point, is a good mark for making the port; but in thick hazy weather care must be taken not to mistake this for Port Phillip Heads, which in several instances has led to vessels going ashore.

Vessels from the southward and westward sighting Shortland Bluff high light to the eastward of N.E. by E., should, to avoid Barwon Bight, haul out eastward, to open Shortland Bluff low light, which will be first seen on a N.E. by E. bearing; and in proceeding to bring the two lights in line, the low light will change from white to red, on a N.E. bearing.

From the Eastward, vessels steering for Port Phillip from the southward and eastward usually make the land about Cape Schanck, 17 miles to the south-eastward of the entrance. The cape has a round white lighthouse on its highest part, which exhibits a fixed and flashing light, visible in clear weather at the distance of 23 miles. Vessels having passed Cape Schanck should keep a good offing, in proceeding towards the heads, until they open out Shortland Bluff lighthouses, which the intervening land of Nepean Point prevents being seen before the high fixed light bears N. ½ W., and the low light N. ¾ E.; and in proceeding to bring the two lights in line, the low light will change its colour from white to red on a N.N.E. bearing.

To ensure passing outside the Lightning Rock, the lighthouse on Point Lonsdale should not be brought to the westward of N.W. until the two lighthouses on Shortland Bluff are in line. And a stranger making the entrance at night, within the range of the green light of Point Lonsdale, must bear in mind that the line of its outer limit passes within three-quarters of a mile of the Lightning Rock, and the blending of the green with the red light is in a direct line over the rock.

Caution not to Heave-to.—At night a vessel should keep a good offing, and on no account be hove-to when waiting for daylight near Port Phillip Heads. Several vessels that have done so have drifted into danger; two, the Sacramento and the Earl of Charlemont, were lost, one on Point Lonsdale, and the other on Charlemont Reef, from this cause, combined with inattention to the lead and the state of the tide.

Causes of Wreck at the Heads.—A careful inquiry into the casualties which have occurred at the entrance of Port Phillip has shown that in nearly every
case they have taken place in consequence of the vessel either attempting to enter the heads at night without a pilot, or against a strong ebb stream; which it must be remembered, runs partly athwart the entrance with great force, frequently at the rate of 7 knots, causing a high confused tumbling sea, which, in southerly or westerly gales, often breaks from point to point. The mariner must not suppose that because he has a fine fair wind outside the heads he can always force his vessel against the ebb. To this error is attributable the loss of several vessels. The wind, although fresh outside, frequently falls light just as the vessel gets into the tide ripple between the heads, when she becomes unmanageable; and even with a strong breeze, vessels often shear athwart the tide, which hereabouts forms a series of strong irregular eddies.

To enter the Heads with the Flood.—Should a pilot not have been taken on board outside the heads, and the last quarter ebb signal be up, or the flood stream be made, steer, when within 8 or 10 miles of the entrance, to bring the high lighthouse on Shortland Bluff to bear N.E. by N., which will be in line with the low lighthouse; and with a fresh fair wind and flood stream, steer so as to keep the two lighthouses in line, until the red beacon on the rocky islet off Point Nepean is open to the southward of that point.

Lonsdale Rock is cleared on the East side by keeping Swan Island beacon open of Shortland Bluff, until Point Lonsdale telegraph house, white with a slate roof, opens well to the northward of the tidal flagstaff. Vessels drawing less than 14 ft. may, in the day time, pass between Lonsdale Rock and Reef by keeping Swan Point a little open of Shortland Bluff.

Lightning Rocks are cleared on the West side by keeping the red obelisk on Shortland Bluff touching the East side of the high lighthouse, N.N.E. by E., until Point Lonsdale telegraph house opens well out to the northward of the tidal flagstaff.

A vessel entering between the Lightning and Corsair Rocks will clear the West side of the Corsair Rock by keeping the low lighthouse on Shortland Bluff in line with the East end of the light-keeper's house near the high lighthouse, N.N.E. by E., until the white beacon on Point Nepean is well open northward of the red beacon on the rocky islet off that point.

With a scant or light easterly wind and flood stream, Swan Island beacon must be kept open of Shortland Bluff, so as to avoid Lonsdale Rock.

To enter the Heads against the Ebb steer, when within 2 miles of the heads, to get the low lighthouse open to the East of the high one, until the vessel draws near Point Lonsdale, when haul as close round Lonsdale Reef as practicable; taking care, however, if her draught be more than 14 ft., to avoid Lonsdale Rock by not shutting Swan Island beacon in with Shortland Bluff, and on no account to shut in Swan Point with Shortland Bluff until clear of Lonsdale Reef, and the red beacon on the rocky islet off Point Nepean is
DIRECTIONS.

To work in between the Heads.—Is best done near the time of slack water, when the race will be nearly quiet, and the vessel will be much more under command. In standing to the westward, Swan Island beacon must be kept open of Shortland Bluff until Point Lonsdale telegraph house opens well to the northward of the tidal flagstaff. Vessels of light draught may stand more in-shore, keeping Swan Point a little open of Shortland Bluff, making due allowance for the set of the flood stream. After clearing Lonsdale Rock and Reef, keep Swan Spit lighthouse open of Shortland Bluff, in order to avoid Victory Shoal and the foul ground between Point Lonsdale and Shortland Bluff.

In standing to the eastward, a vessel should not proceed farther than when the obelisk on Shortland Bluff touches the East side of the high lighthouse, bearing N.N.E. \( \frac{3}{4} \) E., to avoid the Lightning Rock and the tide ripples near Point Nepean.

At Night.—The passage through the heads should not be attempted at night, except with steam or a commanding fair wind; but to enter under either of these favourable circumstances, when the high and low lights on Shortland Bluff are clearly distinguished, the low light showing red, they must be brought in line, bearing N.E. by N., which will lead through the fairway, nearly midway between the Lonsdale and Lightning Rocks.

Should the wind become scant, and a vessel be compelled to tack when near Lonsdale Reef or the Corsair Rock, these dangers will be avoided by vessels of light draught, so long as Shortland Bluff low red light is kept in sight; but they must be careful to go about or haul towards mid-channel before the low light changes from red to white.

In entering, Point Lonsdale light will first appear green, bearing N. by W., and so long as this colour is in full view the vessel will be to seaward of the Lonsdale and Lightning Rocks; when the green begins to blend with red, bearing N.W. \( \frac{3}{4} \) W., she will be in the fairway, in line between the two rocks; when the red light opens into full view she will be passed these dangers; and when the red light is seen, on a W. by N. bearing, the vessel will be inside the Corsair Rock.

Anchorage.—Having entered and cleared the dangers which lie between the heads, a vessel may proceed north-eastward for the anchorage of Shortland Bluff, towards the West channel; or a vessel of great draught, eastward, for the anchorage off the Sanitary Station, in the entrance of the South channel. Strangers entering the port from stress of weather should not attempt to proceed above these anchorages without a pilot.

Off Shortland Bluff.—If necessary to anchor off Shortland Bluff before going through the West channel, steer north-eastward from the entrance, South Pacific.
keeping Swan Spit light open of Shortland Bluff, to avoid the Victory Shoal; and if of heavy draught, she should anchor on the S.E. side of the fairway, which is shown in the day time by Swan Spit lighthouse being just open West of No. 2 white perch buoy; at night by Swan Spit light changing from red to white, N.E. 45° N.

With the view of keeping the fairway to the West channel clear, vessels of light draught, when anchoring off Shortland Bluff, should bring up as close towards the shore as possible on the N.W. side of the fairway, with Swan Spit lighthouse just open East of No. 1 black buoy; and at night, with Swan Spit light changing from red to white, on N.E. 45° E. bearing.

When about to anchor off Shortland Bluff at night, it must be remembered that the low light shuts in on a W. by N. bearing.

West Channel.—If bound directly through the West channel, after entering the heads and clearing the dangers in the entrance, steer N.E. from the fairway between Points Lonsdale and Nepean, to pass on the West side of No. 2 white perch buoy, keeping Swan Point well open of Shortland Bluff, to avoid Victory Shoal, and giving the bluff a berth of at least 2 cables’ lengths, to avoid the reef which projects from it. Having passed Shortland Bluff, keep Point Lonsdale lighthouse open of it, S.W. by W. 45° W., which will clear the bank with the 7-feet rock on it, between Shortland Bluff and Swan Spit.

Leaving No. 2 white perch buoy at about a cable’s length to the southward, haul a little more to the northward, to pass about a cable’s length to the south-eastward of No. 1 black buoy and Swan Spit lighthouse, and from thence steer N.N.E. up the channel, keeping the West channel light-vessel a little on the starboard bow, and giving a berth to the spit, which projects north-eastward from No. 3 black buoy. When clear of this, continue the N.N.E. course until past No. 12 white perch buoy; then bring the light-vessel on the port bow, and pass about a quarter of a mile to the south-eastward of her. Vessels with a scant wind, proceeding up against the ebb stream, must not stand too near the eastern bank, as they are liable to be set upon it, especially at the northern end of the channel.

Vessels of less than 15 ft. draught may enter the West channel between the Pope’s Eye and the Royal George Sands by passing a cable’s length westward of the Pope’s Eye red buoy, and then steering N.E. 45° N. until the white cask buoy at the East end of the Royal George Sand comes in line with Swan Island beacon, N.W. by N.; when, after leaving the white cask buoy about a cable’s length to the westward, steer so as to pass about the same distance to the south-eastward of Swan Spit lighthouse.

At Night.—Vessels steering for the West channel will avoid the reef which projects from Shortland Bluff and the bank between it and Swan Spit, and will clear the western end of Royal George Shoal, by not opening out Swan Spit white light, N.E. 45° E., and keeping the Swan Spit red light
DIRECTIONS.

in view until within 1 cable's length of the lighthouse, when they will be above No. 2 white perch buoy, and should haul to the eastward, and open Swan Spit white light, N.E. $\frac{3}{4}$ N., giving the lighthouse a berth of a cable's length in passing.

**West Channel to Hobson Bay.**—From West channel light-vessel the course is nearly N. by E. $\frac{3}{4}$ E., and the distance 20$\frac{1}{2}$ miles to Point Gellibrand light-vessel. There are no dangers in the way, and the soundings are regular, gradually increasing from 9 fathoms at a mile north-eastward of West Channel light-vessel to 13 fathoms midway, and from thence decreasing to 6 fathoms at 1 mile to the southward of Point Gellibrand light-vessel; and the bottom being soft mud and shells, a vessel may anchor anywhere along this route.

**Working Up.**—Vessels working up from the West Channel light-vessel to Hobson Bay must not stand into less than 5 fathoms on either side, nor approach the western shore nearer than 3 miles, until Station Peak comes on with Point Cook, W. by S. $\frac{1}{4}$ S.; when, in standing to the westward, Hobson Bay light-vessel must not be brought to the eastward of E.N.E., nor must Point Gellibrand be approached within half a mile, until to the northward of it. And it should be remembered that the bottom, at the distance of a mile off shore, from Point Gellibrand to Point Wilson, is rocky with shoal patches.

**South Channel.**—If bound through the South Channel, after having entered and cleared the dangers between the Heads, steer along the North side of the land of Point Nepean, in 8 or 9 fathoms, with Barwon Head just open of Point Lonsdale, nearly W. $\frac{3}{4}$ S., passing three-quarters of a mile to the southward of the Pope's Eye red buoy, and midway between the chequered buoy on Nicholson's Knoll, and No. 1 black perch buoy, three-quarters of a mile to the northward of it. From thence steer nearly E. $\frac{3}{4}$ S., midway between the white buoys, which mark the South side, and the black buoys, which mark the North side of the channel.

Having passed the pile lighthouse, continue E. $\frac{1}{4}$ S., about 1 cable's length southward of No. 13 black buoy, and then steer E. by N. and round, on the S.E. side, No. 15 black perch buoy, which marks the eastern spit of the Middle Ground. The banks on either side are steep-to, with the flood setting strongly over the southern banks.

**Working through.**—Vessels working through the South Channel must be guided by the lead, not standing into less than 4 fathoms on either side, nor within the line of buoys; bearing in mind the tide streams which set over the banks. A mile eastward of the pile lighthouse there is plenty of room between the Middle Ground and the shore, which is approachable within three-quarters of a mile, in 5 fathoms. When clear of the Middle Ground, and to the northward of Martha Point, a vessel may stand westward until Point George comes on with Station Peak, bearing nearly N.W. by W. $\frac{1}{4}$ W.
At Night.—If bound through the South Channel at night, after getting well inside the heads, steer eastward, taking care to keep close to the southward of the W. by S. limit of Point Lonsdale red light, to clear the shoals which border the northern shore of Point Nepean; the least depth of water being 16 ft., on the small patch which bears S. 4 E. from Shortland Bluff high lighthouse.

Entering the South Channel, steer in with the South Channel lights (see page 928) in line, showing white, bearing E. 4 S.; but vessels of large draught should, on approaching within a quarter of a mile of the pile lighthouse, open the eastern light well to the northward of the Pile light, in order to avoid the 20-ft. patches recently discovered. After passing the Pile lighthouse, steer about East and into the red colour of the Pile light before reaching No. 13 buoy. When the Eastern light shows red, the vessel will be clear of the East end of the Middle Ground, and may steer for Melbourne or Geelong.

Vessels leaving for sea by the South Channel, having made the Eastern light, red, should steer for it until the Pile light is seen, red, bearing W. 4 S., when a course may be shaped for the latter so as to pass on the North side, and when passed, the leading lights in one, with the course W. 4 N., will lead through the channel.

When to the northward, and in the vicinity, of the Middle Ground and Great Sand (sailing vessels working down will know they are standing into danger, when either the South Channel Pile light or the Eastern light shows white. They will also know their proximity to the eastern shore when the Eastern light ceases to be visible.

Vessels may find safe anchorage in Capel Sound with the Pile light showing red.

The Coast of Victoria, to the westward of the entrance of Port Phillip, trends about S.W. 4 S. from Point Lonsdale for 60 miles to Cape Otway. The only noticeable point in the interval is the Henty Reef, a dangerous rock of 18 ft. water at 9½ miles N.E. 4 E. from Cape Otway lighthouse. Its position is marked by two pairs of pillar beacons on the adjacent shore. It lies on the intersection of these beacons brought in line.

Cape Otway, the northern point of the western entrance of Bass Strait, is a bluff cliffy projection, 250 ft. high. A rocky ledge, with 10 ft. water on its shoalest part, lies S.S.E. three-quarters of a mile from the cape; and a very heavy ripple extends nearly 2 miles from the shore, with the lighthouse bearing N. by E. to N.N.W. This ripple had, until sounded by the surveying officers, been looked upon as a dangerous reef, and is still thought to be so, a vessel having had a boat washed away when passing near it.
LADY BAY—WARRNAMBOOL HARBOUR.

Light.—A white circular lighthouse, 52 ft. high, and 300 ft. above high water level, stands on the South extreme of Cape Otway, in lat. 38° 51' 45" S., long. 143° 31' 10" E. It exhibits a revolving light, with a bright flash once in every minute, and in clear weather it is visible at the distance of 24 miles.

On Cape Otway there are also a telegraph station and flagstaff; the former is in hourly communication with the capitals of Victoria, South Australia, and Tasmania.

LADY BAY is an indentation of the mainland, at 54 miles westward of Cape Otway, extending from its rocky western point E. ½ N., 1½ mile to Hopkins River, from which Hopkins Reef projects one-third of a mile to the southward, and has breakers on it, when there is any swell from seaward.

WARRNAMBOOL HARBOUR, on the western side of Lady Bay, is formed by several outlying islands and rocks, nearly connected with each other, which extend from Point Pickering in a S.E. and E.S.E. direction. The largest of these is what is named Middle Island. Between Middle Island and Point Pickering is Merri Island, and outside to the eastward is Breakwater Rock, 18 ft. above high water, and encircled by sandstone ledges.

Merri Island, lying half a cable S.S.E. from Point Pickering, to which it is all but attached by half tide rocks, is 47 ft. high, and very small.

Middle Island, the central and largest of the three islets which form Warrnambool Harbour, is 250 yards long N.W. and S.E. It lies S.E. of Merri Island, to which it is almost joined by rocks of various heights. From Middle Island in a southerly direction, for a distance of a cable, extend several half tide rocks, and at a further distance of 4 cables in a S.S.E. direction is a dangerous rocky patch of 17 ft.

Lights.—Leading lights are exhibited for entering the harbour. The upper, a bright fixed light is shown from a tower erected on the site of the upper obelisk, elevated 109 ft. above the sea, and visible 14 miles off, from East round by North to N.W. The lower, a fixed red light, is elevated 87 feet, shown from the top of the lower obelisk, and visible between the bearings N. ½ E. and across the 5-fathom bank to N.W. The two lights in line North lead through between the 5-fathom bank and the foul ground to the north-westward.

Breakwater Rock, a small islet 18 ft. high, lies a cable East of the lighthouse on Middle Island. Between it and Middle Island is a small rocky passage, with from 2 ft. to 2 fathoms of water.

Immediately behind Point Pickering is the mouth of the Merri River, which ordinarily may be stepped across, but floods wash the sand from its mouth, and cause the discharge of a large body of water.

Warrnambool Harbour is protected to the south-eastward by a bar of 3½ to
5 fathoms water, which adjoins and extends from a rocky patch awash at high water, lying South 3 cables from Hopkins River heads.

There are two sets of moorings in Warrnambool Harbour, one in 3½ fathoms, the other in 13 feet; to the end of each chain a red mooring buoy is attached.

At 2 cables North of the mouth of the Merri River a jetty is built out into 12 ft. water, to a distance of 700 ft. from the shore. At the jetty is a lifeboat. A green light is exhibited at the end of the jetty.

The South channel, which is the best entrance into Warrnambool Harbour, has in its centre two rocky patches of 28 and 29 feet, over which the above leading lights when in line lead. The bottom of the whole channel is rocky and uneven, varying from 9 fathoms to 28 feet, but in which a depth of 6 fathoms might be maintained.

A stranger bound to Warrnambool Harbour from the westward or southward will be greatly guided as to his position by Tower Hill, which is only 3 miles from the coast, and 7 miles West of Warrnambool.

Vessels entering Warrnambool Harbour from the westward or southward, should first sight the red light (carefully avoiding the 17-feet patch which lies S.S.E. half a mile from Middle Island), and then bringing it in line with the white light, bearing North, steer in between the 5-fathom bank and the foul ground south-east of the Breakwater Rock until the green light on the jetty is opened, when steer in for it and anchor. From the eastward, either bring the marks above described on, or cross the bar to the south-eastward, taking care not to shut the white light in when standing towards the mouth of Hopkins River.

It is not safe to enter or leave the harbour in south-westerly or southerly gales. In bad weather, or with a heavy southerly swell, the sea breaks at a distance of a mile from the land.

It is high water at full and change at 0h 37m. Ordinary range 3 feet.

PORT FAIRY is 14½ miles West of Lady Bay. For 7 miles on either side of Port Fairy the coast is low, that to the westward having grassy slopes with a few scattered trees, whilst that to the eastward is composed for the most part of bare sand hummocks about 60 feet in height. In making this point from the southward the first remarkable land seen will be Tower Hill, 315 feet high, lying 7 miles N.E. of N. from Griffith Island, which extends from the land in a north-easterly direction, and forms Port Fairy. Belfast, with a population of 3,500, is the town of Port Fairy. There is telegraphic communication between Belfast and all the Australian colonies, as well as Tasmania.

Helen Rock, of 1 fathom, lies E. ½ S. 2½ miles from Sisters Point, the eastern entrance point of Port Fairy, and S. by E. ½ E. from Tower Hill. The rock is 1 mile from the shore, has 8 or 10 fathoms close to on all sides, and is of
so pinnacle a form that a lead would not rest upon its summit. It rarely breaks, and is much in the way of coasters.

Light.—A red circular stone lighthouse stands on the eastern part of Griffith Island. It is built nearly at high-water mark, and from it is exhibited a fixed red light, varied by a flash every three minutes; the light is 41 feet high, and visible from seaward between the bearings of N.E. 4 E. and S. by E. 4 E. from a distance of 9 miles. Within 3 miles it appears as a fixed light.

From the lighthouse on the East point of Griffith Island to the East and north-east a reef dry at low water extends a cable off. Also from the same point in a N. by W. direction a reef extends more than 3 cables with 7 and 10 feet near the northern extreme, and in no place exceeding 15 feet. At this extreme a black buoy is moored in 17 feet, with the Custom House just open of the end of the jetty, bearing W. by S. 4 S., and the lighthouse S. by E.

Back Pass, a narrow but bad boat channel between Griffith Island and the mainland, has a bar of 6 feet, outside which the depth rapidly increases to 10 fathoms.

Moyne River flows into Port Fairy, and on a hill on the eastern bank, 38 feet high, and close to the river's mouth, stands a flagstaff. At 1½ cables to the northward of Moyne River entrance is a jetty, extending 2 cables into 7 feet water; but it can seldom be used except as a landing place. A life-boat is stationed at the jetty.

The anchorage for large ships is in 5 to 6 fathoms off the tail of the reef, extending from the north-east point of Griffith Island with the lighthouse bearing S. 6 W. and the flagstaff in line with, or a little open northward of the end of the jetty S.W. 4 W.

After making out the hill on Griffith Island, steer so as to clear the reef which extends from the lighthouse, then haul up for the anchorage, for which the flagstaff in line with the jetty is a good mark, or make fast to the moorings.

It is high water, full and change, at Port Fairy, at 0h 31™ p.m.; ordinary rise 3 feet.

CAPE NELSON, 30 miles westward of Port Fairy, is a clifty head, 200 feet above the sea, rising to a hill 387 feet high, 1½ miles to the northward. Cape Nelson is bold of approach to the south-eastward, and a lighthouse may perhaps be built on it.

From Cape Nelson the land trends northerly for nearly 3 miles, and thence East for 2 miles, where it suddenly turns south-east to the promontory named Cape Sir William Grant.

Point Danger lies N.E. 4 E. from the last-mentioned cape, forming a bight between, outside of which, and at a distance of two-thirds of a mile South of the point, is a reef, with only 16 feet water.
PORTLAND BAY may be said to extend from Point Danger N.E. $\frac{1}{2}$ N., 12 miles to Fitzroy River. In the depth of the bay off the town of Portland there is good anchorage, sheltered from all but south-easterly gales, which seldom occur.

From Point Danger the south-west shore of Portland Bay trends N.N.W. $\frac{3}{4}$ W. one mile to Blacknose Point, and thence in the same direction nearly 2 miles to the lighthouse on Observatory Hill. The land about Portland, except that upon which the town stands, is not good for agriculture, the products of which are consequently small. Its principal export is wool. There is telegraphic communication between Portland and all the Australian colonies, as well as Tasmania.

The Light on Observatory Hill is a fixed light, showing red between N.W. $\frac{3}{4}$ W. and S. by E.; in-shore of S. by E. it changes to white. Elevated 105 feet above the level of the sea, it should be visible 13 miles, but being of a deep red colour it is often so indistinct that the ordinary town lights are first seen.

From the lighthouse on Observatory Hill the coast trends W.N.W., nearly half a mile to the entrance of Wattle Hill Creek, and thence curves to the northward along the front of the town of Portland to Whalers Point which is N.N.W. $\frac{3}{4}$ W. 1$\frac{1}{2}$ miles from the lighthouse.

Near the centre of the bay is a jetty, which runs out 1,000 ft. into 17 ft. of water. A green light is exhibited from the new jetty, but it can scarcely be seen from the anchorage. A lifeboat is stationed at the jetty.

Whalers Point or Look-out is a limestone cliff 107 ft. high, off which a reef of rocks extends a quarter of a mile, with only 7 ft. on its outer and shallowest part. There is no channel over this reef. East of the point on the tail of the reef a chequered buoy is moored in 3$\frac{1}{2}$ fathoms.

The best anchorage is in about 6 fathoms, half a mile from the shore, with Lawrence Rock open of Point Blacknose S.E. $\frac{1}{4}$ S., and in a line with the new jetty, but vessels may anchor where most convenient, only preferring the southern shore. A red mooring buoy a little inside of this position will be a guide to the anchorage.

At about 15 miles eastward from Cape Northumberland, is the mouth of Glenelg River, on the western side of which is the marked boundary line between the provinces of Victoria and South Australia, in long. 140° 58' 7" E.
COAST OF SOUTH AUSTRALIA.

CAPE NORTHUMBERLAND, 44 miles westward of Cape Nelson, is a prominent headland, which, independently of Macdonnel Lighthouse standing on it, may be easily known in the daytime by Mounts Gambier and Schanck, to the northward of it.

Light.—The lighthouse on Cape Northumberland, which is situated in lat. 38° 3' S., long. 140° 37' 45" E., has a tower 28 ft. high, standing on a rocky point 95 ft. above high-water mark. The light, which is catoptric and revolving, has three faces, and exhibits alternately, every minute, a white, red, and green light, visible from seaward, between the bearings of about E. by N. 4 N. and W.N.W. The white light may be seen from the deck of a moderate sized vessel at about 18 miles off. The others at less distances.

Vessels approaching Cape Northumberland from the north-westward, should never sight the white or red light on a bearing more southerly than E. 4 S., and on seeing the green light should immediately alter the course more southward, so as to give a good berth to the outlying reefs westward of the cape, which run parallel with, and extend 1 mile from the shore.

Vessels from the eastward should not bring the white or red light to bear to the westward of W.N.W., and when the green light becomes visible on that bearing should steer more southerly, in order to give a wide berth to the reef which stretches to the eastward from Cape Northumberland.

The coast north-westward of Cape Northumberland is low, and owing to the heavy ocean swell which sets directly on shore should be very carefully avoided.

A vessel off the coast between Cape Jaffa and Cape Northumberland, when in soundings of 45 fathoms and upwards, is in a position of safety. It is therefore recommended that masters of vessels, during night in thick weather, or in doubt, should verify their position by sounding.

Port Macdonnell is the name of the township and port for the surrounding agricultural district on the shore 2 miles East of Cape Northumberland; it has a jetty where boats can unload, a lifeboat and rocket apparatus, and a telegraph office. No vessel should attempt to anchor, owing to the flat rocky nature of the bottom. There are five sets of moorings, which represent the total possible accommodation for shipping. A blue flag is hoisted when it is unsafe for vessels in the offing to come in, or for boats to land.

It is necessary to have daylight to enter. From the westward, with Cape Northumberland North 2 miles distant, steer E. 4 N. until Mount Gambier, 630 ft. high, is seen over the right or eastern fall of Mount Schanck, 380 ft., bearing North, the depth will then be 6 fathoms. Go in with the above leading mark on; it leads directly to the moorings, the water gradually shoaling; 14 feet will be the least passed over.

South Pacific.
Guichen Bay is the bight 2½ miles in depth included between Boatswain Point and Cape Dombey, the latter of which lies 24 miles N.W. ¾ N. from Cape Martin. The bay has soundings of 4 to 6 fathoms all over it. The trade is carried on by a steam-vessel which makes weekly visits. The anchorage is open to the north-westward.

Robe Town is picturesquely situated three-quarters of a mile S.E. of Cape Dombey, and has a jetty where boats can generally load. There are moorings for the steam-vessel calling here in 3 fathoms off the jetty. A lifeboat is attached to the port and a rocket apparatus for saving life from wrecked vessels. There is telegraphic communication with Port Adelaide, and fresh water and provisions may be obtained. No vessel should attempt to enter Guichen Bay at night.

One Tree Hill, which is the north-western summit of a low range 120 ft. high, and 2 miles S.E. by E. from Cape Dombey, bearing S.E., or in line with the first rocky point East of Robe Jetty, clears the Black Pigs, Snewin Rock, and South Reef; passing 1 mile S.W. of the first, and half a mile N.E. of the second danger. It should be kept on until Cape Dombey bears South, then steer S.E. by E. ¾ E. for the anchorage, which is in 4 fathoms, fine sand, with the extreme of Cape Dombey W. by S. ¾ S., and the jetty end S.S.W. During the first five months of the year when south-easterly winds prevail it is safe to anchor in Guichen Bay; with N.W. and westerly winds from June to December, the anchorage is unsafe.

CAPE JAFFA and LIGHTHOUSE.—Cape Jaffa is a low sandy point. The rock on which the lighthouse stands is the only one above water of the extensive Margaret Brock Reef. It is awash at high water, and bears W. ¾ S. nearly 4 miles from Cape Jaffa.

The lighthouse is built on iron piles screwed into the rock, painted black, and rises to a height of 100 feet above the sea. The light is of the first order, revolving every half minute, and visible 16 miles off.

Lacepede Bay is formed by the bight in the coast between Cape Jaffa and Granite Rocks. It is a remarkable fact that this bay, although apparently exposed to the ocean swell, affords safe anchorage in all weathers. The township of Kingston, on the Maria Creek, is 11 miles north-east of Cape Jaffa, and is the western terminus of a railway now in progress. It is likely to become a place of importance, having the safest and most commodious anchorage between Melbourne and Adelaide, and may be recognised by a wide gap in the trees, there being none between the township and Maria Creek; a large white store near the beach is conspicuous from the offing when the afternoon sun is shining on it. At night the lead and a bearing of Cape Jaffa Light are the only sure guides, until a light is placed on the end of Kingston Jetty.

From the southward or westward.—In rounding Margaret Brock Reef do not shoal the water to less than 15 fathoms, this depth will be found rather
CAPE WILLOUGHBY AND STURT LIGHT.

more than 2 miles to seaward from any part of the shoal. With the light-house bearing East, distant 3 miles, steer N.N.E. until the light bears S.S.E. The North extreme of the reef will then bear S.E. by E. 1 E. 2 miles. From here to the anchorage off Kingston is N.E. by E. 3 E. 13 miles.

The anchorage for large vessels is with the jetty bearing E. by S. 2 miles in 4 fathoms, sand and weed; and for small vessels in 2 fathoms, with the jetty bearing E. by S., 7 cables distant. There is a bank with 2 fathoms on it half a mile S.S.E. from this position; and, in 1873, a chequered buoy was placed on a 10 feet patch lying 14 mile W. by S. from the inner end of the jetty, and just in the track of vessels; to the West and North the water is deeper. The anchorage in the southern part of the bay, where vessels usually ship wattle bark, is for large vessels, with Cape Jaffa S.S.W. nearly 2 miles. A vessel may anchor with safety according to her draught anywhere between Kingston and Cape Jaffa, inside the 5-fathom line by the chart. There is, however, a sandy spit extending from the beach at 64 miles S.W. from Kingston Jetty.

It is high water, full and change, in L'acepde Bay at 0h6°; springs rise 5 feet.

BACKSTAIRS PASSAGE, the eastern entrance into the Gulf of St. Vincent and Investigator Strait, is bounded to the south-eastward by the coast of Kangaroo Island, from Cape Willoughby to Kangaroo Head, and to the north-eastward by Cape Jervis, a prominent headland, bearing N. by W. 4 W., distant 13 miles from Cape Willoughby, and having a ledge of rocks, which extends about 2 cables' lengths from its northern part. This passage is 12 miles long, N.W. by W. and S.E. by E., and 7 miles wide, between Cape Jervis and Kangaroo Island.

CAPE WILLOUGHBY and Sturt Light.—Cape Willoughby, the south-east extremity of Kangaroo Island, and of Backstairs Passage, is a bold rocky headland 173 feet high, on the summit of which stands Sturt Lighthouse, in lat. 35° 51' 9" S., long. 138° 9' 38" E. The tower, which is white, is 75 feet high, or 248 feet above high-water level, exhibiting a revolving catoptric light; its greatest brilliancy, which appears every 14 minutes, may be seen in clear weather from the deck of a vessel at a distance of 24 miles, and is visible on all bearings from N. by W. 4 W. round by East to S.W. 4 W.

The Pages are a rocky group lying N.E. by E., between 8 and 10 miles from Cape Willoughby. The North Page, the largest of the group, is a rocky islet 60 feet high, and may be seen at a distance of 11 miles from the deck of a moderate sized vessel. South Page is of nearly equal height with the northern islet, from which it lies S. by W. 14 mile. There is a channel between these two islets 1 mile wide, having 10 fathoms, which is quite safe, with a commanding breeze.

Yatala Shoal is 3½ miles long, north-west and south-east, by about a cable
broad, shoaling gradually from 9 fathoms at its edges to 3 fathoms on its centre. From the shoalest part Cape Willoughby Lighthouse bears S. by W. 6° miles, Cape Jervis N.W. 4° N. 7° miles, and the South Page E. by S. 9 S. 6° miles.

From Cape Willoughby the coast trends in a N. by W. direction 2° miles to Cape St. Albans, and at about half a mile south-eastward of the latter cape, and North 2 miles from the former, is Scraper Shoal, having a passage 1 cable wide between it and the shore.

The least water on this shoal is 14 feet, distant 4 cables W.N.W. from Cape St. Albans, with Cape Willoughby Lighthouse bearing S. 9 E. 2° miles. From the breakers on the south-eastern extreme of the shoal, Cape Willoughby Lighthouse bears S. by W. 4 W. 1° miles.

Backstairs Passage presents to the navigator but few difficulties to overcome, it being, with ordinary care, navigable for vessels of any size or draught; and as there is a clear channel 5 miles wide on the south-west side, and another 2° miles wide on the north-east side of Yatala Shoal, the chart will suggest the best route through Backstairs Passage. If, on coming from the eastward, and bound up the Gulf of St. Vincent, night should be approaching, keep on the North side of the passage, and haul round Cape Jervis, all that coast being quite bold. To clear the rocks off Cape Jervis, keep Sturt Lighthouse shut in by the high land of Cape St. Albans. When the gulf is open, and the vessel is about 5 miles north-westward of the cape, a N. by E. 4 E. course may be steered for the light-vessel off the bar of Port Adelaide.

At Night, when proceeding from the southward, Sturt Light should not be brought to bear to the southward of W. by S. 4 S., until quite certain of passing well eastward or westward of the Pages Islets. By keeping within 3 or 4 miles of the coast of Kangaroo Island, these islets are easily avoided; and the rocks off Cape Jervis will be cleared by shutting in Sturt Light behind Cape St. Albans. Cape Jervis Light first opens out on a N. 8 W. bearing.

As in deeply-laden ships it will be impossible to beat through Backstairs Passage in one tide, it is always prudent, when bound out against southerly winds, to wait during the flood in Ante-Chamber Bay.

CAPE JERVIS, which forms the south-eastern entrance point of the Gulf of St. Vincent, is a high bold headland, having but little vegetation. It is intersected by gullies, and has several cliffy projections. There is a signal-station on the cape, by means of which vessels can be reported.

Cape Jervis Lighthouse shows a fixed white light, visible from seaward between the bearings S.S.W. 9 W. and N. 8 W., and in clear weather should be seen from a distance of 13 miles. The position of the tower is in lat. 35° 37' S., long. 138° 7' 30" E. The outer extremity of the reef, projecting from Cape Jervis, lies 1,600 feet to the S.W. of the lighthouse.
THE GULF OF ST. VINCENT is formed between the East shore of Yorke Peninsula and a range of moderately elevated hills, which extend to the northward, in continuation of those over Cape Jervis. The breadth of its entrance between that cape and Troubridge Hill, which bears N.W. from it, is nearly 34 miles; and in this space there are regular soundings in 18 to 20 fathoms, which decrease to 12 and 11 on approaching within 4 miles of Troubridge Shoals, and afterwards deepen to 22 in mid-channel to the eastward. On the eastern shore of the gulf, abreast of these shoals, there are some patches of cliffs, with 20 fathoms at 9 miles West from them, and 15 fathoms within 3 miles. From the centre of the entrance the gulf extends nearly 80 miles to the northward, gradually decreasing in width from the entrance to the head of the gulf.

Glenelg Jetty, connected with Adelaide by a railway 6½ miles long, is 43 miles N. ½ E. from Cape Jervis. On it in lat. 34° 59′ 30″ S., long. 138° 30′ 30″ E., is a red fixed light 29 ft. high, visible 6 miles off. The jetty is 1,500 ft. long, with 9 ft. water at the end. It is furnished with cranes, a tramway, &c. It is principally used as a landing-place for the mails. Glenelg is a coaling station for the mail steamers, and is much used as a sea-side pleasure resort.

In January, 1874, a hulk was moored in 6½ fathoms, 1½ mile West of Glenelg Jetty, and two bright lights shown from it, but it is reported as now discontinued.

Holdfast Bay is an open roadstead off the town of Glenelg, having gradually decreasing soundings from 7 fathoms, at 2 miles, to 2 fathoms at a quarter of a mile off the jetty. The anchorage is in 5 or 6 fathoms, clay, at 1½ mile from the shore, with the light or flagstaff in line with Mount Lofty, bearing E. ½ N. South-west gales cause a heavy sea in this roadstead; but as the holding ground is good, vessels may ride in perfect safety, if provided with good anchors and cables.

PORT ADELAIDE.—From Glenelg the sandy beach trends nearly N. by W. ¾ W. 7½ miles to Malcolm Point, near the South extreme of Lefevre Peninsula, and from thence 1 mile northward to the flagstaff, and pilot and telegraph stations of Port Adelaide. There is 5 fathoms at 1 to 1½ miles from the shore, between Black Cliff and Malcolm Point.

At the end of the Semaphore Jetty, which projects about a quarter of a mile from the pilot and telegraph stations, is a green light 27 feet above high water, and is visible from seaward, when bearing from N.E. by E. round by East to S.E. by S., at a distance of 6 miles. The light is obscured eastward of the latter bearing in order to keep vessels a mile westward of the sands at the outer bar of Port Adelaide Creek.

Signals.—1st. All vessels arriving from over-sea ports, within 5 miles of the Semaphore Station on Lefevre Peninsula, between daylight and dark, shall hoist the following signals:
1st. The national ensign at the peak or ensign staff.
2nd. The ship's number by Commercial or Marryat's code.
3rd. The port from whence she arrives.

All vessels arriving from over-sea ports, off the Semaphore Station, or near the entrance of Port Adelaide Creek, during the night shall hoist at day-break the signal published in the first clause of these regulations.

**Wonga Shoal**, of which Semaphore Spit forms the north-west extreme, consists of sand, and extends W.N.W. 1½ mile from the end of the Semaphore Jetty to the spit. A *red* bell buoy, shaped like a boat, with a staff and ball, has been placed, in 17 feet water, on the northern extremity of the shoal off the end of the jetty, and may be seen by day, at a distance of 2½ miles. This shoal forms a natural breakwater for the deep water space directly North and N.E. of it, when the wind is between S.W. by W. and South. Between the Wonga Shoal and the outer bar the bottom is all sand and weed, and the holding good. From the Bell Buoy the water shoals gradually in a S.E. direction towards the shore.

The Bell Buoy should be left to the southward and eastward; but small vessels may cross the shoal, in 12 feet water, to the southward of the buoy, and bringing the Semaphore Light to bear E. by S. 1/4 S., may anchor, according to draught of water, off the jetty. Large vessels should avoid crossing the shoal southward of the buoy, by not bringing the jetty light to bear to the eastward of S.E. by E. 1/4 E., and not standing farther in than to have the lighthouse bearing N. 1/4 E.

**Light.**—A *bright* light, revolving every half minute, is shown from an iron tower 65 ft. high, and surrounded by piles, erected in 7 ft. water, on the South side of the outer Bar Channel of Port Adelaide Creek, near the end of the South Sand. The light is visible 17 miles, or at a greater distance in warm weather, when much refraction exists. Previous to the year 1875, a fixed bright light was shown.

The navigable channel for large vessels is 70 yards northward of the lighthouse, in which there is a depth of 13 ft. at low water springs, the rise at springs being 8 feet.

The best anchorage for large vessels is in 4 or 5 fathoms, anywhere northward of the Bell Buoy, with the lighthouse bearing N. by E. to N.N.E. Vessels waiting for orders will find it convenient to anchor tolerably close to the buoy; whilst those only waiting for tide to pass the bar, should anchor with the jetty light bearing S.E. and the lighthouse from N.E. by N. to N.E. by E. Small vessels may anchor inside the Bell Buoy, with the lighthouse bearing from N. by E. to N. 1/4 W. and the jetty light from E. by S. to E.S.E.

The anchorage near the lighthouse is very good, and a ship may ride out any gale with a single anchor if a sufficient scope of chain, not less than 70 fathoms, be given.
PORT ADELAIDE CREEK.

From the Semaphore Jetty the sandy beach trends in a N. \( \frac{1}{4} \) E. direction 4\( \frac{1}{4} \) miles to the N.W. point of Lefevre Peninsula, and is fronted by flats and shoal water, which at 2\( \frac{1}{2} \) miles northward of the jetty, project more than a mile from the shore. At a mile northward of the Semaphore Jetty it has been proposed to run out a pier across the flats into deep water. The extremity of Lefevre Peninsula forms the eastern side of the entrance of Port Adelaide Creek.

PORT ADELAIDE CREEK, which separates Lefevre Peninsula from Torrens Island and the low land extending from the foot of the Mount Lofty range towards the sea, leads from the roadstead to the port, which, following the reaches of the creek, is distant 8 miles. Lieutenant W. N. Goalen, R.N., the surveyor of the port, reports in September, 1875, that vessels of 20\( \frac{1}{2} \) ft. draught can enter with very high tides, and with extremely low tides, which only occur once or twice in the year, vessels of 16\( \frac{1}{2} \) feet draught are the deepest that can enter at high water without touching. The greatest rise of the tide occurs in May, June, and July.

From the entrance over the outer bar the channel trends 2 miles in a N.E. \( \frac{1}{4} \) N. direction to within 2 cables' lengths of the N.W. point of Lefevre Peninsula, and from thence sweeps round eastward and southward 1 mile to Snapper Point, the N.E. extreme of the peninsula, on which is a white-topped spar beacon, marking the observation spot, which is in lat. 34° 46' 51" S., long. 138° 31' 0" E.

Between the Outer and Inner bars, a distance of 2\( \frac{1}{4} \) miles, the channel with 14 to 24 ft. is from 400 to 1,100 ft. wide. The West side is marked by black buoys and beacons as far as the boat channel; the East by red ones as far as the South end of the cutting over the inner bar.

The Inner bar has an artificial channel cut through it 9,250 ft. long, and from 160 to 280 ft. wide. The average depth in this channel is 14 to 16 ft., but difficulty has been found in removing some large pieces of limestone rock which exist in several places, and it is thought that the channel will not have a depth of less than 14 ft. all over it until the end of the year 1878.

Tides.—It is high water at the Semaphore and at the lighthouse on the Outer bar at the same time. It is high water at the Semaphore from 30 to 90 minutes—on the average 50 minutes—before it is at Port Adelaide. The smaller difference happens with S.E. winds, the latter with strong N.W. winds. It is high water on the Inner bar at the same time as at Port Adelaide.

The average rise of spring tides is about 8 ft. above the datum, and neaps 5 ft., both these being the high tides of the day. Strong N.W. winds raise the general level of the water 2 to 3 ft.; continuous S.E. winds depress it about 1 foot 6 inches. Ebb runs to the southward and flood North, between Wonga Shoal and Outer bar. The greatest strength of surface current found running between the Semaphore and the Outer bar is less than 1 knot per
hour. It ought to be thoroughly understood that the tidal signals at the Semaphore show the rise and fall of the tides on the Outer bar only, and not of the Inner bar or Port Adelaide.

Winds.—During the whole summer, and with fine weather in the winter, the wind is blowing off the land all night as a rule. It veers to the northward about daylight, and either remains there or falls calm until the flood tide makes, when the sea breeze comes up from the S.W., and veers to the southward and S.S.E. by sunset.

The heaviest gales occur in May, June, July, or August. Forty-eight hours is usually the extreme limit of the time they blow from between North and S.W., and not more than eight of these gales occur during the bad weather season.

The Township of Port Adelaide is of considerable size, and has more than a mile of wharfage, the depth alongside varying from 11 to 19 ft. There are three patent slips on the North side of the creek—two belonging to Mr. H. C. Fletcher and one to Mr. T. Cruickshank. There is a good macadamized road and railway of 7½ miles between the port and Adelaide. Tramways are laid down from the railway terminus and fresh water along the wharfs, so that a vessel can water alongside. Port Adelaide is in telegraphic communication with Victoria, New South Wales, Queensland, Tasmania, and all parts of the colony; also, via Adelaide and London line, with Great Britain, America, China, &c.—Sawtell's Nautical Almanac, 1876.

Directions.—Vessels entering the Gulf of St. Vincent may sight from a considerable distance, the high range of hills on the eastern side extending from the southward to Mount Lofty, at the northern extremity of some table land. This mount, which is the most elevated part of the range, is 2,200 ft. above the level of the sea, and from Cape Jervis bears N.N.E. 4 E., distant 56 miles. For about 18 miles up the gulf the land is high and bold, but above that the shore becomes very low, with sand-hummocks upon it, and the same description of coast prevails to the head of the gulf.

After passing the high coast land the waters shoal some distance out, and in some places, within 10 miles of the lighthouse, there are 5 fathoms at 4 miles from the beach. Great attention must be paid to the soundings, especially at night, and in running up for the lighthouse it would be most desirable to keep between 5 and 6 fathoms water, not going into less than 5 fathoms, as within that depth it shoals suddenly; and if in more than 6 fathoms, a vessel might pass to the westward of the lighthouse without seeing it. The best mark for Port Adelaide, however, is a red brick chimney, belonging to some copper smelting works, situated close to the bridge at the township. It is visible 12 or 14 miles off at sea in fine weather.

The most convenient anchorage will be found with the lighthouse from N. by E. to N.N.E., and the red light on the jetty from E. by S. to E.S.E. In this position will be found upwards of 5 fathoms, on a sandy bottom.
The pilots now board ships from the jetty, the cutters formerly used being laid up. Two steam-tugs generally lie off the jetty, ready to go out to vessels signalling for them by hoisting the ensign at the fore.

A ship bound inward may cross the Outer bar just as the tide has done rising, giving her a fair allowance of time she will cross the Inner bar still with a rising tide, and get over the bad place just outside the port before the tide has commenced to fall. So that bound in a vessel crossing the Outer bar at high water has the full advantage of the greatest depth throughout the creek.

A vessel waiting for water to cross the bar, should anchor in 5 or 6 fathoms, with a good scope of cable, and with the lighthouse bearing from N.E. by N. to E. by S.

Signals.—The following are the tidal signals made from the Semaphore, at the pilot station, in reference to the depth of water on the Inner bar, to which 4 ft. may be added to show that on the Outer bar:

<table>
<thead>
<tr>
<th>Signal Description</th>
<th>Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Black ball at South Yard-arm</td>
<td>12 feet</td>
</tr>
<tr>
<td>&quot; North</td>
<td>13 &quot;</td>
</tr>
<tr>
<td>&quot; South Yard-arm and Mast-head</td>
<td>14 &quot;</td>
</tr>
<tr>
<td>&quot; North</td>
<td>15 &quot;</td>
</tr>
<tr>
<td>Two balls at South Yard-arm</td>
<td>16 &quot;</td>
</tr>
<tr>
<td>&quot; North</td>
<td>17 &quot;</td>
</tr>
<tr>
<td>Black ball at South Yard-arm and Quarter</td>
<td>18 &quot;</td>
</tr>
<tr>
<td>&quot; North</td>
<td>19 &quot;</td>
</tr>
<tr>
<td>Black ball at each Yard-arm</td>
<td>20 &quot;</td>
</tr>
<tr>
<td>Two black balls vertical at South Quarter</td>
<td>21 &quot;</td>
</tr>
<tr>
<td>&quot; North Quarter</td>
<td>22 &quot;</td>
</tr>
<tr>
<td>One black ball on North and South Quarter</td>
<td>23 &quot;</td>
</tr>
</tbody>
</table>

For additional inches to any of the preceding signals the following will be hoisted, where best seen, every quarter of an hour on the flood:—For 3 inches extra, a cone, point upwards; for 6 inches two cones base to base; and a cone point downwards, 9 inches. In the event of vessels of heavy draught proceeding down the creek, the signals will be made until the vessel anchors or passes the bar.

**High water (Outer Bar).**—A square red flag exhibited at either yard-arm. When, as in the case of the 20-feet signal, balls are exhibited at both yard-arms, the red flag, high-water signal, will be hoisted at the mast-head.

**Low water.**—A square blue flag, under the outer ball at either yard-arm.

The above signal will be kept flying from the time the tide appears stationary until the signal next after high or low water has been made.

**Vessels in sight.**—Red balls are shown at the mast-head for vessels in sight.
SECTION IV.

THE PHENOMENA OF, AND DIRECTIONS FOR, THE SOUTH PACIFIC OCEAN.

In this, the concluding portion of this work, will be found some general but brief remarks on those meteorological influences which govern a ship's course in traversing the ocean. In various portions of the preceding pages different observations on the winds, tides, and currents are given; what remains here is to collect a few general remarks applicable to the entire ocean, as distinguished from the special descriptions which have preceded them.

The navigation of the Pacific generally is of so simple a character, that but little is required, but it may be desirable to insert here the experience of those navigators who have written on the subject.

The remarks will, therefore, be first on the winds, hurricanes, and use of the barometer; then on the currents and tides; and then on the best routes to pursue between the different ports.

CHAPTER XXI.

THE WINDS OF THE SOUTH PACIFIC OCEAN.

This important branch of the navigation of the Pacific has not been clearly understood, or its particulars so well defined, as they are in other parts of the world, where science or commerce have attracted a great number of voyagers, and elicited a far greater extent of observation. In this, as in other points connected with the great ocean, its vast extent operates against the attainment of that minute acquaintance with its phenomena which is so readily attainable in the Atlantic or Indian Oceans. The brief remarks, therefore, which we have to present on this point must be taken rather as generalities derived from the observed facts, or often deduced empirically, than the assertion of any certain laws by which these phenomena are
governed. A general law cannot be established by a single observation, which is frequently the amount of our knowledge; and it is therefore evident that, before any system can be absolutely established, these observations must be greatly multiplied and amply discussed.

The well-known phenomena of the land and sea breezes demonstrate that the winds in the vicinity of land do not follow the same regularity that they do in the open ocean, where their difference of condition is not in operation. Hence the remarks which are applicable to any one latitude are of a very different nature according as they are intended for the vicinity of land or the reverse.

Even small areas of land have a very marked effect on the regularity of the trade winds. The aggregation of minute spots in the coral groups, as in the Low Archipelago or the Caroline Islands, is sufficient, apparently, not only to intercept their regular course, but even to reverse it, as the winds, even in hurricanes and strong gales, frequently blow in opposition, and this not only in a partial manner, but for considerable periods, and over a very great extent. How it is that the land should have such apparently undue influence, or whether it is that the area of one zone of winds sometimes usurps the situation of another (as was supposed by Capt. Cook), are questions yet to be solved.

In a subsequent page we shall speak of those combinations of opposing winds, now known as revolving storms, which are met with in considerable violence in some parts, especially the western regions of the Pacific; our present attention being confined to the winds as they are usually found.

In applying these principles to observed facts in the Pacific, we are under the disadvantage of having so (comparatively) few connected and authentic records of careful observations. Under these circumstances there is a degree of temerity in entering upon the consideration without so far extending the subject as to make it beyond the limits of the present work, already too large. Nevertheless, in later years the industry of research, and the accumulation of data, have sufficed to give us a sufficiently accurate picture of the meteorology of the Pacific Ocean for the ordinary purposes of navigation. This of course is referring to the broad expanse of the ocean; for the respective coasts and countries which border them we have abundant materials.

The ordinary division of the great ocean into the North and South Pacific, in some senses is not applicable to its meteorology, which would rather separate it into three belts—the inner and extra tropical zones—in the former of which the trade winds are dominant; and in the latter the anti-trade or passage winds, from the westward, the “brave West winds,” as they have been called, are permanent. But as the trade winds are separated into those that blow from the N.E. and S.E., the division into North and South will be applicable, because these meet and neutralize each other near the
Equator; this neutral line of calms and varying winds being known by the name of the "Doldrums," an unworthy term, which has had unmerited authority given to it.

Capt. Maury says:—"It has a mean average breadth (around the globe) of about six degrees of latitude. In this region the air which is brought to the Equator by the N.E. and S.E. trades ascends. This belt of calms always separates these two trade wind zones, and travels up and down with them. If we liken this belt of equatorial calms to an immense atmospheric trough, extending as it does entirely round the earth; and if we liken the N.E. and S.E. trade winds to two streams discharging themselves into it, we shall see that we have two currents perpetually running in at the bottom, and that, therefore, we must have as much air as the two currents bring in at the bottom to flow out of the top. What flows out of the top is carried back North and South by these upper currents, which are thus proved to exist and to flow counter to the trade winds."

The belt of calms follows the sun in his annual course, though the limits do not range so much in latitude as the sun does in declination, and generally they pass from one extreme of latitude to the other in about three months. The whole system of wind and calm belts move northward from the latter part of May till some time in August; they then remain almost stationary till the approach of winter, when they commence to go southward, and proceed in that direction from December till February or March.

Owing to the unequal distribution of land and water in the two hemispheres, the relative proportions being in the northern hemisphere 100 land to 150 water; and in the southern 100 land to 268 water; and, owing to the great influence that the presence of land has on the aerial currents, the division of the two wind systems is always to the North of the Equator, that is, the mathematical and meteorological equators do not coincide. Strictly speaking, then, the equatorial calms are not included in the scope of the present work, but as all trans-oceanic navigation must be dependent on the entire systems to be traversed, the general features will be briefly alluded to. The arguments and facts upon which the theory of the wind circulations is based, are given in our "Memoir of the North Atlantic Ocean," Section III., to which the reader is referred. There is much similarity in the wind and current systems of both oceans.

It has been formerly considered that the trade winds blow regularly over the entire breadth of the Pacific, but the accumulation of facts has demonstrated that this is incorrect, and that in the South Pacific especially there is a great variation from this normal condition. The S.E. trade, in fact, is only felt with certainty over that portion where there is no land, or between the meridians of the Galapagos and the Low Archipelago—not one-half its extent. To what cause this is owing is not as yet capable of any very clear explanation, as the small area of the islands which appear to arrest its
uniformity would seem to be wholly disproportionate to such an effect. However, such is the case, and in the details to which the brief remarks which follow are limited, it will be seen that it is so. In the North Pacific, on the contrary, the N.E. trade blows as far as the Marianas, where the regular monsoons supersede it. In the western parts of the South Pacific there are also regular monsoons, though of a less decided character.

The eastern limit of the S.E. trades is that where the effect of the interception caused by the lofty Andes ceases to be felt, which is at 200 or 300 miles off the shore, for along the coast of Peru the wind blows almost constantly from the southward. The ridge of the Andes extending above the limits of the trades, which it is supposed do not reach above 3 miles in vertical thickness.

The S.E. trade is only felt among the archipelagoes lying between the Paumotu Group and the coast of Australia between March and October; during the rest of the year they are replaced by westerly winds, calms, storms, and rains.

The extent of the trade winds in latitude is usually considered to be from 30° S. to 30° N., but these limits are subject to so many variations, that such a statement must be received with great limitations. We have not the means of drawing such a close approximation to a true mean as can be done in the Atlantic Ocean, from the fewer recorded observations, but the following Table is given by the late excellent Ch. Ph. de Kerhallet, of the French Marine, as the result of 92 vessels which have crossed the line between the longitudes of 106° and 147° West.

Table of the limits of the N.E. and S.E. Trades, and the breadth of the interval between them in each month.

<table>
<thead>
<tr>
<th>TRADE WINDS.</th>
<th>Breadth of the intervening zone of calms, &amp;c.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Polar Limit.</td>
<td>Equatorial Limit.</td>
</tr>
<tr>
<td>Of the N.E.</td>
<td>Of the S.E.</td>
</tr>
<tr>
<td>Lat. N.</td>
<td>Lat. S.</td>
</tr>
<tr>
<td>---------------</td>
<td>---------------------------------------------</td>
</tr>
<tr>
<td>January</td>
<td>21 0</td>
</tr>
<tr>
<td>February</td>
<td>28 25</td>
</tr>
<tr>
<td>March</td>
<td>30 0</td>
</tr>
<tr>
<td>April</td>
<td>29 5</td>
</tr>
<tr>
<td>May</td>
<td>29 6</td>
</tr>
<tr>
<td>June</td>
<td>31 43</td>
</tr>
<tr>
<td>July</td>
<td>29 30</td>
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<tr>
<td>August</td>
<td>24 20</td>
</tr>
<tr>
<td>September</td>
<td>25 6</td>
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<tr>
<td>October</td>
<td>28 0</td>
</tr>
<tr>
<td>November</td>
<td>24 0</td>
</tr>
<tr>
<td>December</td>
<td>28 0</td>
</tr>
</tbody>
</table>
It will be seen according to this table, that the polar and equatorial limits of these trade winds vary with the season, and remove farther from or nearer to the Equator, according as the sun has North or South declination; and that the breadth of the intervening zones is less in winter than in the summer of the northern hemisphere. In other respects this zone has much resemblance to the corresponding belt in the Atlantic. It is in reality broader on the meridians of 90° to 110° than farther to the westward, those of 120° to 150° W. longitude; that is to say, the breadth of the calm zone diminishes according as you advance westward, precisely analogous to the wind system in the Atlantic, the recent knowledge of which has had such a marked influence on the trans-equatorial voyages.

The term calm-belt is not precisely applicable to the equatorial "doldrums," because besides calms and light airs variable between N.W. to S. by the W., storms, gales, and abundant rain are frequently encountered. Owing to the land influences before alluded to, the northern limit of this zone is at the mean in lat. 8° N., and its mean southern edge is on 3° N. But it sometimes occurs that the two trade winds meet each other without any intervening space of variables or calms.

These few general remarks will give the mariner an insight into those causes which govern the track of a vessel in crossing those oceans to enable him to make the best voyage, by avoiding the contrary, and using the favourable winds. In crossing the equatorial belt, a direct North or South course as far as practicable, will be the best, as it is then traversed with the least distance. The proper meridians for doing so will be discussed in the remarks appropriated to that topic hereafter.

In the anti-trades, or extra-tropical winds, in the southern hemisphere, they have that free scope, almost around the globe, which has had such a marked influence on the passage of ships round the great southern capes, and which within a few years has, by availing them of their certainty and persistence, tended to shorten so materially the voyage from the Antipodes to Europe.

A few words here are only necessary. As far as the antarctic circle, from the southern edge of the S.E. trade, these westerly winds will be found with more or less force and irregularity at all seasons, remembering that, like other winds, they blow towards the sun, that is frequently to the southward of West in the winter, and more to the northward of West in the summer, of the southern hemisphere. These questions will be discussed more at length when the voyage from West to East around Cape Horn is described, as will those more important portions of its area around Cape Horn and the southern parts of Australia.

Within the antarctic circle it is probable, for our data is scanty, that the summer winds blow either East or West, without any great regularity or constancy.
WINDS OF THE SOUTH PACIFIC OCEAN.

In the ensuing remarks on the peculiarities of the wind systems in the Pacific, we shall follow the geographical order in which the book itself is arranged, commencing with Cape Horn; then the West Coast of South America; thence proceeding westward over the ocean. The preceding remarks being considered introductory to what follows.

WINDS OFF CAPE HORN, ETC.

In an early page of this work (page 50) we have given Capt. P. P. King's remarks on this head. By referring to this it will be seen that westerly winds prevail during the greater portion of the year, the East wind occurring in the winter months, and but seldom in the summer. They invariably rise light with fine weather, increase gradually, and sometimes end in a heavy gale, but more frequently do not rise to this strength.

North winds are generally accompanied by thick weather and rain; they always commence moderately, but increasing in strength, they draw to the westward, blowing hardest between North and N.W., the strength of which lasts from 12 to 50 hours, and sometimes shift suddenly into the S.W. quarter, blowing harder than before.

Winds from the S.W. generally last several days, blowing strong, moderating towards the end. Northerly winds then again commence, and thus constant shifts from N. to S. round by the W. are felt during the summer.

Bad weather never comes on suddenly from the East, nor does a S.W. or southerly gale shift quickly to the northward. South and S.W. gales rise suddenly and violently, and should be well considered in choosing an anchorage.

This is the sum of the information contained in the passage quoted. But little more need be said here. The constant prevalence of winds between S.W. and N.W. renders the passage round Cape Horn from the Atlantic frequently one of difficulty and hard work. April, May, and June, are perhaps the best months for making the westerly passage. The summer months are preferable for the other direction, but this is so easy as scarcely to require much consideration.

We must not omit to mention the work of the Meteorological Office,* which gives a chart showing the observed direction of the wind for each month in the year. From it we learn that the wind has been observed to blow more frequently from the southward of West in June, July, August, and September than in other months of the year. We shall refer again to this work hereafter.

WESTERN COAST OF PATAGONIA.

As in the preceding paragraphs, we refer to a former page (page 78) for some remarks on the winds in this portion. They prevail from the N.W.

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* Contributions to our knowledge of the Meteorology of Cape Horn and the West Coast of South America (1871).
If it blows hard from that quarter, it is very liable to shift round suddenly and blow heavily from the westward. These do not usually last long. If they veer round to the southward, should the barometer rise, it will clear up; should they tack round to N.W. again, and the barometer keep low or oscillate, the weather will doubtless become worse. Easterly winds rarely occur, and bring fine clear weather. Westerly winds, on the contrary, bring constant rain and a quick succession of hard squalls of wind and hail.

The barometer rises with southerly winds, the maximum being with S.E. winds; it falls with northerly and westerly winds, the maximum being at N.W.

M. Lartigue makes the following remarks on the Patagonian winds:—

The winds blow strongly from N.W. to S.W. for about ten months of the year on all the extent of the West coast of America comprised between Cape Horn and the 40th degree of latitude. S.W. winds shift at times to S.S.E.; but those from N.W. come rarely to N.N.E. If the weather should become overcast during calms, which are generally of short duration in these parts, the first breeze which springs up generally comes from N. or N.N.E.: it freshens gradually; rain begins to fall; and the weather becomes hazy, principally near the land, where sometimes the fog will not allow objects to be seen at 2 miles distance. The wind continues to acquire strength; and as it freshens it passes round to N.N.W. and N.W.; then the rain diminishes, and the sky begins to get clearer. When the wind gets to N.W. it usually flies quickly to W.S.W., in gusts which are sometimes very violent; other gusts succeed rapidly, and it is then that the wind is strongest. At all times when these W.S.W. winds, that come in gusts, have lasted a certain time, they end by coming round to S.W., and the weather then gets finer; afterwards, though rarely, they pass to S.S.W. and even S.S.E. These latter extreme variations occur particularly near the land and to the S.W. of Cape Horn, where the winds generally preserve the same direction for a longer time than they do to the West of the American continent.

When the N.W. winds have shifted during a gust to W.S.W., if they diminish in strength instead of increasing, as we have before said they will return to the N.W., and pass successively to W. and W.N.W. The N.W. winds do not always shift at once to W.S.W.; but they change, sometimes in summer, and very often in winter, by passing to W.N.W. and W.: they are then accompanied by rain, but soon changing again to N.W., blow successively in the same intermediate directions.

Winds from W.S.W. to S.S.E. are the only ones which last for any length of time: all those which blow in any other direction are constantly changing. It is but rarely that S.E. to N.E. winds are felt on this coast; but when they do blow from this quarter, they are almost always violent, and last but a short time. They are generally announced by short intervals of calm, which follow strong W.N.W. winds which have passed in succession to the West, and have been accompanied, as well as the calm, by very abundant rain. The winds from S.E. to N.E., after having blown during some hours, revert
WINDS OF THE SOUTH PACIFIC OCEAN.

to N.N.E., losing their strength, and then get to the North; having got to
this quarter, they acquire strength, and are not long before they again pass
to the N.W.

When the winds come from the land, the number of inlets and islands ex-
isting between the Strait of Magalhaens and the Island of Chiloë have
necessarily an influence on their direction. In reality these winds must
come from the interior of those bays and channels, and blow in their direc-
tion: thus Dampier says that he sailed up this coast with easterly winds, by
keeping within sight of land.

But when the winds come from N.W. to S.W., and blow right on shore,
they are so strong, that neither the neighbourhood of the land, nor its direc-
tion, can make the least alteration; it is then dangerous to approach the
coast, particularly in winter.

From the month of October until that of April, that is to say, during
summer, the winds from W.S.W. are most frequent; in winter those from
N.W. to W.S.W. are so, and these, as have been before stated, are very
variable. It blows hard almost always in these parts, particularly in winter.
The sea is very heavy, also, in this season of the year; and it is also im-
possible to make head against a contrary wind without great strain upon the
ship.

The winds from S.W to N.W. being of less strength, and the sea not so
heavy in high latitudes as upon the corresponding parallels on the American
cost, it will be prudent, at all times when the winds come from the western
quarter, to run up to at least the parallel of 60°, and there need be no fear
of passing beyond this parallel so long as the wind keeps to the N. of W.
But if it gets to the South of this bearing, you can then take a N.W. course
It is a general rule that you ought to get to the West, and at as great a dis-
tance from the land as possible before closing with the land and bearing up
to the northward; for, in winter especially, you must endeavour to avoid
being obliged to keep too close, and even to run 2 or 3 points free, in case
the wind should get to the N. of W., and approach to N.W.

The difficulties that are met with in getting to westward after having
doubled Cape Horn to bear up again along the western coast of America,
going from S. to N., arise from the strength of the adverse currents which
are experienced there, and the heavy sea which they occasion. On the
contrary, it is very easy to get to westward on leaving the coast of Peru to
go into the Pacific Ocean; everything seems to favour this passage. You
will go, by the assistance of the usual winds, to a good distance from
the land, and thus avoid all contrarieties in case the wind should get to the
S. of W.

South Pacific.
WINDS OF THE SOUTH PACIFIC OCEAN.

Straits of Magalhaens.

Westerly winds are the most prevalent throughout the year, and at the eastern end of the strait there is generally a strong breeze with heavy squalls between N.W. and S.W. Rain occurs while the wind is northward of West; and usually clear bright weather, with the sun out, when the wind draws southward of West. With the wind at N.W. a decided rise in the barometer is a sure sign of a shift to S.W., which shift invariably takes place before the wind lulls for any time or fine weather can be expected. The backing of the wind from S.W. to N.W. is always accompanied by a falling barometer.

Easterly winds are certainly more common, and the strait is on the whole less windy in winter (June, July, and August) than in summer, but when against this possible advantage is placed the cold, with the long nights and short days, this season is not likely to be preferred by the mariner in a vessel bound westward. It may be well to mention that ships getting as far as Cape Froward with a S.W. wind, will generally find it N.W. on rounding the cape, as the wind follows the direction of the channel.

Here, as elsewhere, the equinoctial months are the most windy, though the heaviest gales do not always occur at the equinoxes. March is very boisterous, and its gales are usually followed by some fine calm weather in April and May. Towards the middle of May the weather becomes sensibly colder, and the snow, which has been covering the summits of the hills perhaps for some time, will be observed to advance down the slopes; it, however, varies greatly.

December, January, and February are the warmest months, the mean temperature for several years for these months being 54°; the days are then long, there is some fine weather, and the sun when out has some power. Westerly winds, however, which often increase to violent gales; furious squalls in the western part, accompanied by much rain, are frequent even throughout this season, which, as far as the mariner is concerned, carries with it less of summer than almost any part of the world. Eastward of Sandy Point the weather on shore is very fine, though rather windy, during summer; the temperature is pleasant, the air bracing and healthy. The change between this and the western part of the strait and the northern channels is very marked in this respect. In these latter there were always eight or ten on the Nassau's sick list with colds, &c.

Fogs are of rare occurrence and short duration in the eastern part of the strait, though occasionally they set in thick for a few hours, and with no warning during calm weather. Dense fogs have, however, been known to last two or three days at Sandy Point in the winter months. Thick rainy weather is the ordinary condition of the western part. Squalls blow with
great force and suddenness all over the strait, making boat work dangerous. Thunder and Lightning are very rare, indeed scarcely known, except in very bad weather, when violet squalls come from the South and S.W., usually giving warning of their approach by masses of clouds. These storms are rendered more formidable by snow and hail of a large size.

Chiloé and the Chonos Archipelago.

There is much less difference between the climate, the prevailing winds, and the order in which they follow, the tides, and the currents on the outer coast of Chiloé and at the West entrance of the Strait of Magalhaens, including the intermediate coasts, than persons would suppose who judge only by their geographical positions. North-westerly winds prevail, bringing clouds and rain in abundance. South-westers succeed them, and partially clear the sky with their fury; then the wind moderates, and hauls into the S.E. quarter, where, after a short interval of fine weather, it dies away. Light airs spring up from the N.E., freshening as they veer round to the North, and augment the store of moisture which they always bring; from the North they soon shift to the usual quarter, N.W.; and between that point and S.W. they shift and back sometimes for weeks before they take another round turn. When the wind backs (from S.W. to W.N.W., &c.), bad weather and strong winds are sure to follow. On that coast the wind never backs suddenly, but it shifts with the sun (with respect to that hemisphere) very quickly, sometimes flying from N.W. to S.W. or South in a most violent squall. Before a shift of this kind there is almost always an opening or light appearance in the clouds towards the S.W., which the Spaniards call an eye (ojo), and for that signal the seamen ought to watch carefully. As the sudden shifts are always with the sun, no man ought to be taken aback unexpectedly; for, so long as a north-wester is blowing with any strength, accompanied with rain, so long must he recollect that the wind may fly round to the S.W. quarter at any minute. It never blows hard from East, rarely with any strength from N.E.; but an occasional severe gale from S.E. may be expected, especially about the middle of winter (June, July, August). In the summer southerly winds last longer and blow more frequently than they do in winter, and the reverse. The winds never go completely round the circle; they die away as they approach East; and after an interval of calm, more or less in duration, spring up gradually between N.E. by E. and North. Heavy tempests sometimes blow from W.N.W. to S.W.; and those winds, blowing directly on shore, are most to be guarded against.—(Fitz-Roy).
COAST OF CHILE.

The following observations are also by Capt. FitzRoy:—

Very few words will suffice to give strangers to the Coast of Chile a clear idea of the winds and weather that they may expect to find there, for it is one of the least uncertain climates on the face of the globe.

From the parallel of 35° S., or thereabouts, to near 25° S., the wind is southerly or south-easterly during nine months out of the twelve; in the other three there are some calms and light variable breezes, but the remainder is really bad weather—northerly gales and heavy rains prevailing not only on the coast, but far across the ocean in parallel latitudes.

From September to May is the fine season, during which the skies of Chile are generally clear, and, comparatively speaking, but little rain falls. It is not, however, meant that there are not occasional exceptions to the general case: strong northerly have been known (though rarely) in summer; and two or three days of heavy rain, even with little intermission, now and then disturb the equanimity of those who have made arrangements with implicit confidence in the serenity of a summer sky. These unwelcome interruptions are more rare, and of less consequence, to the northward of 31° than South of that parallel: and indeed so nearly uniform is the climate of Coquimbo, that the city is called La Serena.

In settled weather a fresh southerly wind springs up a little before noon (an hour sooner or later) and blows till about sunset, occasionally till midnight. The wind is sometimes quite furious in the height of summer, so very strong that ships are often prevented from working into their anchorages, such as Valparaiso Bay, although they may have taken the precautions of sending down topgallant-yards, striking topgallant-masts, and close-reefing their sails. But the usual strength of this sea-breeze (as it is called, though it blows along the land) is such as a good ship would carry double-reefed topsails to when working to windward.

This is also near the average strength of a southerly wind in the open sea, between the parallels above mentioned; but there it is neither so strong by day, nor does it die away at night. Within sight of the land a ship finds the wind fresher and decrease nearly as much as in the ports, where the nights are generally calm till a land-breeze from the eastward springs up; but this light message from the Cordillera is never troublesome, neither does it last many hours. With these winds the sky is almost always clear; indeed, when the sky becomes cloudy, in summer, it is a sure sign of little or no sea-breeze, and probably a fall of rain: in the winter it foretells an approaching northerly wind with rain.

In summer ships anchor close to the land, to avoid being driven out to sea by those strong southerly winds; but as the winter approaches a more roomy berth is advisable, though not too far out, because near the shore there is
always an undertow, and the wind is less powerful. Seamen should bear in
mind that the course of the winds on this coast, as in all the southern hemi-
sphere, is from the North round by the West; that the winds which blow the
hardest, and bring the most sea, come from the westward of North; and that
therefore they should get as much as possible under the shelter of rocks or
land lying to the westward, rather than of those which only defend them
from North winds. Northers, as they are called, give good warning; an
overcast sky, little or no wind unless easterly, a swell from the northward,
water higher than usual, distant land remarkably visible, being raised by
refraction, and a falling barometer, are their sure indications. All northers
however, are not gales; some years pass without one that can be so termed,
though few years pass in succession without ships being driven ashore on
Valparaiso beach. Thunder and lightning are rare. Wind of any disagree-
able strength from the East is unknown. West winds are only felt while a
norther is shifting round, previous to the sky clearing and the wind moder-
ating. The violence of southerly winds lasts but a few hours; and even
a northerly gale seldom continues beyond a day and a night, generally not
so long.

Some people say that the strength of northerly winds is not felt to the
northward of Coquimbo, but there is good evidence of many gales with
heavy seas at Copiapo; and Captain Eden states that he had a very heavy
gale of wind in H.M.S. Conway, in lat. 25° S., long. 90° W., where such an
interruption to the usual southerly winds was little to be expected.

Observations by M. Lartigue.—There are but two seasons to be distinguished
on the coast of Chili; the summer, which lasts from the month of Octoberto
that of April; and the winter, which is also called the rainy season, which
lasts from April until October.

The winds which prevail in summer blow from S.W. to S.S.W.; they ap-
proximate to the South, and are more frequent and less strong according as
you advance to the northward. These winds are felt in this season up to
the 27th degree of latitude, where the general winds are usually met with.
The Clorindefound,during summer, at a great distance from the land, light
winds from South to S.W., and nearer the coast they were rather fresh: from South to S.S.W.

Winds from the North are less frequent and less strong the nearer you
approach the tropic; they are sometimes violent, even in summer, at Val-
divia; but at Valparaiso they were found to be very moderate. They are
rarely felt in a lower latitude than this port.

The winds from the North to W.S.W. are, in winter, the most frequent,
and are generally found up to the 27th degree of latitude; and sometimes
they are even met with at Lima, which is in lat. 12° S.

At Valdivia the rainy season begins in April; and it becomes later as you
advance to the northward. It is not before the end of May that they become frequent at Valparaiso.

In addition to these remarks, all that has been said on the changes which occur in the wind between lat. 40° and Cape Horn is also applicable to this part of the coast; here E.S.E. to N.E. winds are rarely met with. When it blows from North to West much rain falls, but as soon as it is between W.S.W. and S.E. the weather is very fine.

In winter prevalent winds are not found in lat. 21°; between this parallel and that of 27°, light and very variable winds prevail.

The following information is taken from the valuable work mentioned on page 959, note:—From lat. 40° S., sometimes from 45° S., or much further, a southerly wind generally blows along the coast, and eventually turns into the S.E. trade. The wind only fails in June, July, and August, in the first two months of which there is a general westerly wind between 30° and 35° S., in marked contrast to the trade winds close to it, and in August the winds are very light, varying in direction between North round by the West to South. The extension of the southerly wind from the coast is given approximately as follows:—January, to 85° W. in 40° S., to 85° W. in 30° S.; February, to 80° W. in 40° S., to 85° W. in 30° S.; March, to 85° W. in 40° S., to 80° W. in 25° S.; April, to 85° W. in 45° S., to 82° W. in 25° S.; May, to 85° W. in 45° S., to 80° W. in 20° S.; June, to 80° W. in 40° S., to 80° W. in 25° S.; July, interrupted; August, interrupted; September, to 82° W. in 40° S., to 82° W. in 30° S.; October, to 80° W. in 40° S., to 85° W. in 25° S.; November, to 80° W. in 45° S., to 80° W. in 30° S.; December, to 80° W. in 40° S., to 85° W. in 25° S.

From March to August off this coast the trades extend only to 25° S., during the rest of the year it reaches 30° S. In April, southward of the trades the wind is remarkably unsteady. It appears to be northerly in 30° S., between 90° and 100° W.

Coast of Peru.

On pp. 179—182 is a general account of the weather on this coast, a portion of which we repeat.

The prevailing winds on the shores of Peru blow from S.S.E. to S.W.; seldom stronger than a fresh breeze, and often, in certain parts of the coast, scarcely sufficient to enable shipping to make a passage from one port to another. This is especially the case in the district between Cobija and Callao.

Sometimes during the summer, for three or four successive days, there is not a breath of wind; the sky beautifully clear, and with a nearly vertical sun.
WINDS OF THE SOUTH PACIFIC OCEAN.

On the days that the sea breeze sets in, it generally commences about ten in the morning; then light and variable, but gradually increasing till one or two in the afternoon. From that time a steady breeze prevails till near sunset, when it begins to die away; and soon after the sun is down there is a calm. About eight or nine in the evening light winds come off the land, and continue till sunrise; when it again becomes calm until the sea breeze sets in as before.

During winter (from April to August), light northerly winds may be frequently expected, accompanied by thick fogs, or dark, lowering weather; but this seldom occurs in the summer months, although even then the tops of the hills are frequently enveloped in mist.

To the northward of Callao the winds are more to be depended on; the sea breeze sets in with greater regularity, and fresher than on the southern parts; and near the limit of the Peruvian territory (about Payta and off Cape Blanco), a double-reefed topsail breeze is not uncommon.

It is to be remarked, that, although such moderate winds are the general rule on the coast of Peru, yet that sudden and heavy gusts often come over high land after the sea breeze sets in, and, from the smallness of the ports, are attended with some inconvenience, if precautions are not taken in duly shortening sail previous to entering them.

The only difference between winter and summer, as far as regards the winds, is the frequency of light northerly airs during the former months; but in the winter the difference is far greater than one would imagine in so low a latitude. In the summer the weather is delightfully fine, with the thermometer (Fahrenheit) seldom below 70°, and often as high as 80°, in a vessel's cabin; but during winter the air is raw and damp, with thick fogs, and a cloudy, overcast sky. Cloth clothing is then necessary for the security of health; whereas in summer, the lighter one is clad the more conducive to comfort and health.

Observations by M. Lartigue.—There are but two seasons on the coast of Peru: summer, from October to April; and winter, which lasts from April till October.

The wind is tolerably fresh in summer; the sky is clear, but it is overcast the moment that the breeze comes off the land, or if it has been calm throughout the day, then the lightest sea breeze dissipates the vapours. In winter the breezes are commonly light; sometimes calms are met with, which, in the neighbourhood of Arica, last for two or three days, but they are of less duration as you proceed to the North or South of that place.

In this season the weather is always cloudy during the night and in the morning; when the sea breeze is at all fresh it clears up, but it again becomes dull as soon as this breeze diminishes in strength.

In approaching Arica during winter, the horizon is very often seen excessively charged with very black clouds, which form a dark band, which some-
times attains a considerable breadth; it is a sign that the breeze in the offing is light; but, as soon as it begins, the horizon clears up directly.

There is constantly, in winter, a very strong swell from S.W. to S.S.W.; when it is very difficult to communicate with the land. The coast is straight, and generally very steep, offering but few landing places for boats, or places where they can be sheltered from the sea, which would otherwise dash them against the rocky shores or on the sandy beaches, and infallibly cause their destruction.

The swell is very much less in summer, and communication is more easy. But little of it is felt at 4 or 5 leagues from land; it is near the land that it is so strong.

It never rains on the coast of Peru; but there is sometimes, during part of the night and morning, fogs or dews, which are perhaps more effective than light rains.

Dampier says, in his voyages:—"Rain never falls on the West coast of Peru; the height of the Andes, perhaps, may be the cause. It is likely that the great mass of water falls principally upon the eastern side of these mountains, without reaching their tops, and in the case when it does arrive at this point, perhaps it is arrested by them and dissipated there, and does not extend further off."

The rivers increase in magnitude in the summer, and overrun their banks often in February and March; they are low during winter, and are nearly dry in August and September.

Summer and winter the heat is moderate near the coast, whether at sea or on the land, the thermometer never having risen higher than 82° (Fahr.) during the stay of the Clorinde on the Peruvian coast. The nights here are generally cool.

The winds are generally light on all the extent of coast comprehended between the Morro Mexillones and Lima. They blow almost entirely from the southern quarter, but vary according to the direction of the coast, with which they ordinarily make an angle towards the sea of about 22°. In the portions where the coast runs N.W. and S.E., the winds blow from S.S.E., and when it runs North and South they blow from S.S.W.

The breezes are more fresh and more regular when the coast runs North and South. At Arica, as also to the South of this town, where the coast runs North and South, the breeze is ordinarily brisk in the afternoon, and rarely fails.

Almost always it is calm throughout the night and in the morning; but at times, though rarely, a land breeze is experienced.

The sea breeze is not generally felt in the afternoon; the later it rises the more weak it will be found; and at the same time it comes more from seaward. It will then soon drop.

On the contrary, the earlier it arises the stronger and more lasting it be-
WINDS OF THE SOUTH PACIFIC OCEAN.

comes; then it follows the direction of the coast, and sometimes even blows from the land; but it is never more inclined than two points with the direction of the shore.

It has been remarked, that at a little distance behind the projecting points, where the winds ought to be the weakest, they are, on the contrary, found to be stronger than in the portion where the coast is straight. The more these points advance the fresher the wind is, but they always preserve the same inclination with the general direction of the coast.

Behind the points of Ilo, Hay, and Cornejo, the S.S.E. breeze is fresh in the afternoon, but towards the wind and in the offing it has not more strength than on the other parts of the coast. It is the same at 3 or 4 miles to windward of the same points.

The Bay of Lima is closed to the South and West by the low point of Callao and the high Island of San Lorenzo; the breeze here is fresher, and the calms less frequent, than in the anchorages lying more to the South.

The winds from S. to E.S.E., though blowing with more uniformity than those of which we have been speaking, are felt in the offing, and at a distance which is subject to variation. On the parallel of Arica they sometimes are not found but at 33 or 40 leagues; but as you proceed northward, they are met with successively at a less distance from the coast. On the parallel of Lima they are found at less than 10 or 12 leagues from land; when you get to the South of Arica they blow at a distance from the coast, which is as much less as you get further off from this port, with this difference, that, according as you approach the line of the variable winds, these winds are not so regular as to the North of Arica.

The wind gets stronger as you get further off the land. It will then be perceived that the sea breezes last longer, and that the direction of the coast lying on the parallel of the station, loses its influence on the direction of the wind, which then has greater strength during the night than during the day. This distance is probably subject to variation, nearly in the same proportion as the band of variable winds which is along the coast; for this distance, which is the greatest on the parallel of Arica, diminishes like the breadth of the band of variable winds according as you advance to the North or South of this port. It seems, nevertheless, that the chain of high mountains which exist throughout the whole length of Peru intercept the trade winds, and exercise their influence at a much greater distance from the land; for it is not but at about 140 leagues off that the trade winds are met with, the direction of which is constant, and their strength uniform. The winds which blow within this limit, from South to E.S.E., are very variable in form and in direction.

Dampier, otherwise so exact an observer, in his treatise on the winds which prevail on the surface of the globe, in speaking of those which are
felt on the coast of Peru, has neglected to distinguish between the narrow band where the land and sea breezes are weak and blow in a direction which depends on that of the coast, with the band much further off, where the winds are very variable from South or E.S.E., and acquire considerable strength. He seems to have confounded them when he says, "The S.S.W. and S.S.E. winds which blow on the coast of Peru are strong, and extend further out than any of the very variable winds which are found under the shelter of the continent;" and he adds, "The general winds from E.S.E. do not blow but at from 140 to 150 leagues from land." If, instead of speaking in this passage of the S.S.W. to S.S.E. winds, we substitute winds from South to E.S.E., &c., all that is said will apply rigorously to the band of great breadth which is outside that where the land and sea breezes take place, and of which the outer limit is much nearer the coast.

However, it is not to be wondered at that this navigator, so remarkable for his sagacity and the correctness of his judgment, has omitted some details in his very short treatise, where he proposes to speak of the winds, breezes, tempests, tides, and currents, which are found in all the parts lying between the tropics.

The result of our own experience bears out the facts that we have stated respecting the light winds which occur near the land, and the different degrees of force which they successively have according as you get further off the land. During a navigation of ten months on these coasts, every time that the Clorinde sailed a short distance along the land, she never made more than 15 leagues in 24 hours, and sometimes she has even made less than 5. The greatest distance she ran, by keeping at 30 leagues off the land, was 50 leagues, with a very fine sea; some Peruvians, who were passengers with us, told us then that it was a storm for that country, so little were they accustomed to experience winds at all fresh.

It seems the light land breezes and those from the sea are not felt from Lima to Guayaquil, at a greater distance from the land than at Lima itself. The Clorinde did not navigate in these parts; but many captains of vessels, who have frequently made the voyage from one of these places to the other, told us that, from the coast to the distance of 10 or 12 leagues off, the winds were the same as about Lima; and beyond that they found fresh breezes, but variable, from South to S.E., which extended, as in all parts of the coast, to a great distance in the offing.

Other commanders who have frequented these seas, and inhabitants of the country, assured us, that in winter North and West winds are sometimes felt, but that they are generally light, and do not last long. It appears that these winds blow, in this season, to a considerable distance from land; for several vessels going from Valparaiso to Lima in winter have been baffled by short breezes from North to N.W., and by calms, although they were 80 leagues from the coasts of Peru. Dampier states that these coasts are
exempt from westerly winds; but our experience proved the contrary, and confirmed what was advanced by the inhabitants of the country. In July, 1822, being in lat. 17° S., at 30 leagues from land, we had light winds from North to W.N.W., which lasted two days; and when we were anchored at Callao, at the end of May, 1823, we had for three days following winds very brisk from W.N.W.

The winds from South to E.S.E. cause, in the offing, currents which run to the N.W. Their greatest velocity was found to be 15 miles in 24 hours, and their least rate 9 or 10 miles. Between these currents and the land there is a counter-current, which bears to the S.E., and follows the direction of the land. Its breadth varies very much; sometimes its outer border approaches to 1 or 2 cables' lengths of the shore, at others it is some miles distant. The fresher the breeze, the more this counter-current increases in breadth and velocity.

In winter, when it blows from North to West, the currents bear to S.E.; but it is only near the land that they begin to be sensible.

Although the Clorinde almost always sailed before the wind in ranging along these coasts, the winds were so light, and calms so frequent, that it was often difficult to calculate the progress. It is presumable that the unavoidable errors which were then made in the reckoning have affected the estimated amount that has been made for the velocity of the current.

The following remarks on the winds to the North of Guayaquil are by Lieutenant-Commander James Wood, R.N., of H.M.S. Pandora, engaged on the survey of the Colombian coast. They will command implicit confidence.

The prevailing winds of the Pacific, with the exception of those on the coasts of Chili and Peru, have been little known. A few remarks, therefore, on those that obtain along the western coast of America from the River Guayaquil, as well as on the more regular and extended aerial currents which traverse the vast expanse of the open ocean, condensed from observations and information collected during a four years' cruise over the greater part of it, may not be destitute of interest and utility, especially as the northern portion is but little known.

The whole of this extensive line may be divided into three portions or zones:

First, the intertropical, which is all more or less affected by the fine and rainy seasons.

Secondly, the dry and arid portion, which extends from 23° to 32° N., where the winds blow with almost the regularity of a trade wind.

Thirdly, the more variable northern coast, which is subject to greater vicissitudes of climate.
GUAYAQUIL RIVER TO GUASCAMES POINT.

The Intertropical.—Along the whole of the coast from the River Guayaquil, in 3° S., to Guascames Point, in 2° N., the wind is mostly from South to West all the year round; the exceptions are few, and generally occur in the fine season. Both in beating up this coast to the southward, and in running down it, the former in the months of May and June, the latter in those of October, November, and January, we had the wind from S.S.E. to West (by the South), with a constant current to the north-eastward, the only difference being that the winds were lighter, and the weather finer in May and June as we got to the southward; whilst the contrary took place in October and November; and in January the weather was generally fine, with moderate breezes.

CHOCO BAY.

After entering the Bay of Choco, of which Point Guascames forms the southern horn, the winds become variable; but during the time we were in the bay (from the end of January to the middle of March) it never blew very fresh, though the weather was often unsettled and heavy rains frequent. The prevailing wind was from S.W., but north-westerly winds were not uncommon.

The following account by Dampier is perhaps as good as can be given:—

"It is a very wet coast, and it rains abundantly here all the year long. There are but few fair days, for there is little difference in the seasons of the year between the wet and dry; only in that season which should be the dry time, the rains are less frequent and more moderate than in the wet season, for then it pours as out of a sieve." This kind of weather is found as far as Cape Corrientes, the prevailing wind being S.W., but N.E. winds were not uncommon. Off-shore in this zone, between the parallels of 2° and 5° N., the winds are equally baffling, especially during the months of March, April, and May. H.M.S. Alarm, in March 1859, only made 30 miles in six days.

CHIRAMBIRA POINT TO THE GULF OF SAN MIGUEL.

When past Chirambira Point (the northern horn of Choco Bay) we had the wind more from the northward, and in the latter end of March had to beat up to Panama Bay against north-westerly and north-easterly breezes, blowing a fresh breeze at times, especially as we approached the bay.

In surveying this last-named part in January, 1848, we found the winds more variable, heavy rains almost always accompanying a change to S.W., from which quarter we once or twice had a stiff breeze.
WINDS OF THE SOUTH PACIFIC OCEAN.

GULF OF SAN MIGUEL TO THE GULF OF DULCE, INCLUDING THE BAY OF PANAMA.

First or Intertropical Winds.—Between the southern point of the Gulf of San Miguel and the Gulf of Dulce, including Panama Bay and the coast of Veragua, the winds are regulated by the seasons. Towards the end of December the northers begin to blow. These are fine dry breezes, which generally come on in the afternoon, and blow very fresh from N.N.E. to N.N.W. till near midnight, with a perfectly clear and cloudless sky, and the air so dry and rarified that objects on a level with the horizon are distorted and flattened, and the same effects are caused as are seen during an easterly breeze off our own coast. Though generally a double-reefed topsail breeze, they occasionally blow much harder, especially off the coast of Veragua, where, in the months of January and February, even a close-reefed topsail breeze is not uncommon. During even the strongest of these, a dead calm often prevails 10 or 15 miles off the land, the only evidence of the gale that is blowing within a few hundred yards of you being the agitation of the water, which is raised into short hollow waves, which break on board and tumble you about awfully.

Towards the end of March up to the middle of April the southerlies begin to cease, and are succeeded by calms and light sea and land breezes, with occasional squalls from the south-westward. As April advances the squalls get stronger and more frequent, and by the early part of May the rainy season generally sets in, during the greater part of which South and south-westerly winds prevail; these are not very violent within the Bay of Panama; but from Punta Mala westward, gales from the above quarters are frequent, and sometimes severe, bringing a heavy sea with them.

In the Gulf of Panama the winds are regulated by the seasons; the prevalent wind, however, is from the northward. In the fine season, commencing in December, these winds are regular and constant, bringing fine dry weather. To the southward of the gulf they blow much harder, and off the coast of Veragua a double-reefed topsail breeze in January and February is not uncommon. In April and May the northerly winds are less regular, and have more westing in them, with calms, light sea and land breezes, with occasional squalls from the south-westward. In June the rainy season sets in, and the southerly winds become stronger. Still the old north-west wind is mostly found after noon, and vessels sailing from Panama at all seasons will generally have a fair wind until South of Cape Mala.

Between the Galapagos Islands and the coast, westward of the meridian of 80°, and southward of the parallel of 5° N., the winds are between South and West all the year round, and except between the months of February and June they are of sufficient strength and duration to make the navigation easy; but northward of lat. 5°, between 80° and 110° W., is a region of
WINDS OF THE SOUTH PACIFIC OCEAN.

calm and doldrums, accompanied by rains and squalls of a most vexatious
description. The weather met with can hardly be better illustrated than by
the fact that in May, 1848, H.M.S. *Herald*, in her passage towards the
Sandwich Islands, although towed for six days as far West as 89° 20', still
took forty days from Panama to 110° W., owing to keeping between the
parallels of 8° and 10° N., and in March of the following year, in the meri-
dian of 87°, and the lat. of 8° N., only made 30 miles in nine days.

THE SOUTH-EAST TRADE WIND.

In a former page some definition has been given as to the limits of the
S.E. trade wind.

Off the American coast, from 150 to 200 leagues distance, and between
the parallels of 30° S. and 4° N., the wind is very steady, and gales or squalls
are seldom experienced. The trade, varying between E. and S.E., blows
constantly in the middle of this zone. In the summer the direction varies
from E.S.E. to S.S.E., and never to the N. When the sun is in the northern
hemisphere the southern trades blow across directly from S.S.E., and on the
contrary more East when it is South.

By examining the table on page 957, it will be seen that the polar limits
rarely reach the parallel of 30° S.; and that the equatorial extent frequently
rises into North latitude. From this it may be inferred that the S.E. trades
are more certain and less variable than the N.E. In the region of the former,
calms and storms are much less frequent than in the northern hemisphere,
besides which the temperature is lower in the southern zone.

There are many singular anomalies, as before said, observed in its course
over the islands, which cannot, perhaps, be well accounted for. At the
Marquesas, lat. 10° S., it is tolerably regular. Among the islands of the
Low Archipelago, especially from October or November to March, the
easterly wind fails, and heavy squalls come from the opposite direction, and
this more frequently by night than by day. The natives also say that the
severe storms which they encounter come from the N.W. That the south-
westerly gales of the higher latitudes approach the archipelago, is shown
by the heavy seas which frequently sets in on the lee side against the regular
wind, and thus making it more dangerous to land on those sides than on
the others.

Captain Cook, when at Tahiti, as is noticed on pages 588 and 589, found
fresh gales from S.W. for two or three days at a time, and sometimes,
though very seldom, from the N.W. When they were variable they were
always accompanied by a swell from the S.W. or W.S.W., which also came
in when it was calm. The conclusion he arrived at (most probably the just
one as regards the Society Islands) was, that as the trade wind as found by
him does not extend further to the South than lat. 20°, and beyond that
limit he generally found a westerly gale blowing, this westerly wind, when
it becomes stronger, will drive back the weaker margin of the easterly wind, and thus encroach on its usual limits (see page 588). At the Samoan Group these variations assume the character of the cyclone or revolving storm, and commit great devastation. We shall speak of these presently.

That the parallel of 20° is about the southern limit, is apparent at the Tonga Group. Here the trade wind is by no means the constant wind, but westerly winds (or "foolish winds," as they are called by the natives) occasionally blow in every season. They are peculiarly prevalent during February, March, and April, often blowing for several days together. The heavy swell from S.W. is also almost continual. This season of variable winds is characterised by the phenomena of hurricanes, as is the case with the Samoan Group (see page 611), and Cook's Islands (see page 492).

At the Fijii Group the trade wind prevails from April till November. From November till April northerly winds are often experienced, and in the months of February and March heavy gales are frequent, assuming the usual character of the revolving storm.

When the sun is in South declination, the northern edge of the trades advances to the southward; thus they are interrupted at the Sandwich Islands during the months of January and February, and the S.W. winds usurp their place.

Within the tropics, wherever large groups of islands are found, the trades are subject to great variation, both in direction and force. Also to the northward of the tropic of Cancer, when bound from the Sandwich Islands for the American coast, there are many instances during the spring and summer, of 45°, or even 50° of North latitude, being reached before a westerly wind could be obtained.

The Western Part of the Pacific Ocean.

This portion of the ocean seems to have a different system of winds from those prevalent to the eastward, from the extension of the monsoons of the Indian and China seas. The following passages, given by an anonymous correspondent to the Nautical Magazine for 1843, and repeated in the same work in 1859, seem worthy of great attention; they are therefore given as there found.

Mr. Horsburgh briefly states that the West monsoon, which blows regularly in the Indian Ocean, extends to New Guinea. This monsoon blows as steadily, strongly, and regularly, along the North side of New Guinea, at New Britain, New Ireland, and all contiguous islands South of the Equator so far eastward as Malayta, and the northern part of the New Hebrides, as in any part of the Indian Ocean whatever; and extending in a wind of gradually decreasing constancy and continuation, from hence far eastward to the Society Islands and Marquesas. The limits in latitude appear similar to the Indian Ocean, from 1° N. to 15° S.; occasionally to 19° S., and the
period from the beginning of January until the end of March. Having said thus much, as this is written principally with the idea of endeavouring to show the practicability of making passages to the eastward in the Pacific (instead of the circuitous route round New Holland), which I have never heard has been attempted by trading vessels, although performed by whalers continually, I proceed to state a fact of such passages, and will first attempt to prove the practicability of making a passage to the eastward during the easterly monsoon in South latitude, or from April until December or January, by keeping to the northward of the equatorial current, and between the trades or monsoons.

In October, 1835, being off the Asia Islands, and wishing to make a passage to the eastward, against which we could make no progress, stood to the northward, and on the 19th of October were in lat. 2° 6' N., long. 134° 11' E. Having lost the westerly current, pushed to the eastward between the parallels of 2° 15', and 2° 34' N. On the 27th were in long. 147° E. From hence stood to the south-eastward, and made Matthias Island (it being my object to cruise in this neighbourhood); on the 20th, passed through St. George's Channel quickly, current favourable, and to the Treasury Islands. Cruised here until 19th of December; started with a westerly wind, which carried us to long. 169° 36' E. on the 26th, having passed on the South side of Banks' Islands, becalmed two or three days, then with variable winds, chiefly from E.S.E., proceeded to the southward, and anchored in the Bay of Islands 15th January.

These passages were made at a season deemed impracticable, before the West monsoon had set in steadily, by a south-seaman of moderate sailing qualities, without using studding sails. The passage to the eastward may, I am convinced, be made at all seasons, by pursuing the same plan, which is, as before stated, to keep to the northward of the equatorial current, and between the trades or monsoons. Here you will have a variable wind chiefly from the westward, with a drain of favourable current at times. Further to corroborate this opinion, June 23rd, in lat. 1° S., long. 149° E., having been drifted from Matthias Island and New Hanover, by a westerly current of 2½ or 3 knots an hour, stood to the northward, got westerly winds on the Equator. With these made eastering, and on the 27th reached lat. 0° 45' S., long. 155° E.; made Bouka Point soon afterwards; then found a current equal in strength to that at Matthias Island. At this time the westerly current did not extend quite to the Equator.

Again, in September, 1840, being unable to hold on near the Admiralty Islands, in consequence of strong westerly currents, stood to the northward, and when in lat. 0° 24' N., long. 146° E., proceeded to 2° N. before losing the current; then worked to the eastward, and stood to the southward on the East side of the Green Islands, which are in about long. 156° E. The passage from Morty to Bouka has also been made in August by adopting the
same plan. Although all these passages terminated in the longitude of the Solomon Islands, it was not through inability to proceed farther to the eastward, but merely in consequence of this being the destination. More might be quoted tending to show that these line currents seldom extend northward of 2° N.

During the West monsoon in South latitude, it has been a common practice, for the last fifteen years, for ships to make passages from Timor to the Solomon Islands, some returning at the commencement of the easterly monsoon, and others spreading over the Pacific. Last year (1842), five ships which had been cruising in the Indian Ocean proceeded eastward between January and April, one along the line to the eastward of the Kingsmill Group, another to the Solomon Islands and New Zealand, and the remainder to New Ireland and elsewhere. From all which, I wish it to be inferred, that any ship leaving Manila between the beginning of December and the commencement of March, or any port from which she can reach the North end of the Molucca or Gillolo passages, or Dampier’s Strait, between the middle of December and the middle of March, will make a speedy passage to any part of the Pacific Ocean in East longitude; and that during all other seasons the passage is practicable by keeping northward of the equatorial current, and between the monsoon winds.

In the period of the West monsoon, northerly and N.W. winds prevail to the Cape of Good Hope of New Guinea. Passing eastward of this point the westerly wind will generally be experienced fresh and steady, with a current of 2 or 2½ knots, running to the eastward, and extending from the New Guinea shore to about 1° N. A ship may pass near the St. David’s Islands without risk of losing this wind or current, and northward of Providence Islands. From hence any of the passages may be chosen according to discretion. If St. George’s Channel be adopted, it may be preferable to steer along the line until in the longitude of the Admiralty Islands, then pass to the south-eastward between these and Matthias Island, thus avoiding the low islands and reefs to the southward; sail should be carried during the night without fear. Keeping along the Equator there cannot be many undiscovered dangers, this track having been a good deal frequented of late years. The other route to the northward of the Solomon Islands when bound to New Zealand, the Fiji Islands, or anywhere to the eastward, appears to be the best. In the case of New Zealand, the tenth degree of South latitude should not be crossed until reaching long. 171° or 172° E., then steer to the southward on the West side of the Fiji Islands, passing pretty near, as the easterly winds prevail far to the southward in January, February, and March; but by weathering the reefs near the South end of New Caledonia, a passage may always be effected.

The westerly monsoon in the Pacific, as in the Indian Ocean, is attended

South Pacific.
with cloudy, overcast weather, squalls, and heavy rains. Some of these squalls are very severe, requiring all sail to be taken in when crossing the wind; even when running, close reefs will be found enough. I have experienced several near New Ireland and New Guinea, which generally gave warning, and commenced at W.S.W., blowing furiously the first hour, and continuing in a strong gale, veering to the N.W. for five or six hours.

From lat. 10° S. to the southern tropic, hurricanes are likely to be experienced from November until April, agreeing also in this respect with the Indian Ocean; and I make no doubt that one of these occasioned the loss of La Pérouse and his fellow voyagers. These scourges of the sea are more prevalent near the New Hebrides and New Caledonia than the Fiji Group and Friendly Islands. In fact, the liability to hurricanes appear in exact ratio to that of the S.W. monsoon, or rather to the meridians in which the westerly monsoon blows, differing in latitude; the monsoon seldom extending beyond lat. 17° or 18° S.; indeed at times 13° S. is the limit, whereas hurricanes are experienced as far as the tropic. From all I can gather of these hurricanes of the South Pacific, having conversed with several masters who have encountered them, some of whom have had their ships dismasted, I scarcely think they are of that terrific description occasionally experienced elsewhere; and am almost inclined to believe them more often and more severely felt near the islands, than well clear of the land, although aware of this disagreeing with the new theory; but future facts will be necessary to elucidate this subject.

They are still of unfrequent occurrence in the Pacific, several years intervening without any ship encountering one. I possess no facts which would be serviceable in pointing out their track or direction of rotation. They will, without doubt, be considered to agree with other places in the same latitude, yet a few more well authenticated descriptions of these southern hurricanes would not appear to encumber the evidence of their uniformity in these particulars.

Near the Friendly Islands (and perhaps elsewhere) storms occasionally happen of extreme violence, blowing from one point, and producing similar effects to hurricanes. In November, 1835, eight or ten ships, English and American, encountered one of these near Tonga-tabu and Eoa, from S.S.E., the heavy part of which lasted about 8 hours, causing more or less damage to all; one or two were dismasted. It was described by the masters whom I saw, which included most of them, as being more severe than anything they had ever seen. Ashore at Eoa it was most violent—houses and trees blown down, and all the crops destroyed. It likewise did great damage at Tonga-tabu, and was also felt very severely at the Hapai Islands and Vavao. Here Mr. Thomas, the missionary, was obliged to shore his house up, although it was considered by the natives that a gradual decrease in strength had been experienced in proceeding northward. Still farther North the
WINDS OF THE SOUTH PACIFIC OCEAN.

Nassau encountered it in lat. 16° N., in the shape of a heavy gale. At all these places the wind was from the southward; S.S.E. by the ships; ashore they had no compasses, but it certainly was from the southward, and without shifting. I have thus endeavoured to be explicit, through an impression that more is required to be known of hurricanes and gales in localities; and having a strong belief that many of the hurricanes, even those producing the most disastrous effects, will be found very local.

Reverting again to the N.W. monsoon—at the Solomon Archipelago it commences in December or January. In some years these months are tolerably fine. During February and March strong winds with severe squalls and heavy rains may be expected. April generally is a fine month, with variable winds; also in May there is a good deal of fine weather. The S.E. monsoon sets in strongly in June, with heavy rains and squalls, and continues so until the end of August; in all these months, nevertheless, there are considerable intervals of fine weather. In September the strength of the monsoon is spent, and the weather is more moderate from this time until the return of the north-wester.

Farther to the eastward, about the meridian of Rotumah, the westerly monsoon is less constant, beginning generally in January, and blowing strongly about seventeen or eighteen days consecutively, then declining; and the easterly wind returning in a fresh breeze for nearly the same period; the westerly wind again intervenes, usually commencing with a gale, and always continuing in a strong breeze, with squalls and rain; the easterly and westerly winds thus alternating until the end of March, when the S.E. trade sets in steadily. Proceeding still farther to the eastward, the westerly monsoon gradually becomes less constant, and finally disappears somewhere about the meridian of the Marquesas Islands.

New Guinea.—Captain Moresby, speaking of the winds of Eastern New Guinea, says:—The meteorology of Eastern New Guinea appears to be different from that previously supposed. The N.W. monsoon blows from November till March, accompanied by occasional westerly gales, with fine weather intervals. The S.E. monsoon, which follows, we never found to blow continuously up to the time of our leaving the coast in May, for we experienced light variable winds and calms; whilst on the northern shores of Eastern New Guinea the S.E. monsoon appears to be altogether arrested by the lofty Owen Stanley Range, the summits of which, during the month of May, were observed with heavy clouds, leading us to believe that the monsoon was blowing strongly on the southern shores of the peninsula, whilst we on its northern side were sailing in calm and waveless waters.

The barometer showed little or no fluctuation, remaining steady between 29.60" and 29.90"; the thermometer in the shade varying from 83° to 86°. The tides varied in rise and fall from 8 to 12 ft.

In February and March, 1873, calms and variable winds were expe-
experienced, with fine clear weather. Occasionally a fresh breeze from the S.E. prevailed for two or three days, succeeded by calms and light winds. Excepting two or three days the weather was always dry.

In the same months of 1874 more wind and rain were experienced, the westerly monsoon with unsettled weather being felt from the middle of February to the 11th of March. After which, easterly breezes with sometimes calm and clear weather were felt; then after a few days of unsettled rainy weather, with strong E.S.E. breezes, it again became fine, with light and variable winds, generally from the northward, until the 29th April, when the Basilisk left the vicinity of East Cape for the westward.

New Zealand.

The great extent of New Zealand in latitude will lead to the inference that a considerable variation will exist in the winds prevalent in different portions of it. But as it lies outside the verge of those regular winds which characterize the tropical regions, such uncertainty must be expected as is found in similar latitudes, but the predominant direction will be from the northward of East or West. Such, in fact, is found to be the case, from a register kept at Wellington, from October, 1840, to September, 1842; by which it appears that the northerly winds predominate over the southerly in the ratio of 432 to 226, but this ratio is unequally distributed over the different seasons. Thus from October to December, the number of days on which the North winds prevailed was 170; South, 72; westerly winds, 8; and variable, 13. From January to March, northerly, 89; southerly, 86; being nearly equal; West, 2; variable, 6. From April to June, North, 96; South, 50; West, 8; variable, 22; and from July to September, North, 95; South, 75; West, 4; variable, 7.

It is observed that the North and north-eastern coasts of the North Island are most exempt from heavy gales, that the eastern and southern coasts are subject to S.E. gales, to which, from the scarcity of harbours, ships are much exposed; that Cook and Foveaux Straits are visited by frequent and sometimes furious gales from N.W. and S.E., while prevailing winds on the entire western coasts are from N.W. to S.W.

Going from East Cape to Cook Strait a very marked phenomenon frequently takes place on rounding the East Cape. The strong westerly wind that drives across the bay carries its line a few miles eastward of the cape, but southward of this the breeze is N.E. Sometimes a vessel may be calmed for hours between two strong breezes from West and N.E.

In Cook Strait the prevailing, indeed the almost constant winds are N.W. or S.E.; and approaching either entrance with N.E. or S.W. winds, the former will almost certainly change to S.E., and the latter to N.W.; the changes are common, and frequently very sudden; lightning or a dark bank
WINDS OF THE SOUTH PACIFIC OCEAN.

of clouds rising are pretty certain indications that the wind will come from the quarter in which they appear, but it is not an uncommon circumstance for a vessel running through the strait with a fair wind on opening out either entrance to be taken aback with one from the opposite quarter, with little or no warning. Gales from these quarters are also frequent, and blow with great violence; those from S.E. are most frequent during the winter months of May, June, and July; a falling barometer is a certain indication. They come on very suddenly, last often three days, and are generally accompanied by rain and thick weather. N.W. gales are most common in spring and summer; they are exceedingly violent, though generally of short duration, and at their strongest raise a high barometer.

The finest months are April, August, November, and December. Thunder and lightning are unusual.

At Otago North winds are rare; the ordinary sea breeze is N.E.; it seldom blows from the East; S.E. winds are accompanied by thick, hazy weather, but seldom blow home.

South winds do not blow strongly, unless they veer to S.S.W. and S.W.

The winds off the land are the strongest, and W.N.W. winds blow the hardest, the latter being at times a hot wind. The squalls from this quarter are heavy.

The heaviest gales are in November, often with large hailstones. The dirtiest weather is in June and July. January is the hottest, and July the coldest month. Snow falls and lies on the ground for two or three days in June, July, and August. South to S.E. is the rainy quarter.

Foveaux Strait and the coasts of Stewart Island are, without doubt, the most boisterous localities in New Zealand; heavy gales from N.W. to S.W. are the prevailing winds, and seem to blow, without regard to seasons, at all times of the year, occasionally continuing for weeks without intermission. N.W. winds are the most frequent in Foveaux Strait, which seldom last less than four or five days, and often bring rain and thick dirty weather; thunder which is not of common occurrence in New Zealand, is said to indicate that the gale will be of unusually long duration; the barometer falls on the approach of this wind, though it often continues to blow hard after the mercury has risen; on these occasions, however, it generally veers to S.W., and the weather clears. With a strong N.W. or westerly wind in Foveaux Strait, it is often from S.W. on the eastern coast of Stewart Island, and on the western coast of that island the N.W. wind becomes N.N.W.

In the immediate vicinity of the land, more especially in the central portions of the islands, the wind will be found to be deflected by its influence, and this variation necessarily depends on the configuration of the coast, so that no general notion can be given of it without entering into much greater detail than we have space for.
The East coast of Australia, with respect to winds and currents, requires a division, the part to the southward of the tropic of Capricorn being placed under different, and almost opposite circumstances, to that within, or close to it.

The S.E. trade cannot be said to blow home upon the East coast of Australia between Sydney and Sandy Cape, except during the summer months, when winds from that quarter prevail, and often blow very hard; they are then accompanied by heavy rains and very thick weather; generally, however, from October till April, they assume the character of a sea breeze, and except their suspension by south-easterly or westerly gales, are very regular.

In the month of December hot winds from N.W. will sometimes last for two or three days, and are almost always suddenly terminated by a gust of wind from the southward; south-easterly gales also are not uncommon during this month; and in February and March they are very frequent.

In winter, from May to September, there are frequent westerly winds, with fine weather. The gales at this season blow from seaward, between N.E. and S., and bring rain; nor is there any settled weather in winter with sea winds, and even when between N. and N.W. there is often rain, though the wind is usually light in those quarters.

The most prevailing winds at all seasons of the year are from the southward, and probably oftener from the eastward of that point than from the westward.

Whilst the wind blows from various quarters on the southern parts of the East coast, the S.E. trade prevails with more regularity within, and close to the tropic, and generally blows home to the coast, from April to September, producing in some places land and sea breezes near the shore, with fine weather, which lasts longest as Cape York is approached. Although the S.E. trade may generally be considered steady, between the tropic and Torres Strait, from April to September, H.M.S. Bramble has experienced violent gales in the months of March and May, in the vicinity of the tropic.

During the N.W. monsoon, from November to March, the winds on the East coast to the northward of Sandy Cape are variable, but generally from the northward and westward, with occasional calms, rain, and clear weather; but during this season violent gales frequently blow, accompanied by rain, thunder and lightning.

From the early part of October to April, the coast in the vicinity of Port Jackson is subject to tolerably regular sea and land breezes, the former blowing from N.E., and the latter from the westward. The sea breeze generally begins at 10 a.m., and subsides after sunset; the land wind commences at about midnight, and continues until 8 a.m. The exceptions to this rule
WINDS OF THE SOUTH PACIFIC OCEAN.

are North and South winds, which occasionally prevail, as do also the N.W. hot winds; these latter, after blowing for a period varying in duration from 12 to 72 hours, are usually succeeded by sudden violent gusts from S.S.E. to S.S.W., which generally settle into a gale from those quarters, accompanied with rain. The greatest vigilance exercised by masters of vessels possessing local experience, is frequently insufficient to prepare for the suddenness with which these gusts overtake them; strangers, especially, should therefore be particularly careful to be ready for the change during the time when the hot wind is blowing, or the brief calm which sometimes intervenes.

From April to October, after the gales which usually succeed the autumnal equinox are over, and before those which generally precede the spring equinox commence, the wind prevails strong to the westward, between N.W. and S.W., with fine clear weather, and occasional gales from the North or South, with rain.

Except during the equinoctial gales, the wind very rarely blows on shore with sufficient violence to endanger the safety of a well appointed vessel; but in the spring equinox, when these gales set in from S.E. to East, accompanied with dense rain and a high barometer, they blow with great fury from 24 to 48 hours, and finish with a long slowly declining gale from South to S.W.*

Easterly gales, which appear to be regular in the number as well as the periods of their visits during the year, are the winds of all others most dreaded in the province, both on shore and afloat.

June, July, and sometimes August, are the months in which the province of New South Wales is visited by them in their full violence. During these months, when the weather is unsettled, with the wind unsteady, cloudy weather and occasional rain, an easterly gale, lasting two or three days,

* Storm Signals on the Coast of New South Wales.—The existence of gales which are likely to endanger shipping, will be signalled at the principal telegraph stations on the coast of New South Wales in the following manner, viz.:

The signal masts will support two yards, which are to cross each other at right angles, in the direction of the cardinal points of the compass, the yard-arms denoting, respectively, North, East, South, and West; midway between North and East will indicate N.E., &c.

A violent squall will be represented by a conspicuous diamond-shaped signal.

A heavy sea will be represented by a drum-shaped signal.

Gale, with clear weather, will be represented by a diamond-shaped signal over a drum.

Gale, with thick weather and rain, will be represented by a diamond-shaped figure with a drum over it.

The direction from which a gale is blowing will be indicated by the particular yard-arm between which and the mast-head the geometrical signal is suspended.

Place where gale or squall is blowing will be shown by hoisting the numerical flags already in use at Sydney, Newcastle, and other coast stations.

Gales that are general over a large portion of the coast will be indicated by the geometrical figures, without the mast-head flags.
may be looked for. They generally come with light winds from the northward, accompanied with rain sometimes lasting twenty-four hours, and an overcast, murky sky; veering round to the N.E., they freshen gradually into a gale. The barometer is not in any way affected by their approach or continuance, standing steadily at from 30'12 to 30'18 throughout their duration. A large number of coasting vessels are missed after one of these gales. In July, 1866, fourteen coasting vessels were driven on shore on various parts of the coast or foundered at sea; and in June, 1867, during a similar gale from the eastward, eight or nine more followed.

On the South Coast of Australia similar weather may be looked for between Cape Horn and Wilson Promontory as prevails on the Eastern coast, and the same dangerous easterly gales may be looked for. The prevailing wind, however, on this coast is from the northward, both in summer and winter. This wind generally commences early in the day, and after lasting two or three days suddenly terminates with a thunder storm from West or S.W., indicated by the fall of the barometer, which remains low until the storm is quite over, although there may be intervals of fine weather for two or three days. In the spring and autumn S.W. or sea breezes are felt. Of the easterly gales, Wilson Promontory appears to be the boundary, as they very seldom occur on the coast to the westward.

Westward of Cape Howe south-westerly breezes generally prevail during October, November, and December; and in January, February, and March, from the opposite direction. In the vicinity of Bass Strait N.E. winds blow during the hot summer months, lasting four or five days, and changing suddenly to the S.W. They are generally accompanied by a thick mist, but in the winter a clearer sky accompanies them. Westerly winds prevail for nine months of the year.

On the coast of South Australia, from June until the end of November, the prevailing winds are from the westward; they usually commence at N.E. or North with a falling barometer, veer to the N.W. and blow hard, sometimes veering about between N.W. and S.W. for two days, with much rain; with a rising barometer the wind changes to S.W. and South, and blows strong.

From December until the beginning of June it is what may be called the fine weather season on this coast. The prevailing wind is from the S.E., and of moderate force; it veers to the eastward during the night, and to the southward in the day, being strongest in the afternoon. A high barometer indicates a long continuance of south-easterly winds. Westerly gales sometimes occur during the fine weather season.
This very important subject, as at present understood, is a comparatively new one in navigation. But it has been so much and so ably discussed, that its nature is now well understood, and by the application of the results of these investigations, much of the danger formerly attendant on navigation in certain regions will be avoided in future.

In the Pacific, like many other of the phenomena there met with, the recorded observations on hurricanes or typhoons are too scanty to have drawn up any regular system for them; so that for the present it remains for the navigator to apply "the law of storms" as developed in the Atlantic and Indian Oceans, to these same meteors in the Pacific, and almost without question they will be found accordant, in most instances, with that law.

In the Southern Pacific Ocean we have a groundwork to assert the character and occurrence of the true cyclones; and as Mr. Piddington states almost all that need be said on the subject, we quote his words:

In the tropical regions of the South Pacific, from the barrier reefs of Australia through the numerous groups of islands to the Low Archipelago, and perhaps even near the coast of South America, and from the equator to lat. 25° S., there is no doubt that true hurricane storms (cyclones) occur of as great violence at least as those in the North Pacific; but from the scattered accounts of single ships, as also of missionary residents on the various islands, we cannot say anything positive as to their tracks, though they appear to come from the eastward amongst the islands, and sometimes to curve to the southward. The following are a few notes. The seasons at which they prevail seem also to be the same as those of the Mauritius and Bourbon.

At Viti-Levu, in the Fiji Group, in February, 1841; a well-defined circular storm (cyclone), tolerably observed, seems to have moved to the southward, and, though it lasted four days, was not felt at Tonga, 8° or 10° to the S.E. of it.

At Apia Harbour, in the Samoan Group (Navigators' Islands), lat. 14° S., on the 16th of December, 1840, a true hurricane storm (cyclone), of great violence, with a fall of 4 inches of the mercury (by a damaged barometer), was observed, moving from the North to the southward; and four years previous, another, also well defined, moving from the N.E. to the south-eastward, the change of wind being from S.E. to N.W. The space between the Samoan (Navigator's) Islands and Friendly Islands is said expressly to be subject to violent hurricanes, and that scarcely a year passes without some of the Friendly Islands suffering from them. Their violence is such that many of the American whalers have been made complete wrecks of by them; two were lost about 1842 (year uncertain) at the Navigator's Islands.

South Pacific.
At the Kingsmill Group, on the equator violent storms, which appear to be typhoon-like, are experienced.

At Vavaoo, in the Friendly Islands, lat. 19° S., long. 173° W., in 1837, the American whaler Independence was driven on shore by "a hurricane," and taken off by a shift of wind.

The account of the storm at Raratonga, in the Hervey Islands, in lat. 19° S., long. 160° W., described by Mr. Williams, and quoted by Col. Reid, gives us unfortunately nothing further than the certainty that hurricanes (cyclones) prevail there at times.

Mr. Thom says:—"In December, 1842, H.M.S. Favourite, on her way from Tahiti to the Island of Mangeea, met with a storm of a rotary kind, and so severe, that the vessel was hove-to under a maintopsail. Capt. Williams was warned of a hurricane before his departure, which shows that storms of this kind are familiar to the natives."

At New Zealand there is no doubt that true rotary hurricanes (cyclones) sometimes occur, and these of considerable violence. In the U.S. Exploring Expedition, vol. ii., p. 381, is a very good account of one which occurred February 29, 1840, at the Bay of Islands, said to have been the severest which the missionaries had experienced there. It was felt at other stations, with all the veerings, calm centre, &c., of a true tropical hurricane (cyclone), its course being to the south-westward.*

On July 28, 1840, H.M.S. Buffalo was wrecked in a heavy gale, which lasted three days, at Mercury Bay, New Zealand. About that time also three American whalers were wrecked at Port Leschenhault, in one of the strongest hurricanes ever experienced by their commanders.

In the great space lying between Van Diemen's Land and Cape Horn, we have scarcely any observations of rotary storms, but in a capitaly well-kept log of the ship Lord Lyndoch, Capt. Clapperton, afterwards master-attendant at Calcutta, we find that in the month of December, 1820, in lat. 45° S., long. 117° W., a "gale was experienced which veered from N.W. to S.W. in fourteen hours, or about half a point an hour, in which time the ship, standing to the N. 60° E., made 83 miles on that course." If this was a rotary storm (and the barometer fell from 29-70 to 29 07), it passed here to the southward, on a track a little to the northward of West, and travelled at the rate of about 15 miles an hour. Judging from the fall and subsequent rise of the barometer, as well as the veering of the wind, there seems no reason to question that it was so.

In a newspaper article, copied from the Sydney Herald, are the following

* It is said to have passed between the Bay of Islands and the River Thames, at the rate of about 340 miles in thirty-six hours, or say, 10 miles an hour. Commodore Wilkes suggests that this may have been the same as that which occurred at the Fiji Group, which is very probable.
HURRICANES OF THE SOUTH PACIFIC OCEAN. 987

(imperfect) extracts and notes:—“So completely does the law of rotation appear to be from left to right, in gales of wind off the coast of Australia, and on the neighbouring ocean, that it is scarcely possible to escape the observation, in perusing the log-books of any extended cruise. One further example to show this shall now be quoted.

“The whaler Merope left Sydney, March 22, 1840, with the wind at South, steering for Lord Howe’s Island. On the 27th she was in lat. 34° 4’ S., long. 158° 35’ E. The order of the wind’s changes was as follows:—23rd, at S.E., veering N.E.; 24th, N.N.E. and N.E.; 25th, increasing from N.E., N.N.E., E.N.E., with a tempest; 26th, N.E. to N., with a confused sea, N.W., and drawing to West; 27th, S.W., South, S.S.E., and back to South. The wind thus completed a revolution in five days, on a direct course from left to right.

“Between Australia and America a similar course is pursued by the winds to that which is followed between the Cape of Good Hope and Cape Leeuwin, and more than one instance has come before us of vessels having been driven all round the compass during a gale, not far from Cape Horn.”

The following examples from Capt. Stokes’ journal (Voyage of the Beagle, vol. iii.) show the general character of the gales on the West coast of South America. About the lat. of 50° S., April 5, 1828, a gale came on from North off Cape Tres Puntas, blowing on the 6th, 7th, and 8th, from North, N.W., and S.W., with squalls, thick weather, and rain. It abated on the 9th, veered to the southward, and then to S.E., when it ceased. This was from left to right.

On the 10th of April another gale came on from N.W., which as suddenly subsided in the western quarter. This, says Capt. Stokes, “was singular, for those we have experienced generally commenced at North, thence drew round to westward, from which point to S.W. they blew with the greatest fury, and hauling to the southward, usually abated to the eastward of S.” These gales, therefore, rotate from left to right.

It would seem that as to violence, at least, hurricanes are felt as far South as Patagonia, where (“Nautical Magazine,” May, 1846) “a severe S.S.E. hurricane is said to have swept the coast from the Bay of Camaros to the Island of Desejada, occasioning the loss of twelve English and American vessels.” We do not know if it was rotary, or what was its track.

In the voyage of Don Juan de Ulloa, in 1743, speaking of the weather on the Coast of South America, we find some account of storms which resemble rotary ones. In fact, he describes one which he encountered, in April, 1743, in lat. 40° S., which lasted in its full violence from March 29th, till April 4th. It began at North, and twice shifted to South, returning in a few hours to North.

Tempestuous weather is equally common in the latitudes of 20° and 23° in the South Sea, as in the oceans of Europe. Along the coasts and adjacent
seas the winter begins in the month of June, and lasts till October or No-

vember, its greatest violence being past in August or September. Storms,
which arise with great rapidity, are very frequent during the whole winter;
northerly winds are very prevalent, and often of extreme violence, raising a
tremendous sea. It often happens that these violent North winds, without
the least sign of an approaching change, shift round instantly to the West,
which change is called the Traveses, but continue to blow with the same
force. Judging from this and the rest of the paragraphs, Mr. Piddington
says it may be concluded that the storm tracks between 40° and 20° S.,
between the meridian of Juan Fernandez and the coast of South America,
appear to be from westward (and probably from north-westward), toward
the coasts.

From 20° S. to the equator, and thence to the Gulf of California, our in-
formation is still very deficient. M. Redfield and Colonel Reid incline to
think that the storms on the coasts of Nicaragua, Guatemala, and Mexico,
are connected with those of the Gulf of Mexico, or perhaps originate there.

With this we will close this important subject. At some future period the
navigator may be presented with something more determinate on the charac-
ter of the Pacific hurricanes. The present notices will serve to draw his
attention to these phenomena.

ON THE USE OF THE BAROMETER.

The following observations are extracted from those made by M. F.
Labrosse, as translated by the United States Hydrographic Office:—

It is indispensable to know, in order to make use of the barometer, the
mean barometrical height, or mean level of the mercury at the position of the
observer.

Thus the mean barometric height in the part of the Pacific where the
trades continually blow, varies ordinarily from 29·84 inches to 29·96 inches.
But it is worthy of remark that, especially in the western part of the inter-
tropical region, the barometer rarely remains steady within the above
limits.

Experience shows that decided falls precede or accompany the westerly
winds, which sometimes take the place of the trades, during the summer
months of each hemisphere. Barometric heights are often observed between
29·29 inches and 30·08 inches in both the N.E. and S.E. trade regions; but
bad weather is only to be feared when the fall is rapid.

In the southern hemisphere we obtain 30·00 inches at 30° S.; 29·88 inches
at 35° S.; 29·73 inches at 40° S.; 29·65 inches at 45° S.; 29·57 inches at
50° S.; 29·53 inches at 55° S.; and 29·45 inches at 57° S. The mean baro-
memonic height at Cape Horn is 29·25 inches.*

* In the Antarctic voyage of the Erebos and Terror 157 days' observations were made
In the region of general westerly winds the barometer ordinarily announces several hours in advance any important changes in the force or direction of the wind. Gales may nearly always be foretold twelve hours in advance.

The barometer is high, or rises, when the wind is from the adjacent pole; and low, or falls, when it blows from the equator. When the barometric level remains stationary for five or six hours, changes in either the force or direction of the wind need not be apprehended.

_It will blow a gale whenever the barometer rises or falls very suddenly, especially when the level reached is distant from the mean level._

It is best, then, in observing the barometer, to note not only if it is above or below the mean level, but particularly to observe its rise or fall since evening, since morning, or during the three or four hours previous. Thus a moderate movement (say of -0.04 to -0.08 of an inch in four hours) indicates moderate winds; while a sudden rise or fall (say of -0.16 to -0.20 of an inch in five hours, or -0.05 to -0.08 of an inch in twenty-four hours) foretells a gale.

If the wind is from the direction of the elevated pole and the barometer stands very high (at -6 to -8 of an inch, or more above the mean level), a sudden fall, accompanied by a rise in the thermometer, shows that the wind will soon come out strong from the direction of the equator.

If, on the contrary, the wind is from the direction of the equator, and the barometer stands very low (at -6 to -8 of an inch below the mean level), a sudden rise foretells a shift of wind toward the adjacent pole.

Cold weather and a sudden fall in the barometer below the mean level indicates snow.

Finally, according as the rise or fall of the barometer is more or less rapid the weather predicted is more or less close at hand, and will last a longer or shorter time.

_Observations on the use of the barometer in the southern hemisphere, by M. Le Commandant Prouhet:_

"It may be observed, as applicable to the whole zone, that the direction of the wind has more influence on the baromterical height than even the state of the weather. This influence is much stronger in the variable winds of the southern hemisphere than in those of the northern. It may be also observed that all meteorological phenomena are characterized more strongly in the southern hemisphere. On the parallels of 42° and 43° the barometer, which marked 29.88 inches, with squalls from S.E., stood steady at 29.53 inches, with a gentle breeze from N.E., varying to North; and at 29.21 between 60° and 67° S., and the mean pressure of the barometer found to be 29.122 inches; between 68° and 71° S., 71 days' observations gave 29.030 inches; between 70° and 75°, 38 observations gave 28.996 inches; and between 76° and 78° S., 34 days' observations gave 28.970; thus proving the lowest pressure to exist between 70° and 76° S._—**Contributions to our knowledge of the Meteorology of the Antarctic Regions, published by the Meteorological Office, 1873.**
inches, with winds from West and fine weather. Several hundredths of an inch fall in the barometer, when the wind is from S.E., may indicate worse weather than a fall of twice the amount when the wind is from N.E., or of three times the amount when it is from N.W. This influence that the direction of the wind has over the barometer becomes more and more marked as the latitude increases. So that the standard established for our climates, and which is accurate enough as far South as 41° or 45° S., becomes altogether inexact in higher latitudes.

"It would appear to be almost necessary in these latitudes to graduate a scale for each of the four principal directions of the wind, viz., S.E., N.E., N.W., and S.W.; thus a level at 29·90 inches, with winds from S.E., can be considered as very low, and in no sense gives the idea of variable weather, while 29·10 inches, with winds from N.W., is a mean level, which answers very well to this kind of weather.

"On the parallels 56° and 57° S., a slow and uniform fall to 28·35 inches, with winds from N.W. or West, causes less anxiety than a level of 29·50 inches on the West coast of France. If sudden oscillations occur, however, there is grave cause for alarm. Everywhere, I think, but principally in these latitudes, movements of this nature foretell bad weather, which is never caused by a slow and regular change. A change of '02 of an inch per hour might here take place without exciting apprehension; a greater rapidity of movement is invariably succeeded by squalls, and if it attains a rate of '04 of an inch per hour, gusts of great violence are to be expected. There is, therefore, considerable difference in the laws of the barometer according to the latitude; half the above movement, in the neighbourhood of 40°, indicated the approach of furious squalls.

"The line of demarcation which it is the practice to draw near the parallel 44° or 45° S., to denote the limit at which our barometers cease to be exact, would appear to be arbitrarily placed. In the South Atlantic, where the first observations on this subject were undoubtedly made, it appears to be quite accurate; but in the middle of the South Pacific, the change in the laws regulating the barometer is not appreciable until we reach 48° or 49° S.

"In the southern part of the zone of variable winds the laws governing the movement of the barometer are the same as in the case last mentioned, depending upon the direction of the wind; a rise indicating pleasant weather without a change of wind, or that the wind trends toward S.E.; a fall indicating that the wind trends toward N.W., or, if it does not change, that the weather will grow worse; but the extent of rise or fall is not at all the same as it is in the other part of the zone, and we would be very apt to be misled if we relied upon a knowledge of the working of the barometer obtained in other localities."
CHAPTER XXII.

THE CURRENTS OF THE SOUTH PACIFIC OCEAN.

Next to a knowledge of the prevailing winds, that of the currents is the most important to the navigator. By the combined action of these two phenomena, and their effects are frequently coincident, a passage may be made in a much shorter period, though apparently by a circuitous route; and it will be the object of the following remarks to point out what is known, and what may be anticipated to be found in the various portions of the Pacific.

Like many other branches of physics, the origin and exciting cause of currents is still involved in some obscurity, though all analogy points to the same source as that to which the regularity of the system of winds is owing—the revolution of the earth, and the consequent unequal distribution of heat. The action of the wind itself certainly has no small share in effecting the circulation, if it be not the sole exciting cause, as there is some reason to suppose. The effect of tides is also supposed to be another element in their action, but as yet so little is absolutely known of the propagation or progress of the tidal wave, that no deductions can be confidently made from them.

Currents have been distinguished as of two classes—the drift current and the stream current.

The drift or drift current is the mere effect of a constant or very prevalent wind on the surface water, impelling it to leeward until it meets with some obstacle which stops it, and occasions an accumulation, and consequently stream of current.

The stream current is thus formed by the accumulated waters of a drift current. It is more limited, but it may be of any bulk, depth, or velocity.—(Purdy.)

That ocean waves have a progressive motion is evidenced by their forming the drift current, though it is denied by many that a wave has anything more than an undulatory movement.
There is much greater uncertainty in ascertaining the rate of currents by the means ordinarily employed than is usually considered. It is pretty certain that much error of dead reckoning, now attributed to the effect of current, would be properly placed to other accounts. Without very great care in the navigating a ship, an exact estimate of their rate and direction cannot be made. Bad steerage, the heave of the sea, imperfection in the log or glass, uncertainty of the leeway, all tend to invalidate the estimate formed without certainty as to the extent of the allowances that must be made on these accounts.

Another point more particularly important in the Pacific is the wide distribution of fixed points by which the dead reckoning may be positively corrected. The imperfection of observations for longitude, the errors in the rates of chronometers not ascertained but at long intervals, all tend to throw discredit on allowances for current—the usual scapegoat for all such errors.

There is one source of error which, until recent times, has passed unregarded by most, and that is, the local attraction of a ship on her compass. Invariably a compass will be directed to different points according as the direction of her head is varied. In many cases this will amount to one point or more, varying at different times and places according to the trim of the vessel or the magnetic position. This local deviation is usually greatest when the ship's head is East or West, or rather when at right angles to the magnetic meridian. With such an unsuspected source of error in laying down a ship's course, it cannot be a matter of surprise that great discrepancies will be found between her actual and calculated positions. And should all the causes of error that we have enumerated combine to act in one direction, and that direction be attributed to the effect of current, much confusion and doubt must naturally follow.

The current streams of the Pacific are not generally so strongly marked as they are in the Atlantic; and, in many cases, in the open ocean their entire effects would be comprised within the limits of the possible errors from the above sources. But we are not entirely dependent on desultory observations for our knowledge of the Pacific currents, imperfect though it be. Several navigators of high scientific character, with every appliance, have made the currents the subject of long-continued observation, and it is to their labours that we owe the positive groundwork on which the system rests.

The varied action of the wind is certainly most powerful on the surface of the ocean in producing or varying the surface currents. To what depth beneath the surface its power descends is not exactly known, but there is a sufficient body of water set in motion to counteract altogether, or to considerably modify, the currents, whose depth is unquestionably very great.

As it is the surface currents which alone actuate a ship's course, these
transient drifts, then, have in reality the same importance as those well-marked and permanent currents whose course is understood, and were it not for this cause, might be infallibly calculated on. It must be to this source that we must attribute those partial drifts which have been encountered in opposition to the general system of the currents, perhaps occasioned by the opposite verge of a revolving storm, which, as is well known, frequently causes a revolving or storm current; on opposite sides of such a meteor we may then find opposing currents, whose effects do not cease until after the exciting cause has passed away into other localities.

The surface drifts may not be very deep, but they may overlay a more powerful current moving in a very different direction; this is frequently found to be the case, and therefore the surface motion may not give any just notion of its real nature.

Violent winds have one effect on the water—that of disturbing the strata, the lower and cooler portions rising to the surface, and thus occasioning veins or streaks of differing temperatures. This becomes more manifest when the storm waves reach a shelving coast, and the deeper lying portions of the water becomes thus lifted to the surface.

These remarks bring us to another subject—that of the temperature of the ocean. In the ensuing remarks it will be seen that temperature is perhaps the most important element in ascertaining the origin of a current. It was proposed, in former years, to navigate a ship by means of the thermometer, but later observations have shown that the system is founded on a fallacy.

The origin of the idea most probably arose from the fact of vessels approaching the eastern American coast from Europe finding a very great decrease of temperature on and within the edge of soundings. But this is now otherwise explained. The warm Gulf Stream skirts this bank in a northerly direction, but inside it a cold arctic current sets to the southward, and occasions the phenomenon. The same holds good on the Newfoundland banks, the Gulf Stream skirting their southern edge.

A shoal may have cooler water over it from the fact of the lower strata of a current being diverted upward by its shelving sides, and this would be particularly the case after any great disturbance of the surface waves. In the Pacific, therefore, but little dependence can be placed on the thermometer as a safeguard or warning of approach to shoal or dangers.

The Pacific Ocean being of so much greater extent than the Atlantic, it follows that many of the causes which operate to create a complexity in the current systems in the latter do not apply to the former. In carefully examining the tables of observed temperatures which have been made, particularly by M. Tessan, in the French frigate *La Venus*, it is evident that in the open ocean, beyond the influences of the land, the variations both in the air and water are comprised within very narrow limits, both as to the diurnal

*South Pacific.*
and secular changes. Thus between the tropics the difference of the mean between the hottest season and the opposite does not exceed 3 or 4 degrees of Fahrenheit, and therefore that of the water, as acted on by these causes, must be limited to the same amount. From these facts it is manifest, says M. Tessan, that if we find a variation exceeding 6 or 8 degrees in the temperature of the water in neighbouring points, or in those distant from each other, but lying in the same latitude, it must denote the presence of a current of warmer or cooler water.

These are the chief points connected with the phenomena of currents; more extended particulars will be found in our North Atlantic Memoir, 13th edition where these questions are amply discussed, and references to numerous authorities are there given. Our present task being confined to those met with in the Pacific, we proceed to their consideration in detail.

The general system of currents in the Pacific is thus concisely described by M. Biot, who has examined with great care all the recent and first observations on this subject:—

Two currents remarkable for their force, traverse, like two immense rivers, the whole of the regions of either ocean, the Atlantic and Pacific. That appertaining to the latter, seems to flow from the extensive line of antarctic coast discovered by Sir James Ross in 1841, and from the great icy barrier which extends from thence towards the pole, perhaps as far as the pole itself. At its entrance into the Pacific this current advances to the North; but before New Zealand it trends to the East, and proceeds until it strikes the western coast of Patagonia. This obstacle separates it into two branches. The minor one redescends towards the South and doubles Cape Horn, the principal one turns to the North, following the coasts of Chile and Peru, lowering the temperature of these countries. But when it reaches the equator its further advance to the North is prevented by the tongue of land lying obliquely to West, thence continuing to advance with scarcely any obstacle in this direction until it is again arrested by Oceania, the India Archipelago, and the Asiatic continent. Arrived here, it subdivides, following the inflections of the coasts it strikes against; one branch flowing to the East of Oceania trends to the South; another enters and is lost in the Indian Archipelago; a third, reflected by the eastern coast of China, turns to the northward. But this soon meets directly in its course with the Japanese Archipelago, the Peninsula of Kamtschatka, and the eastern prolongation of Siberia. Besides this, it is driven towards the equator by the polar current which issues from Behring's Straits. Under the combined influence of these causes, its course bends to the eastward, and following the direction now quite open to its progress, it proceeds to the western shores of North America, above the Oregon territory. Again deflected from its eastern coast, it bears to the South along the Californian coasts, and again entering the great equatorial currents it bears away once more to the westward.
By this movement in continual circulation the cool waters coming from the South Pole become heated under the equator, and at length moderate the region of the northern climate they next reach. Thus the branch of the equatorial current which ascends to Kamtschatka is the cause that the sea never freezes round the northern extremity of the peninsula.

Each branch of this system will now be considered in its turn.

1. ANTARCTIC DRIFT CURRENTS.

It has ever been considered that from the polar regions the waters of the ocean move first in a direction towards the equator, and then towards the East, where, from the configuration of the great continents, they are forced to the northward, and at last uniting with the equatorial drift, bear away to the West, and maintain the equilibrium.

That the former portion of this assertion is at least correct in some degree is shown by the floating masses of ice, which, being detached from their parent locations, are annually brought within the region of more temperate climates in the spring and early part of the summer. However theories might be reconciled with the limited knowledge we possessed till within a recent period, late discoveries must tend to subvert partially the preconceived notions of the origin and progress of the northerly drift from the antarctic polar regions.

Much of the speculation as to the origin and progress of these moving masses of water, however, cannot prove useful to the navigator, as too often a more extended examination, embracing more minute particulars, nullifies, or perhaps reverses, the previously conceded axioms. Such may be the case with this antarctic drift. As far as has been ascertained, the whole mass moves in a northerly and easterly direction to the South of New Zealand, about the same at Cape Horn, at the rate sometimes of 20 to 35 miles per day.

Sir James Clark Ross, in his last antarctic voyage, made several experiments in deep sounding and temperature. One of these was on January 3, 1842 (nearly midsummer), in lat. 66° 34' S.; the ships were enclosed in a field of ice, without visible limits, when they let down a sounding line of 915 fathoms, with attached thermometers, which, contrary to all preceding theories and experiments, showed a constantly increasing temperature from the surface, at 36° to 39°.5 Fahr. This extraordinary result, so totally at variance with all that had been previously observed, opened a fresh field for speculation.

Following up the experimental investigation, Sir James Ross assumed that there was a zone in the southern hemisphere in the mean latitude of about 56° 26', the water of which possesses the same unvarying temperature of 39°.5 from the surface down to the bottom.
Thus, supposing there is a similar belt of uniform temperature in the northern hemisphere, the two would separate the waters of the globe into three great thermic basins, two towards each pole of the earth, and a third through the central part of which the equator would pass. In these zones, then, the whole body of ocean water is of uniform temperature from the surface to the bottom, while on the North and South of them, towards the tropics and equator, water of a higher temperature would float above it, and in those nearer each pole the surface water would be colder.

But in the later deep sea experiments, especially in those made on board H.M.S. Porcupine in the arctic seas, in 1869-70, it has been fully demonstrated that the thermometer bulbs, unless protected, are seriously affected by the enormous pressure they are subjected to in their descent to such great depths, and that consequently the recorded temperature is greatly in excess of the true reading of the index, and therefore any theory based upon such evidence must be fallacious. Therefore the views promulgated by Sir James Ross must be abandoned.

There are many difficulties in fully accounting for ocean circulation, especially of those deeper movements which are known to exist, but which can neither be accurately measured nor connected with any surface phenomena. In the South Pacific there have been, relatively, so few data acquired, that it is only from analogy from other oceans, especially with the North Atlantic, that any argument can be raised. As these speculations do not affect the seaman's practice, they will be left to other works. In our book on the North Atlantic Ocean above referred to, there will be found many elucidation of this branch of hydrography.

2. CAPE HORN CURRENT.

It has been stated that the drift current from the antarctic regions, after proceeding to the eastward, strikes the Patagonian coast, and separates into two branches, the southernmost of which is that now to be considered.

Its existence has been questioned, and even denied; but more complete examinations have determined its character, and we here give some of the facts upon which it rests, apart from any speculative ideas.

The first experiments which afford undoubted evidence were those made by the lamented Captain Henry Foster, R.N., in H.M.S. Chanticleer. From the appendix to the account of his voyage we extract the following:

At the distance of 3 or 4 leagues to the southward of Cape Horn there is a current running to the E.N.E., at the rate of about 1 mile per hour; but in what manner this current may influence the tides near the shore, or what changes may be produced in the direction and the strength of the current itself by the flood and ebb tides, will require a very extensive suite of observations to ascertain.
THE CAPE HORN CURRENT.

The circumstance of there being no well-authenticated account of the existence of a current to the southward of Cape Horn, induced me to throw together the following observations upon that subject, made during the passages of H.M.S. Chanticleer from Staten Island to Cape Horn, from Cape Horn to South Shetland, from South Shetland to Cape Horn, and from Cape Horn to Staten Island, during the summer and autumnal months of those regions.

The ship's way through the water was measured by Massey's self-registering log, and the variation of the directing compass was ascertained by actual observation on the course steered, whenever the state of the weather would permit. The local attraction of the Chanticleer did not exceed 2° in extreme cases.

The observed places of the ship were computed with every possible care and attention. The effect which these observations appear to point out, is that of an easterly motion of the sea, in the vicinity of Cape Horn, produced no doubt by the prevalence of N.W., West, and south-westerly winds; and although its direction is sometimes much to the North, as well as to the South of the East, this deviation, in all probability, arises from the prevalence or greater strength of the N.W. or S.W. winds during the intervals between the observations, as it was generally remarked that the currents' deviation from the East, towards the North or South point of the compass, was in accordance with the prevalence of one of these winds over the other during the interval.

The strength of this set appears also to be much influenced by that of the winds, for, during the voyage from Cape Horn to South Shetland, it was found, at the time of meeting with N.E. winds, in the parallel of 60° S., that the set to the eastward was diminished in its velocity to about half the amount we had previously experienced. From these several irregularities, the individual observations do not admit of any very satisfactory conclusions being drawn; but taken collectively, they indicate an easterly or north-easterly set. The result of the tables shows that in the voyage from Staten Island to Cape Horn, a current setting N. 80° E., at the rate of 12 miles in twenty-four hours, may be expected in the summer months, and that between Cape Horn and South Shetland a current setting S. 65° E., of equal strength, was experienced during the same season of the year; while in autumnal months this current was found to set N. 49° E., with nearly twice the velocity; and on one occasion, in May, 1829, the set was N. 51° E., 54 miles in twenty-three hours. All this seems to indicate that the winds from the south-western quarter, in autumn, are more violent and of longer duration than in the summer season; and indeed, on a review of the winds during the passages in the different seasons alluded to, it was found that N.W., W., and S.W. winds exceeded those from all other quarters put
CURRENTS OF THE SOUTH PACIFIC OCEAN.

together; in the month of March, in the ratio of four to one; while in the summer months, and during an equal interval, those winds were found to exceed all others in the ratio of two to one only, which points out at once, apart from other circumstances, that the most advantageous part of the year for rounding this noted promontory is the summer months of those regions. And, from the strength and frequency of the gales that were experienced in the month of March, I am induced to recommend the summer season as the proper time for the navigation of those seas, particularly as at that season north-easterly winds may be expected in the parallel of 60° S., and as, in all probability, they continue to blow in a high southern latitude throughout the summer, for we found the north-easterly winds to be the prevailing winds during our residence at South Shetland in the months of January and February.

The next and most important conclusion to be drawn from these observations is, that the set of the flood tide round Cape Horn comes from the S.W.; such, at least, seems to be the case from the observations made during the passage of the Chanticleer from Cape Horn to Staten Island, in May, 1829; when, at the time of taking our departure from Cape Horn, it was ascertained to be nearly low water, and on our arrival off Cape St. John the flood tide had just made its mark. The passage from Cape Horn to Staten Island was performed in 23 hours, in which interval we had felt the whole influence of the two flood tides, while that of one ebb only had been experienced; and on comparing the ship's place, ascertained by bearing at the time of our departure from Cape Horn, with dead reckoning on our arrival off Cape St. John, and kept in the most unexceptional manner under very favourable circumstances, viz., fine weather, a free though side wind, and the ship's way through the water measured with a self-registering log, a set N. 51° E. (true), at the rate of 54 miles in 23 hours, was experienced; from which, if 24 miles be deducted for the effect of the previously established current at this season, we have 30 miles for the set of the flood tide at neaps, or about 3 miles per hour. It is also to be considered, that in advancing to the eastward the flood tide is prolonged, and, on the contrary, the ebb is curtailed. How far the strength of these tides may have operated in producing some of the irregularities in the north-easterly set of the sea, deduced from the previous observations when near in-shore, by having been influenced by either tide for a longer period in the interval between the observations, I have not ascertained; but from some notes which were made at the time, I have every reason to believe that the tides caused part of the irregularities in question.

Capt. Wilkes states that he tried the temperature of the water to the East of Cape Horn at the depth of 480 fathoms, and was much surprised to find it only 28°, that of the surface being 44°. This remarkable depression was not verified by other observations, as the next morning he was in soundings
of 80 fathoms; bottom temperature 46°, surface 49°, but of the correctness of the observations there was no doubt. This certainly demonstrates that the polar current trends around this promontory. Perhaps this might have been a stratum of cold water, raised to a higher level from passing the coast.

D'Urville also found a current setting to the E.N.E., along the icy barrier of Powell's Group; this must be another portion of this great connecting current. That it is not limited to the vicinity of Cape Horn is evident by the drift of the icebergs, which are carried beyond the line where the current is found at the surface, by submarine streams acting upon their submerged portions,—a fact well known and familiar on the Newfoundland banks and the northern edge of the Gulf Stream.

These ice drifts, as will be shown presently, have a N.E. tendency from the southward of Cape Horn, for they have been met with in large quantities up to纬度40° S. latitude at 50° E of Cape Horn.

There is another incontrovertible evidence of this easterly set round Cape Horn, which, having passed beyond its meridian, bears more to the northward, in the fact of the drift-wood, &c., found on the southern shores of the Falkland Islands. In some places on the coast open to the South and West great quantities of it will be found, and there are few places between Cape Orford and Choiselul Bay where a ship could not find a good supply of fuel. This wood comes from the shores of Staten Island and Tierradel Fuego, and in confirmation of its origin, portions of Fuegian canoes are also met with in the same localities.

In respect to its strength, it may be stated that great quantities of drift, kelp, water-worn trunks and branches of trees, &c., are met with at sea to the north-eastward of the Falklands, indicative of this N.E. current, which have been found at 200 miles to the N.E. of Berkeley Sound. Its velocity, probably, does not ever exceed 2 knots; its actual set, perhaps, being even less than 1.

3. THE PERUVIAN OR HUMBOLDT'S CURRENT.

The waters of the South Pacific Ocean, apparently from their northward and eastward tendency in high latitudes, described in page 847, form a current on the West coast of South America, which extends as a mighty river of cooler water from the latitude of Chiloé to the Galápagos Islands on the equator. From its becoming more evident in the warmer and lower latitude of Peru, it has been denominated the Peruvian coast current; from its having been first distinctly explained by the great naturalist, it has been termed Humboldt's Current.

Its effects, however, have been long known. In a very early day after the conquest of America, the Spaniards learned to cool their drinking vessels in
CURRENTS OF THE SOUTH PACIFIC OCEAN.

its frigid waters in the Bay of Callao, a practice still continued. Another
evidence, now traced to the correct source, is the cooler climate which many
parts of Peru enjoy, to what their geographical position and natural character
would otherwise cause. This is also the cause of the garua or haze, which
for months together obscures and cools the air in the Peruvian plains. These
fogs commence in the morning, and are not dissipated till noon, and reappear
in the form of heavy dews at night.

The first elimination of this current is due, as above stated, to Humboldt,
in the autumn of 1802. The account was published by Professor Berghaus,
in his Physikalischer Atlas, from the baron's manuscript, from which the
following extracts are taken:—"The first concern of a traveller, on arriving
at the sea-coast, after a long absence in a mountainous country, is to observe
the height of the barometer and the temperature of the water. I was occu-
pied with the latter in a district between Truxillo and Guaman, near the
Callao de Lima, and on the voyage from Callao to Guayaquil and Acapulco,
on a tract of the Pacific Ocean of more than 400 miles in extent, when, to my
great surprise, I found that the temperature of the surface of the sea under
latitudes where, outside of the current, the temperature ranges from 78°.8 to
83°.3, was at Truxillo, at the end of September, 60°.8, and at Callao, in the
beginning of November, 59°.9. The temperature of the air was in the first
period 64°.04, in the second 72°.86, and then (which is of importance to
remark) 12°.6 warmer than the oceanic current."

This temperature was found to be uniform at Callao, at night only 0°.7
colder than by day; so that the air could have but little to do with it, as
will be more clearly shown presently. Once only did a variation occur; an
immensely high and hollow breaker dashed suddenly in on the shore.
Whether this arose from the effect of a submarine earthquake, as is usually
considered by the inhabitants, or the effect of a distant storm, the result
was that the water was cooled down to 59°.9 and 58°.35 in a few hours.
This is easily conceivable; the lower and cooler strata of water had been
disturbed by the increased surface action, and thus becoming incorporated
with the upper portion, lowered the temperature. Or it might have arisen
from the lower strata of water being driven up-hill toward the shore by the
action of the waves, as may be supposed to be the case when a current meets
a shoal, and causes the surface temperature to be sensibly lower, from the
same mode of action.

From the beginning of November to the end of December, Humboldt
observed that the temperature gradually and regularly increased, until it
reached the height of 69°.8,—a fact more fully established afterwards by
Duperrey in 1828. This would accord perfectly with the climate of high
southern latitudes.

That it is not a mere surface action is manifest; a current of cold surface
water in temperate climates would soon be precipitated to a lower position
by virtue of its greater specific gravity. Nor is there anything in the climate to cause such an anomaly. Besides, we have the direct evidence of the experiments of M. Du Petit Thouars to establish the fact of its depth.

On April 16, 1837, the frigate *La Venus* was to the S.W. of Chiloe (lat. 43° 47'S., long. 83° 46'); the weather being perfectly calm, and the frigate carrying no sail, a line of 1,000 fathoms was let down, carrying a self-registering thermometer. The sounding-line appeared to be perfectly perpendicular, nevertheless the frigate was drifted from South to North, with the velocity of the surface current she was in. If the lead and the case of the thermometer had not found in the descent a strata of water moving in the same direction, and with equal velocity with that of the surface, it would have swerved from the perpendicular, and the variation from this perpendicularity would have demonstrated the difference in direction and strength of the deep-seated currents, but none such was observed.

The Chilian or Peruvian current cannot, then, be considered as a simple and superficial river of cool water. It is produced by large portions of the waters of the polar sea advancing majestically from South to North. The body of the current reaches to and beyond the equator, where it is not less than 973 fathoms in depth.

Besides this, we have other facts of its real depth gained during the same voyage. At the experiment above mentioned, to the S.W. of Chiloe, the temperature at the surface was 55°.7, at 445 fathoms 39°.5; and at 980 fathoms (no bottom) 36°.2. Afterwards the *Venus*, at Pisco, to the South of Lima, where beyond doubt the same current exists, found the surface of the sea was 66°.2, and at 117 fathoms it was 55°.9.

Thus, in its passage from Chiloe to Pisco, the surface water had become 10°.5 warmer, while that at 117 fathoms, as may be inferred from the proportional part, had gained only 4°.5.

The limits and extent of this current, or rather, perhaps, we might say, of the superficial portion of it, must vary. As stated in the outset, the cold current bearing to the N.E. from the Antarctic regions, strikes the coast of America about the parallel of Chiloe or Concepcion. Its breadth, therefore, as far as the latitude of Valparaiso, is open to conjecture; at all events, it is not very rapid in this portion of its course, and therefore more liable to be neutralized by the effects of the winds acting on its surface.

Admiral Du Petit Thouars, in sailing from Easter Island to Valparaiso, in March, 1838, which course is nearly on a parallel, found the temperature of

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*"The change in the direction of this N.E. drift to N. is about the Island of Mocha. The frequent wrecks on the coast of Chili are an evidence of this set towards the shore, and another is the difficulty vessels have formerly experienced in gaining a sufficient offing in leaving Valparaiso in order to double Cape Horn."—*Wilkes.  

*South Pacific.*
the surface to decrease very gradually through the whole of the track; thus, March 1, lat. 29° 56' S., long. 111° 8', mean temperature, 75°, current, S.E.; March 5, lat. 32° 37' S., long. 97° 45' temperature 72°; March 10, lat. 32° 44' S., long. 87° 24' temperature 69°; March 17, lat. 33° 3' S., long. 79° 14', temperature 67°; the current throughout all this period had been more or less to the eastward; March 19, lat. 33° 2', long. 76° 44' temperature 59°.7; so that, according to this, perhaps the most direct observation in this latitude, there is not any very well defined western limit to it.

Nor does the outer boundary to the North of this appear to be exactly marked by a change of temperature; but its effects may be felt at the distance of 500 miles off the land, in lat. 28° 30', though it here shows 67° of Fahrenheit, demonstrating that it merges gradually with the warmer body of water to the westward.

Off Callao it would seem as if the trend of the land drove it from the general northerly course parallel with the coast, which it maintains to the southward of this, and on this parallel we may look for the southern limit of its westerly drift at times, but this appears to vary considerably. Captain Wilkes says that he found the breadth of this stream to be about 100 miles off Callao, but gives no particulars of his observations.

M. Tessan found, in one spot, about lat. 9° 20' S., long. 107° 50', a singular equality of temperature at the interval of four months (February to July, 1838), it being at both times 77°.5; and here he considers that its southern limit must be placed.

The estimation of Duperrey, who has done more to the elucidation of the currents of the Pacific than any other observer, will place the fact of the difference of the temperature of this current and that of the mean temperature of the latitude in a clear light:—

<table>
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<tr>
<th>Air.</th>
<th>Ocean.</th>
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<tr>
<td>The mean temperature, as calculated for lat. 12° 0' S., is 79°.34</td>
<td>79°.70</td>
</tr>
<tr>
<td>But at Callao the mean in February and March, 1823,</td>
<td></td>
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<tr>
<td>was ..........................</td>
<td>68°.36</td>
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<td>Difference</td>
<td>10°.98</td>
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At Payta (lat. 5° 6'), Duperrey observed the temperature of the current, March, 1823, between 68°.90 and 77°.0; mean 72°.95; whilst in the ocean, outside this cold current, the mean was 80°.6.

Lieutenant Dirckinck von Holmofeldt, at the request of Humboldt, made a long series of observations on this current in 1824-25, which would place the limit of its North direction at Cape Blanco. The change from the temperature of the cold current to that of the adjoining sea North of the parallel of Cape Blanco, is very remarkable. Between the 4th and 5th of April it rose from 71° and 72° to 80° and 83°.
Nothwithstanding all that has been said respecting the existence and character of this northerly current, it does not appear to be so evident to all as to excite immediate attention in those who traverse it. By some its existence is even denied, though, on the other hand, it would certainly seem without any proper reason.

M. Lartigue, who was in the French ship La Clorinde, under the Baron Mackau, in 1822-23, says that the currents always followed the direction of the wind; but his experience would in some degree appear to confirm the observations made by others on this northerly current. He says the Clorinde was drifted 2° 10' to the northward in the space of twelve days in the summer; but in winter the differences to the northward exceeded by 36' those to the southward in ten days, the predominant winds being from the southward.

M. Lartigue is among the first who noticed a counter or southerly current running close in-shore, by means of which he has recommended vessels to get to the southward, when other causes combine; we will again allude to this presently, but perhaps it was owing to this (eddy) current that a portion of his southerly drift is owing.

Another observer, whose remarks are entitled to every consideration, is Rear-Admiral Lütke, and he, too, does not coincide with the opinion that this is a well-defined current. We quote his remarks:—"At about 15° to the West of the meridian of Cape Horn, and between lats. 58° and 61°, the currents were very variable, as well in their direction as in their force, and did not at all times obey the direction of the wind. But to the West of Tierra del Fuego, which we rounded at the distance of 300 to 400 miles, and, as far as latitude 46°, with very strong breezes from the S.W. and N.W. quarters, the current ran for six days to N. 52° E., at the rate of 21 miles in 24 hours. The immediate influence of the wind on the current was here very evident.

"After gaining, in lat. 44°, the regular wind which prevails on the American coast, we also expected to find a northerly current, which, as is generally supposed, runs along the coasts of Chili and Peru, and brings the cool water within the limits of the torrid zone. With the exception of the day we arrived in Concepcion Bay, when we found ourselves 14' further North than our reckoning, we did not have a single evidence of a northerly current, but only some slight currents to the East and West. We attributed this to our great distance from the coast, when we entered the regular trades; but between Concepcion Bay and Valparaiso we did not at any time get very far off the land, and then we did not remark any current to the North; once only we were drifted 13 miles to the N.W.; otherwise, we had no current at all, or else it was to the S.W. During all this period the southerly monsoon only blew for twenty-four hours; the remainder of the time we had light winds from the N.E. or N.W. It may be concluded from this that even here the
constancy of the northerly current depends upon the winds from South, and it is from them, perhaps, that it immediately proceeds.

"The daily observations on the surface temperature of the water (by Dr. Mertens) showed nothing more than the ordinary decrease on approaching land, and no evidence of cold-water currents.

"These facts, contrary to the generally received opinion relative to the currents on the S.W. coast of America, were new to us, although the same had been previously remarked by other navigators. Captain Duperrey deduced from a great number of observations, that the current of cool water flowing along the Peruvian coasts reaches low latitudes in coming from the S.W. This current attains the coast of America about the parallel of Coquimbo.

"The currents were variable, between S.E. and N.E., during the time that the very strong breezes from N.W. lasted, which was an entire week during our stay at Valparaiso, and on the parallel of 33°; they might be therefore directly referred to the action of the wind; but once in the course of 24 hours, when the wind blew very strongly, the reckoning did not vary from the observations."

Without giving any opinion as to the relative weight of the remarks here quoted, it may be averred, that as yet the observations have not been sufficiently connected or extensive to draw any absolute conclusions from them. The remarks of Capt. FitzRoy as to these variations from the normal character of the stream, or the periodical or occasional reversion of this northerly current will be interesting.

"The period at which these southerly sets take place cannot be foreseen with any degree of certainty. Neither the seasons, the age of the moon, nor the other causes common on almost every coast, seem to have any influence here. The oldest navigators and men accustomed to the coasting trade, can assign no reason for these changes—they only know that they do take place, and endeavour to profit by them accordingly.

"During the continuance of the survey, these southerly sets were frequently experienced immediately preceding and during northerly winds; but as this was not always the case, no general rule of the kind can be laid down, although it certainly appears to be a natural inference that there is some connecting link between them, which time and attentive observation will yet reveal. It was also remarked that at times the current was setting to the southward, after a fresh wind had for several previous days been blowing from that quarter. And as no inequalities or irregularities in the coast line seemed to have occasioned this, it only served to awaken curiosity, without affording any clue to discover the source of these singular but interesting anomalies."

It is perhaps at the Galapagos Islands that the evidence of the Peruvian current becomes most manifest. The currents, from the concurring testimony
of all voyagers, are most remarkable in the vicinity of this archipelago. The thermometer would indicate to a certainty the origin of these strong currents, which chiefly bear to the North and West, but in the earlier voyages no notice has been taken of this feature. Colnett notices the drift-wood, bamboo, wild sugar-canes, and small cocoa-nuts, lying on the S.E. side of Chatham Island. Capt. FitzRoy mentions one fact which bears very strongly on the subject. The Beagle was here in October, 1837. On one occasion the temperature of the sea a foot below the surface, on one side of Albemarle Island, was found to be 80° Fahr., but at the other side of the island it was less than 60°. This is a surprising variation, and well worthy of attention to future navigators, who may easily and readily do great service to hydrography by making and recording such observations.

This low temperature of the water, constant or fluctuating, has one remarkable effect, according to Mr. Dana—the absence of all coral reefs around the Galapagos, though they lie much within the limits of the temperature in which the coral building insects can live.

We will cite a few remarks that have been made in the vicinity of these islands, as it appears that they lie on the verge of different current systems.

First, between Cape Blanco and the Galapagos, Capt. FitzRoy was set 50 miles to the W.N.W. in the twenty-four hours preceding his making the archipelago from the S.E. Capt. Worth, of H.M.S. Calypso, also found the set to be 25 miles per day to the North and West, in 1848. H.M.S. Conway was also set to N.W. at the rate of 1¾ knot, in November, 1834. Lieut. Foster found the current setting N. 64° W. at the rate of 1¾ mile per hour, at the S.E. part of the group.

Passing to the northward of the archipelago, Colnett found it run so strong to the westward that he was seven days in recovering his position, after killing some spermaceti whales. To the North of Narborough Island he states that it runs 4 or 5 knots to the North. This was in the summer. Lieut. Foster says that a careful comparison showed the current to run 30 miles N. 60° W. in twenty-four hours at James Island. Captain FitzRoy says:—While sailing away from the Galapagos we were impelled westward of a smooth sea, not only by favouring easterly breezes, but by a current which set us more than 60 miles to the West during the first twenty-four hours after our losing sight of Culpepper Islet, and from 40 to 10 miles each subsequent day, until November 1st, 1835, in lat. 10° 14' S., long. 120° 35' W. Thus far as to the north-westerly set of the current around the Galapagos.

To the northward of the line between Cape Blanco and the archipelago there appears to be a conflict between opposing currents. Though we have no observations as to the relative temperature of these varying streams, yet there is little doubt but that great differences would be found in those which have a southerly set, and those to the northward of West.
Capt. Colnett relates a remarkable instance:—In the course of our passage from Cape St. Elena to the Galapagos (June, 1793), we fell in frequently with streams of current, at least a mile in breadth, and of which there was no apparent termination. They frequently changed the ship's course, against her helm, half the compass, although running at the rate of 3½ miles an hour. I never experienced a similar current but on the coast of Norway. The foth and boil of these streams appears at a very small distance like heavy breakers. We sounded on several of them, and found no bottom with 200 fathoms of line. I also tried the rate and course of the stream, which was S.W. by W. 2½ miles an hour. These streams are very partial, and we avoided them whenever it was in our power. Birds, fish, turtles, seals, sun-fish, and other marine animals, kept constantly on the edge of them, and they were often seen to contain large beds of cream-coloured blubber, of the same kind as those of a red hue, which are observable on the coast of Peru. This is very decisive as to the meeting of different currents. In another part, farther to the North, Capt. Colnett found the current running to N.E. 30 or 40 miles a day. Capt. Worth, of H.M.S. Calypso, also noticed strong rippling in the space between the islands and the main.

The great bay formed by the continents here seems to be subject to very varying currents, apparently influenced by turns by the Peruvian or by the Mexican currents, according as the relative strength of either becomes greater. Thus Malpelo Island, says Colnett, is surrounded by a strong current, having much the appearance of breakers. This he found setting strongly into the gulf, toward the Bay of Panama, accompanied by light winds, with thick and hazy weather, at the rate of 2½ miles per hour, to N.E. by E. by compass. Another writer says that they run violently to the South and West. That these varying statements should be equally correct is not at all incompatible, though we have no data from which to judge when the inset or outset from Panama Bay occurs. This uncertainty somewhat embarrasses the navigation between the Galapagos and Panama. Colnett remarked this on his passage from Quibo Island to the former; he passed through strong ripplings and veins of current bearing to West; at another point they might have set to East.

This is, probably, another evidence that the Peruvian current is not altogether diverted at Cape Blanco, as has been supposed by Humboldt and others; it is evident, from what is above stated, that at times it runs to N.E. in the offing; and just to the eastward of Cape San Francisco, off the town of Atacames, is a long shoal spit running out 11 miles from the land; it is mentioned in the description. This and the irregularity of the depth off this part of the coast may warrant the inference that they are the effect and result of the strong and conflicting currents which set into and out of the bay.

This part of the subject need not be pursued further. From what has been above shown, but little dependence can be placed on the certainty of
any particular drift in this quarter. Therefore the navigator must be guarded against their insidious and violent effects.

Of the velocity of the Peruvian current, in addition to the remarks incorporated above, the following may be quoted.

Humboldt writes:—An intelligent Spanish seaman, Don Joseof de Moreda, commanding the ship in which I made the voyage from Callao to Guayaquil, assured me that in the archipelago of the Islands of Chonos and Huaytacases, the coasts of which he had explored, he found the movement of the water which flows along the coast towards the North to be very slow. On the surface it only moved at the rate of from three to five-tenths of a mile per hour, as in a drift-current; but careful observations with the lead had shown that, at a depth of from 12 to 15 fathoms, the current in the same direction is much stronger. The agitated parts of the water, flowing between warmer layers, long maintain the low temperature of higher latitudes, and remain at a depth corresponding to their specific gravity.

The United States' Exploring Expedition estimated the effect of current in the passage between Valparaiso and Callao as 171 miles, but the direction was nearly due West; so that the trend of the land deflects the current from its northerly course, which it again resumes after passing the Pisco.

Between Cape Horn and Valparaiso Capt. Wilkes states that he found the drift to be 254 miles, in a direction N. by E.

Humboldt says:—"From Valparaiso and Coquimbo, but especially from Arica, North to Lima, the current at the strongest runs from 12 to 14, and sometimes even 18 miles in twenty-four hours.

"In this, as in other currents, when it meets with an impediment by striking the coast, its velocity is increased, and thus the greatest rate is close in shore. The force of this current is the cause why ships which, at the time of the garua, sail from Quilca to Callao cannot obtain sights for latitudes during long intervals; the fog, too, preventing their making out the land, they are drifted unexpectedly to the North of Callao to Huaura and Guarmey, and still consider themselves to be, according to the dead reckoning, to the South of their port. This haze is most dense between Pisco and Lima."

4. THE EQUATORIAL CURRENTS.

This great extent of moving water, obeying the same general law as the trade winds, advances across the entire breadth of the Pacific, from the coasts of Central America to those of the Indian and other archipelagoes in the West, within the tropical limits.

It must not be understood, however, that the whole space above indicated is occupied by one unvarying westward tendency of the currents, inasmuch as many anomalies and conclusions apparently opposite to this notion may be derived from the observations that have been made. Yet the general asser-
tion is correct. Why it is that the currents should be in many cases quite
imperceptible, or even flowing in a contrary direction to that which all rea-
soning and analogy, drawn from known facts, would indicate, is a problem
yet to be solved. In the remarks that have been made upon the winds in
previous pages, it is shown that the trade winds in the Pacific, away from
the influence of the land, have not that permanence and steadiness char-
acteristic of their nature in other parts of the world. The same with the
equatorial currents: they seem to be neither permanent nor regular; at least
so far as regards those superficial portions with which the ordinary nav-
igator has to deal. As is stated in the preliminary observations to this chapter,
the great mass of waters may be moving in an opposite direction to that
which the drift of a ship may indicate, as her immersion may not reach below
that portion which may be immediately affected by the wind. What the ex-
tent of this action of the wind may be is difficult to estimate, but the move-
ment occasioned by the surface waves does not reach to any very great
depth—3, 4, or 5 fathoms at the utmost in ordinary cases; but, by accumu-
lated impulses in one direction, a greater mass of water may be set in motion
in that direction, and overlay a mass in a state of rest, or moving in another
direction. There can be but little doubt but it is in this way that the absence
of current, or partial reversing of their directions, may be accounted for.
And also, that if more extended and careful observations were made upon
the substrata of the ocean, it would be found that the waters of the Pacific
are moving majestically in one unceasing circulation, regulated by one un-
varying law. Therefore, as far as the surface of the ocean is concerned, the
mariner may expect, but must not depend on finding, westerly currents with-
in the tropical regions.

Captain Duperrey, who has devoted much labour to the elucidation of the
currents, places the southern limit of the equatorial current, beyond the in-
fuence of the continent, at lat. 26° S., and its northern border at lat. 24° N.,
or (partially) occupying a zone of 50° in breadth. It is more than probable
that these latitudes may vary at the different seasons.

Commencing with the S.E. portion, it must be remarked, that the cold
Peruvian current forms a portion of its initiatory course. This current, pre-
viously described, first assumes a direction to the West of North in about
lat. 20° S., near the South American coast, and in long. 108° W.; its southern
limit, as evidenced by its low temperature, was found by M. Teesan to be in
lat. 9° 40' S., long. 108° W.

It is probable that in this eastern portion the current may be less strongly
marked than farther to the West. For Capt. Lütke states that he did not
find any current in his passage between lat. 20° S. and long. 81° W., and
28° S. and 116° W., a distance of 2,400 miles.*

* Berghaus places a counter current on this chart from the observations made on board
THE EQUATORIAL CURRENTS.

Between Callao and Tahiti, after crossing the polar stream, Wilkes experienced little current. Among the islands of the Paumotu Group, none whatever was perceived, and the whole drift was no more than 17 miles in a N. 57° E. direction.

At the Marquesas it generally sets to the westward between N.N.W. and W.S.W., and its velocity is about half a mile an hour.

Concerning its velocity, Captain Wilkes found it running to the S.E. at the rate of half a knot against the wind, in July, 1839, lat. 15° 30' S., long. 99° 30' W.

At Disappointment Island, on the North of the Low Archipelago, the current ran to the West at a mile an hour.

To the South of Pitcairn Island it ran 34 miles a day to the East in a N. W. gale, January 9, 1837.

In the southern part of the Low Archipelago, Captain Beechey found it running strongly to the South.

Captain Scott, of H.M.S. Samarang, estimates the current at Christmas Island (lat. 15° 0' N., long. 157° 30' W.) to run 37 miles per day to S. 84° W., September 11, 1840. Proceeding to the N.W. on the following day, in lat. 2° 30' N., long. 158° 50' W., S. 80° W. 11½ miles; September 13th, lat. 3° 20' N., long. 160° 20', West 25 miles; September 14th, lat. 4° 10' N., long. 161° 40' (to the East of the Samarang Islands, then discovered), S. 45° W. 10 miles.

On September 16th Capt. Scott fell in with the easterly counter current, presently described, which drifted him, in lat. 6° 50', to N. 33° E., 50 miles in the twenty-four hours, but on the following day, in lat. 8° 45' N., the equatorial current again set to S. 72° W., 25 miles per day.

Beyond the Fiji Islands, to the westward, a S.W. current prevails (Wilkes, vol. v., p. 472.)

Between the Society and Navigator's Islands, Wilkes considered that no current exists. The distance is about 2,000 miles, and in his passage, which occupied fourteen days, his drift only amounted to 43 miles, in a N. 9° W.

On September 26th, the Prussian ship Mentor, October 20—26, 1823, on her passage from Coquimbo to the Sandwich Islands. The current she met with in crossing the tropic of Capricorn, that is, from lat. 26° to 21° 20' S., long. 75° to 82° W., was directly to the East—that is, opposed to the direction of the equatorial current. Whether this was only a partial and temporary stream, or whether it is due to some hitherto unexplained and constant cause, is not yet decided. The passages of Kotzebue and La Perouse do not contradict, nor do the above remarks of Lütke, who traversed the space April 23 and 24, 1827, negative the existence, although the Russian commander does not add his testimony to the existence of the apparently well-defined Peruvian current. It has been placed on the charts alluded to as the Mentor's counter drift, though more observation is necessary to establish its existence. Should this be done, its name would be appropriate.

South Pacific. 6 N
direction. On approaching the latter group, the temperature of the water rose a few degrees, indicating, as he surmises, that there was no cold submarine current.*

Around the Samoan Group a current appeared to revolve: for on its southern side it set continually eastward, while on the northern side it set to the West. The current is weaker near the shores, and is not fully developed until at some distance from the islands. This phenomenon has little connection with the tides, and does not appear to be connected with the general system; at least we are unable to account for it on general principles. A knowledge of its existence is, however, of importance to the navigator, as advantage may be taken of the easterly direction of that part to the South of the islands in beating to the windward.

After leaving the Fiji Group, Wilkes did not experience any current until he reached the latitude of 8° South, and then only in separate impulses. He then experienced currents for three or four days, whose united effects amounted to no more than 20 or 30 miles, in a direction about S. by W. In passing the Phoenix Group a variable current was experienced, and little seems to exist there at the season when he passed it; but in the following January, when the Peacock was at this group, a current was found setting to the westward, which was lost on passing a degree or two to the South. In this voyage of the Peacock a space in the ocean was traversed remarkable for elevated temperature, which was as high as 89°. The waters of this space, therefore, do not enter into the general circulation.

Approaching the western end of this southern equatorial current, that is, to the West of the Fiji Archipelago, we find that the currents vary considerably in their direction, and moreover are frequently very violent.

A portion of this has been called Rossel's Drift, to the N.W., off the New Hebrides, New Caledonia, &c. Berghaus has applied this name from its having been announced from the observations made in D'Entrecasteaux's voyage by Admiral Rossel. But it can scarcely deserve the name of a permanent current, as the following extracts will demonstrate.

On the eastern side of the reefs extending to the N.W. of New Caledonia, D'Urville found the current setting to the N.N.W., 34 miles a day, in June, 1827.

In the Nautical Magazine for 1842 are the following remarks:—Off the islands, so far as my observation extends, the currents decrease in strength

* Captain Wilkes mentions cases in which the Polynesian Islands were occasionally affected by the remarkable phenomenon of a sudden rush of waters. He was inclined to ascribe this to the action of a polar current encountering obstructions of the several groups, as he considered that no other cause would be so likely to produce such results. The sides of the island which were most affected were those that would have been exposed to the full violence of a stream setting from a higher to a low latitude, while the action on the opposite side was either much diminished or wholly insensible.
THE EQUATORIAL CURRENTS.

in proportion to the increase of latitude, that is, the nearer to the equator the stronger the current, and generally with the wind. There are no doubt many exceptions; but without an account of each island, which I am unable to give, no statement can embrace all the particulars, yet one or two instances of such deviation may be mentioned. Cruising to the southward of New Georgia and Bougainville Islands, throughout the S.E. monsoon, from May until October, in the years 1836 and 1840, the current ran strongly to the S.E. against a strong wind and heavy swell, although at the same time, on the North side of these islands, it was running strongly to the westward. Off the North side of New Ireland, where a westerly current prevails, changes to the eastward occur for ten or twelve days at all seasons."

Between September and March westerly winds are regular at the Solomon Islands, and, according to M. Dutaillis, after they have set in, a very strong current runs invariably to the E.N.E. or N.N.E. between this archipelago and those of Santa Cruz, Mendaña, &c., sometimes at the rate of 40 miles per day.

Captain Le Mignon, whose remarks have been given previously, found the current, in April, 1846, between Mitre Island and San Christoval to run at the rate of 24 or 25 miles a day to the East. To the South of the Solomon Islands they ran to the South 45 miles a day, and also 30 to 45 miles to the East. The weather, it should be stated, was very bad, and the winds violent and irregular.

D'Urville found the currents very violent in his approach to New Britain, and on the North side of New Guinea. To the N.E. of the eastern extremity of the Louisiade Archipelago they ran to the North 30 miles per day. Farther North, between this and St. George's Channel, between New Ireland and New Britain, he found it set 36 miles a day to the N.W. 4 N., and near that strait he was set 60 miles to the South, and 30 miles to the West in two days.—D'Urville, vol. iv., pp. 487—524.

When he sailed along the North coast of New Guinea he found the current setting strongly to the westward, at one period, about long. 142° E., at the rate of 58 miles in 48 hours.—(Vol. iv., p. 557.)

In May, 1874, the current on the North coast of New Guinea, in lat. 132° East, was found setting to the northward by H.M.S. Basilisk at the rate of 42 miles an hour, for ten consecutive hours. Eastward of this position to Dampier Island and Astrolabe Bay, the current was found setting to the westward, at the rate of from 12 to 48 miles a day.

Between the Fiji Islands and the New Hebrides D'Urville found the current setting to the West 40 miles per day throughout his passage.

Between New Zealand and Tonga, Wilkes found the currents variable; their general effect was a drift of 108 miles, in a direction S. 88° W. On
this route he passed the Kermadec Islands, and through the latitudes where the southern polar streams appear to be lost.

5. THE EQUATORIAL COUNTER CURRENT.

In our general remarks on the winds, on page 955, it is said that in the aerial systems of the Pacific, as elsewhere, there was a space between the two great belts called the N.E. and S.E. trade winds, in which the wind was variable and light, and in which calms and rains prevailed. This zone of variable winds, as they are known, is affected, in its breadth and latitude, by the annual progress of the sun in the ecliptic.

In the current systems we have a precisely analogous phenomenon—that of a body of water moving with more or less regularity to the eastward, bounded to the North and South by currents moving in the opposite direction. This counter current has been traced, with considerable certainty, nearly across the entire breadth of the Pacific; and the ensuing extracts will explain its character. The first is the observation made by Capt. Lütke, in his traverse in the Séniavine.

After crossing the parallel of 30°, in long. 81°, we had for forty-eight hours, and during light winds and calms, a weak current between North and N.W.; and then for a fortnight, from lat. 28° S., and long. 116°, that is, for a space of 2,400 Italian miles, we scarcely felt any current at all. In the course of this fortnight the difference between the estimated longitude and that by the chronometer did not exceed 20', and there was none in latitude.

Between lat. 10° and 2° S., there was for four days, during which the trade wind, without blowing strongly, was constant and equal, a tolerably strong westerly current, the mean velocity of which to the W. by N. was 17 miles in twenty-four hours.

In lat. 2° S. the trade wind left us, and the current shifted also to the East, then to N.E., and again to S.E., but more to this last quarter as far as 8° or 10° North latitude, where the N.E. trade stopped it. The mean effect of this current was E. 6° S. 12½ miles in 24 hours.

For the sixteen days that the current just spoken of lasted, there were but two which showed any exception, but to compensate they were very striking; this was between lat. 1° and 4° N., where the currents drifted us, in forty-eight hours, 75 miles directly to the N.W., in extremely light airs between East and S.E., and sometimes during almost an entire calm.

This easterly current could here be attributed to light, variable winds, coming from the western quarter, but the same thing occurred in the neighbourhood of the Caroline Islands, when the N.E. trade wind blew constantly, and sometimes with considerable strength. In approaching the Island of Ualan we found a S.E. current in lat. 8°, and long. 163° E. To the West of this meridian the easterly current did not extend toward the
North beyond the parallel of 7°, and toward the South, in general, beyond that of 5½°. Between these parallels, and as far as long. 152° E., in the course of more than three weeks (in January), we did not once have westerly currents, but always to the East, inclining to the South in the eastern moiety of this space, and more to the North in the western half. There was no exception to this order, except between the Séniavine Islands, where the neighbourhood of the coasts and the action of the tides might easily interrupt the regularity of the usual currents. Its mean effect, during these three weeks, was 8.3 miles in the twenty-four hours to the E. by N.

We had no sooner passed to the North of the parallel of 6½°, longitude 152° E., than we got into a strong current to the West, which did not leave us afterwards. To the West of 152° E. we did not get but once to the South of the parallel of 7° (from the 9th to the 12th of April, in long. 144° E.), and we also found the current inclining to the East. To the South of the parallel of 5°, on the meridian of the Island of Ualan, the current bore chiefly to S.W., but then once, in lat. 3°, the current was to the East 18 miles in twenty-four hours.

A zone of easterly currents, between the constant westerly currents, as well in the western as in the eastern part of the Pacific, has also been noticed by other navigators. Capts. Hunter and Wilson found it more to the South than we did, in the limits of the Caroline Archipelago; Captain Duperrey, between lat. 2° and 6° North, and 7° to 10° E. of Ualan, had currents to the S.E. and N.E., but, on approaching this last island, they were still more to the S.W.; again, between the equator and 8½° N., and long. 148° E. and 137° E., he again found them easterly. Admiral Krusenstern places the limits of this East current, meridionally, at the equator, and the parallel of 6°; from our experience, these limits are 5° and 7°, although in long. 163° E. we had already met with them. Capt. Freycinet found strong East currents between the latitudes of 9° 20' and 4° N., and long. 149° and 144° W. Captain Beechey, in his route from the Society Isles to the Sandwich Isles, found between the equator and 4° N., where he got into the N.E. trade wind, a N.N.E. current, the mean activity of which was 18 miles in twenty-four hours. Captain Wendt, in the Prussian merchant ship Princesse Louise, found in three different years, between the parallels of 6° 30' N. and 10° 30' N., and long. 125° and 131° W., currents from the N.E. quarter, of a velocity of from 17 to 25 miles. From all appearances, these easterly currents have some connexion with each other; but we do not yet possess a sufficiently large number of facts from which to deduce a general view of the subject.

To the North of this eastern current, within the limits of the easterly winds, we always found a constant current to the West, inclining in some parts towards the North, in others to the South. Between the parallels of 7° and 9°, where we passed, at different times, more than a month, the cur-
rents constantly bore away between W.S.W. and W. by S. In the months of February and March, between long. 152° and 146°, their mean force was, in eleven days, 15 miles in twenty-four hours, to S. 83° W.; between long. 147° and 144°, in the same interval of time, 8 miles to S. 71° W. In November and December, between long. 156° and 140°, in sixteen days, 14.4 miles in twenty-four hours, to S. 79° W. Farther on, towards the West, in our route to the China Sea, we experienced nearly the same currents, their direction and force being in general 16 miles in twenty-four hours, to S. 70° W.

To the North of lat. 9°, the currents inclined more to the West of North. In the eastern half of the Pacific (between long. 130° and 146°; from lat. 10° to 30°) we found their general direction to be N. 86° W., and their force 11.7 miles in twenty-four hours. In the western half, on our route to the island of Guaham, their general direction, in the interval of four days, was found to be N. 75° W., 22 miles in twenty-four hours; and on our return from the Caroline Archipelago, under the same apparent circumstances, and in the same interval, S. 49° W., 22 miles in twenty-four hours. In leaving the Carolines, in April, as far as lat. 22°, where the trade winds left us (from long. 143° to 139° E.) we had constant westerly currents, the general action of which, in ten days, was N. 52° W., 18.3 miles in twenty-four hours; and in returning from the North to this archipelago, in November, we had these N.W. currents for the greater part of the time, up to the period of our meeting with the trade winds, in lat. 26° (long. 199° to 204°); and we found their mean rate, in nine days, to be 14.7 miles in twenty-four hours, to N. 69° W. On the meridian of the Island of Ualan, on the contrary, as far as the parallel of 28°, also in November, the general direction of the current was S. 43° W., 11 miles in twenty-four hours.

We did not observe that the direction or strength of the trade winds determined the direction of the current to the North or South of West. These different inclinations occurred with winds perfectly the same; we must, therefore, rather seek the reason in some local circumstances, if they should not proceed from some general and permanent cause, and are not an accidental phenomenon, changing without order.

A correspondent of the Nautical Magazine also speaks of this reverse current:—In July, 1833, on the equator, in long. 175° E., a current of about 2 or 3 knots an hour ran to the eastward for fourteen or fifteen days, although the wind was then fresh from the eastward; and it was thought that such changes have generally occurred once a year, probably induced by a strong S.W. or westerly monsoon in North latitude, reaching at this time near the line. They are fitful changes, and not to be depended on, nor can their extent to the eastward be stated.—(Nautical Magazine, January, 1843, page 5.)

What is here stated respecting the S.W. wind extending so far to the
The current generally on the equator, or from 1° or 2° N. to about 3° S.,
according to the same observer, runs to the westward about 2 or 3 knots,
taking its course from the wind. But from other remarks it seldom reaches
such a velocity.

Capt. Wilkes says the current sets through the eastern range of the Fiji
Islands to the N.E., as observed by the Porpoise, during her survey of that
part of the group, and as shown by the manner in which the casks of the
whale-ship Shylock wrecked on Turtle Island, were carried to Fulanga,
where they were picked up. We also experienced the same current in the
drift it caused on the first night of our arrival off these islands. A strong
current also sets to the eastward, on the southern side of the Fiji Group.
I felt convinced that the currents here arose from cold submarine streams as
a cause, and my views were corroborated by the fact that the Peacock, on her
voyage from Sydney to Tongatabu, had been affected by northerly currents.
— (Vol. v., p. 476.)

At the Gilbert Archipelago, during violent gales from S.W., which prevail
from October to April, trunks of large trees are thrown upon the West sides
of the islands, together with large lumps of resin, similar to that found in
the soil of New Zealand.

Captain Bristow found the current strong from West to East at the Purdy
Islets, in February and March, 1817.

We shall conclude with these remarks by Admiral Krusenstern:—

"This current, bearing from West to East, forms to the North of the
equator a zone which extends to the 6th degree of latitude, and the velocity
of which is frequently 20 leagues in the twenty-four hours. Ships returning
from China in the opposite season, that is, during the S.W. monsoon, and
proceeding by the Pacific Ocean towards the Strait of Gamen, do not gene-
rally go farther toward the East than the Pelew Isles; but if they do not
pay great attention to this current, they will usually be carried several
degrees toward the East. The best means of avoiding this stream of current
is to attempt to cross it as quickly as possible from North to South, because South of the equator the S.E. trade is met with, accompanied by a current bearing to the West, the rate of which, near the coast of New Guinea, is from 15 to 40 miles in the twenty-four hours, in a West and W.N.W. direction."

These observations will demonstrate that between lat. 4° and 10° N., which limits may be subject to some fluctuation, there is a current running to the eastward, or against the usual course of the inter-tropical winds and the drift of the ocean on either side of it, and extending from the western extremity of the Pacific as far as long. 115° W., and perhaps beyond this, if the Peruvian cold current should not extend beyond that latitude in this meridian.

6. THE AUSTRALIAN CURRENT.

In the northern part of the equatorial current in the North Pacific, it has been shown that when it reaches the neighbourhood of the continent West of the Marianas it turns to the northward and eastward, forming the well-defined Japanese current—the gulf-stream of the North Pacific.

We have a somewhat similar arrangement of current on the southern edge of the South equatorial stream, which, as has been previously stated, striking the coasts of New Caledonia, the New Hebrides, &c., trends away to the N.W.; so, in like manner, the portion South of this reaching the Australian coast, is deflected and runs to the southward, a warm stream, off the coast of Australia. This course it pursues until it encounters the cold antarctic drift to the N.E., which thus again deflects it and becomes incorporated with it. The first remarks bearing on this current we give from Admiral Kru- senstern's treatise:—

Although the winds blow throughout the year either from S.E. or S.W., the current constantly runs to the South, with a velocity of 1 or 2 miles an hour, at the distance of from 4 to 20 leagues from land. Beyond these limits there is no current found, and very close to the land, particularly in the bays, we have a current to the North, but which does not exceed a quarter, or at most a mile, an hour. At the S.E. and southern part of Australia the current is very violent, and bears to the South, and near Cape Howe its direction draws more towards the East. In ranging along this part of the coast to go to the southward, it would be well to keep at the distance of 43 or 50 miles from land, because you will then be sufficiently far from the land not to fear the gales of wind from seaward which will be met with in the course of the current which runs to the South. On the contrary, if a vessel is making way for the North, she ought not to leave the coast more than 10 miles; but this navigation demands much caution, to guard against gales from seaward. The barometer will then be the best guide; the mercury rises on this part
of the coast with S.E. winds, and falls with those from N.W.; N.E. or S.W. winds do not equally influence the barometer.

Lieutenant Jeffries, R.N., who has navigated a great deal on the East coast of Australia, and who has filled up the blanks left by Cook and Flinders in the geography of this part of the globe, has made some observations on the currents in this neighbourhood which do not entirely accord with those of Capt. Flinders. According to Jeffries, the currents from lat. 28° to the southern part of Van Dieman's Land, during summer, that is, from August to September until April or May, run to S. by W. with a rate of 1¼ mile; always provided that the distance from the coast does not exceed 7 leagues; if it is greater than this and as far as 20 leagues off, they run to N. by W., with a rate of 3½ miles an hour. In winter the opposite of what has just been stated takes place.

To the North of the tropic to the opening of Torres Strait, and within the coral banks, the Barrier Reefs, there is not any current, nor any ebbing or flowing to be observed. Outside the Barrier Reefs the currents are generally regulated by the prevailing winds.

Captain Sir James Ross, immediately on coming out of the heads of Port Jackson, found the temperature of the air to rise from 55° to 60°, and the surface of the sea from 55° to 63°, a temperature it maintained during his progress to the eastward toward New Zealand. During the first twenty-four hours they had run 150 miles, and were set 29 miles to the South of their reckoning.— August 5, 1841.

This belt does not exceed 300 miles in breadth; beyond, or to the East of which, the current sets to the northward 10 miles per day.

On March 3rd the United States' ship Peacock left Sydney, and passed the heads of Port Jackson on the same afternoon. When about 70 miles from the coast, in lat. 33½ S., they experienced a change of 4° in the temperature of the sea; and on April 3rd they found they had been set 30 miles to the southward during the day. On the 5th, the temperature again fell to 72° with an easterly current. Several English vessels were seen cruising for whales, in lat. 28° S., long. 157° E. The winds continued contrary and light. On the 9th, in lat. 26° S., long. 159° E., an opportunity occurred for trying the deep sea temperature. At 830 fathoms below the surface, the temperature had decreased to 46°, that of the surface being 76°; and the current was found setting East by South, half a mile per hour. The next day, in lat. 25° 40' S., long. 160° E., the experiments were repeated; the surface water was 75°; at 100 fathoms, 73°; at 300 fathoms, 56°; and at 500 fathoms, 49°. The current was now found setting to the S.S.W., at the rate of half a mile per hour.

Captain Wilkes, in his remarks on the currents, also has the following:— Before making the coast of New South Wales, the temperature of the South Pacific.
water rose to 73°, and on a subsequent occasion to 75°, and we experienced the effects of a stream that sets to the southward parallel to the coast of New South Wales. This current, like the Gulf Stream, is variable in breadth and strength, and at certain seasons of the year runs with great rapidity. The occurrence of this stream renders it advisable that vessels bound to Sydney should make their landfall to the northward of the harbour. There is no difficulty in tracing the connexion of this stream with that which we found setting to the S.W. near the Fiji Group, which being thrown towards the coast of New South Wales by the South Polar Stream that meets its course obliquely, it also receives an accession of strength from the waters that flow to the S.W. on the West side of New Guinea: ample proof of such a current is to be found in the difficulty of passing to the eastward of the Barrier Reefs.

This stream is analogous to our Gulf Stream, although much less remarkable, and is at times found to extend to the South of Van Diemen's Land, the distance to which it prevails depending on the strength of the polar current which opposes it. Thus the French frigate La Venus met this stream to the South and East of Van Diemen's land in the month of January, 1832, and was more than thirty-six hours in passing through it. It more frequently turns into Bass's Straits, after which it is lost in the sea to the West of Van Diemen's Land, or mingles with the polar current.

We shall conclude with a few remarks on the connecting currents which are found between Australia and New Zealand.

In other portions of the world recent experiments have shown that a system of revolution is going on in the separate basins into which the ocean is divided; where the land bounds any expittance of water in several directions, the tides and currents circulate around its borders, leaving the central space comparatively or perfectly free from their action. This notion was perhaps first distinctly enunciated by Professor Whewell, as to the North Sea tides, and confirmed by Capt. Hewett.

In the space between Australia and New Zealand, the same operation is going on. To the westward is the southerly warm current just described. To the South this warm current is pressed upward by the northerly cold antarctic current. On the New Zealand coast this current is felt as far to the northward as Cook's Strait, while to the northward of the islands the warm equatorial and the cool polar currents by turns gain ascendancy. This system develops one feature, that of a central space in which no current (except those dependent on the wind) is to be found. It is called by the whalemen the middle ground, and has been exceedingly productive to the New Zealand and Australian whale fishery. Its physical character we must suppose to be favourable to the production of the food of the whale, which perhaps flourishes here undisturbed by the transporting influence of currents unequalizing the temperature, and occasioning different water climates, so to speak, in the same locality. It is probable that the whales frequenting this
middle ground came, or rather have come, to the shores of New Zealand, N.W. of Cook's Strait, to calve in the bight called by the whalers Motherly Bay. However, it is most probable that the navigator, by availing himself of the various set of the currents, which will be elucidated by this theory, may greatly assist his passage across this part of the ocean.

We will cite some remarks that have been made on it.

Wilkes found, on approaching Lord Howe's Island and Ball's Pyramid from the Samoan Islands, a current setting North, in which direction his drift in the passage was 120 miles. In the neighbourhood of the first-named island the temperature fell to 66°, but on nearing the coast of Australia, the warm southerly current raised it to 73°.

Captain Fitzroy says:—On New Year's Day, while in sight of the islets called the Three Kings, we passed through several tide "races," one of which was rather "heavy," and would have been impassable for a boat. These races moved towards the North while we could trace their progress. The temperature of the water fell 6° after passing through the principal one. Next day at noon we found that during the past twenty-four hours we had been set as many miles southward (S.S.E.) and hence I am inclined to infer that we were influenced by regular tide streams, rather than by currents setting always in one direction. To the succeeding day at noon (3rd) we were set only 7 miles by water, and that due East. Afterwards, in our passage to Port Jackson, we had alternately northerly and south-easterly currents of about 10 miles a day, and it was easy to tell which current we were in by the temperature of the sea; while the stream set from the North the water thermometer showed about 72°; but when the current was running from the southward, the temperature of the ocean, a foot below as well as at the surface, was only 67°.

D'Urville considered that Cook's Straits, the separation between the two larger islands, had been formed by the constant drift of the ocean to the S.E. (caused by the permanent S.W. winds) making a free passage through the group.

Though not immediately connected with the system just described, the following brief remarks may be given here respecting the currents around New Zealand. Wilkes considered that the antarctic drift strikes the southern part of the islands, and forms currents on either side of the range, which, however, are not constant. That branch which flows on the western side appeared to be the strongest, and is felt as far to the North as Cook's Straits. The current which flows on the eastern side forms an eddy to the North of the islands.

Captain Newby, sailing eastward from Cook's Straits, in August, 1849, when on the meridian of the Chatham Islands, fell in with tangle and seaweed: this would indicate the northerly (polar) current before spoken of.
CHAPTER XXIII.

TIDES, MAGNETISM, ICE.

1.—TIDES OF THE PACIFIC.

Except on the surrounding shores, where they exhibit similar phenomena and magnitude to other parts of the world, the tides of the Pacific are insignificant, and almost unnoticeable to the mariner. In the tables at the commencement of the present work, we have given the elements of the tides necessary to navigation; that is, the hour of high water, and the rise and fall of the tide, on the coasts of America, Australia, &c. But in the vast space between these two boundaries, the tidal wave is scarcely appreciable, except by refined observation, and can form but a small portion of the actuating consideration in navigation.

Under these circumstances we deem it unnecessary to enter into the general laws of the tides as founded by the illustrious Newton, or the interesting features elicited by the discussion of the late Rev. Professor Whewell and Sir John Lubbock. They can be referred to elsewhere, as in our North Atlantic Memoir, 1873, p. 281, et seq. And for those details, as applied to special localities, the reader will find them in the tables referred to, or in the pages of the work to which they appertain. The present consideration, therefore, will be confined to the general view of the South Pacific tides, as set forth by Dr. Whewell, to whom the main features of the tidal laws, as they are now known, is chiefly owing.

The Rev. W. Whewell on the Tides of the Pacific.

I shall not attempt to determine the general course of the tides in the Pacific, but will remark that the view now given of the distribution of the tides in an ocean explains several of the features of the Pacific tides, which were before very perplexing. If we suppose an ocean tide, from the borders of which proceed tides having their progress marked by cotidal lines, we can easily draw the lines so as to include the following facts and observations:—

1. The easterly motion of the tide wave around Cape Horn, which is established by Captain King's observations, and which is difficult to reconcile with the supposition of a tide revolving from West to East round the South Pole. This is explained by its being a tide proceeding from an oceanic tide.

2. The tide being at nearly the same hour along a large portion of the coast of South America, namely, from the Strait of Magalhaens for 20° or 30° northward. This shows that the cotidal line is nearly parallel with the shore.
The very small tides, or no tides, at the islands in the centre of the Pacific, Tahiti, and the Sandwich Islands. Those belong to a central portion of the ocean, where the rise and fall of the surface nearly vanishes.

There are two sources of inaccuracy in tide observations, namely, the want of a clear understanding as to the thing to be observed, and the irregularity and complexity of the facts themselves. There is probably still some unnecessary difficulty produced by regarding, as a cardinal point in observation, the "establishment" as vulgarly understood, namely, the hour of high water on the day of new or full moon; for, in fact, the hour of high water on this day is of no more importance than the hour of high water on any other day, except in so far as it gives the means of knowing the hour on other days. And it does not afford the means of doing this any more than the hour of high water for any other given age of the moon does. For just as much inaccuracy as, from whatever cause, there is in deducing the time of high water for all ages of the moon, from the time at a given age, just as much inaccuracy is there, from the same causes, in deducing the time of high water for all ages of the moon, from the time of full or new moon. If the tides are regular, and the observations good, the common "establishment" may be obtained from the observations of any one day: although, to give much value to this deduction, the tides should be observed for a fortnight. And if such observations be made for a number of very distant places, the common "establishment" does not represent a corresponding fact at different places. In some places it means the time of high water one day after the highest tide; in some, the tide two days after the highest tide; in some, three days; for the "age of the tide" is different at different places, and the tide which corresponds to the new or full moon comes after the new or full moon by one, two, or three days. Hence, in order that we might compare the tides of distant places by means of a fact which had the same meaning in all of them, I proposed, in a former essay, instead of taking the common establishment, to take what I then called the corrected establishment, namely, the mean of all the lunitidal intervals, that is, of the intervals by which the tide follows the moon's transit. In general the corrected establishment is about thirty minutes less than the common establishment. It has been used by Admiral Lutke, in his discussion of the tides of the Pacific. As the common establishment is still the one familiar to navigators, and as no material error will result from the use of it, I shall make it the basis of my remarks on the tides of the Pacific. It may be useful to bear in mind what I have said, that this establishment may be deduced from observations not made at the new or full moon.*

I shall now proceed to give the tide hours for the coast of the Pacific, ac-

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* I have here said that in cases where the tides follow the common laws we may deduce the time of high water on one day from the time on another: I might have said the same thing of the heights.
TIDES, MAGNETISM, ICE.

cording to the best accounts which I find, judging them in the manner I
have described.

I have, in my first essay, shown that round Cape Horn the tide wave has
an easterly motion. Thus, as I have there said, according to Capt. King, at
Cape Pillar it is high water on the day of full and change, at 1°; at York
Minster, 5° long. to the East, it is at 3°; at Cape Horn, 3° farther East, it is
at 3½°; in Good Success Bay, in Strait Le Maire, the hour is 4°; on the East
side of Strait Le Maire it is 5°. It appears also from Capt. King’s observa-
tions (p. 17), that the tide travels in the same direction along the coast, that
is, to the northward, on the eastern shore of Patagonia. This direction ap-
pears by Captain FitzRoy’s Tables, to continue as far northward as lat. 40°,
the wave employing about twelve hours in travelling from lat. 50° to 40° S.
Along this coast the tides are very large; at Gallegos River, in lat. 42°, they
rise 46 feet. This circumstance might lead us to imagine that they are the
result of accumulated waves converging from the North as well as the South;
and this is probably the case. Yet it is remarkable, especially when con-
sidered in connexion with this view, that in the great estuary of the Plata there
is no perceptible tide. I shall not, however, dwell at present upon the tides
of the Atlantic, but shall proceed to those of the western coast of America.

WEST COAST OF AMERICA (SOUTH).

<table>
<thead>
<tr>
<th>Lat. South</th>
<th>Long. West</th>
<th>Tide Hour</th>
<th>Greenw. Time</th>
<th>Rise</th>
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<tr>
<td>Cape Pillar</td>
<td>H. 0</td>
<td>M. 6</td>
<td>H. 1</td>
<td>M. 0</td>
</tr>
<tr>
<td>Chiloé</td>
<td>H. 4</td>
<td>M. 1</td>
<td>H. 6</td>
<td>M. 0</td>
</tr>
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<td>Valdivia</td>
<td>H. 12</td>
<td>M. 30</td>
<td>H. 3</td>
<td>M. 30</td>
</tr>
<tr>
<td>Concepcion</td>
<td>H. 12</td>
<td>M. 30</td>
<td>H. 3</td>
<td>M. 30</td>
</tr>
<tr>
<td>Valparaiso</td>
<td>H. 9</td>
<td>M. 25</td>
<td>H. 2</td>
<td>M. 25</td>
</tr>
<tr>
<td>Coquimbo</td>
<td>H. 9</td>
<td>M. 40</td>
<td>H. 1</td>
<td>M. 40</td>
</tr>
<tr>
<td>Arica</td>
<td>H. 9</td>
<td>M. 20</td>
<td>H. 2</td>
<td>M. 20</td>
</tr>
<tr>
<td>Callao</td>
<td>H. 6</td>
<td>M. 15</td>
<td>H. 2</td>
<td>M. 15</td>
</tr>
<tr>
<td>Payta</td>
<td>H. 3</td>
<td>M. 24</td>
<td>2</td>
<td>M. 18</td>
</tr>
<tr>
<td>Guayaquil.</td>
<td>32</td>
<td>4</td>
<td>6</td>
<td>0</td>
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<tr>
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<td>4</td>
<td>19</td>
<td>5</td>
<td>0</td>
</tr>
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<td>Punta Piedras</td>
<td>3</td>
<td>59</td>
<td>6</td>
<td>0</td>
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<tr>
<td>Galapagos.</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Charles Island</td>
<td>3</td>
<td>30</td>
<td>5</td>
<td>0</td>
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<td>Chatham Island</td>
<td>3</td>
<td>30</td>
<td>5</td>
<td>0</td>
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<td>Isle Charles</td>
<td>3</td>
<td>30</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td>North.</td>
<td>3</td>
<td>30</td>
<td>5</td>
<td>0</td>
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<td>Cocos</td>
<td>8</td>
<td>15</td>
<td>2</td>
<td>0</td>
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<td>Panamá</td>
<td>8</td>
<td>15</td>
<td>3</td>
<td>0</td>
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<tr>
<td>Panama Bay</td>
<td>8</td>
<td>15</td>
<td>4</td>
<td>0</td>
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<tr>
<td>King’s Tables, p. 15.</td>
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<td>Heron, R. B.</td>
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<td>Norie, Purdy.</td>
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<tr>
<td>FitzRoy, p. 224.</td>
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<td>Malaspina.</td>
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<td>Du Petit Thouars.</td>
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<td>Remark Books.</td>
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<td>FitzRoy, p. 235.</td>
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<td>Malaspina.</td>
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<td>Du Petit Thouars.</td>
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<tr>
<td>Sir Edward Belcher.</td>
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<td>Kellett.</td>
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<td>FitzRoy, p. 84.</td>
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<td>Purdy, E.M., p. 60, Vancouver</td>
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<td>Lloyd, Phil. Trans., 1830.</td>
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<td>Kellett.</td>
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<tr>
<td>Sir Edward Belcher.</td>
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</table>
TIDES, MAGNETISM, ICE.

Our next attempt must be to arrange the tides of the oceanic isles of the Pacific, taking, in the first place, those South of the Equator, omitting the remarks on the North Pacific.

**ISLES OF THE PACIFIC (SOUTH).**

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<tbody>
<tr>
<td>Easter Island</td>
<td>27° 9'</td>
<td>7° 20'</td>
<td>2° 0'</td>
<td>9° 20'</td>
<td>Norie.</td>
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<tr>
<td>Gambier Group</td>
<td>23° 0'</td>
<td>9° 0'</td>
<td>1° 50'</td>
<td>10° 50'</td>
<td>Beechey.</td>
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<tr>
<td>Lagoon Island</td>
<td>18° 0'</td>
<td>9° 18'</td>
<td>13° 30'</td>
<td>9° 48'</td>
<td>Cook, Phil. Trans., 1772.</td>
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<tr>
<td><strong>Marquesas.</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Lalande.</td>
</tr>
<tr>
<td>Resolution Bay</td>
<td>9° 53'</td>
<td>9° 20'</td>
<td>5° 7'</td>
<td>2° 27'</td>
<td>6° Du Petit Thouars.</td>
</tr>
<tr>
<td>Low Archipelago.</td>
<td>18° 6'</td>
<td>9° 23'</td>
<td>6° 30'</td>
<td>3° 53'</td>
<td>1° Belcher.</td>
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<td><strong>Tonga Isles.</strong></td>
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<tr>
<td>Annamooka</td>
<td>20° 15'</td>
<td>11° 40'</td>
<td>6° 0'</td>
<td>6° 20'</td>
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<td>Eoa</td>
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<tr>
<td>Tonga-Tabu</td>
<td>21° 8'</td>
<td>11° 41'</td>
<td>6° 50'</td>
<td>7° 19'</td>
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<td>11° 44'</td>
<td>6°</td>
<td>4° 44'</td>
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<tr>
<td><strong>Fiji Islands.</strong></td>
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<tr>
<td>Nukulae</td>
<td>18° 9'</td>
<td>12° 6'</td>
<td>8° 30'</td>
<td>8° 36'</td>
<td>5° Belcher, Diurn. inequalities.</td>
</tr>
<tr>
<td>Muthuata</td>
<td></td>
<td></td>
<td>8° 30'</td>
<td></td>
<td>5° Wilkes, U.S. Ex., viii. p. 322.</td>
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<tr>
<td>Ovolau</td>
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<td>New Hebrides.</td>
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<tr>
<td>Tanna, Port Resolution</td>
<td>19° 32'</td>
<td>12° 41'</td>
<td>5° 45'</td>
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<td>New Caledonia.</td>
<td>20° 17'</td>
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<td>6° 30'</td>
<td>7° 2'</td>
<td>Noria.</td>
</tr>
<tr>
<td>Norfolk Island</td>
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<td>7° 45'</td>
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<tr>
<td>N. Zealand, Tolaga B.</td>
<td>38° 22'</td>
<td>12° 57'</td>
<td>6° 0'</td>
<td>6° 7'</td>
<td>Cook.</td>
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<td>New Ireland.</td>
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<tr>
<td>Carteret's Harbour</td>
<td>4° 39'</td>
<td>13° 50'</td>
<td></td>
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<td>6° Belcher.</td>
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</table>

These observations appear to imply a general motion westward of the tide wave; but I conceive that they are much too far apart and too unconnected to justify me in drawing cotidal lines; besides which, the smallness of the tides in the central parts of the ocean makes the observations more than usually doubtful, and is accompanied by some circumstances inconsistent with the notion of a simple progressive wave as the representation of the tidal phenomena of those seas. I will consider those circumstances for a moment.

**Tides of the Central Pacific.**

The tides over a great portion of the central part of the Pacific are so small that we may consider the lunar tide as almost vanishing. Thus, at Bow Island, it is stated as only 1 foot; at Tahiti it is hardly more; at the Sandwich Islands it is 2 feet; and even at New Ireland, where we are no longer in the central space, but among the larger islands to the West of it, the tide is only about 2 feet. But moreover, at some, at least, of those places, the tide, small as it is, is not the lunar tide following the usual laws. At Tahiti, for instance, the time of high water appears never to deviate from
noon by more than a certain difference, although Sir E. Belcher has shown
that it varies from 9 a.m. to 3 p.m.* At Bow Island there appears reason
to believe that the limits are much the same; and perhaps at Carteret's
Harbour, in New Ireland. Now it will be easily seen that such a result as
this would follow if we were to suppose the tidal influence of the sun and of
the moon to be equal. On this supposition it is plain that the high water
would always occur halfway between the sun's transit and the moon's transit.
Hence at new moon the high water would be at noon; as the moon went
away to the eastward of the sun, the tide would be later and smaller, till,
when the moon was six hours' distance from the sun, the tide would be at 3h;
but would in fact vanish. After this point the tide would reappear at 9h a.m.,
or a little later, the inferior transit of the moon now taking the place of the
superior one, in determining the tide; and from this time the tide would be
gradually later and larger, till, at full moon, it would be again at noon, and
so on. This appears to agree pretty well with the phenomena of the tides
of Tahiti, as determined by Sir E. Belcher.

A more minute examination of the tides in these regions will enable us to
pronounce more decidedly whether the law of the phenomena is that which
has been just stated. And if it appears that the phenomena do follow this
law, we shall have further to consider how such a motion of the sea in those
parts is to be combined with the very different movements which occur in
other places, and what is the general movement of the ocean which they
indicate; whether, for instance, they are best explained by looking upon the
lunar and solar parts of the tide, as produced by two separate waves, which
may increase and diminish separately, and may start from different epochs
in their motions. I shall not now pursue this point further; nor shall I
further examine how far the phenomena approach to the cases of fluid
motion already described, in which there is a marked wave at the outskirts
of the mass, and an approximate quiescence of the surface in the central
parts; namely, the case of a stationary undulation, and of a revolving undula-
tion, or rather revolving cotidal line. I may remark, however, that the
latter supposition, that of a revolving undulation, by which the tide is
carried from Californianorthwards along the American shore, and to the
coast of Kamtschatka, while the cotidal lines converge to some central point
in the North Pacific, would explain the smallness of the tides at the Sand-
wich Islands. When we proceed westward from the central parts of the
South Pacific to New Zealand and Australia, we again find the feature
which we have already noticed in the tides, namely, that the cotidal lines
run nearly parallel with the shore in its neighbourhood, but that we cannot
easily infer the oceanic from the littoral tides; for the tide lines of VI.,
VII., VIII., IX., X., XI., succeed each other along the coast of New Zea-

* Philosophical Transactions, 1843, part I.
land, and apparently double round its northern and southern extremities, as we should expect from the laws of fluids. But yet the line of X. recurs again on the coast of Australia, and is succeeded by later hours as we proceed northward and southward from about lat. 30° S. Cotidal lines may be drawn to accommodate themselves to these data; but of these lines the parts which occupy the ocean between New Zealand and Australia must be very doubtful.

I have been favoured by Sir James Ross with about a month's observations of the tides in the Bay of Islands in New Zealand; but my means of tracing the progress of the tides along the coast of New Zealand still depend on Capt. Cook's statements. The longitude of New Zealand is so nearly 12h, that the local tide hour may be considered as coincident with the Greenwich hour. At Tolaga Bay, near the most easterly point of these islands, the time is 6h. In proceeding to Mercury Bay and the Bay of Islands, on the N.E. coast, it becomes 7h 30m and 8h respectively; and in proceeding southward from Tolaga Bay we have also a retardation. At Queen Charlotte Sound, and Admiralty Sound in Cook Strait, which separates the two islands, it is 9h 30m and 10h, the strait producing a considerable retardation. At Dusky Bay, the southern point of the island, the time is 10h 57m.

(We omit here the remarks on the Australian tides.)

I have now put together all the principal materials which I have procured for determining the course of the tides in the Pacific. But it is apparent, from what has been said, that the materials are insufficient to give us any complete or consistent view of the tidal movements of the waters of the ocean and the neighbouring seas.

I may observe, moreover, that there appears to be little chance that our knowledge of these tides will be much increased by observations made in voyages principally directed to other objects. Although, in the surveying and exploring voyages since Captain King's, many tide observations on the coasts, and at the islands of the Pacific, have been made, and many of them with care and skill, we have scarcely any material facts added to our knowledge; and the cotidal lines for the shores of America, New Zealand, and Australia, as I drew them in 1833, remain with scarcely any alteration. Cook's observations at New Zealand, for instance, are for this purpose better than any since made, because they are connected (being made by the same navigator, and in close succession), and extend along a continuous shore. It is only by observations thus connected, and having some degree of geographical continuity, that we can hope to trace the course of the tides.

2.—MAGNETISM.

As in the case of the tidal hours and range, so the amount of the variation of the compass on the shores and islands of the South Pacific is given in the
tables of geographical positions, &c., at the commencement of the volume. These, therefore, will be amply sufficient for the mariner to correct or check his course while in sight of land. But on the open sea this element can only be derived from direct observation, or, since so much investigation and large amount of data have been brought into the subject, it will be sufficient for many purposes, if the sailor, knowing his latitude and longitude, derives this important element in his reckoning from the charts of magnetic curves, which represent, generally with great accuracy, the variation of the compass at the present epoch.

The principal authority on this subject is the chart drawn up by F. J. Evans, Esq., R.N., the present hydrographer to the Admiralty. This is the result of the discussion of an immense number of observations corrected for the numerous sources of error, which so often render the observations made on board ship so much at variance with the real variation. Since the vast increase of iron ships, and the use of iron in wooden ships, these errors and the liability to them have vastly increased, as is well known. The establishment, therefore, of these magnetic meridians is a most important boon to the sailor.

Another element of difference also is the secular change in the amount of the variation, which, differing greatly in amount and direction in different regions, requires all attention when charts of past date are used.

To place at one view the existing condition of the Magnetic Variation (or deviation) in the Pacific, the illustrative chart has been prepared for the epoch 1877, and on it is marked, in different places, the present rate of change, by means of which the chart may be made available for several years to come. It will be understood that the coloured line (isogonic lines) show that the amount of variation is the same all along its course. It will also be seen that the variation is easterly all over the Pacific, except in the neighbourhood and to the westward of Japan and China; and that over the whole of the Equatorial Pacific it does not vary half a point. This subject calls for no further remark here. Its details are given in many works now.

3.—ICE.

In a former part of this work, chapter viii., is given a brief account of the lands which encircle the South Pole, in such high latitudes, however, as to be of little interest to the navigator engaged on a mercantile voyage, except that it is the birth-place of those ices which embarrass the voyage between the great capes of the Pacific and Atlantic, which otherwise might be pursued much more free from apprehension.

In this section of the subject it is proposed to treat with brevity also of the phenomena of those antarctic ices that are met with in high latitudes, their formation, and seasons of occurrence. In this we have rested on the works of Sir Jas. Ross, with the remarks of Dr. R. M'Cormick, the naturalist
who accompanied that expedition, the Narrative of the United States' Exploring Expedition, and the other authors previously quoted. These will give the rationale of their formation and drift.

For their period and locality we are indebted to a paper by Mr. J. T. Towson, so well known as the projector of the modern Australian voyage, read at Liverpool in November, 1857.

It may be inferred that the line of perpetual congelation exists in a lower latitude in some parts of the southern hemisphere than in others. The icy barrier retreats several degrees to the South of the antarctic circle, to the West of Cape Horn, while to the eastward it advances to the northward of that line, which is no doubt owing to the situation of the land. But the limited experience of the navigators who have penetrated to the land, would lead to the inference that the line of the icy barrier itself does not change much in its position. From the great quantities of ice drifting in all parts of the ocean, in high southern latitudes, it is probable that the formation of ice islands is much more rapid than is generally supposed.

The manner of their formation is easily explained. In the first place the ice seems to require a nucleus, whereon the fogs, snow, and rain, may congeal and accumulate; this the land affords. Accident then separates part of this mass from the land, when it drifts off and is broken into many pieces, and part of this may again join that which is in process of formation.

From the accumulation of snow, such a mass speedily assumes a flat or table-topped shape, gradually increasing in thickness and weight by the congelation of rain, snow, and fogs, which last have no small influence in contributing to the accumulation, as may be supposed, when a few hours suffices to give the rigging and spars of a ship a coating of ice a quarter of an inch thick. Thus masses of a thousand feet in thickness might require but a few years to form. When the icebergs are fully formed they have a tabular and stratified appearance, and are perfectly wall-sided, varying from 180 to 210 feet in height. Sir Jas. Ross followed the line of these enormous ice-cliffs for 450 miles and upwards, with one unvarying height and character, from which the calculation was made that the ice must be upwards of 1,000 feet in thickness. In some places the United States' Expedition sailed, for more than 50 miles together, along a straight and perpendicular wall, from 150 to 200 ft. in height. This enormous envelope, constantly but gradually increasing in thickness by the deposition on its upper surface, slides down the declivities of the land it rests upon, as is inferred by the analogous process well observed in the northern regions, protruding its margin into the sea, when the stability of the mass and its buoyancy in the sea become neutralized, and its margin then breaks off, or calves, as it is termed, forming those tremendous wall-sided, flat-topped bergs, so characteristic of the southern regions. These icebergs afloat are from a quarter
of a mile to 5 miles in length. But these appear insignificant when compared with a body of ice in the South Atlantic Ocean, reported to have been passed by twenty-one ships during the five months of December, 1854, and January, February, March, and April, 1855, floating from lat. 44° S., long. 28° W., to lat. 40° S., long. 20° W. This mass has received the various denominations of an immense iceberg, an ice-island, “groote ijs-eiland,” and a connected mass of icebergs. Its elevation in one case exceeded 300 feet; but its horizontal dimensions were 60 miles by 40. It was of the form of a hook, the longer shank of which was 60 miles, the shorter 40 miles; and embayed between these mountains of ice was a space of water 40 miles across. The first account of it was received from the Great Britain, which, in December, 1854, was reported to have steamed 50 miles along the outer side of the longer shank. This longest range of ice then bore N.E. and S.W., the bay before alluded to being open to the N.E. Whilst in this position it exposed ships to but little danger, since the bay could only be entered on the opposite course to that of ships on their homeward passage from Australia. But during the next three months it swung round 90° to the left, and drifted E.N.E. about 100 miles, which brought it very near to the route of outward bound ships, with the bay open to their track. We can scarcely imagine any mass of ice in an equally dangerous form, and regret to add that one emigrant ship, the Guiding Star, was embayed and lost on it with all hands. The Cambridge and Salem were also embayed in March and April, 1855, but through the skill of their commanders they were extricated from the most perilous situation in which we can conceive a ship to be placed by ice in any form. Beyond doubt this was an extraordinary phenomenon, there being no record of any other mass of ice bearing even approximate horizontal proportions to those just described.

The foregoing extract upon this Atlantic ice field, from Mr. Towson’s Paper, is given here as an example of what it is possible to encounter in the Pacific. The chief result of the enquiry was to demonstrate that the chief area in which the ice is met with, in the voyage round the Horn, was to the eastward and north-eastward of the Falklands, as high as latitude 40° on the meridian of 20° W., an evidence of the north-easterly set of the antarctic currents before mentioned.

The peculiar distinction of the tabular berg of the southern hemisphere, and the pinnacled and irregular bergs met with in the Arctic ices, is due to their origin. In the North they are formed on a limited space of land, chiefly Greenland, and here the land ice reaches the sea down narrow fiords in the form of glaciers, literally rivers of ice, whose outlet into the sea is constantly disrupted, and in the spring the masses drift southwards in every variety of size and figure, except the tabular.

In the South, on the contrary, the whole of the South Pole appears to be encircled with land covered with this tremendous icy mantle, without any
inlet into its interior, as is the case with the Arctic regions, unless there should be such in the lands South of Cape Horn, and thus there is no influx of warmer water, which can penetrate into the rear of the icy barrier (as is the case in Baffin's Bay and around Spitzbergen) to dissolve and drift it out in a similar way. Therefore the only feasible theory is that the whole mass of ice is gradually protruding its margin into warmer latitudes, and is disrupted when it loses its equilibrium.

When first separated they are all flat-topped and nearly level, from 100 to 200 ft. above the sea, and probably 800 or 1,000 ft. beneath it. They begin to dissolve at the base, generally irregularly, and then become tilted or presenting a bluff end, with a sloping face in the opposite direction. This is varied in all conceivable manners.

By the observations they can be but little changed by the melting process before they reach the parallel of 60°; and here the remarks of Captain Sir James Ross as to the zone of equal temperature (39.5°) become important, as it must be after approaching this in their northward course that the warmer surface waters act powerfully on their submerged bases.

During their drift to the northward, on reaching lower latitudes, and as their distance from the land increases, they are found in all stages of decay; some forming obelisks, others towers and Gothic arches, and all more or less perforated; some exhibit lofty columns, with a natural bridge resting on them of a lightness and beauty inconceivable in any other material. Some apparently retain their original tabular form entire, until they reach a lower latitude, while others have entirely lost it, and have evidently upset or overturned. The sight of one of these immense masses upsetting is a truly grand but exceeding dangerous spectacle to witness. The noise of the huge mass rending it as loud as thunder or volleys of artillery, and Captain Boulton, who witnessed one overturning, says, that as soon as the mist occasioned by its fall cleared away, the enormous body rose out of the water in a totally different shape, its original appearance having been very high and square, but was then fully twice its former length, besides being low and smooth.

Mr. Towson says:—Generally drift ice is not to be met with in the southern oceans at a lower latitude than 58°, and, in that region, only in Austral winter months, from April to September inclusive. In one region, to which I shall more particularly refer, it has been found as low as 55°, and in some cases brash ice has been reported in lower latitudes. But in these last instances, from the numerous icebergs adjacent, and from the very irregular sizes and forms of the ice, I am inclined to believe that it consisted of the debris of icebergs, and was not brash ice properly so called.*

* The only report of an ice field in the southern hemisphere that I have received was that of one that was seen in the month of September, 1864, in lat. 58° S., long. 50° W.
The one already alluded to as sighted by the **Lightning** on the 10th of September, 1856, in lat. 55° 33' S., long. 140° W., was 420 ft. high; and one of our most celebrated and talented naval surveyors informed me that he had seen icebergs in southern regions 800 ft. high. The **General von Gosen**, August 6th, 1840, passed an iceberg 1,000 ft. high. The **Agness**, on the 23rd March, 1855, passed an iceberg 960 ft. high, in lat. 53° 14' S., long. 14° 41' E.

There appears to be a great difference in the movements of these vast masses; in some years great numbers of them have floated North from the antarctic circle, and at times obstructed the navigation about the capes. The year 1832 was remarkable in this respect; many vessels bound round Cape Horn from the Pacific, were obliged to put back to Chile, in consequence of the dangers arising from ice; while, during the preceding and following years, little or none was seen. This would lead to the belief that great changes must take place in the higher latitudes, or the prevalence of some cause to detach the ice islands from the barrier in such great quantities as to cover almost the entire section of the ocean South of lat. 50°. Taking the early part of the (southern) spring at the time of separation, we are enabled to estimate the velocity with which they move, as they have been met with 600 or 700 miles from the barrier, from sixty to eighty days after that period.

Mr. Towson says:—In tracing this and other remarkable masses of ice, I have been able to determine the direction of their drift, and their rate of progress. With the exception of one locality, the course of an iceberg is E. by N., rate 10 miles per diem. The only exception is, after it has passed to the eastward of the Horn, when its course bends to the N.E., veering round to the East as it approaches the lat. of 40° S., on which parallel from the meridian of 25° W. to 15° W. its progress is scarcely 1 mile daily, in direction nearly East. This course is afterwards bent towards the South, crossing the meridian of Greenwich on the S.E. rhumb. I have been unable to determine whether it again changes its course to E. by N. or returns by a vortical current to the neighbourhood of the Horn. There are facts tending to support both of these hypotheses; but since near the meridian of Greenwich few ships go higher than lat. 50° S. we have not a sufficient number of observations to enable me to decide this question.

The season of 1839-40° was considered as an open one, from the large masses of ice that were met with in a low latitude, by vessels that arrived from Europe at Sydney; many of them were seen as low as 42° S.

The data for the actual drift, as ascertained by the American Expedition, will give an approximation to the velocity of their progress to lower latitudes. On their progress to the South, January 9th, 1840, the first iceberg was met with in lat. 61° 8' S., long. 162° 32' E. The **Peacock** was the first to return, and nearly upon the track by which the **Vincennes** had gone South; the last
TIDES, MAGNETISM, ICE.

seen by her was in lat. 55° S. The *Vincennes*, on her return fifty days later, saw them in lat. 51° S.; the *Porpoise*, about the same time, in lat. 53° S. The observations in the *Vincennes* give the distance of 10° of latitude, or 600 miles, to be passed over in fifty days, or about half a mile per hour, or according to those in the *Peacock*, nearly three-fourths of a mile. Many icebergs were met in lat. 42° S. by outward-bound ships to Sydney, in the month of November, much worn in appearance, with lofty pinnacles, &c. These, no doubt, had been detached in a former season, and would be naturally early the next season, drifted by the easterly current as well as westerly wind, and would pursue the direction they give them. They would, therefore, be driven to the N.E. as far as the S.W. winds prevail; and when these veer to the westward, would receive an easterly direction. It is when these winds prevail that they are most frequently found by the outward-bound vessels—between the latitudes of 40° and 50° S.

From the consideration of the facts he collected, Mr. Towson draws the following practical conclusions:

First. That the periods comprising the months of November and December, 1854, and January, February, March, and April, 1855, was a most extraordinary season for icebergs. In every part of the southern hemisphere South of the fortieth parallel, the number of icebergs met with during these six months was beyond all recorded precedent. We had during that period a far greater number reported than the total of every other season from the time of Captain Cook down to the present year. Whether such phenomena are periodical, or that of 1854-55 is an exceptional one, we cannot decide; but from the reports of those who have been engaged in the seal trade, we believe that for fifty years previously there had been no season bearing the least comparison with the one under consideration. It has been observed that meteorological circles exist in the southern hemisphere. If there exists a cycle in which such seasons return, the period must be secular. One individual cannot, therefore, determine this point. Under this impression I beg to record the result of my investigations, that they may subsequently be extended, as these enquiries require a period for their completion beyond that of the life of any individual.

Secondly. On the outward passage, from the meridian of the Cape of Good Hope to Australia, there is no parallel that possesses an immunity from icebergs. In one year the greatest number is met with on one parallel; in another year on a different one. We cannot regard it as a general rule in this region, that the average number is greater in the higher than in the lower latitudes, till we attain the parallel of 52° S., above which the danger is considerably increased. In seasons when icebergs are numerous, no outward bound ship has adopted a maximum latitude higher than 52° S., without meeting with a greater number than that sighted by those who have sailed on the lower parallels. We therefore recommend, on this ground, as
well as others previously discussed, that 51° S. should be the maximum latitude in voyages to Australia.

Thirdly. That on the homeward passage to the meridian of 80° W., a greater number of icebergs are met with in the lower than in the higher latitudes. Thus, in November, 1854, the Great Britain passed two hundred and eighty icebergs, in latitude 50° S., between the meridians of 112° W. and 92° W., independently of numerous icebergs in other localities. On the other hand, the Golden Era passed these meridians at the extraordinary latitude of 63° S., without meeting with an iceberg. It was not until she arrived at 72° W. that any inconvenience was experienced from ice, when she was surrounded by pack ice, in which she narrowly escaped being wrecked. The isothermal line of latitude 51° S., and longitude 40° E., appears to pass through latitude 61° S. in longitude 140° W., consequently a much higher maximum latitude may be adopted for the homeward passage. But, from June to December inclusive, the parallel of 57° S. should be preferred, since in most cases those who have adopted the higher parallel have been either impeded or endangered by pack ice.

Fourthly. That by far the greatest number of icebergs is met within the southern hemisphere during the six months of November, December, January, February, March and April. I have not the record of a single iceberg having been sighted in the midwinter months of June and July, and they have been seldom reported in the months of May and August.

Fifthly. Eastward of the Horn there is a space bordering on both the outward and homeward track, which may be regarded as dangerous from ice.

(Note.—Respecting the conclusion above stated, that icebergs are not met with in June and July, we have had an important communication from Capt. Haltermann, a competent sailor and trustworthy man. He has commanded the Bremen ship R. O. Wylie, sailing under the Hawaiian flag, between Bremerhaven and Honolulu, and he affirms that he regularly met with icebergs and ice-drifts in the months of June and July, in his various passages across the South Pacific, and frequently they were in great numbers. Other commanders have also stated the same fact to Capt. Haltermann.—1870.)

As far, however, as the homeward passage is affected by the consideration of this locality, it tends only to confirm our previous convictions, and we have more abundant reasons than ever to impress on the mariner the propriety of sighting the Horn and the Falkland Islands on his homeward passage. He has every inducement to follow this track. It is favourable for making a short passage, and it will keep the ship clear from the only locality, adjacent either to the passage out or home, in which real danger exists on account of the ice. I think great sacrifices should be made to follow this part of the route home rigidly, for I have not met with any very extraordinary voyage home made by a ship that has given to the Horn or the Falkland Islands a wide berth. In all cases in which no danger has been experienced from ice,
delays have been occasioned and the passage has been spoiled, nor have I a case on record in which any mariner, following this advice, has met with ice after arriving East of the meridian of 75° W.

And lastly. In all ships adopting the composite route to or from Australia, a good look out should be kept, and the changes of the thermometer should be carefully observed. Captain M'Donald, of the James Baines, met with a considerable number of icebergs in his late extraordinary passages, but he observes that these stray icebergs do not considerably increase the risk with a prudent and careful captain. He has only to notice his thermometer to be forewarned of the approaching danger. In one case he found that the thermometer fell 4° as he approached the ice, and 2° more as he got to leeward of the berg. Captain Newland, in the log of the Champion of the Seas, proves that the thermometer not only indicates the approach towards ice, but also the amount of ice we may expect to meet with. In lat. 58° 30' S. he passed two icebergs, the temperature of the water being 44°, and that of the air 42°. Between 50° S. and 47° S. he passed thirty-nine icebergs, the thermometer then fell to 35° in water, and 36° in air. In this instance the temperature was 8° or 12° lower, although the ship had sailed about 10° nearer to the equator, at which point the mean temperature of neither the air nor water was sensibly affected when an iceberg was approached. It is probable that in this instance some meteorological change might have counter-balanced the effect of the proximity of ice. But, if otherwise, this single exception cannot prove that the thermometer may be neglected, but rather enforces the necessity of keeping a most careful look out at all times.

Mr. Towson, at the conclusion of his paper, gives a catalogue of all the observed occurrences of ice in the southern hemisphere. This was derived from the examination of 250 logs of Australian ships, of which 104 contained reports of ice; besides this, there were about 70 other records of ice derived from other sources. A large portion of these refer to the Southern Atlantic, in the dangerous region before alluded to, to the N.E. of Cape Horn and the Falklands. And another section is that met with between the meridians of the Cape of Good Hope and Australia. As far as they refer to the South Pacific, the following list is extracted from the catalogue, and is arranged in the order of time, or in the separate months. Their frequency will enable the navigator to estimate the chances of encountering them. They are mostly shown on the chart illustrative of the currents of the Pacific given on a previous page.

South Pacific.
### TIDES, MAGNETISM, ICE.

<table>
<thead>
<tr>
<th>Date</th>
<th>Lat. S.</th>
<th>Long. W.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>August, 1854</td>
<td>56 30</td>
<td>60 0</td>
<td>Pack ice.</td>
</tr>
<tr>
<td>September, 1854</td>
<td>69 0</td>
<td>140 0</td>
<td>Numerous icebergs.</td>
</tr>
<tr>
<td>September, 1854</td>
<td>63 0</td>
<td>150 0</td>
<td>Pack ice.</td>
</tr>
<tr>
<td>September, 1854</td>
<td>58 0</td>
<td>70 0</td>
<td>An ice field.</td>
</tr>
<tr>
<td>September, 1856</td>
<td>58 0</td>
<td>56 0</td>
<td>An iceberg 420 feet high.</td>
</tr>
<tr>
<td>September, 1857</td>
<td>59 0</td>
<td>61 20</td>
<td>Pack ice.</td>
</tr>
<tr>
<td>November, 1854</td>
<td>58 0</td>
<td>112 0</td>
<td>Two hundred and eighty icebergs.</td>
</tr>
<tr>
<td>November, 1854</td>
<td>61 0</td>
<td>65 0</td>
<td>Numerous icebergs.</td>
</tr>
<tr>
<td>November, 1854</td>
<td>58 0</td>
<td>61 0</td>
<td>Icebergs.</td>
</tr>
<tr>
<td>November, 1854</td>
<td>58 0</td>
<td>59 0</td>
<td>Icebergs.</td>
</tr>
<tr>
<td>December, 1854</td>
<td>56 30</td>
<td>56 0</td>
<td>Numerous icebergs.</td>
</tr>
<tr>
<td>March, 1855</td>
<td>53 0</td>
<td>82 0</td>
<td>Numerous icebergs.</td>
</tr>
<tr>
<td>March, 1855</td>
<td>59 0</td>
<td>132 0</td>
<td>Numerous icebergs.</td>
</tr>
<tr>
<td>March, 1855</td>
<td>58 0</td>
<td>128 0</td>
<td>Numerous icebergs.</td>
</tr>
<tr>
<td>March, 1855</td>
<td>58 0</td>
<td>118 0</td>
<td>Numerous icebergs.</td>
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<tr>
<td>March, 1855</td>
<td>136 0</td>
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<td>Numerous icebergs.</td>
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<tr>
<td>March, 1855</td>
<td>62 0</td>
<td>60 0</td>
<td>Numerous icebergs.</td>
</tr>
<tr>
<td>March, 1855</td>
<td>58 0</td>
<td>67 50</td>
<td>Numerous icebergs.</td>
</tr>
<tr>
<td>March, 1855</td>
<td>58 30</td>
<td>63 10</td>
<td>Numerous icebergs.</td>
</tr>
<tr>
<td>April, 1853</td>
<td>51 0</td>
<td>131 0</td>
<td>A large iceberg.</td>
</tr>
<tr>
<td>April, 1853</td>
<td>53 0</td>
<td>120 0</td>
<td>Six icebergs.</td>
</tr>
<tr>
<td>April, 1855</td>
<td>57 0</td>
<td>101 0</td>
<td>Numerous icebergs.</td>
</tr>
<tr>
<td>April, 1856</td>
<td>58 0</td>
<td>88 0</td>
<td>Numerous icebergs.</td>
</tr>
<tr>
<td>April, 1856</td>
<td>57 0</td>
<td>88 0</td>
<td>Numerous icebergs.</td>
</tr>
<tr>
<td>June, 1853</td>
<td>60 0</td>
<td>141 0</td>
<td>Pack ice.</td>
</tr>
</tbody>
</table>

Having thus given some notion as to their general character and locality, we may conclude with some admonitions as to avoiding them in sailing where they may be supposed to exist.

The indications of an iceberg are:—1. A natural effulgence, or ice-blank, which frequently renders them visible at some distance, even in the darkest night. At a short distance this effulgence may appear like a white cloud, extending over, or nearly over, the vessel’s masts.

2. A considerable decrease in the temperature of the water, as shown by the thermometer, in comparison with the heat of the adjacent sea, and with the air above. This is most important and unfailing.

3. The roaring of the sea at the base of a berg, which, except in a
Captain Weddell recommends that, with a free side-wind, an iceberg or ice island should be passed on the windward side; as by this means the loose ice, which always drifts farthest, is avoided. If the ship, too, be moving with some degree of rapidity, she can avoid these small pieces more readily, as she is then more obedient to her helm. The large ice islands are not the more dangerous to a ship in passing among them, as they can be more easily avoided; on the contrary, it is the small, broken, or detached pieces, level with the water's edge, which are the most mischievous; for, when the wind is high, it is almost impossible to distinguish them from the break of the sea, and yet these small pieces do as much injury to a vessel as large ones, by knocking a hole in her bottom.

Captain Boulton says that dependence should not alone be placed on what is said to foretell the near approach of icebergs: viz., a white and luminous reflection in the atmosphere over them. This may sometimes occur; but, from strict observation, it is ascertained that it can be discovered only over those which are large and square-topped, besides being invariably covered with snow. The rugged icebergs, and those that have upset, never show themselves in that manner as far as observation enabled to decide. The safest and the best way to discover them is by keeping a good look-out; the eyes constantly tracing and retracing the dark line of the horizon, for ice will always make that part of the horizon, where it is, lighter. By adopting this method, they were never mistaken; whereas, if they had been looking aloft, they would have run on many; at the same time one individual should be more particularly appointed to look out for the small pieces.

There is one use in the floating ice; that which is clear and transparent, without flaws or enclosed apertures which will contain salt water, will afford the purest and most delicious water in nature, and is a ready means of adding to the ship's stores. On the flat bergs or field ice pools of this fresh water are sometimes found beneath a scum of ice, and the water will be found perfectly wholesome.
CHAPTER XXIV.

PASSAGES.

There is one misfortune attendant on the advancement of science, that by following out to minute particulars each special branch of it, the mind is more or less diverted from the simple first principles. The whole tendency of modern research, so indefatigably carried on in the present day, is to multiply the facts attendant on any department of physics; so that, instead of the plain matter of fact which our forefathers were content only to know, we have now such a multitude of phenomena to deal with, that the real question of importance is often subsidiary, or lost sight of. Thus the variation of the compass, the range and hour of the tide, the direction of the progress of winds and currents, have been shown, by multiplied observation and discussion, to be, though more or less simple in the principles in which they originate, most complex in their action, and are very different matters to comprehend to what in olden times they were understood to be.

There is no department of practical science to which these remarks are more applicable than in that of navigating a ship. When the rude instruments, and the imperfect resources of the navigator in ancient times are considered, it is rather a matter of wonder that ships were conducted to distant countries at all. But yet a perusal of the accounts of the voyages, made with these means only, will soon convince us that passages were then made fully equal in rapidity to many now undertaken, and, of course, very much in advance of all that might be expected by judging from what knowledge they have left us. Perhaps it was the very imperfection of their means which led them to use diligence and forethought, which are now replaced by more scientific substitutes. One thing is certain, that the simplicity of the various branches of navigation, as then understood, allowed the mariner to comprehend them as a whole better than in the present day, when they are subdivided into such an infinity of minor details; and the great principles of the sphere were then better considered than now, when the universality of charts causes the surface of the earth to be rather viewed as a plane in hydrographical problems. What we would wish these remarks to tend to is, that in former times a principle in navigation, that of sailing on a great circle, was better understood and carried out than in the present day, when it has been
revived as a new subject; and, as the Pacific Ocean is certainly the peculiar sphere for practically developing this principle, we will be the more diffuse on the point.

Very early in the days of navigation, prior to those transatlantic voyages which led to the discovery of America, and the sea voyage to India, the principles of the art of great circle sailing were understood and promulgated. Sebastion Cabot alludes to it in 1495, and it is more than probable that Colombus, Magalhaens, and all the first great navigators were familiar with the subject.* It must be remembered, that at this time the principles of longitude were not understood or defined, and the charts of the period were merely the result of measurements made by dead reckoning or estimation, a method not in disuse until more than a century later. Almost all the early works give instructions for making these "sea-cardes," as well as the rude astronomical instruments, "cross-staffes," "astrolabies," &c., which were then considered sufficient.

A most important epoch in the history of navigation now succeeds. Gerhard Mercator, in 1569, published a universal map constructed on the principle now known by his name. In this the meridians, as well as the latitude circles, are represented by parallel straight lines; and by augmenting both the latitude and longitude in the same proportion, the rhumbs, which in reality are curves or spirals, become represented on it by straight lines also. Mercator does not appear to have exactly comprehended the true principles of his projection. This was reserved for Edward Wright, an Englishman, who correctly described its nature in his work called "The Haven-finding Art, or the Way to find any Haven or Place at Sea, by the Latitude and Variation, 1599." Still there is no mention of longitude as an element of navigation; but this soon was understood, and consequently the simplicity of the sphere was lost sight of in the facilities given by Mercator’s or Wright’s projections, and the ascertaining of the approximate longitude, although the theory of great circle sailing is of very little use without longitude.

* The first work, apparently, in which it is directly alluded to, is by Pedro Nunez, in 1537. Another is by Pedro de Medina, in 1545, in the Spanish language, but his system was erroneous, and was corrected by Martine Cortes (or Curtis), whose work, "The Arts of Navigation," was soon after, in 1561, translated into English by Richard Eden, and was long the text-book of British seamen. Numerous other works, in which it is distinctly and correctly described, afterwards appeared, as one by Michael Coignet, of Antwerp, in 1581; an excellent work by Roderick Zamarano, in 1586, &c. That by this time it was thoroughly recognized is evident by a work by John Davis, published in August, 1694, called "The Seaman’s Secrets, wherein is Taught the Three Kinds of Sayling—Horizontall, Paradoxall, and Sayling upon a Great Circle." It is also described in Richard Polter’s "Pathway to Perfect Sayling," about the same time. After this it is found in most of the old works on navigation.
Without divesting the mind of the ideas implanted by the consideration of a plane chart, it is somewhat difficult to comprehend the exact nature and practical application of the great circle. It is by this method only that a ship can be directed to her destination as "the crow flies," or as if it were in sight, and the deviation from the systems usually adopted for convenience, from the charts, is greater, according as the distance between the two points is greater. It is most readily comprehended by observing how a thread stretched tightly over an artificial globe cuts the meridians and parallels.

The shortest distance between two points on the surface of a sphere is a portion of an arc of a circle which cuts these two points, and would surround the sphere, having the same radius and centre as the sphere itself. The equator is such a great circle, thus named because it is the largest circle which can be drawn on the sphere. A meridian is also a great circle, and cuts the equator at right angles. The intersection of two or more of these meridians is at the North and South Poles, 90° of arc distant from the equator. By sailing exactly on the equator, or on a meridian, are the only directions in which we shall find the compass to maintain exactly the same direction throughout a passage which shall be the shortest distance between any two points on the earth's surface. In a direct tract on any other circle than a meridian or the equator, or due East or West, or North or South, the true bearing of the track will vary with each change of place.

This apparent anomaly will be cleared up if we consider what is the real nature of the angle termed the bearing of one point from another, as indicated by the compass or other means. East and West are terms referring to the horizon of a place; but these are only relative to the direction of the true meridian, or the North and South line of such place, and the East and West line cuts this meridian at right angles. But meridians are not parallel on the earth's surface: they, though straight, meet at different angles at the poles. Therefore any straight line at right angles to one meridian will not, if continued, cut any other meridian at a right angle, because they are not parallel; but the angle will vary more or less from a right angle according to the distance these meridians are apart.

Now in Mercator's projection, and here is the difficulty, the meridians are all made parallel; consequently a straight line intersecting one meridian at any angle will, if continued, intersect any other meridian at precisely the same angle. The straight intersecting line, on the surface of the plane in Mercator's chart, represents a very different thing on the spherical surface of the earth.

But if at any other angle it becomes a rhumb line, and this line transferred to the spherical surface becomes a spiral, and continued infinitely would encircle the globe, gradually approaching the pole, which it never reaches. Mathematically this curve, the loxodromic curve as it is called by the old
writers, is one of very great complexity, but its simplicity, as practically applied to navigation, has caused it to supersede the apparently more difficult great circle problems.

A great circle may be defined as a circle which divides the earth into two hemispheres, using this last term without reference to its usual meaning, and necessarily may vary in inclination to every possible angle from the equator or any one meridian.

The equator, being a great circle, necessarily bisects every other great circle on the earth, whether at right angles to it, as the meridians, or at any inclination. A great circle, therefore, which is inclined to the equator, which must be the case with those which pass through two places, in different latitudes, passes through two points on the opposite sides of the sphere, in directly the opposite latitude and longitude, as it must be bisected by the equator. And there are two points also of more importance in the calculations, and these are the points where the circle attains the greatest amount of divergence from the equator, or the maximum latitude attained in each hemisphere. These two points are called the vertices of the great circle.

It follows that the arc of a great circle and the rhumb line differ most widely from each other in high latitudes, and between places nearly on the same parallels. In low latitudes the two curves nearly coincide. The difference, too, is not so great when the two places are on opposite sides of the equator, because the great circle and the rhumb line then intersect each other.

The ship, in sailing on a great circle, is always in a higher latitude than when sailing on a rhumb line; hence if both tracks coincide at their extremities, there must be a point in the great circle at which its distance from the rhumb line, measured on a meridian, is greater than anywhere else; this point is called by Lieutenant Raper the point of maximum separation in latitude. It is by means of this point, and the two extremities of the arc, that Lieutenant Raper proposes to lay down, roughly, the great circle course on a chart.

We cannot give here the working portion of the great circle problems: that must be left to books specially devoted to the subject. It will be found on referring to them (as in Lieutenant Raper's "Navigation," as well as Towson's "Tables," previously alluded to), that the immense labour formerly attendant on the necessary calculations is greatly simplified and reduced; still much is to be desired before it can be brought to that necessary

* The Hydrographical Office has published a useful set of tables for facilitating great circle sailing, by Mr. Towson. The construction of these are dependent on the latitude of this vertex, and the angular distance from its meridian, or that which bisects the circle at right angles, and, with the equator, divides it into four quadrants.
simplicity to enable the mariner to combine this system with the numerous other considerations which bind him.

There is one advantage in the great circle track, and it is no mean one. The great circle, apparently a circuitous route on the chart, represents a shorter distance than the straight rhumb line. Therefore if a ship be navigated anywhere between the great circle arc and the rhumb, she will still shorten her track. And further, if she assumes a course as much higher in latitude as the great circle course appears to be, she will still not have to sail over a greater space than the rhumb line. This consideration opens a wide field for choice as to a proper parallel to sail upon.

There are very considerable difficulties and apparent contradictions to the usually received notions, in judging as to the best course. A mathematical formula may present the exact directions and extent of an arc of a great circle; but another point arises in its practical application, that is, where does it lead throughout its course? into what latitudes, or into the neighbourhood of what islands or countries? And again, by assuming a course so very distinct from that which the rhumb course laid down on the Mercator chart, will it, by carrying the ship out of the trade winds or equatorial currents, or the reverse, neutralize or reverse the advantage which its shorter distance will give.

If the seaman, instead of using a plane chart, could use the terrestrial globe to guide his course, all difficulty would vanish, and the subject of great circle sailing would become clear to the mind of everyone. It is its apparent anomaly with that of the Mercator's projection which constitutes all the difficulty.

For example:—From the entrance of the Strait of Juan de Fuca (lat. 48° N., long. 124° W.), Guam, in the Ladrone Islands (lat. 13° N., long. 144° E.), bears about West, but the Strait of Juan de Fuca bears N.E. from Guam, and these ought to be the respective courses on starting from either position. By Mercator sailing the respective bearings are nearly W.S.W. and E.N.E., which courses, if maintained throughout the passage, will conduct a ship from one point to the other.

Again:—From a position 30 miles South of the Diego Ramirez Islands, to the entrance of Cook's Strait, in New Zealand, the great circle course touches the antarctic circle in about long. 117° W. Now it is manifest, upon reading the account of Cook's attempt to penetrate the icy barrier a few degrees to the eastward, in January, 1774, or the voyage of the Tula, Captain Biscoe, in January and February, 1832, that such a course, even in the height of summer, is altogether hazardous and unwarrantable, even if it be at all practicable. A greater difference of longitude than this of course increases the latitude to be attained on a great circle course; as, for example, if the nearest course from Hobarton around Cape Horn will reach lat. 75°, in long.
136° W., and this is above 8° to the southward of what Capt. Cook was able to penetrate in December, 1773.

It is in the Pacific Ocean, as we have before stated, more particularly, that the principle of sailing on a great circle may be fully carried out. The wide range of its longitudes, and the generally open character of the navigation in almost every portion, make it imperative, in shaping a course from one part of the ocean to another, to consider how far the shortest distance, or that on the arc of a great circle, may prove advantageous in making a passage: whether it will lead into dangerous latitudes, or into a system of adverse winds or currents. It has been the object of the previous pages to point out, imperfectly, it is true, what weather and current drifts may be anticipated; and by a combination of these circumstances, with the direction of the shortest route, the mariner must form his judgment as to the best track to be followed.

In coasting voyages the principle is entirely distinct from that of crossing the ocean. Here the course is governed by a variety of causes, which do not affect a ship in the open ocean. The land deflects the ordinary course of the wind, and the currents, too, assume fresh velocities and new directions: so that each particular locality requires a peculiar system by which the quickest and easiest passages may be made. Thus the navigation from one port to another on the West coast of South America would be attended with considerable difficulty, from the influence that the lofty Andes have in intercepting and modifying the usual trade and other winds, and the direction of the coast, which, offering a barrier in the South to the progress of the current drift, entirely alters its line of progress, if advantage were not taken of these variations from the usual law to expedite the vessel in her course.

In sailing over any considerable amount of longitude, but maintaining the same latitude, it is reasonable to suppose that something like uniformity in the direction of the wind will be found throughout the passage; therefore the proper tracks for keeping the ship's head nearest to her destination are simple. But in latitudes at all removed from the equator, and the arc of a great circle, is assumed for the proper track, it necessarily follows that different latitudes must be entered, and consequently the above remark as to the steadiness of the wind no longer holds good.

But supposing it were possible for a sailing vessel to keep her head always on one course, there would be no difficulty in the matter. But this is known to be impracticable; and, even if it were so, it would not be at all advisable since sometimes she would make greater progress by keeping away than by sailing close-hauled on the shorter route.

In beating, therefore, against any wind, however little it may drive a ship from her correct course, at each remove from her original track, a fresh one

South Pacific.
becomes necessary. It is, therefore, desirable that, at frequent intervals, the correct direction of the ship's destination should be ascertained, and the new course laid down. Thus the deviation from the shortest distance will be reduced to minimum.

It has been considered that great circle sailing can only be generally useful to a steam vessel, from her capability of maintaining her true course, and that a sailing vessel contending with adverse winds can derive no advantage from following it. But to a sailing vessel it is of very much greater importance than even to a steamer, because by disregarding the true direction, a vessel may choose that track which leads directly away from the nearest track.

The following example will explain this:—Suppose a vessel quitting the southern part of the North island of New Zealand, say Cape Palliser or Cook Strait, for Valdivia, in South America, with the wind at S. 84° E., and the ship can lay up 65° from the wind. The rhumb course is N. 90° E. The starboard tack is therefore 39° from the rhumb course, and the port tack 71°; consequently the ship, by Mercator's chart, looks best up to her port on the starboard tack. But the great circle course is S. 47° 51' E., or only about 30° from the port tack, but 100° from the starboard tack. So that if the chart were the only guide, the starboard tack would be taken; but if the great circle course were taken, the port tack would be preferred, and thus after sailing on this tack 500 miles, she would be 456 miles nearer her port. But if the charts be taken as a guide, and the starboard tack run on for 500 miles, the ship would be four miles further from her port than when she started.

This is an extreme case as far as navigation is concerned, but it is quite sufficient to demonstrate the point, that a ship following the apparent nearest course by the rhumb and the chart may follow a most circuitous route, and this will be much increased by sailing against the wind. For if a vessel can be kept within 6 points of the wind, she only nears her port 38 miles in every 100 she runs; but if she vary from this only half a point, as is very easily and unwittingly done from unperceived causes, as previously explained, she may only shorten her distance 29 miles in the same run. If a ship could only keep within 7 points, and when she is heavily laden, or in stormy weather, she cannot do more, the advantage would be doubled. Thus, great circle sailing is most valuable to sailing vessels under an adverse wind, tenfold that to which a steamer would derive from it, and by applying its principles to the working a passage, the advantage it has over rhumb sailing is fivefold in the Atlantic, and twelve times as great in the Pacific.

In the ensuing directions and remarks on passages, derived from various sources, we shall follow the order in which the work itself is arranged; premising that, in too many instances, the information here set forth is but in-
complete and unsatisfactory. But this is the less to be regretted, as the general nature of Pacific navigation is of a simple character, and is not so embarrassed by the various current drifts and the direction of the wind systems as it is in the Atlantic Ocean, where the trend of the coasts and the predominating courses of vessels lie more in the direction of the meridian, and consequently cross these zones of wind and ocean currents.

THE PASSAGE ROUND CAPE HORN.

To all the older navigators the passage round Cape Horn had peculiar terrors; the dreadful account of the sufferings of Anson's crew, and the imperfect acquaintance then attainable of the nature of the iron-bound and inclement coast, invested this voyage with so much undefined apprehension, that its safe accomplishment was considered to be the greatest problem in navigation. Now, however, we have nearly perfect charts and descriptions of every feature of the South extremity of America, and thus one cause of anxiety and doubt is removed. The multiplied experience, too, of the numerous scientific voyages which have been made round the cape have instructed us what weather and difficulties are to be encountered, so that the passage may now be undertaken with as little apprehension as almost any other; although all the misfortunes which the old voyagers encountered may be again realized if the necessary precaution be not used, and advantage taken of what modern experience has demonstrated to be necessary for the safety of the ship.

In the first chapter of this work we have given the description of the coasts and islands, with the necessary directions for the anchorages, which may be passed or used according to circumstances, and here we give the general directions for sailing around the cape as derived from various navigators, which instructions must be taken in connexion with what is related in those pages.

The first remarks we shall quote are those which are entitled to the first place and consideration—those by Captain P. P. King, R.N., whose description of the coasts he surveyed is principally that recited in the former part of this work.

Captain King says:—Ships bound from the Atlantic to any of the ports in the Pacific will find it advantageous to keep within 100 miles of the coast of eastern Patagonia, as well to avoid the heavy sea that is raised by the westerly gales which prevail to the eastward, and increase in strength according to the distance from the land, as to profit by the variableness of the wind when fixed in the western board. Near the coast, from April to September, when the sun has North declination, the winds prevail more from the W.N.W. to N.N.W. than from any other quarter. Easterly gales are of very rare occurrence, but even when they do blow, the direction being
obliquely upon the coast, I do not consider it at all hazardous to keep the land on board. In the opposite season, when the sun has South declination, the winds will incline from the southward of West, and frequently blow hard; but, as the coast is a weather shore, the sea goes down immediately after the gale. In this season, although the winds are generally against a ship’s making quick progress, yet as they seldom remain fixed in one point, and frequently shift backward and forward 6 or 8 points in as many hours, advantage may be taken of the change, so as to keep close in with the coast.

Having once made the land, which should be done to the southward of Cape Blanco, it will be beneficial to keep it topping on the horizon, until the entrance of the Strait of Magalhaens be passed.

With respect to this part of the voyage, whether to pass through Strait Le Maire or round Staten Island, much difference of opinion exists. Prudence, I think, suggests the latter; yet I should very reluctantly give up the opportunity that might offer of clearing the strait, and therefore of being so much more to windward. With a southerly wind it would not be advisable to attempt the strait; for, with a weather tide, the sea runs very strong and deep, and might severely injure and endanger the safety of a small vessel, and to a large one do much damage. In calm weather it would be still more imprudent (unless the western side of the strait can be reached, where a ship might anchor), on account of the tides setting over to the Staten Island side; where, if it becomes necessary to anchor, it would necessarily be in very deep water, and close to the land. With a northerly wind the route seems not only practicable, but very advantageous, and it would require some resolution to give up the opportunity so invitingly offered. I doubt whether northerly winds, unless they are very strong, blow through the strait—if not a ship is drifted over to the eastern shores, where, from the force of the tides, she must be quite unmanageable.

Captain FitzRoy, whose authority, from his experience, must be very good, seems to think there is neither difficulty nor risk in passing the strait. The only danger that does exist, and that may be an imaginary one, is the failure of the wind. Ships passing through it from the South are not so liable to the failure of the south-westerly wind, unless it be light, and then it will probably be from the N.W., at the northern end of the strait.

After passing Staten Island, if the wind be westerly, the ship should be kept upon the starboard tack, unless it veers to the southward of S.S.W., until she reaches the latitude of 60° S., and then upon that tack upon which most westing may be made. In this parallel, however, the wind is thought to prevail more from the eastward than from any other quarter. Never having passed round Cape Horn in the summer season, I may not perhaps be justified in opposing my opinion to that of others, who, having tried both seasons, give the preference to the summer months. The advantage of long
days is certainly very great, but from my experience of the winds and weather during these opposite seasons at Port Famine, I preferred the winter passage, and in our subsequent experience of it, found no reason to alter my opinion. Easterly and northerly winds prevail in the winter off the cape, whilst southerly and westerly winds are constant during the summer months; and not only are the winds more favourable in the winter, but they are moderate in comparison to the fury of the summer gales (see pages 50 and 55.)

Having passed the meridian of Cape Pillar, it will yet be advisable to take every opportunity of making westing in preference to northing until reaching the meridian of 82° or 84°, which will enable a ship to steer through the north-westerly winds that prevail between the parallels of 50° and 54°.

Captain Maury cites the following from Captain Bailey, of the U.S. ship St. Mary's, which appears to convey the result of many conflicting opinions. I wish to call your attention to the barometrical indications South of Staten Land and Tierra del Fuego, and to the regularity and certainty with which the mercury falls with a northerly wind, and rises with a southerly. At this season—the summer—an easterly wind is rare, and, if it occurs, is of short duration. We found none. The North or N.W. winds are usually accompanied by cloudy, rainy, or misty weather; soon after it sets in, the mercury begins to fall, and continues to do so as long as the wind has northing in it, when there is usually an interval of calm, or light variable winds, lasting 2 or 3 hours; after which it veers to the southward and south-westward equally, precipitating the mists in the form of hail and sleet, and exposing (at the S.W.) clouds of the cumulus character. At this point the mercury begins to rise, and continues ascending so long as the wind has southing in it. A low barometer (say 28·50) will thus react with a southerly wind and a high barometer (say 29·90) with a northerly.

This has been my experience after three passages around Cape Horn, in which my attention has been directed to these phenomena. And I am so fully convinced of the truth of my experience, that I would advise ships (after passing the Strait of Le Maire, which is free from all danger, saving thereby at least one degree of westing), having a northerly wind and a falling barometer, to stand on a wind to the southward, confident of the wind's direction, so long as the mercury tends to fall. If it reaches a minimum somewhat below 29 inches, and a calm ensues, equally to be certain of a "south-wester," and to be in a position, if possible, to profit by it.

Maury infers that the mean height of the barometer off Cape Horn is 0·8 inch less than it is in the trade winds.

To the remarks of Captain King may be added those of his coadjutor, Captain FitzRoy. At the commencement of chapter ii. (pages 48—52) we
have given some general remarks by the latter on the outer coast of Tierra del Fuego, and the ensuing may here be included.

Captain FitzRoy says:—"In going westward, Captain King recommends keeping near the eastern coast of Patagonia, and after passing Staten Island, if the wind be westerly, the ship should be kept upon the starboard tack, unless it veers to the southward of S.S.W., until she reaches the latitude of 60° S."

I do not think keeping near the eastern coast of Patagonia of importance to a large or strong vessel; smoother water is found near that coast, it is true, but currents set to the northward along shore more strongly than in the open sea. Icebergs, however, are never found in sight of that land, though they have been met farther eastward, to the North of 40° S. lat. Instead of going into 60° S. lat., I should prefer working to windward, near the shore of Tierra del Fuego, through Nassau Bay, where anchorages are numerous and easy of access.

In Orange Bay, or farther South, a ship may await a favourable time for making a long stretch to the westward; if foiled in one effort she may return, or seek for anchorage under Noir Island, in Euston Bay, or elsewhere, until a better opportunity occurs. To make westing ought to be the principal object, in my humble opinion, till the meridian of about 82° is reached. Icebergs are not found near the land of Tierra del Fuego, but they are frequently met with at a distance from it. By adopting this plan of passing through Nassau Bay, or near Cape Horn, much labour and damage may be avoided, because a ship may lie quietly at anchor during the worst weather, and be ready to profit by any advantageous change.

Seasons.—A considerable difference of opinion prevails as to the fittest time of the year for making a passage round Cape Horn from the eastward. There seems good reason to believe, that in winter, when the sun is to the northward of the equator, the chance of easterly winds is the greatest; and many persons are of opinion, that the westerly gales are then neither so violent nor so lasting as during the months that the sun is to the southward of the equator. Admitting these circumstances to be as stated, there remain two very serious objections to the winter season: first, the length of the nights; and, secondly, the presence of ice islands. In a tempestuous and frigid latitude, the absence of daylight always augments, in a very serious degree, the difficulties of navigation; but when the formidable danger of icebergs is added, there can be little further question, I think, as to which season is preferable. All accounts seem to agree that it is during the winter and spring months, July, August, and September, that the ice is most generally met with; and as the masses in which it floats about are some-

* Eighty degrees will be far enough West for a fast-sailing ship; but 86° will not be too westerly for a dull sailer.
times only a few feet above the water, and such as cannot possibly be distinguished at night, the risk which ships run in the winter months is very great. Sometimes it is met with in fields, which embarrass ships exceedingly; and since the opening of commerce with the shores of the Pacific has multiplied the number of vessels navigating these seas, many accidents occur every season. It will be seen that on our return we met the ice both in large and small islands in August, 1822; and several ships returned to Rio about the same time, after running against the ice, dismasting themselves, and sustaining other damage.

There are few things in navigation more dangerous than one of these low ice islands in a dark night, when blowing hard, and with a high sea; all circumstances which unfortunately are likely enough to come together at this particular season, when the ice is most frequently observed to be floating about off Cape Horn. In bad weather it might be prudent to lie-to; but in fine weather, although dark, as it was with us, a leisurely course may be followed, provided uncommon vigilance be used. On this occasion I thought of a precaution, which it may perhaps be worth while stating. Having reefed the courses, that the officer of the watch might have a free view, the yards were braced sharp up, bowlines hauled, and everything prepared for tacking, and always kept so at night, from whatever direction the wind might blow. On an ice island being seen ahead, and near us, in the case of the ship being by the wind, the helm being put down, she would readily come about; if off the wind, she would come-to, with the sails so trimmed as to allow her sailing past the danger; or if this could not be, still she would be more ready to come about, and certainly be more manageable, in all respects, than if the yards had been in any other position.

Captain James Weddel, a master in the British Royal Navy, has given some excellent observations on the passage round Cape Horn. These remarks are not the result of the single voyage which his book records, but the experience of five years' navigation in those seas; "and having performed a passage of 26° of longitude direct to the westward, about the parallel of Cape Horn, during the stormy month of April, I am fully acquainted with the perils and the inconveniences of this navigation, and can offer my experience with the confident expectation of its being found useful." The following are his observations on the navigation round Cape Horn, &c. :—

Many commanders of ships, who have been successful in making a passage round Cape Horn to the westward, have treated with unmerited derision the accounts given by Commodore Anson of this navigation.

I am quite satisfied, from my own experience, that the month of March might be productive of all the distresses described by the journalist. Capt. Porter, who passed the cape in the American frigate Essex, in March, 1814, says:—"Indeed our sufferings, short as has been our passage, have been so
great, that I would advise those bound to the Pacific never to attempt the passage of Cape Horn, if they can get there by any other route."

The difficulty, however, in making this passage, is removed by choosing the proper seasons, which, when attended to, must at least save much time and wear and tear of the ship. In the beginning of November the winds begin to draw from the northward, and continue to be frequent until about the middle of February, when they shift into the S.W. quarter; during these months the westerly winds are not lasting, hence the passage may be easily effected. From about the 20th of February to the middle of May, the winds are generally between S.W. and N.W., and blow with great violence. During this interval no ship need expect to make a passage round the cape that is not well equipped in every respect. From the middle of May to the end of June the winds prevail from the eastward, with fine weather. During these six weeks a vessel may round the cape, in sight of the Diego Ramirez. In July, August, September, and October, the winds prevail again between S.W. and N.W.; but August and September are more particularly tempestuous. In regard to the route which ships should take round the cape, much depends on the season of the year, as relates to the force of the prevailing westerly winds. I prefer at all times passing to the westward of the Falkland Islands; and in the summer season to pass through Strait Le Maire, as it saves 69 or 60 miles of westing, and can be attended with no risk if you have sufficient daylight to see to run back through the straits, in the event of being caught with a southerly gale at the southern entrance.

Cape Horn lies from Cape Good Success S.S.W. 4 W., distant 31 leagues. In this line lies Barnevelt’s Island. If intending to touch at an anchorage about Cape Horn, a S. by W. 4 W. course through the night will but well avoid the indraught which sometimes sets to the N.W. among the islands at the entrance to the Nassau Channel, if not intending to go into harbour, a South course from Strait Le Maire to the South of Cape Horn, edging to the westward, and passing Diego Ramirez on the South side, at the distance of a few miles, is the most advisable track. Ships working to the westward off the cape in the summer season, should stand towards the shore of Tierra del Fuego in the evening, when the wind will often be found to draw from the northward off the land, and western again in the morning.

These observations refer to the seasons I have recommended for passing the cape; but during those months which are attended with the most violent gales, viz., March, August, and September, I have only to recommend the advice given by Commodore Anson, that of standing to the southward into the latitude of 60°, where the sea is more regular, and the winds more equal. If, however, a ship be making a coasting passage, and should require to anchor, the following instructions may be found useful. The prominent situation of Cape Horn at once points out the neighbouring bay of St.
Francis, in which are two harbours, perfectly safe for vessels of any draught of water. Their approach is so easy as to make it necessary only to remark, that Wigwam Cove is the second opening on the West side of the bay, and by steering along the western shore, about N. by E., it will be easily found.

The soundings round the Diego Ramirez are regular, and at the distance of half a mile from the southern island. On the East side is a depth of 30 fathoms, with a bottom of fine green sand. The tides here are regular when the winds are moderate; and by the report of my officers, who were several days on the island, it is high water, on full and change, at 2\(\text{h} 15\text{m}\), and rises about 5 feet. The flood tide, contrary to former reports, was observed to run to the N.E., and it evidently runs to the eastward between many of the main islands. The currents, or those streams which are propelled by prevailing winds, interfere so much with the natural tendency of the tide, that great doubt is created in regard to the proper direction of it.

Winds and Weather.—The heaviest and most lasting gale that blows in the neighbourhood of Cape Horn is from South, occasionally shifting a point or two each way. This gale I have frequently known to come on in a squall, and continue, in the tempestuous months, to blow from thirty-five to forty hours together. The southern horizon, filled with rising clouds, heavy and white, in a blue sky, is a sure indication of a lasting gale, with snow squalls. A complete calm generally follows this wind, which, however, is not very frequent. The wind at East invariably rises light, and gradually increases to a strong breeze; but when it veers from East to S.E., a strong gale may generally be expected, with snow or rain squalls.

A North gale also comes on gradually; and towards the end, which is generally about thirty hours, it draws from the N.W. and brings rain, and presently shifts into the S.W., without ceasing to blow, and continues from that point twelve or fifteen hours. All gales are of shorter duration in summer than in winter; and it may be remarked, that a vessel may anchor anywhere for shelter from a S.W. wind, without the fear of its shifting to the northward; but the contrary must be guarded against, as the wind shifts from N.W. to S.W., continuing to blow with great violence.

In the most windy months N.W. gales blow with great force, when they rapidly rise near that point, and generally last twelve or fourteen hours. To the S.W. of Cape Horn they blow with less violence, but are more durable. In the summer season the winds, being S.W. and N.W., frequently blow in gusts of six or eight hours' continuance, at the strength of a brisk gale; it then becomes moderate, and the wind inclines to the northward.

In the summer I have observed the coincidence of fine weather with light easterly winds at the time of the new moon, when in the South declination, and at the time of full moon to blow strong from the northward. There

South Pacific.
being many exceptions, however, to the natural action of the wind, produced by localities, I have found it impossible to systematize the indications of the winds and weather satisfactorily. We must, therefore, rest contented with an approximation to certainty in these matters.—(A Voyage to the South Pole, Appendix, pp. 231—238.)

Remarks by Captain F. W. Beechey, R.N.—About the parallel of Cape St. John we encountered strong S.W. winds with long heavy seas, and stretched to the southward to lat. 58° 2' S., regretting that we had not passed inside the Falkland Islands, as, in that case, we should have been nearly a day's run further to the westward before we encountered these adverse winds. After two days the wind veered to S.S.W., and blew hard, but the sea was not high. We now stood to the N.W., and on the 17th, in lat. 56° 21' S., long. 61° 51' W., had a few hours' calm. This was succeeded by a breeze from the southward, and continued moderate, with fine weather and a smooth sea; and the next day, having carried us 123 miles, we made Cape Horn, 14 miles distant on the lee beam, bearing N. 2° W., true; the wind still from the southward.

Between Cape Horn and Diego Ramirez we had soundings with 45 fathoms rock, and 60 fathoms sand; and afterwards from 84 to 60 fathoms gravel, coarse and fine sand, and some coral. That night we passed to the northward of Diego Ramirez at 9 miles distant, not having less than 66 fathoms on a bottom of coarse sand. The following morning the Isles of Ildefons bore N. 5° W., true, 9 miles, and we had 73 fathoms, fine sand; and at noon York Minster, at the entrance of Christmas Sound, bore N. 37° E., true, 19 miles, 82 fathoms coral and stones. Not liking to range the shore of Tierra del Fuego so close during the night with a southerly wind, we tacked; and, with the wind still at S.S.W., stood for thirty-six hours to the S.E. into the meridian of Diego Ramirez; and, when 36 miles South of it, we again kept W. by S., with the wind at S. by W. We stood on, and had light winds, fine weather, and a smooth sea, until the 24th, when there was a calm for twelve hours, with a little swell from N.E. On the 25th, early, we got a north-easterly wind, which commenced with fine weather and smooth water; and at noon on the 26th, carried us to the 79th meridian and 53rd parallel of latitude, when we considered ourselves round the Horn. In this situation we were 143 miles West of Cape Pillar; having numbered exactly fourteen days from the time at which we were 100 miles due East of Staten Land. We passed Cape Horn on one Sunday, and on the following crossed the meridian of Cape Pillar. Our greatest South latitude in the whole passage was 58° 2' S. The gales of wind which we experienced were attended with a long swell, that by no means strained the ship, and we did not see a particle of floating ice.

With regard to the best time of the year for rounding Cape Horn there is a great difference of opinion, as in the same months both good and bad
passages have been made; but I should certainly not select the winter time if I had my choice. Independently of the cold, which, during gales of wind, is severely felt by a ship's company necessarily wet and exposed, and the probability of meeting with floating islands of ice, surely the long nights, as Captain Hall has justly observed, must augment, in a serious degree, the difficulties of the navigation.

From the passage of the Blossom, a preference might be given to the month of September; but in the very same month Capt. Falcon, in the Tyne, had a long and boisterous passage. I concur in opinion with Cook, Pérouse, Krusenstern, and others, in thinking there is no necessity whatever for going far to the southward, and I should recommend always standing on that tack which gained most longitude, without paying any regard to latitude, further than taking care to keep South (say a degree) of Cape Horn. With a N.W. wind I would stand S.W., and with a S.W. wind N.W., and so on. If there were a doubt, I should give the preference to the southern tack, unless far advanced in that direction. We did not find the strongest winds near the land, but on the contrary; and I am of opinion that here, as is the case in many other places, they do not blow home; and that within 30 miles of the land the sea is broken by the inequality of the bottom. There is, however, great objection to nearing the land eastward of Cape Horn, in consequence of the velocity with which the current sets through the Strait de Maires, particularly with a southerly wind. This does not obtain to the westward of Diego Ramirez, in which direction I see no objection to approaching the coast within 40 or 60 miles. Cook ranged this shore very close in December, and on more than one occasion found the current setting off shore, and at other times slowly along to the S.E.

In the first part of this passage the currents ran to the N.W., but after passing the latitude of 40° S., they set to the eastward; and when we arrived off Cape Horn the ship was S. 40° E., 116 miles out of her reckoning.

While we were in the neighbourhood of Diego Ramirez there was little or no current, but to the westward it ran to the W.N.W. It, however, soon after changed, and on our arrival off Concepcion the whole amount of current was N. 49° E., 147 miles. In rounding Tierra del Fuego, with a southerly wind, full four points must be allowed for variation and current. For in this high latitude there will, in most ships, be found 10 or 12 degrees more variation with the head West and East; and though the true variation be but 24° E., at least 29 or 30 degrees must be allowed going westward.

We found the barometer in this passage an invaluable instrument; upon no occasion did it deceive us. In passing these latitudes my attention was drawn to the changes in the temperature of the water, which I usually found to precede a shift of wind from South to North, and vice versad, even before that of the temperature of the air.
With regard to passing inside or outside the Falkland Islands, I think the latter preferable, especially in winter, as the winds sometimes hang in the eastern quarter at that period, and are apt to run a ship in with the River Plata.

We conclude these remarks with a brief summary of the information contained in a work published by the Meteorological Office in 1871. In this work is a set of twelve charts, one for each month in the year, showing the winds recorded for each 5° square. It is a source of regret that they are not worked up in smaller areas for the region under consideration. Captain Toynbee says:—"Is the easterly wind which exists in the 5° squares South of Cape Horn evenly spread over those squares, or is it more common to the southward than close up to the land?"

"To answer this question, it would be necessary to work up the data of these few squares into 1° squares. It is, however, instructive to notice that the amount of easterly winds shown in high latitudes is greater in June than in January. In the above-named four squares between 55° to 60° S. and 60° to 80° W. there are 22 per cent. of winds with easterly in them in June, whilst between 80° and 90° W., in the same month they amount to 67 per cent., no West wind being recorded in 33 observations. Now, according to Buys Ballot's law, this indicates a higher pressure towards the pole in winter, similar to what is found to exist to the North of Iceland in the Atlantic. But whether this higher pressure over South Shetland than over the sea to the North of it prevails all the year round is still a disputed question; if it does, a corresponding prevalence of easterly wind may be expected to exist near that land, while westerly winds are blowing near Cape Horn. But the navigator must consider the risk of more ice and longer nights at certain seasons when tempted to go South in search of easterly winds."

A subsequent work, published by the Meteorological Office in 1873, confirms Captain Toynbee's opinion. The observations were taken by H.M.Ss. Erebus and Terror, in the summers (December to March) of the years 1840–1843, and by H.M. sloop Pagoda, in January to March, 1845. The work drawn up by Mr. R. Strachan shows 792 observations made between the parallels of 60° and 65° S., and out of these 351, or nearly one-half refer to easterly winds between N. by E. and S. by E., the most prevalent being from S.S.E. and S.E. Still further South, or between 65° and 80°, 954 observations were taken, and the winds found to prevail still more from the eastward and southward.

From what is stated above we may infer that easterly winds are more prevalent in high latitudes than near Cape Horn; and in some future edition of

* "Contributions to our knowledge of the Meteorology of Cape Horn and the West Coast of South America."

† "Contributions to our knowledge of the Meteorology of the Antarctic Regions."
this work we hope to be able to give more definite information as to the winds observed in the intervening parallels between 55° and 60°.

With regard to the best months of the year for rounding Cape Horn, we give two tables, illustrating the per centage of winds observed to blow from different points of the compass, and their mean force. The number of observations taken will serve to show the amount of reliance which may be placed on the deductions made.

Each column represents two points of the compass thus, North winds include all those observed to blow from between N. by W. and N. by E.; N.N.E., those from between N. by E. and N.E. by N., and so on.

On examining the tables it will be found that the months with the greatest proportion of easterly winds, from between N. by E. and S. by E., occur in the following order—June has the greatest, or 25 per cent.; next comes March, with 19; July, 17; April and May, 16; November, 14; January and August, 13; October and December, 11; February, 9; and September the lowest, with only 3 per cent of easterly winds.

In April nearly the whole of the easterly winds are recorded between 65° and 70° W., only 5 records occurring out of 71 observations made between 70° and 80° W.

In June, although generally observed over the area, easterly winds appear to increase in frequency and strength in the western part. Between 80° and 85° W., S.E. winds are the most prevalent—a curious fact, as but few records exist of easterly winds in this area, and only in the months of March, April, and June.

In August, September, and October, easterly winds are only twice reported between 75° and 80° W., although 104 observations were taken.

A noticeable feature in the charts is the way in which the wind draws round the coast of Patagonia. With westerly winds, for instance, the arrows indicate a more northerly direction on the West coast, and more southerly on the East coast. With easterly winds, of course, the case is reversed.

The tables will give the reader some idea of what weather he may expect in the regions named for each month of the year, of course allowing for the earliness or lateness of the season.

For Winds, Currents, and Seasons near Cape Horn, see also pages 50—52.
TABLE showing the Per Centage of Winds from different directions in the space South of Cape Horn, included between 55° and 60° S., and 65° and 80° W.

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<th>N.E.</th>
<th>N.N.W.</th>
<th>W.N.W.</th>
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<th>W.N.E.</th>
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TABLE showing the Average Force of the Winds according to Beaufort’s Scale* in the area included between 55° and 60° S. and 65° and 80° W.

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* Beaufort’s Scale of Wind Force.—0, Calm; 1, Light Air, just sufficient to give steerage way; 2, 3, 4, Light Breeze, Gentle Breeze, and Moderate Breeze, with which a well-conditioned man-of-war, with all sail set, would go in smooth water and “clean-full” from 1 to 2 knots, 3 to 4 knots, and 5 to 6 knots, respectively; 5, Fresh Breeze; 6, Strong Breeze; 7, Moderate Gale; 8, Fresh Gale; 9, Strong Gale. With force 5 she could carry in chase “full-and-by” royals, &c.; with force 6, single-reefed top-sails and top-gallant-sails; with force 7, double-reefed top-sails, jib, &c.; with force 8, triple-reefed top-sails, &c.; with force 9, close-reefed top-sails and courses; 10 represents a Whole Gale, with which she could scarcely bear close-reefed main-top-sail and reefed foresail; 11, Storm would reduce her to storm stay-sails; and 12, Hurricane, which no canvas could withstand.
THE STRAIT OF MAGALHAENS.

PASSAGE WESTWARD.

Atlantic to the Pacific.— The ample description of the physical features of this remarkable strait, by Capt. King and subsequent surveyors, are given in the first chapter of this work. The following general directions are by the first-named officer:

The difficulties that present themselves to navigators in passing round Cape Horn, as well from adverse winds as the severe gales and heavy sea that they are exposed to, are so great, that the Strait of Magalhaens has naturally been looked to as a route by which they may be avoided. Hitherto no chart has existed in which much confidence could be placed; but by the present survey, the navigation through it, independent of wind and weather, has been rendered much easier; since a correct delineation of its shores, and plans of the anchorages, have been made; and sufficient descriptions of them have been given to assure the navigator of his place, and furnish him with advice as to his proceedings. The local difficulties, therefore, have been removed; but there remain much more serious ones, which I should not recommend a large, or even any but a very active and fast-sailing, square-rigged vessel to encounter, unless detention be not an object of importance.

For small vessels, particularly if they be fore-and-aft rigged, many, if not all, of the local difficulties vanish; and inlets, which a ship dare not or cannot approach, may be entered with safety, and anchorage easily obtained by them. A large ship will perhaps be better off in entering and leaving the strait where there is open space and frequently a heavy sea; but for the navigation of the strait, a small vessel has considerably the advantage. She has also the opportunity of passing through the Cockburn Channel, should the wind be north-westerly, which will very much reduce the length of the passage into the Pacific.

One very great advantage to be derived from the passage through the strait is, the opportunity of obtaining as much wood and water as can be required, without the least difficulty; another great advantage is that, by hauling the seine during the summer months, from January to May, at the mouth of the river, or along the beaches in Port Famine, at the first quarter flood, a plentiful supply of fish may be obtained. Excellent fish are also caught at the anchorage with the hook and line, at all seasons, early in the morning or late in the evening. Fish may also be obtained with the seine at any other place where there are rivers. Freshwater Bay and Port Gallant
are equally productive. On the outer coast of Tierra del Fuego an excellent fish may be caught in the kelp.

The foregoing remarks apply to such sailing vessels as may be induced to enter upon the tedious and difficult passage to the westward, without, as Capt. King says, offering any inducement for a short-handed or heavy ship to attempt it.

With steam vessels the case is very different, and here the quieter seas, the secure anchorages, and the certainty of a passage, make it a very desirable route. When H.M.S. Rattlesnake entered the Pacific in May, 1853, she was towed through by the Vixen, in eight days, after anchoring seven times.

As said before, it is almost certain that a merchant sailing vessel will be in trouble by attempting the western passage. The anchorages are small and confined; the number of tacks required seem to prove that no large ship but a man-of-war could ever succeed in accomplishing the passage, in anything like a moderate space of time; with a small fore-and-aft rigged vessel the case is very different. And setting aside the saving in wear and tear, the men having all night in, in such a climate, would be no slight advantage.—Captain Trollope, R.N.

The length of the Strait of Magalhaens is about 317 miles; or, by the Magdalen and Cockburn Channels, 260 miles.

There is much advantage to a steamer in passing through in the abundance of wood which everywhere is to be cut, and which, with coals (see page 22), will keep up steam. The quiet navigation of these inland waters may be extended beyond the Strait of Magalhaens, by passing up the interior channels of the western coast of Patagonia, described on pages 89—102.

For other matters respecting the Strait and the other channels, the reader is referred to the descriptive remarks at the commencement of the work.

**Passage Eastward.**

*From the Pacific to the Atlantic.*—The advantage which a ship will derive from passing through the strait, from the Pacific to the Atlantic, for there must be some great one to induce the seaman to entangle his ship with the land when fair winds and an open sea are before him, is very great. After passing through the strait, the prevailing winds being westerly, and more frequently from the northward than from the southward of West, they are fair for his running up the coast; or, if not, the ship is not liable to receive much injury from the sea, which is comparatively smooth; whereas, to a ship passing round the Horn, if the wind be N.W., she must go to the eastward of the Falkland Islands, and be exposed to strong gales and a heavy beam sea, and hug the wind to make her northing. To a small vessel the advantage is incalculable; for, besides filling her hold with wood and water,
she is enabled to escape the severe weather that so constantly reigns in the higher latitudes of the South Atlantic Ocean.

Coming from the northward it will be advisable to keep an offing until the western entrance of the strait is well under the lee, to avoid being thrown upon the coast to the northward of Cape Victory, which is rugged and inhospitable, and forming, as it were, a breakwater to the deep rolling swell of the ocean, is for some miles off fringed by a cross hollow sea, almost amounting to a rippling.

For a small vessel, the passage through the strait from West to East is not only easy, but to be strongly recommended as the best and safest route. Indeed, I think the passage would be quite as expeditious, and perhaps much safer, to enter the Gulf of Trinidad, and pass down the Concepcion Strait, the Sarmiento or St. Estevan Channels, and Smyths Channel, and enter the strait at Cape Tamar. In these channels northerly winds prevail, and there is no want of convenient and well-sheltered anchorages for the night, many of which have already been mentioned, and multitudes of others, and perhaps much better ones, might be found.

For steam vessels there can be no question as to which passage to take, round the Horn, or through the Strait, the advantage being in every way with the latter. Besides wood and water in abundance, the good anchorages, the freedom from outlying dangers, except those plainly indicated in the descriptions, and the quietude of the sea, there is the option of lying at anchor all night in one or other of the numerous places pointed out—thus saving the crew all the harassing fatigue attendant on the stormy outside voyage.

As was stated in the remarks on the westward voyage, these advantages may be extended by passing down the Sarmiento, Smyth, and other interior channels from the Gulf of Peñas, which offer the same advantages of quiet sea, good anchorages, wood and water, as the Strait of Magalhaens.

To heavy copper-laden vessels, too, these inner waters are very advantageous in avoiding the strain of the tempestuous weather, and with the precautions which have been inculcated before, they can be used with facility and advantage.

The following remarks are by Mr. J. H. Smith, who passed through the strait from the eastward in January, and from the westward in July.

The winter months no doubt are the best to make a passage through from the eastward. Captain King remarks, you have much finer weather and frequent easterly winds, both of which I experienced.

In a square-rigged vessel I would not attempt the passage from East to West, not from any fear of wreck, but the detention likely to accrue; and, for this reason, putting back occasionally from the place you start from would

_South Pacific._
be no uncommon circumstance. In two or three instances, when I was obliged to do so (say to Tamar Harbour or Borja Bay), had not the Mary Anne been a handy and good sailing vessel (a schooner) we should not have been able to gain the anchorages, and in that case lost as much ground as would have taken days to fetch up.

It may be well enough for Her Majesty's ships, with plenty of hands, when detention, at times, is no great object, but not for merchant vessels who have no more than just sufficient to weigh an anchor, and almost everything depends upon the facility with which they perform their voyages.

From the westward, in the summer months, I should not hesitate, in any vessel, to come through; the nights being short, and constant westerly winds, you may choose your anchorages. My passage through, last July, answered a double purpose, although longer than I had reason to expect. We procured wood and water, repaired sails, rigging, &c., and in a measure recruited the crew, they being in their beds every night; for I am well aware that, had we come round Cape Horn, not one of them would have weathered it out. The scurvy had already made its appearance, and all complaining of sore feet, caused by constant wet with salt water. I always made it a point, ere I started in the morning, to secure an anchorage before dark, owing to the crew being in a sickly state.

**PASSAGES ON THE WEST COAST OF AMERICA.**

**CHILE.**

Capt. FitzRoy says:—How to make passages is easy to tell, for there are but two ways. When going to the northward, steer direct to the place, or as nearly so as is consistent with making use of the steady winds which prevail in the offing; and, if bound to the southward, steer also direct to the place, if fortunate enough to have a wind which admits of it; but, if not, stand out to sea by the wind, keeping every sail clean full, the object being to get through the adverse southerly winds as soon as possible, and to reach a latitude from which the ship will be sure of reaching her port on a direct course. Every experienced seaman knows that, in the regions of periodic winds, no method is more consistent with quick passages than that of "hugging the wind." When Rear-Admiral Sir Thomas Hardy was on the coast, he used to cross the southerly winds with a topmast studding-sail set, his object being to get through them.

**PERU.**

With regard to making passages along this coast, little difficulty is found.
PASSAGES.

in going to the northward; a fair offing is all that is requisite to ensure any vessel making a certain port in a given number of days; but in working to windward some degree of skill and constant attention are necessary.

Much difference of opinion exists as to whether the in-shore or off-shore route should be preferred; but Captain FitzRoy's experience, added to the information he obtained from those who were said to understand the navigation of that coast, led him to suppose the following mode to be the best:—

On leaving Guayaquil or Payta, if bound to Callao, work close in-shore to about the Islands of Lobos de Afuera. All agree in this. Endeavour always to be in with the land soon after the sun has set, that advantage may be taken of the land wind, which begins about that time. This will frequently enable a ship to make her way nearly along shore throughout the night, and place her in a good situation for the first of the sea-breeze.

After having passed the before-mentioned islands, it would be advisable to work upon their meridian, until you approach the latitude of Callao; then stand in, and if it be not fetched, work up along shore, as above directed.

Some people attempt to make this passage by standing off for several days, hoping to fetch in on the other tack: but this will generally be found a fruitless effort, owing to the northerly set that takes place on approaching the equator.

For a vessel bound from Callao to Valparaiso, there is no question but that, by running off with a full sail, the passage will be made in much less time than by working in-shore, for she may run quite through the trade, and fall in with the westerly winds, which are always found beyond it. But for the intermediate ports (excepting Coquimbo) the case is different, as they lie considerably within the trade-wind, and must be worked for by that alone.* For these ports it may be recommended to work along shore as above directed, as far as the Island of San Gallan, from whence the coast trends more to the eastward, so that a long leg and a short one may be made (with the land just in sight) to Arica, or to any of the ports between it and Pisco.

From Arica, the coast being nearly North and South, vessels bound to the southward should make an offing of not more than 15 or 20 leagues (to ensure keeping the sea-breeze), and work upon that meridian till in the parallel of the place to which they are bound. But on no account is it advisable to make a long stretch off; for as the limit of the trade-wind is

* A very dull sailor indeed, in this case, might do better by running through the trade, and making southing in the offing, so as to return to the northward along the coast, than by attempting to work to windward against a trade-wind, which never varies more than a few points.
approached, it gradually hauls to the eastward, and great difficulty will be found in even fetching the port from which they started.

The average passage, in a well-conditioned merchant vessel, from Guayaquil to Callao, is from fifteen to twenty days, and from Callao to Valparaiso about three weeks. Fast-sailing schooners have made these passages in much less time; and there is an instance of two men-of-war, in company, having gone from Callao to Valparaiso, remained there two days, re-anchoring at Callao on the 21st day. But these are rare occurrences, and only to be done under most favourable circumstances, such as meeting with a "norther" soon after leaving Callao.

**Remarks by M. Lartigue.**—The navigation of the Peruvian coast is very easy in summer; the breezes are moderate; the weather, which is generally clear, allows the latitude to be observed nearly every day, and to recognize, by this means, the part of the coast opposite to which you may be. There is then no inconvenience in keeping a moderate distance off, so as to meet with fresh breezes, and thus shorten the passage.

The weather, which is often cloudy in winter, will not allow of observations to be taken every day, and you must then direct your course by your dead reckoning, or from the more remarkable objects lying on the coast. Those which are met with between the Quebrada Camarones and the valley of Tambo may be made out at a considerable distance, so that when between these two remarkable points you may proceed by keeping 7 or 8 leagues off the land. At this distance the sea-breezes keep up through the greater part of the night.

The only objects at all remarkable that are to be met with between the valley of Tambo and that of Quilca are the points of Ilay and Cornejo, but these cannot be made out at more than 3 or 4 leagues off, for when farther off they appear confounded with the high land of Peru. It seems that, in this season, you must continue to fix your position by the sight of the land, and so follow the coast at less than 3 or 4 leagues distant; but as you then only find light airs, interrupted by calms which may last for several days together, you run the risk of being carried too near the land by the heavy swell which is felt on all its extent. The depth on it is considerable, and the quality of the bottom very bad; it is only at the opening of the valleys that you can hope to find, at 2 or 3 miles from the shore, less than 25 fathoms water, over a bottom of mud or fine sand. The only advantage that will be gained by sailing so near the land will be to profit by the slightest breeze to get an anchorage, and to be seldom exposed to the chance of overrunning it; but these advantages, as will be seen, are not of a nature to compensate for the inconveniences, or rather the dangers, to which it exposes a ship.

It would, therefore, be better to sail farther off the land, keeping at 7 or 8 leagues' distance; as when between the Quebrada Camarones and the
valley of Tambo the swell is not felt at this distance, and the winds will be fresh; but the currents, which constantly run to the N.W., cause the reckoning to be very erroneous, and you may be carried to leeward of your port, or the anchorage you may be seeking. Beyond this, this inconvenience is without danger, and cannot occasion more than a hindrance; for in returning to the required destination, sailing to the southward, you must run to the offing, bear up to the wind, and then, approaching the land, reach the port which has been overrun. It is, notwithstanding, necessary, following the general rule, to make an exception, which in some circumstances may shorten the passage. We have said that the breeze was sometimes tolerably fresh, and that then the counter current, which runs to the South along the land, extends some miles in the offing; it is evident that it would be better to work in this counter current, at all times when the force of the wind allows it, and you have not overrun your port more than 2 or 3 leagues; but if you should have done so to a greater distance, it will be preferable to take directly the first course, and profit by this breeze to get away from the land.

It will be advantageous to manoeuvre thus every time you are on any portion of the coast which is described.

What has just been said relative to the mode of navigating and running along the coast of which we have been speaking, applied to the portion comprised between the valleys of Quilca and Ocoña. But it is necessary to observe, that the valley of Camana, which is also as easy to be made out at 7 or 8 leagues' distance as that of Quilca, has the inconvenience, as well as the latter valley, of not being perfectly recognisable when it bears to the N.E., when it is passed, and you cannot sometimes reach the anchorage on that tack.

In winter, as in summer, you must always be particular to approach the land to the South of the intended port, and then range the land at a short distance. The breezes being more fresh in summer, and the swell less heavy, make the ports present fewer difficulties than in winter.

*Captain Basil Hall's Passages on the Coast of Peru.*

*From Valparaiso to Lima, 27th January to 5th February, 1821 (9 days).*—The wind on this passage is always nearly the same, viz., S.S.E. It sometimes hauls a point or two to the eastward, but the passage is always certain. The only precaution to be attended to is to run well off the land in the first instance, say 150 miles, on a N.W. course, and then steer direct for San Lorenzo, a high and well-defined island, forming the eastern side of Callao Bay. It is usual to make the land of Morro Solar, which lies 10 miles to the southward of Callao, and then run into the roads by the Boqueron passage, or proceed round the North end of San Lorenzo. By attending
closely to the directions on Mr. Foster's chart, transmitted to the Admiralty, any vessel may safely enter the Boqueron; but great attention must be paid to the lead and the bearings, and an anchor be kept ready to let go.

It is generally calm in the mornings, and sometimes foggy; but about eleven o'clock it clears up, and the breeze freshens from the southward, which enables ships to reach the anchorage generally without a tack, after rounding the North end of Lorenzo; so that, upon the whole, this outer route, which is entirely free from danger, is preferable to the other, at least for a stranger.

Lima to Valparaiso, 28th February to 18th March, 1821 (18 days).—The return passage from Peru to Chili requires some attention, and may generally be made by a man-of-war in less than three weeks; it has been made in less than a fortnight by a frigate, which, however, on the next occasion, took twenty-eight days. The point which contributes most to the success of this passage is keeping well off the wind after leaving Lima, and not having any scruples about making westing, provided southing can also be gained. The S.E. trade wind, through which the greater part of this course is to be made, invariably draws to the eastward at its southern limit, and therefore a ship eventually can always make her southing. The object, however, being to get past the trade and into the westerly winds, which lie to the southward, a ship ought to keep the wind, at least abeam, while crossing the trade. In winter, that is, when the sun is to the northward of the equator, the trade wind blows steadier, and its southern extreme lies 4° or 5° to the northward of its summer limit, which may be taken at about 30° or 31° S.

The sun was near the equator when this passage was made, and we retained the trade wind as far as 31° S., after which we had northerly and N.W. winds as far as the Island of Mas-a-fuera, when it shifted to South, and then to S.E. by S., blowing fresh. This changed to S.S.E., the regular coast wind, as we drew in-shore. During summer the land ought always to be made to the southward of the port. In winter, when hard North winds are frequent, this is not advisable. Perhaps, at such seasons, a direct course for Valparaiso may be the best, after losing the trade wind.

Valparaiso to Lima, by the "Entremedios," or Intermediate Ports, 27th May to 24th June, 1821.—From Valparaiso we steered at the distance of about 69 miles from the coast, as far as lat. 22½° S., when we hauled in, and afterwards coasted along in sight of the shore, at the distance of 7 or 8 leagues, as far as Arica. The winds being light from S.S.E., it was not till the 7th of June that we anchored there. From thence we coasted along by Quiles, Morro de Sama, and Ilo, to Mollendo, the winds being generally from the eastward, and drawing off shore at night; calm in the mornings; and hauling in from the sea in the day, the weather invariably fine. From
Mollendo* to Lima we had a fresh breeze off shore about S.E. On approaching the Morro Solar the wind fell light, and we were obliged to tow the ship through the Boqueron passage into Callao Roads.

There is no difficulty in making a passage along the South coast of Peru from the eastward; but from the westward a great deal of vigilance is requisite to take advantage of every occasional shift of wind, since by this means alone can a passage be made. The best authorities are, I think, against standing out to sea to the south-westward, in the hopes of fetching in upon the starboard tack. The Constellation, American frigate, tried this passage, but she lost a great deal of time thereby, being at least three weeks in going from Lima to Mollendo.

The San Martin, bearing Lord Cochrane's flag, made the passage to Arica, which is considerably farther, in thirteen days, by keeping inshore, and taking advantage of the changes which take place, with more or less regularity, every evening and morning.

As the weather along the South coast of Peru is invariably fine, ships are not otherwise incommoded at the various anchorages, than by a high swell, which always rolls in at the full and change of the moon. Arica is the only place having any pretensions to the name of a harbour; but the several bays described in Mr. Foster's Memoir may be considered safe, provided the ground-tackling be good.

Chorillos (near Lima) to Valparaiso, 10th to 28th of August, 1821 (18 days).

—This being what is called the winter passage, we lost the trade wind in lat. 25° S., after which we had the winds to the S.W. as far as lat. 27° S., long. 88° W., when it shifted to the N.W. and West, and so to the S.W. and South, as far as lat. 33° S., long. 78° W. We were much embarrassed by calms, light winds, and heavy rains, after which the wind came to the northward and N.N.W., with thick, rainy weather. We made the land to the southward of Valparaiso on the 27th, and got in next day by the wind coming round to the S.W.

At this season of the year, when northerly winds prevail, with heavy rain and unpleasant weather, it does not seem advisable to make the coast to the southward of the port. Neither ought a ship, I think, to run into Valparaiso in one of these gales, since the wind frequently blows home, and is attended by a high swell. During the winter the best ground-tackle ought to be laid out to the northward, and a berth taken sufficiently far from the shore to allow of veering, in the event of bad weather coming on. It does not seem necessary to take more than barely room for this purpose, since, by lying

* As stated in the description of these ports, on page 201, Mollendo is now of considerable importance. By a decree of the Peruvian Government, dated January 6, 1871, the Port of Islay has been declared closed to commerce, and all vessels arriving after the 16th of February will have to land their cargoes at the Port of Mollendo.
near the shore, there will be always an undertow, which relieves the
sea-cable of great part of the strain. As the launch will on these occasions be
apt to swamp at her moorings, she ought to be hoisted in before the gale
comes on, of which the barometer, the threatening aspect of the weather, and
the rising swell, generally give sufficient warning. Previous to a "norther."
also, the land of Concon, and that beyond it to the northward, are seen with
unusual sharpness and distinctness.

This passage in eighteen days may be termed short. Formerly thirty
days was usual, it afterwards sunk to twenty-five days, and, at the period
of our arrival, three weeks was considered good. Sir Thomas Hardy, in
his Majesty's ship Creole, made the passage from Huacho in something less
than fourteen days, the distance being more than 2,200 miles. This was
early in May, 1821; and it is well worth attending to, that the trade wind
was crossed with a foretop-mast studding-sail set, no regard being paid to
any object but getting through the trade wind as fast as possible. The
same ship, however, in February and March of the following year, was
twenty-eight days making the passage, but this is unusually long for a
man-of-war.

Valparaiso to Concepcion, Bay of Arauco, and Island of Mocha, 1st to 21st
October, 1821.—As the prevalent winds along this coast are from the south-
ward, it is necessary to take advantage of every slant that will allow of
southing being made, and we were fortunate in meeting with a westerly
wind on the third day after sailing, which carried us more than half the
distance. The wind subsequently was S. by W., which made the rest of the
passage to Concepcion almost a dead beat. We arrived at Talcahuana, in
Concepcion Bay, on the 8th. During the 9th it blew fresh from the north-
ward. We afterwards beat up to the Bay of Arauco, and to the Island of
Mocha, in 38° 19' S., having on this occasion been favoured with a south-
easterly breeze, and then a southerly one, to stand in with.

We endeavoured to reach Valdivia also, but the wind came from S. by E.,
and blew so hard that we were obliged, for want of time, to give it up. On
the return passage to Valparaiso, we had light N.W. and West winds, then
S.W., and so on to the southward, and S. by E., which is the most common
wind.

These particulars would seem to point out that a passage may always be
made to the southward; for the winds are seldom steady for twelve hours,
and by taking care to profit by every change, southing must be made.

The passage from Valparaiso to Concepcion is generally made in ten
days, which is also the usual time required for a passage to Lima. The dis-
tance, however, in the first case, is 200 miles, and in the latter 1,320 miles—
a circumstance which points out very decidedly the direction of the preva-
lient winds.
Valparaiso to Lima, calling at Coquimbo, Guasco, Copiapó, Arica, and Mollendo, 15th November to 9th December, 1821 (24 days).—The winds during these passages along shore are always light, and from the southward, hauling in from sea during the day, and freshening from off the land in the night.

Between Mollendo and Callao there is a pretty steady breeze from E.S.E., with a drain of current along shore—a remark which applies to the whole coast from Valparaiso to Lima.

A remarkable increase of the great S.W. swell is observable at the full and change of the moon on the coast, especially from Arica to Huacho inclusive—a circumstance which renders it difficult, and sometimes impossible, to land at those places.

Lima to Pucasmayas, Payta, and Guayaquil, 17th to 25th December, 1821.—The winds between Lima and Guayaquil are moderate from the southward; at night hauling to the south-eastward, and in the day from S.S.W.

This is the period at which the rains are expected to set in, and the heavy, threatening aspect of clouds over the hills gave us reason to expect that we should not escape, but none fell during our stay, between the 23rd and the 30th of December.

The passage from Guayaquil back to Lima requires attention, as may be seen from the following directions, which I obtained from Don Manuel Luzurragui, captain of the Port of Guayaquil.

"The average passage, in a well-found and well-managed ship, is twenty days; eighteen is not uncommon; and there is an instance of a schooner doing it in twelve. From the entrance of the river as far as Punta de Aguja (in lat. 6° S.); the shore must be hugged as close as possible, in order to take advantage of the changes of wind, which take place only near the shore. In this way, by due vigilance, slants may be made every day and night. On reaching Punta de Aguja, work to the southward, as nearly on the meridian of that point as may be, as far as 11° 30' lat., and then strike inshore for Callao, and if it is not fetched, creep along shore, as formerly directed.

Persons accustomed to the navigation between Lima and Valparaiso are tempted to stand boldly out, in hopes of making their southing with ease, and then running in upon a parallel. But this is not found to be practicable; and indeed the cases have no resemblance, since the passage to Valparaiso is made by passing quite through the trade wind and getting into the variables; whereas Lima lies in the heart of the trade; accordingly a ship that stretches off from Guayaquil comes gradually up as she stands out, and finally makes about a South course; when she tacks again, the wind shifts as she draws in, and will be fortunate if she can retrace her first course, and very often does not fetch the point left in the first instance.

To work along shore with effect, the land must be kept well on board,
and constant vigilance be bestowed upon the navigation, otherwise a ship will make little progress.

Captain Andrew Livingston, well known in the nautical world, makes the following remarks on navigating to windward from Huanchaco to Callao:—
The most intelligent, experienced persons with whom I conversed, generally recommended standing off-shore during the night, and in-shore during the day; but advised that any person in charge of a vessel beating thus to windward, should take care to be pretty close to the shore by sunset, to take advantage of the wind, which about that time generally draws rather off the land, though not sufficiently to deserve the name of a land wind.

On the above I remark, that on account of the land trending so much to the eastward, if you stand twelve hours off-shore and twelve hours in-shore, at the same rate of sailing, and have gained any southing of consequence, you will still be a considerable distance off-shore when your twelve hours are completed standing in; and I think that it will be found in general most advisable to stand off only about ten hours, and in for fourteen hours; as, even if you get in-shore rather too soon, you can, by making a short tack or two, be sure of being near the shore at sunset, when you may expect the wind rather to favour you for gaining southing with your port tacks on board.

On the tack off-shore you will generally find that the vessel comes up more and more as you stand off, but do not let this persuade you to stand off too far, even should the vessel head up South, or S. by E. by compass, as you will lose more on the in-shore tack, when you must be headed off in proportion as you have headed up on the off-shore tack. The inspection of the chart will at once convince any person of this fact, even if there is no northerly current, and if there is (as is frequently the case) a northerly current, of course bringing that directly on or abaft a vessel's beam, must sag her to leeward.

On the coast of Peru, the water is frequently of a dirty brown colour, and sometimes quite red, as if mingled with blood. Some say this is caused by fish spawn, others that it is occasioned by small crabs. I cannot say what it is, for I had no microscope, and the water, when drawn even from the reddest spots, showed no colour in a glass, although it looked rather muddy; nor could I perceive animalcules in it with the small magnifying glass attached to my sextant.

CENTRAL AMERICA, MEXICO, ETC.

Our information as to the best means of making a passage along these coasts is as yet but scanty. The following observations, therefore, by Lieut.-Commander James Wood, of H.M.S. Pandora, become exceedingly valuable.
In a former page we have given the observations of the prevalent winds in this region from the same officer.

From the Southward to Panama Bay.—From what has been said respecting the winds which prevail within the first division, it will be seen that the passage from the southward to Panama Bay is easily made during the greater part of the year; but in the fine season, when within the influence of the northerns, the following plan should be adopted. Make short tacks in-shore, as there is generally a set to the northward found within a few miles of the land, and where that is interrupted, a regular tide is exchanged for a constantly contrary current farther off. Between Chirambira Point and Cape Corrientes the land is low and faced with shoals, caused by the mouths of the numerous rivers which have their outlets on this part of the coast, but after passing Cape Corrientes, it may be approached pretty closely, except off Francisco Solano Point, where some shoal rocky patches extend to seaward, as the coast is in general bold-to. Care, however, should be taken not to run into the calms caused by the high lands, as it is difficult to get off into the breeze again, and the swell sets in-shore where it frequently happens that no anchorage is to be found till close to the rocks.

In beating up the Bay of Panama in the fine season, the eastern passage or that between the Islas del Rey and the main, is to be preferred, as, with one exception, it is free from dangers. The water is smooth, and a regular tide enables you to make more northing than it would be possible to do, in nine cases out of ten, against the strong current and short high sea which at this season prevail in the centre or on the western side. During the rainy season, a straight course up the bay is preferable to entangling yourself with the islands, the current generally following the direction of the wind.

From Panama Bay to the Southward.—But the great difficulty at all times consists in getting either to the southward or westward of Panama. The passage to the southward is made in two ways—either by beating up the coast against a constantly foul wind and contrary current, or by standing off to sea till sufficient southing is made to allow you to fetch your port on the starboard tack. Both plans are very tedious, as it frequently takes twenty days to beat up to Guayaquil, whilst six or seven days are an average passage down.

From Panama Bay to the Westward.—If bound to the westward during the northerns, a great deal of time may be saved by keeping close in-shore, and thus taking advantage of them; they will carry you as far as the Gulf of Nicoya. When past the Morro Hermoso, "Papagayos" may be looked for, and with them a course should be steered for the Gulf of Tehuantepec, when it will depend on the port you are bound to, whether, after crossing the gulf by the aid of one of its gales, you should keep in or off-shore. If bound for Acapulco, keep in and beat up; but if bound to the westward, you cannot do better than make a West course, as nearly as the winds will allow you.
The passage to the westward from Panama during the rainy season is a most tedious affair, calms, squalls, contrary winds and currents, accompanied by a heavy swell and extreme heat, as well as an atmosphere loaded with moisture and rain, are the daily accompaniments. It often occurs that 20 miles of westing are not made in a week, and it is only by the industrious use of every squall and slant of wind that the passage can be made at all. Opinions are divided amongst the coasters as to the propriety of working to the southward and trying to get rid of the bad weather, or beating up within a moderate distance of the land. My experience would lead me to prefer the latter, as the strong winds and frequent squalls which so often occur near the land sometimes allow a good long leg to be made to the northwestward, while, farther off, this advantage is sacrificed for only a shade finer weather.

CAPE HORN TO CALIFORNIA, ETC.

As in the Atlantic Ocean, the route from South to North, or vice versd, in the Pacific, by crossing the different belts of winds and calms, requires much consideration as to the best points for crossing the various parallels of latitude and the equator. The entering or leaving one zone at the most advantageous point has a very great influence on the speed and safety of the ship through the rest. Therefore this meridional voyage must be considered with reference to the countries beyond the scope of this work. What has been previously said on the winds and currents will be necessary to understand the requirements of this section.

To Captain Maury, and also to the Dutch Meteorological Institute, under Captains Jansen and Von Gogh, we owe very much for their lucid discussions and long series of examples from which a correct decision may be arrived at. We therefore quote the words of the former, but omit the tables upon which the conclusions are based. They are very interesting, but lead too far from our subject.

I wish here to call the attention of navigators to the winds they are to expect between the parallel of 50° S., in the Pacific and the equator especially, as it regards their reliability.

The distance from the fairway of San Roque (lat. 7° S.) to the parallel of 50° S., in the Atlantic, is about 2,900 miles, the average time 30 days, and the mean daily run is about 100 miles.

The distance from 50° S. in the Pacific to the usual crossing place on the line—California track—is about 3,300 miles, the average time 27-7 days, and the mean daily run 132 miles.

The winds between 50° S. and the equator are much more strong, steady, and reliable, as the barometer would lead us to expect, on the Pacific, than
they are on the Atlantic side of the continent; the ration between them in these respects is greater than 2,900 to 3,300, for it is easier to make 3,300 miles with them in the one ocean than it is 2,900 in the other.

An examination of the mean monthly passages from crossing to crossing will also show a greater regularity, implying thereby more stable winds. The greatest monthly average on the East side is 31.1 days in August; on the West 27.9 in May, extreme difference, 3.2 days; the greatest monthly average on the West side being 27.9 days; the least 22.2 days; the extreme difference is 5.7 days.

Between the equator and 10° or 12° N., according to the season of the year, the California bound navigator may expect to lose the S.E., and so get the N.E. trade winds.

He will find these last nearer the equator in January, February, and March; but in July, August, and September, he will sometimes find himself to the North of the parallel of 15° N. before he gets fairly into the N.E. trades. And sometimes, especially in summer and fall, he will not get them at all, unless he keeps well out to the West. Having them, he should steer a good rap full at least, aiming, of course, to cross the parallel of 20° N., in about 125° W., or rather not to the East of that, particularly from June to November. His course, after crossing 20° N., is necessarily to the northward and westward, until he loses the N.E. trades. He should aim to reach the latitude of his port without going to the West of 130° W., if he can help it, or without approaching nearer than 250 or 300 miles to the land, until he passes out of the belt of the N.E. trades, and gets into the variables, the prevailing direction of which is westerly.

"Where shall we take the S.E. and lose the N.E. trades on the passage to California?" is an important question for a navigator to have answered, who is striving for a short passage on the West Coast of South America. From the parallel of Cape Horn up to the belt of light winds and calms, through which you generally pass before getting into the S.E. trades, the prevailing winds are westerly winds, having northing more frequently than southing in them.

Vessels bound to San Francisco should not, unless forced by adverse winds, go any farther beyond the meridian of 138° W. than they can help. Supposing that vessels generally will be able to reach 30° N. without crossing the meridian of 130° W., the distance per great circle from Cape Horn to its point of intersection with that parallel is about 6,000 miles.

And supposing, moreover, that California bound vessels will generally, after doubling Cape Horn, be able to cross the parallel of 50° S., between the meridians of 80° and 100° W., their shortest distance in miles thence to 30° N., at its intersection with the meridian of 130° W. would be to cross 40° S. in about 100° W.; 30° S. in about 104°; 20° S. in about 109°; the equator in about 117° W.; and 30° N. in about 130° W. (126° if you can).
By crossing the line 10° further to the East, or 10° further to the West of 117°, the great circle distance from Cape Horn to the intersection of 30° N. with 130° W., will be increased only about 150 miles.

Navigators appear to think that the turning point on a California voyage is the place of crossing the equator in the Pacific. But the crossing which may give the shortest run thence to California may not be the crossing which it is most easy to make from the United States or Europe; and it is my wish to give in these sailing directions the routes which, on the average, will afford the shortest passages to vessels that have doubled Cape Horn; and then, by comparing the two, we may be able to lay down the best route from Cape Horn to California.

There are 87 crossings between 115° and 120° W. They give the shortest average time to San Francisco: their average, however, is only 16 hours (0.6 day) less than the average from the crossing between 110° and 115°, and the average to the latter crossing from 50° S. in 8 hours (0.3 day) shorter than the average to the former crossing. Hence we conclude from a total of 441 passages from the line, and of 448 to the line, that the average passage from 50° S. to San Francisco is 53.5 days via the crossing between 115° and 120° W., and 53.8 days via the crossing between 110° and 115°. Thus, in the long run the crossing between 115° and 120° gives the best average, but is not so much frequented as that between 110° and 115°, the numbers being respectively 103 and 220 passages.

A long series of tables derived from the voyages quoted is given by Capt. Maury in elucidation of the subject, which are very interesting. We give his concluding remarks on the discussion.

It appears from the summing up that the average passage to California for all classes of ships that used the charts and crossed the equator between 105° and 120° is, in the year round, 130 days. When these investigations commenced, the average passage the year round of all classes of ships, from the Atlantic ports of the United States to California, was 180 days.

Indeed, it may now be considered as reduced to 128 days, for that is the average of the 87 vessels that crossed between the meridians of 115° and 120° W., which these investigations have shown to be the best crossing place. Indeed, the average of the 220 vessels that have crossed between 110° and 115° W., taken with the 87 that have crossed between 115° and 120°, makes the average rather less than 129 days.

The vessels that sail in the spring have, in the aggregate, an average passage 10 days longer than those which sail at other seasons, the spring average being 137 against 127 days for the rest of the year.

The average crossing place of 50° S. on the Pacific is about 82° W. Winds are sometimes, though not often, fair for making westing on the polar side of 50° S. When they are so, the skilful navigator will not fail to
take advantage of them to gain a still more westerly crossing of this parallel.

In urging upon California bound vessels the importance of making westing about the parallel of 50° S., I do not mean that they should expose themselves to heavy weather, or contend against adverse circumstances. I simply mean that if a vessel, after doubling the cape, can steer a W.N.W. course as well as a N.W., or a N.W. as well as a N.N.W., or a N.N.W. as well as a North course, that she should on all such occasions give preference to the course that has most westing in it, provided that she does not cross 50° S. to the W. of 100° or thereabouts, nor 30° S. to the westward of 115°, nor enter the S.E. trade wind region to the West of the last named meridian. This is the western route. It is so called because it requires you to keep as far West, within certain limits, as you well may without running broad off to make westing, or without fighting with head winds, or baffling winds, or calms to get West.

The western route from Cape Horn to California is, as a rule, to be preferred by all vessels, at all seasons.

The further from the land, the more regular and steady the wind, may be safely taken as a general rule.

These remarks, and the illustrative map of the passages, will serve to elucidate this route.

BETWEEN CALIFORNIA AND AUSTRALIA.

By Captain Maury.

The great circle distance from South Australia to California is about 7,000 miles, and vessels in the direct trade between Australia and the Pacific Coasts may have the choice of routes going as well as coming; going, the distance to be sailed, on account of detour for the sake of winds, is about 7,500 miles; returning, that is, coming this way by the eastern route, the distance is 800 or 900 miles greater. With the exception of the N.E. trades on the passage from New South Wales or Victoria to California, the winds are fair, or may conveniently be made fair both ways. A good N.E. course can be made through the S.E. trades, and a N.N.W. course, on the average, through the N.E. trades. But these courses will not give easting enough for the California bound trader, and it therefore becomes a question for him to decide whether he will make up his easting in the variables South of the S.E. trades, or in the variables North of the N.E. trades, for in both of those systems of variables westerly winds prevail.
1072 PASSAGES.

In coming out of the Victoria Ports go South of Van Diemen's Land, or through Bass Straits, as you have the winds and find it expedient.

Being South of Van Diemen's Land makes it convenient to pass South of New Zealand, if the wind be fair, as in the majority of cases it will be. Having passed South of New Zealand, steer for the parallel of 40° or 50° S., between the meridians of 150° and 140° W., thence for the equator between 120° and 130° W., crossing by a North course, both the horse latitudes of the southern hemisphere and the equatorial doldrums; then run through the N.E. trades as best you may, keeping a "rap full," and running up into the variables beyond the horse latitude calms of the northern hemisphere, if needs be, to complete your easting, and make your port.

If the winds be not fair for passing South of New Zealand, try Cook's Straits in preference of passing to the North of New Ulster.

If you pass through Cook’s Straits, then stick here close to the eastward, and take the eastern passage. On this passage you should run down your easting pretty well before you get for enough to be bothered by the baffling winds of the horse latitudes South. If these come as low down as 30° or 40° S., stand North the moment you feel them, till you get the S.E. trades; then cross these and the N.E. trades, both as obliquely to the eastward as they will permit, with fore-topmast studding sail set.

On this passage you will have finally to run down your easting when you get into the variables beyond the N.E. trades, and of course you will aim to reach the parallel of 38° or 40° N., or even a higher one North, to do this. How far you will go North depends somewhat on the distance, you may be West of California when you lose the S.E. trades. If you be only a degree or two from the land, you will steer straight to your port without caring to get to the northward of it; but if you be ten or twenty degrees to the West of it, or even farther, then of course the distance to be run makes it an object to turn out of your way and go North in search of good winds.

Therefore the choice of routes on this voyage resolves itself into the answer to this question: Is it best to make easting between the parallels of 40° and 50° S., or about the parallel of 40° N.? If the former, then the eastern route is the route; if the latter, then the preference should be given to the western route.

I give preference to the eastern route especially, and decidedly when the winds at starting are favourable for the East course. I have no doubt but that, as a general rule, the winds by the eastern route, both variables and S.E. trades, are much more steady and reliable than they are by the western route. Moreover, the distance from the Victoria Ports, via South side of Van Diemen's Land and New Zealand, is not more than three or four hundred miles greater than it is by the most direct route that is practicable, and the chances of good winds by the eastern route will, in my opinion, amply make up for this increased distance.
It is proper for me to state here that I do not give these Australian sailing directions as directions that are founded on, or derived from, investigations into the routes actually pursued by vessels from Australia to California; but I give them as deductions drawn from the knowledge which I have acquired touching the general system of the winds and currents out upon the high seas.

The most difficult and uncertain parts of this passage will be in the time required to cross the three belts of calms, and to clear the winter fogs of California. But for these, the eastern passage from Victoria to California would be one of the most certain passages in the world.

The passage between Australia and California should be made ordinarily in from 45 to 50 days; the passage to the East being rather the shorter; of course clipper ships will occasionally make the passage in 37 days.

**BETWEEN AUSTRALIA AND CHINA.**

The following is derived chiefly from an analysis by Captain Allen, Harbour Master at Newcastle, New South Wales, of the logs of various sailing vessels that have made passages during the years 1869—1873, and collected by Staff Commander T. H. Tizard, H.M.S. Challenger, 1874.

During the above years four different routes have been taken by ships bound from the province of New South Wales to China; three of these routes are to the eastward of New Guinea, and one (the well-known Torres Strait Route) passes to the westward of that great island.

These routes are herein styled respectively, the Eastern, the Middle, the Western, and Torres Strait Routes.

The description of the new route through the Louisiade Archipelago will be found on pages 830—834. It will, when better known, probably become much used, forming as it does a much shorter Western Route.

*The Eastern Route* follows a line from Newcastle (or from Sydney) to Norfolk Island, thence to Matthew Island, and North along the 171st meridian to 11° S., then N.N.W. to Pleasant Island, crossing the equator in 166° E., and through the eastern part of the Caroline Islands to the ship's destination.

*The Middle Route* is from Newcastle (or Sydney) midway between Lord Howe Island and the Elizabeth Reef, to the D'Entrecasteaux Reefs on the N.W. extreme of New Caledonia, and thence between the Solomon and Santa Cruz Islands to the equator, which is crossed in 159° E.; thence through the middle of the Caroline Islands, when a course may be shaped for the destined port.

*The Western Route* from Newcastle followed by these vessels is N.E. to the 157th meridian, and due North on that meridian to the latitude of South Pacific.
the Pocklington Reef in 11° S., thence either to the north-westward between New Ireland and the Solomon Group, or to the northward through the Bougainville Strait, between Bougainville and Choiseul Islands, crossing the equator in about 153° E.; from this position a straight course may be shaped for either Shanghai or Yokohama; but for Hongkong the course is through the western part of the Caroline Islands, thence to the Balintang Channel.

The Torres Strait Route is also from Newcastle, N.E. to the 157th meridian, then North on that meridian to the latitude of the Mellish Reef, and N.W. for Bligh's Entrance to Torres Strait. It has been taken by only one ship, the *England*, which made the passage in 41 days, in the month of July.

Much depends on the sailing qualities of the vessel, but, as a general rule, ships leaving Australia in the months of January, February, or March for China or Japan should adopt the Middle Route, and may expect to make the passage in about 40 days; leaving in April, May, or June they should adopt the Western Route, and may expect to make the passage in about 36 days; leaving in July, August, or September they should, if they can reach Torres Strait before the end of August, take that route; and if not, either the Western or Middle Route, and may expect to make the passage via Torres Strait in 40 days, and by the other routes in 55 days; and, finally, ships leaving in October, November, and December should adopt the Middle Route, and may expect to make the passage in about 44 days.

AUSTRALIA AND NEW ZEALAND TO CAPE HORN.

The passage from Australia and New Zealand around Cape Horn to the Atlantic is governed by very different circumstances to that in the reverse direction. In the latter, the trade-winds and their corresponding currents would facilitate the passage, and offer insurmountable obstacles to that from West to East. The track, then, in a high latitude, becomes the best as it is the shortest, and the prevalent winds and currents in it are favourable.

Passing from this, the primary point in the question, it has been demonstrated, in the early part of this chapter, that the actually shortest track between these distant points leads to a very high latitude, unattainable to shipping; therefore the most advantageous route to be followed must be a combination of these circumstances.

Thus the shortest route, on a great circle, from Hobarton to Cape Horn, or rather the Diego Ramirez Islands, reaches the lat. of 75° 30 S., in long. 135° 50' W. The course on leaving Storm Bay is S. by E. 4 E. So that it would be in reality a better course, as to nearing the destination, if a ship were to steer due South from Van Diemen's Land until a proper parallel be attained, rather than bear to the E. by S. on a rhumb course. Any course between these two, therefore will be advantageous.
From Sydney to Diego Ramirez the great circle course carries a ship 300 miles to the S.W. of New Zealand, and attains lat. 73°, in long. 130° 45' W.

From New Zealand to Diego Ramirez the approximate great circle course becomes more practicable in the summer fall of the year. The track from Cook's Strait, leads into the highest latitude, 66° 30', longitude 117° 15' W. The course on first leaving Cook's Strait will be S.E. by S., and on nearing Diego Ramirez, N.E. ¼ E.

It will be thus evident that, as a general principle, it is quite out of the question that such high latitudes can be attained, and the shortest route pursued. Recourse must therefore be had to what has been denominated by Mr. Towson composite great circle sailing, and which will be readily understood to signify that the maximum latitude is to be attained by the shortest route in the direction of the port, and then the ship to be conducted along the parallel selected, until she again cuts the great circle course leading to her destination.

Supposing the parallel of 55° to be that chosen, then the great circle track from Sydney cuts it in longitude 165° or 166° E., to the southward of the Auckland Group, and this followed up brings the ship to the South extremity of America.

There is one conclusion to be derived from some voyages that far to the northward of a sea comparatively clear, there exist vast masses and barriers of ice of every description, which must have been drifted northward from the southern Polar Sea, to a parallel from which to the southward they never return; while the experience of others shows that in different seasons a very different amount of the floating dangers is met with. The reader is referred to what has been previously said in pages 1026 to 1035 on the subject.

The effect of the antarctic drift, as will be seen by previous remarks, is now clearly established. How far the breaking up of the winter collections of ice by the effect of the summer may be periodical, we have no means of determining; but it is most probable that the period best adapted for passing, as to daylight, through this high latitude, is that in which the greatest amount of ice-drifts are to be expected. It is also probable that, as the summer advances, the greater part of the floating masses of ice may have proceeded so far to the northward as to leave a comparatively free space between them and the perpetual icy barrier surrounding the South Pole.

Captain Biscoe concludes the abstract of his log of this passage with the following remarks:—In the very high latitudes, when actually, as it were, within the ice, the winds were almost uniformly from the South, round by S.E. to E.N.E.; which, being contrary winds to a vessel in proceeding from East to West, he was inclined to recommend that future attempts of the
same nature should be made in the opposite direction, viz., from East to West. Outside the ice, however, the winds were constantly westerly; and it may, therefore, admit of doubt, whether the convenience of having a fair wind at command, whenever required (as in the Tula's case), to run for shelter and repairs, be not of more importance than when its possession can seldom be of vital consequence, and may frequently lead to rashness and imprudence.

These remarks will demonstrate that too high a latitude, unless it be for a short distance, and with favourable circumstances, is not to be recommended, except to vessels properly equipped or on special service.

Perhaps the summer months are not the most favourable for sailing in high latitudes. The great and perhaps indispensable advantage, however, being the long days and comparative freedom from darkness, whereby the dangers are more easily seen and avoided than in winter, when the low altitude of the sun, and the shortness of the daylight, contract very much the chances of making a good passage.

It is thus evident that a ship to pass round Cape Horn must enter on a parallel of latitude where inclement, though perhaps not boisterous weather is inevitable, and also she has the chances of meeting with it at any season, but more especially in the early part of the summer, January and February. Therefore, any ship which is not calculated to sustain some amount of buffeting from the floating ice should not attempt to combat with the passage in a high latitude. Yet much advantage is to be gained. Not only does the weather appear to be generally more moderate, but outside the ice the winds are generally favourable, and a speedy passage, conducted with a strict look-out, may be expected, and is not to be considered a very hazardous undertaking.

Opinions differ as to the proper parallel on which to make the easting. Some advocate that of 50°, among whom is Admiral FitzRoy, as quoted below; others, as Mr. Towson, on excellent authority, advise a much higher latitude. Mr. Towson's remarks, given on page 1032, ante, should be attentively considered. He there recommends from June to December, that the parallel of 67° should be preferred.

Admiral FitzRoy gives the following remarks on this in the second number of his Meteorological Papers, 1858, pages 33, 34:—

In crossing the Pacific, toward the East, in southern latitudes, a ship should not go beyond 50° South till near Cape Horn, as there is usually much ice southward of that parallel, especially in the eastern part of the South Pacific; and occasionally it is met with some degrees further North, in autumn (February, March, and April), after long continuance of westerly gales.

A few hundred miles may be saved in distance out of about twelve thousand, by going into very high southern latitudes, but at the risk of encoun-
tering ice, and with the certainty of a very cold disagreeable climate. This applies equally to Australian passages by the Cape of Good Hope, where Great Circle Sailing has been carried too far by some ships.

Immediately near Cape Horn and the Falkland Islands ice seldom remains, as any that is drifted there (from the breaking up of great antarctic masses in the latter part of summer (is carried eastward by the current of comparatively warm water (40° to 50° Fahrenheit) that always sets around the great southern promontory, and not to the northward till beyond the Falklands, where the preponderance of winds, and the current, combine to drift them, melting gradually, even to as low a latitude occasionally as about the parallel of forty degrees.

In the long dark nights of an antarctic winter, when the moon is not nearly full, Ice (especially the low less visible floes which are not many feet above the surface of the water) is especially to be guarded against by the most vigilant look-out, and by keeping under manageable sail, in readiness to alter course instantly, if danger is suddenly reported. A navigator, of high repute in literature, especially nautical, once recommended, in a widely read publication, that seamen should round Cape Horn from the westward, not only under low and manageable sail, but with "yards braced up," to be ready for hauling on a wind. He did not, however, explain how to act if ice should be seen close on the weather bow in such circumstances, or how the wild steerage of a ship would be obviated, while running free with her yards shut up.

In the summer of the southern seas there is so little night that ships may run with security, provided that (even in broad daylight) a good look-out ahead is invariably maintained under all circumstances. Foggy weather is comparatively rare, unless very far South.

The distance on the great circle between the S.W. cape of Van Dieman's Land and Cape Horn is 5,100 miles. The average length of the voyage (from 17 logs) from Melbourne to Cape Horn is 35 days; the distance sailed about 5,500 miles.

**New Caledonia, &c., to Europe.**

There are several questions in deciding on the best route from a port within the tropics in this longitude, as to whether it is best to go eastward or westward, the distances being about equal. These considerations induced Lieut. Franquet, commanding the French steamer *Coëtlogen*, to take the passage by the Cape of Good Hope, leaving New California in May. His arguments were that, having regard to the low power of his vessel, the crew, &c., having been long within the tropics, and that the winter route around Cape Horn, although it is available at all seasons, would take the ship into inclement and stormy latitudes, where injury and delay to the ship, and per-
haps sickness among the crew, might more than counterbalance the advantages which a free wind throughout would give him.

Leaving Noumea, New Caledonia, May 23rd (1865), they made for the Raine Island entrance, thence through Torres Strait, and calling at St. Denis, Réunion, which they reached in 37 days, making good an average daily course of 176 miles, thence to Simon's Bay and Cherbourg, which they reached after a voyage of 103 days 7 hours, making a daily rate of 153 miles. Lieut. Franquet therefore considered that he had chosen the best course, as the ship and crew were brought home in perfect order, and one of three fast sailing frigates which left Noumea a month before him, making the eastern passage, was 135 days at sea; and concludes that during the southern winter that the route by Torres Strait and the Cape of Good Hope is the best for steamers and small sailing vessels.

We take the following, on the same subject, from the Australian Directory:

**Route to the Westward South of Australia.**

Ships bound from Sydney to Europe or India may, from the 1st September to the 1st of April, proceed by the southern route through Bass Strait, or round Tasmania, easterly winds being found to prevail along the South coast of Australia at that season, particularly in January, February and March, when ships have made good passages to the westward, by keeping to the northward of 40° S., and have passed round Cape Leeuwin into the south-east trade wind, which is then bound to extend farther South than during the winter months. In adopting this route, advantage must be taken of every favourable change of the wind, in order to make westing; and it is advisable not to approach too near the land, on account of the south-west gales which are often experienced, even in the summer, and the contrary currents, which run strongest in with the land. The prevalence of strong westerly gales renders the southern route very difficult, indeed, generally impracticable, for sailing vessels, in the winter, although the passage has been performed at that season by ships in good condition which sailed well; but the northern route, through Torres Strait, is preferred in the winter months.*

* Misapprehension appears to exist on the part of some foreign authorities, in regard to this paragraph, which makes it necessary to remark that it is not intended to recommend ships bound to Europe, to take the western route: for the route by Cape Horn at all seasons and under all circumstances, has always been considered the shortest. But as both ships of war and merchant ships frequently do proceed westward, from Australia to India, to the Cape of Good Hope, and Europe, the Directory would have been manifestly incomplete did it not point out the seasons when such passages could be made with most advantage.
of Cape Horn, on leaving Port Phillip should, with a westerly wind, proceed through Bass Strait, and passing a league southward of Kent Group, run out about E. by N., and having cleared Wright Rock, Endeavour Reef, and the Sisters Isles, steer for a position between the Snares and Auckland Isles, southward of New Zealand, in lat. 49° S., long. 165° E.

Westward of Tasmania.—If on leaving Port Phillip the wind should be inclined to blow from the East or N.E., it may be desirable to run out south-westward, between Cape Otway and King Island, and having passed the North end of the island, haul up about S.S.E., taking care, while proceeding along the West coast of Tasmania, to prepare for the prevailing westerly or south-westerly winds, when this coast becomes a dangerous lee shore. Having rounded the outlying dangers off the South coast of Tasmania, proceed for the position before mentioned, between the Snares and Auckland Isles.

From Sydney.—At all seasons, and from whatever quarter the wind may blow it is advisable, on leaving Port Jackson, to proceed to the southward rather than to the North of New Zealand, as in the latter route a vessel’s progress to the eastward would be probably impeded by adverse winds and currents. Advantage, therefore, should be taken of the most favourable winds for either reaching the before-mentioned position, between the Snares and Auckland Islands; or, if baffled by southerly winds and favoured by fine weather, the passage through Cook Strait may be taken with advantage, especially in the spring and summer season.

From New Zealand Eastward to Cape Horn.—The course frequently pursued between the 50th and 60th parallels, and even in higher latitudes in this great extent of ocean, would, with a clear sea and favourable weather, doubtless ensure the quickest passage, as being the shorter distance; but experience has proved that at nearly all seasons of the year so much time is lost at night and in thick weather, and even serious danger incurred in avoiding the great quantities of ice met with in these higher latitudes, that a parallel even as far North as 47° has been adopted with advantage.* Between this latter parallel and that of 50°, it is believed the mariner will experience steadier winds, smoother water, absence of ice, and will probably make as short a passage, and certainly one in a more genial climate, and with more security than in a higher latitude.

* Captain Gill, late commander of the ship Monarch, who has made sixteen successful voyages from Australia round Cape Horn, at first adopted the route between the parallels of 52° and 56° S., but so much time was lost in heaving to at night and in thick weather, to avoid the great quantities of ice he met with, that he has since preferred the parallel of 47° S. for making his casting. He has experienced on this parallel steadier winds, smoother water, and has been less obstructed by ice, he considers that he has made his passage in much less time, and with much more comfort to all on board, than on a more southern parallel.
A vessel pursuing the route suggested above should, from the position southward of the Snares, proceed eastward between the Antipodes and Bounty Isles, keeping the parallel recommended to about the meridian of 120° or 115° W., and then gradually incline to the southward, to round Diego Ramirez and Cape Horn in proceeding into the Atlantic Ocean.

It is worthy of remark, that between the parallels of 49° 50' S. and 53° 0' S., and from the long. of 172° 0' E to 162° 0' W., seaweed has been daily observed.

**NEW ZEALAND TO VALPARAISO.**

From New Zealand (Cook's Strait) the great circle tracks to Valparaiso or the ports of Chile appear to be especially advantageous, and they are particularly recommended to the attention of the mariner. They carry the ship far away to the southward from the rhumb track, and, it is probable, into a better system of winds than will be found on that parallel.

On quitting Port Nicholson for Valparaiso the direct course is about S. 51° E., true, and passes through lat. 45° 50', on the meridian of the Chatham Islands, that is, about 100 miles to the southward of the group. Gradually turning more to the East it attains the maximum lat. 54°, in about long. 134° W. Arrived off the American coast, on the parallel of Concepcion, the ship will be about 175 miles distant, and sailing N. 47° E. This course it will be seen, is in the direct drift of the Peruvian current alluded to, and, at all events during the latter portion of the route, the winds may be expected to be favourable for the port. So that by taking the higher latitude, rather than sailing on the rhumb course, it is more than probable that the winds throughout may be steady, more or less, from the western quarters, and the limits between the regular trade winds and the system of N.W. winds which predominate to the southward of them, which limits, are subject to variable, and at times very variable, gales.

If the parallel of 54° should be considered too high a latitude to be attained, though the distance to be gone over within some distance of it is not very great, and that of 50° be preferred, by using the composite great circle track, this parallel will be attained from Cook's Strait in about long. 165° W., and, by sailing along this parallel as far as long. 104° W., the great circle course is again intersected, and the easterly course will then be changed to N. 66° E. If lat. 52° should be preferred, the great circle course cuts it in longitude 156° 30' W. and 112° 30' W.

The rhumb course between Cook's Strait and Valparaiso is about E. 5° 30' N.; and one great advantage in the great circle track is, that it offers such a wide range of ocean in which a shorter passage than on the rhumb can be made; for, should a ship sail anything to the East of S.E. by E., she will be nearing her port more than if she were to take the E. 4 N. course. Or even should she steer considerably to the South of S.E. by E.
on leaving Cook's Strait, supposing it were practicable and advisable, she
would not commence a more really circuitous route than that on the rhumb.

From Sydney to Lima the same track might be nearly followed, as it cer-
tainly appears to be the best course to pursue to pass between the islands of
New Zealand, through Cook's Strait, and then by the shortest (or great
circle) course to the parallel of 35° S., in long. 85° W. This point will be
somewhere about the southern verge of the trade wind, and the port will
then bear N. 17° E., which a ship may expect to lay up to in crossing the
S.E. trade. The great circle course from Cook's Strait is first S. 57° 20' E.,
and attains its maximum latitude, 51°, in longitude 141° W. Now this
course, from Cook's Strait to lat. 35° S. and 85° W., carries the ship to the
southward of the space where the wind is variable, and certainly stormy at
one period of the year.

Panama to Australia, Etc.

This voyage has now become of considerable importance in the steam
communication between the Atlantic Ports and those of Australia. The
first steam voyage there was made by the Golden Age, American paddle-
wheel steamer, 3,000 tons, 700 horse-power. She left Sydney May 12th,
1854; on the 24th, entered Papeite in Tahiti to coal; left there on the 29th,
and reached Panama on June 18th; the total distance run was 7,862 miles
in 33 days; so that England might have been reached in 54 days.

But for the convenience of coaling at Tahiti, the Golden Age went consi-
derable out of her way, and this, too, through a region of contrary winds
and currents, which would be favourable for the return voyage, and would
therefore be as well carried out over this route, or better if to the northward
of the Low Archipelago and the Fijis, and thence S.W. to the destination.
The great circle uniting these places, as will be seen by the map illustrating
the passages, passes to the south-eastward clear of the dangerous Low Ar-
chipelago, and near to Rapa or Oparo and the Gambier Islands, described
on pages 559—60. It is surprising that this latter group, lying to windward
of all the dangers of the Western Pacific, possessing, moreover, almost ex-
clusively, the advantage of a water supply, and having tolerable anchorage,
should not have been suggested at home as a midway post on this Trans-
Pacific route before the French Protectorate of Tahiti extended their line, so
as to include it just prior to the establishment of the Mail Packet Company.
When it was found afterwards that Rapa would be chosen, the same nation
discovered that that island ought also to be included.

The Panama, New Zealand, and Australian line of steam-vessels having
been established, the important route is fully occupied and well known.

South Pacific.
PASSAGES BETWEEN THE PACIFIC ISLANDS.

Valparaiso to the Marquesas.—Valparaiso lies to the southward of the parallel where, in the offing, the easterly winds may be expected to be found; therefore a course to the N.W. is to be recommended in the first part of the passage. To aid this portion of the voyage, the northerly Peruvian current will be found serviceable, and farther to the West is that counter current (if it be a permanent drift?) found by the Prussian ship Mentor, and hence called the Mentor's Counter Current (see pp. 1008—9). The existence of this current is also, in some degree, confirmed by Captain Bruce, who, in August, 1837, found a strong N.E. current near to St. Ambrose Island.

From the Coast of Chile or Peru to the Sandwich, Society, Marquesas, and Pitcairn Islands, by Mr. G. Biddlecombe, Master of H.M.S. Acteon:—On leaving the coast, run into the S.E. tradewind, or in lat. 20° S., as soon as possible, where you will generally have strong easterly winds and fine weather; you may then stand to the S.W., when you should steer for it, taking care not to get to the westward of the island, as the current runs strongly to the westward, owing to the prevailing easterly wind, except about December and January, when a northerly or N.W. gale sometimes sets in.

From Pitcairn Island you will be enabled to shape a course for the Marquesas, taking care then to keep to the eastward, as the S.E. or S.S.E. trade blows through the islands.

On leaving the Marquesas, cross the equator, if possible to the eastward of 145° W., as you will then be enabled to steer for Hawaii, or a degree to the eastward of it, if you should fall in with the N.E. trade early, although you seldom meet it till you are in latitude 10° N. The variable winds are generally westerly, and the current runs with the wind; but if you get easterly variables you may expect to be set a long way to the westward, as the currents run more strongly in that direction than in any other. You should, therefore, cross the line well to the eastward, to ensure your fetching to windward of Hawaii. In passing Hawaii, do not go nearer than 40 miles to it, as vessels often get becalmed for many days together under the land.

On leaving the Sandwich Islands, you should stand South till in the latitude of the southern part of Hawaii, when you should haul your wind to cross the line, if possible, in the longitude of Tahiti, as the S.E. trade breaks you off when you first make it, and then you do not fetch it within several degrees. It is tedious to get to the eastward in the latitude of Tahiti, owing to the strong westerly current; therefore you should lose no chance of preserving your easting.

After leaving the Society Islands for Peru or Chile, you should stand to
the southward into the latitude of 34° or 35° S., where you will in general find westerly winds which will take you to the coast.

A good passage may be made from Tahiti to Pitsaion by running through the southern part of the Low Archipelago, taking great care at night.

**Sandwich Islands to Tahiti.**—There is great difficulty in making this passage across the trades. The whalers and all others speak with great doubt of fetching Tahiti from the Sandwich Islands. Capt. Bruce says that a vessel should keep to the northward until she gets a start of wind before bearing for her destination. In his passage between them in November, 1837, he had no variables near the line in coming South, and never could make easting on either tack, though he endeavoured by every means to do so.

In the passage from *Tahiti to Hawaii*, Captain Beechey says:—From the time we passed Maiatea we endeavoured to get to the eastward, and to cross the equator in about 150° West longitude, so that, when we met the N.E. trade wind we might be well to windward. There is, otherwise, some difficulty in rounding Hawaii, which should be done about 40 miles to the eastward to ensure the breeze. The passage between the Society and Sandwich Islands routes differs from a navigation between the same parallels in the Atlantic, in the former being exempt from the long calms which sometimes prevail about the equator, and in the S.E. trade being more easterly. The westerly current is much the same in both; and, if not attended to in the Pacific, will carry a ship so far to leeward, that by the time she reaches the parallel of the Sandwich Islands she will be a long way to westward, and have much difficulty in beating up to them.

**AUSTRALIA.**

The following are from the Australian Directories:—

**Inner Route from Torres Strait to Sydney.**—Vessels bound from India to Sydney have generally gone to the westward of Australia, and round Cape Leeuwin, which, according to some authorities, is by far the most safe and expeditious route; whilst others assert that the eastern route is practicable from November till February; and Mr. Hudson, who has had great experience in the western part of the Pacific, says the eastern passage from Singapore to Sydney may be made at all times of the year; but it does not appear that until H.M.S. *Bramble* tried the experiment in 1845, a passage was ever accomplished from Torres Strait to Sydney by the Inner route. On that occasion the undertaking was commenced near Darnley Island, in the month of April, and prosecuted against the full force of the S.E. monsoon as far as Sandy Cape, when variable winds, and generally a southerly current near the land, rendered the concluding part of the voyage comparatively easy, the whole passage having been accomplished in 90 days.

On the second occasion the *Bramble* left Cape York for Sydney at the latter end of the month of November, when the winds were as much in her
favour as against her, so that the passage to Sydney was performed in 40
days, exclusive of delays resulting from surveying operations.

Generally speaking, as already observed, it will be better, especially for a
sailing vessel, to proceed from India to Sydney westward, by Cape Leeuwini; but
being anywhere near the North coast of Australia, in the N.W. mon-
soon, from November to February or March, the Inner or Outer route may
be adopted with advantage.

From Sydney to Torres Strait.— The Outer route is much more likely to in-
terest most of the commanders of merchant vessels proceeding from Sydney
to Torres Strait, whose chief object is generally to make a quick passage with
the least amount of labour.

The Outer route no doubt possesses these advantages; but it must be
borne in mind that the passage through the Great Barrier Reefs, from the
Coral Sea into Torres Strait, is frequently attended with danger, and some-
times the loss of the vessel, notwithstanding the recent surveys and the
erection of the beacon on Raine Island. These disasters, however, would
doubtless be less frequent were the Great N.E. Channel more used, as it
may be mostly navigated by night, so that the time and labour saved by
not being compelled to anchor so frequently as in the route by Raine Island,
would more than compensate for the 90 miles, by which the former route
exceeds the latter in distance.

The chief objection to the Great N.E. Channel seems at present, to arise
from the approach to it by the Cumberland's track, from lat. 15° 30' S., long.
152° E., having been less frequented than by that to Raine Island; but as
the Cumberland's route has been partially traversed by H.M.S. Herald, and
successfully followed by the ship Medway and other vessels, its navigation
appears to be far less hazardous than making Raine Island or either of the
adjacent passages through the Great Barrier Reefs.

Notwithstanding all that has been said in favour of the Inner route, sup-
ported by the weighty authority of Capt. P. P. King, the Outer route is un-
questionably preferred by nearly all the merchant vessels bound from Sydney
to Torres Strait, more especially since the survey of the Coral Sea.

See also pages 852—854.

The New Route through the Louisiade Archipelago for vessels proceeding to
the northward of New Guinea, will be found described on pp. 833-4.

Bass Strait to Sydney.—Having passed Kent group, a N.E. by E. course
will lead about 60 miles seaward of Cape Howe; but should it blow hard
from the southward, a more easterly course should be steered, to avoid what
would then be the dangerous lee shore, known as the Long Beach, which
extends from Corner Inlet for 150 miles, or nearly to Cape Howe. From
a known position eastward of Cape Howe, steer northward along the East
coast for Port Jackson, bearing in mind that the current generally sets to
the southward along the East coast at 20 to 60 miles from the land.
PASSAGES.

For Hobart Town and Sydney by the route South of Tasmania.—If bound for Hobart Town, or if the southern route be preferred for proceeding to Sydney, a ship running down her longitude through the Indian Ocean on the parallel of 38° or 39° S. as recommended, and having passed the meridian of 115° E., should, on reaching the meridian of 145° E., be far enough South to round Tasmania before making the land, in order to avoid falling in with its rocky western coast in the night, or from being caught on a lee shore by a S.W. gale.

From South of Tasmania to Sydney.—After rounding the South Cape, a ship bound to Sydney without touching at Hobart Town, should give a berth of at least 20 or 30 miles to Cape Pillar and the East coast of Tasmania, by which she will escape the baffling winds and calms which frequently perplex vessels in shore, while a steady breeze is blowing in the offing. This is more particularly desirable in the summer, when easterly winds prevail, and a current is said to be experienced on the S.E. coast at 20 to 60 miles off shore, running to the N. by E. at the rate of three-quarters of a knot, while inshore it is running in the opposite direction, with nearly double that velocity. From a position at about 30 miles eastward of Cape Pillar, 350 miles on a North course will take a vessel to 15 miles eastward of Cape Howe, from whence proceed for Sydney as before directed.

In thus terminating our descriptions of the geographical features, the phenomena, and other topics interesting to the navigator, but few words are necessary as to the future improvement of the hydrography of the Great South Sea. Many or most of its particulars are placed on a much more satisfactory basis than could have been done in former years. The surveys of our own Government, the diligence and skill of many mercantile commanders, the various examinations and notices given by foreign officers, have left but few particulars untouched, but few areas unexplored.

Still our directions and charts cannot be considered as perfect. In all that has been written in this volume we cannot pronounce it to be beyond criticism, or incapable of improvement, from individual observation. Whatever may be found wanting or erroneous will be most gladly corrected and acknowledged if the shortcomings of our work be pointed out.

To all that has been said in any of the topics included here, we feel bound to add the recommendation that the sailors' palladium, Caution, should be added. Lurking and insidious dangers may yet be encountered even in the best known and most closely examined parts of the great ocean. How much more, then, may such exist in the vast area of waters, which so much exceeds in its ratio the size of the lands which only are capable of description. To record these, if met with, to amend what may be defective, will then not only be a benefit to all who use this work in these distant seas, but will be conferring much obligation on the editor.
<table>
<thead>
<tr>
<th>Index</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aatao Islands, 573</td>
<td>Aguila Harbour, 598</td>
</tr>
<tr>
<td>Ababa Islands, 700</td>
<td>Aguarre Bay, 59, 60</td>
</tr>
<tr>
<td>Abapton Point, 118</td>
<td>Aguja Rock and Point, 240</td>
</tr>
<tr>
<td>Abatoni, 730</td>
<td>Aguy Point and Light, 111, 112</td>
</tr>
<tr>
<td>Abbott Bay and Mount, 864-5</td>
<td>Ahapara Roadstead, 381</td>
</tr>
<tr>
<td>Abercrombie, Port, 361-2</td>
<td>Abangatou Island, 673</td>
</tr>
<tr>
<td>Abcarris, 790</td>
<td>Ahii Island, 680</td>
</tr>
<tr>
<td>Abingdon Island, 719</td>
<td>Ahoni Point, 119</td>
</tr>
<tr>
<td>Abores Reef, 632</td>
<td>Ahorcados Islets, 254</td>
</tr>
<tr>
<td>Aborina, 620</td>
<td>Ahou Ahou Island, 364</td>
</tr>
<tr>
<td>Abra, 39</td>
<td>Ahuaraagi, Mount, 469</td>
</tr>
<tr>
<td>Abtua, Island and Channel, 121</td>
<td>Ahunui Island, 663</td>
</tr>
<tr>
<td>Abbott Rock, 184</td>
<td>Ahurei Harbour, 457</td>
</tr>
<tr>
<td>Ablao, Island and Channel, 121</td>
<td>Ahuriri and Rock, 378, 440</td>
</tr>
<tr>
<td>Adam and Eve, Cape, 739</td>
<td>Aid Basin, 81</td>
</tr>
<tr>
<td>Adam Island, 99, 727, 733, 735</td>
<td>Aiguilles Point, 361</td>
</tr>
<tr>
<td>Adam, Port, 767</td>
<td>Aime-Martin Point, 547</td>
</tr>
<tr>
<td>Adam's Island and Strait, 309</td>
<td>Aird Hill and River, 805-6</td>
</tr>
<tr>
<td>Adam's Rock, 657</td>
<td>Aitutaki Island, 496</td>
</tr>
<tr>
<td>Adair, Cape, 293</td>
<td>Aiva Islands, 636</td>
</tr>
<tr>
<td>Adair, Cape, 293</td>
<td>Akaloa Bay, 435</td>
</tr>
<tr>
<td>Adele Island, 416, 826</td>
<td>—— Islet, 421</td>
</tr>
<tr>
<td>Adelie Land, 297</td>
<td>—— Harbour, 435</td>
</tr>
<tr>
<td>Adenanga Island, 650</td>
<td>Aker Point, 453</td>
</tr>
<tr>
<td>Admiralty Bay, 407, 420</td>
<td>Akiake Island, 568</td>
</tr>
<tr>
<td>—— Islands, 796—800</td>
<td>Alacran Island, 197</td>
</tr>
<tr>
<td>—— Ilets, 856</td>
<td>Alacrity Anchorage, 803</td>
</tr>
<tr>
<td>—— Mountains, 294</td>
<td>—— Point, 797</td>
</tr>
<tr>
<td>—— Sound, 27</td>
<td>Alapawa Island, 424</td>
</tr>
<tr>
<td>Adolph Point, 416</td>
<td>Alau Island, 118</td>
</tr>
<tr>
<td>Adolphus Mount, 837</td>
<td>Albatross Point, 397</td>
</tr>
<tr>
<td>Adventure Bay, 105</td>
<td>Albermarle Island and Point, 717, 719</td>
</tr>
<tr>
<td>—— Cove and Passage, 70, 71</td>
<td>Albert Channel, 337</td>
</tr>
<tr>
<td>—— Island, 576</td>
<td>—— Mount, 407</td>
</tr>
<tr>
<td>—— Port, 454</td>
<td>—— Mountains, 805-6</td>
</tr>
<tr>
<td>Age Island, 679</td>
<td>—— Port, 454</td>
</tr>
<tr>
<td>Agnes Islands, 73</td>
<td>—— Reef, 801</td>
</tr>
<tr>
<td>Aguada Point, 257</td>
<td>—— Rocks, 329</td>
</tr>
<tr>
<td>Aguado del Clerigo, 175</td>
<td>—— Shoal, 347-8</td>
</tr>
<tr>
<td>Agua del Clerigo, 175</td>
<td>Albino Bay, 784</td>
</tr>
<tr>
<td>Alexast Point, 290</td>
<td>Albozur Ilets, 203</td>
</tr>
<tr>
<td>Alfredo Point, 104</td>
<td>Alecde Point, 166</td>
</tr>
<tr>
<td>Alfred Point, 16</td>
<td>Alembe Id. and Passage, 623-4</td>
</tr>
<tr>
<td>Algarroba Point, 147</td>
<td>Aldairien River, 142</td>
</tr>
<tr>
<td>Alegrande Islands, 366</td>
<td>Alderman Islands, 366</td>
</tr>
<tr>
<td>Aila de Inlet, 86</td>
<td>Aldunate Inlet, 86</td>
</tr>
<tr>
<td>Alof Island, 815</td>
<td>Alert Channel, 338</td>
</tr>
<tr>
<td>Alert Channel, 338</td>
<td>—— Island, 102</td>
</tr>
<tr>
<td>Ameis Island, 73</td>
<td>—— Reef, 850</td>
</tr>
<tr>
<td>Anaa Island, 51, 574</td>
<td>—— Rock, 90</td>
</tr>
<tr>
<td>Aotai Island, 198</td>
<td>Anapa Island, 802</td>
</tr>
<tr>
<td>Anael Ilet, 95</td>
<td>Anacleche Mtn., 195</td>
</tr>
<tr>
<td>Anahol, 740</td>
<td>Anaia Ilet, 104</td>
</tr>
<tr>
<td>Ana Ilet, 624</td>
<td>Anana Peaks, 264</td>
</tr>
<tr>
<td>Anakalal Island, 121</td>
<td>Ana Reef, 542</td>
</tr>
<tr>
<td>Anaimu Island, 730</td>
<td>Anna Peak, 264</td>
</tr>
</tbody>
</table>
INDEX.

Ancaiche Province, 230
Anchorage Island, 455, 489
Anchor Cay, 855
Anchor Bay, 522, 515, 181
Anchorie Islets, 502
Ancon Bay, 224
Ani Hill, 276
Analao River, 142
Anda Tavio Island, 768
Andes Mountains, 128, 180, 188, 224, 246
Andrew Islands, 822
Andrews Bay, 32
Andulang Peak, 673
Anjedra Point, 12
Anjedra Anchorage, 135
Antecueme, 662
Anoan, 733
Anemeta Pass, 649
Anangou Point, 845
Ananga Island, 660
Anaga, 635
Anogatu Island, 573
Anagau, 656
Angelo Mount, 447
Angelas Point, 148
Ang Hill, 635
Angle Hill, 11
Anglem Mount, 462
Angosto, Port, 38, 40
Anha Island, 581
Anbar Island, 574
Anita Bay, 467
Aniwa, 685
Anna Maria, Port, 726, 736
Annamauka Island, 505
Annan Island, 679
Anna Pink Bay, 103
Annamot, 682
Annie Island, 506
Annie Inlet, 582
Ann Point, 396
Anuia, 713
Anologo, 708
Anonymu Shoal, 929
Anonymous Island, 509
Anoua, 713
Anson Island, 779
Antarctic Coast and Islands, 281-289
Ante-Chamber Bay, 948
Anthony Kaan Island, 750
Antipodes Island, 310
Antofagasta, 183
Antoine Bay, 90
Anu-anuuru Islands, 655
Anu-anuraro Island, 655
Anupata, 605
Anuda Island, 769
Anu Island, 615-617
Anxious Point, 28
Apopuri Mountains, 413
Aorai Mountain, 590
Aorero River, 44
Aotea Harbour, 396
Aowawa, 767
Apatiki Island, 579
Apa Harbour, 610, 619
Apia Island, 118
Apia, 610, 619
Aplin Isle, 809
Apollima, 610, 620
Arabin Rocks, 77
Appolo, 635
April Peak, 80
Arana Island, 698
Arafura, Sea, 840
Arahura River, 471
Aralechew Island, 573
Aranta Cove, 256
Ararawa and Island, 387, 412
Aratika Island, 578
Aratuhua Bay, 364
Arauco and Bay, 138
Archer, 23
Arayuen, 163
Arno, 668
Arrow Rock, 416
Arténise Bank, 592
Arthu, Mount, 416
Arthur's Seat, 928
Arutana, 496
Arutua Island, 679
Areina Point, 336
Aree Bay, 37
Arch Cliff, 878
Arche d'Alliance Point, 535
Archer Island, 837
Arleta Bay, 286
Aren Poloand Light, 189, 248
Arenas Point, 52
Arequipa and Volcano, 201, 206
Argo Reef, 636
Aridane Point, 29
Arica and Head, 197
Arild Island, 363
Aric Rocks, 376
Armstrong Island, 494
Arnott Point, 469
Arognani, 493
Arlo Island, 637
Arrou, 761
Asan, 622
Assuem Group, 668
Ashwell bluff, 697
Asia Islands and Peak, 216
Asoro, 683
Asouni Island, 764
Asean Ears, 273
Asean Rocks, 769
Assumption, Port, 524
Astree Rock, 41
Astrolabe Bay, 824
Cape, 766
Channel, 603
Harbour, 771
Reefs, 549, 677
Roadstead, 414, 415
Rock, 389
Astrolabe Strait, 542
Atacama Desert, 179
Atacama Lodge and Bay, 287-8
Atafu, 747
Atahualqui Point, 226
Atakimbo, 636
Atanga Island, 710
Atas Island, 614
Atanui, 493
Atequipa Valley, 208
Atico Point, Road, and Valley, 207
Atiferua Entrance, 581
Atimaro, 581
Atiu Island, 495
Atuona, 732
Auckland and Harbour, 350, 533
Austral Islands, 490-492
Aux Canards Islet, 530
Avarua, 493
Avatoru Entrance, 581
Avia, 639
Avon Island, 849
Ayar River, 432
Awakalo, 680
Awamichi Bluff, 439
Awanui River, 373
Awaroa River, 389
Awarua Bay, 415
Harbour, 446, 448
Awatere River, 372
Awaumi River, 328
Ayangui Point, 354
Ayauau Islands, 84
Aymond, Mount, 11
Ayta Point, 119
Azapa Valley, 197
Azate, 640
Azua Point, 210
Baba Islands, 700
Babia, 679
Bacalao Point, 479
Back Pass, 943
Baketsairs Passage, 947
Bad Bay, 87
Badeneu Island, 548
Bagota Rock, 153
Bagster Bay, 302
Baile and River, 644-5
Baia River, 264
INDEX.

Bailey Island, 63
Baino Harbour, 646
Baja Rocks, 64
Bajos de Chignalo Rock, 156
Bakor Island, 745, 749
Baker Islands, 102
Balade and Passage, 521, 644
Bala Island, 544-5
Ball Mound, 778
Balacura Point, 111
Balclutha, 444
Balcolm Bay, 928
Bald Head, 362, 806
Baleine Point, 435
Balguerie, Cape, 731
Ballena Point, 174
Balleys, Port, 102
Ballina, 175
Ballyny Island, 292
Reef, 460
Ballista Islands, 214
Ball Reef, 847
Balls Head, 904
Pyramid, 856-7
Baltazar, Cape, 94
Bampton Island, 806
Reef, 847, 849
Banana Reef, 592
Banare Bay, 538
Bandera Bay, 130
Banks Bay, 718
Cape, 908
Channel and Island, 842
Islands, 695
Peninsula, 432
Strait, 914
Bunner Cove, 61
Burnett Bay, 774
Ba Passage, 668-9
Bar and Flats Shoal, 807
Baranjo Head and Lights, 895
Barbaceos, 275
Barbara Channel, 30, 72
Barcelo Bay, 36
Burday de Tolly Island, 673
Rock, 453
Bar Rocks, 99
Baring Head, 403
Barnacle Reef, 16
Barnevreta Isles, 63
Barney Point, 574
Barn Island, 840
Barranca and Head, 226-7
Point and Bank, 12, 13
Barrancas Point, 146
Barranquilla, 192
Barranquilla de Copiapo, 169
Barrel Rock, 918
Barrett Reef, 400, 405
Barrier, Cape, 362
Islet, 625, 543, 666
Barrington Island, 508, 720
Barrister Bay, 76
Barrow Island, 665
Bartholomew Island, 695
Islet, 269
Bartle Bay, 821
Bart, 474
Barwell Island, 713
Barwon Head, 922
Basil Hall, Port, 56
Basilisk Gorge, 824
Harbour, 704
Island, 816
Pass, 809
Point, 820
Basket Island, 71
Basalt Rocks, 489
Strait, 914-916
Bass Reef and Beacon, 353
Bachelor Bay and River, 34
Bateman Bay, 911
Island, 668
Bathurst, 900
Batiki, 657
Bat Island, 801
Batou-bara, 640
Battery Cove, 741
Point, 920
Bas, 659, 766
Bando River, 263
Bauman Islands, 607
Bauna, 766
Bauro, 762
Baux Island, 735
Beaverstock Island, 92
Baxa Point, 12
Baxter Reef, 430
Bayley Bay, 702
Bay of Islands, 332-339
Bay of Plenty, 338-371
Bayonne Bank, 710
Cove, 531
Bayoneta Island, 270
Baxan Point, 262
Bec, 602
Beacon Point, 932
Beagle Channel, 61
Island, 79
Mountains, 226
Reef, 914
Beale Pinnacle Rock, 293
Boo Rocks and Light, 362
Beaubasin, Port, 33
Beaufort, Cape, 768
Island, 296
Mount, 294
Point, 318
Beauvoir, Mount, 69
Braupre Islands, 549
Bedford Bay, 50
Bee Island, 563
Boo Island, 823
Beehive Island, 813
Islet and Reef, 347
Rocks, 785
Bogat, Cape, 542
Begueta Bay, 226
Beeaue Reef, 765
Belcher Island, 559
Belen Bank and Buoy, 142
Beloe Isles, 538
Beaufort, 942
Bellacass Point, 256
Bellambi Bay and Reef, 908
Bellarine Jetty, 931
Bella Vista, 188
Bely Bay, 33
Mount, 60, 230
Bellingshausen Island, 607
Bell of Quillota Mountain, 150
Bells Island, 783
Reefs, 847-8
Bell Rock, 319, 831
Bench Island, 454
Bennmore Mountain, 428
Bennet Island, 744
Bentley Bay, 820
Island, 831
Bergehia Reef, 512
Bermuda, Cape, 719
Bernal Point, 223
Bernardina, Cape, 547
Bertojo Island, 659
Bertier Rocks, 319
Bess Rock and Point, 93
Bet Island, 837
Betty Island, 919
Beveridge Reef, 498
Beware Point, 209
Bickerton Island, 610
Big River, 428
Bindle Island, 719
Bio Bio River, 140
Biarra, 784
Bird, Cape, 296
Island, 229, 446, 571, 664, 845
Islet, 796
Rock, 890, 933
Birney Island, 749
Biscos's Range Islands, 283
Bishop & His Clerk Rocks, 302
Bishop Selwyn Sound, 545
Bitono Island, 679
Biu Island, 762
Biva, 880
Black Beach, 864
Road, 721
Cliff, 949
Blackguard Beach, 333
Black Head, 309
Blackney Point, 328
Blacknose Point, 944
Black Peak, 675
Pigs Shoal, 946
Rock, 229, 842, 912
Rocks, 333, 381, 860
Blackwood, Cape, 806
Channel, 860
Blake Island, 740
Blakeoney Island, 832
INDEX.

Blanca Island, 214, 230
--- Point, 191
--- Rocks, 231
Blanchard Island, 813
Blanche Bay, 784
--- Sound and Harbour, 772, 778
Blanco, Cape, 242
Bland Bay, 339
Blanket Bay, 464
Bligh, Cape, 676
--- Channel, 842
--- Entrance, 835, 860
--- Island, 564, 699
--- Sound, 466
Blind Bay, 402, 414
Bloody Bay, 705
Blue skies, 410
Blues Point, 905
Bluff Harbour & Beacons, 445, 448-9
--- Point, 374
--- The, 477
Blunt Point, 615
Blythe Bay, 287
Boat Channel, 91, 678
--- Cove, 701
--- Harbour, 304, 855
--- Rock, 355, 456, 831
Boatswain Point, 946
Boca Chica, 268
Bocas del Canales, 84
Boca del Baraco Creek, 156
Bogac, Cape, 643
Boca Grande, 280, 268
Bocatatanero Reef, 636
Bogota Reefs, 542
Bob Island, 637
Bolabola, 588, 603
Bold Head, 97, 470
Bolivia, Coast of, 177-189
Bolton Hole, 417
Bomboy Rock, 450
Bon Accord Harbour, 345-6
Bon Accueil Bay, 733
Bona Island, 278
Bondé, 345
Bono Bay, 435
Bonifacio Hero, 133
Bonn’mahame Reef, 537
Bonpland Point, 825
Bonrepos Bay, 728-9
Bonvouloir Isles, 627
Booby Island, 840-1
--- Reef, 847-8
--- Rock, 794
Boomerang Breaker, 456
Boondelbah Island, 892
Boot Reef, 322
Boqueron Channel, 222
--- Mount, 28
--- of Pisco, 211
Boqui Point, 144
Bora-Bora, 603
Bordelaise Channel, 731
Borja Bay and Islets, 35
Boree, Cape, 401
Borrodale Island, 293
Boscawen, Cape, 705

South Pacific,

Boscawen Island, 623
Botany Bay, 903, 908
--- Isles, 526
Bouab°’n de Peninsula, 538
Bouatamére Rock, 542
Bouchage Bay, 25
--- Ilo du, 791
Boucher Isle, 546
Boudeuse Bay and Island, 799, 802
Bougainville Bay, 25
--- Harbour, 598
--- Shoals, 852
--- Strait & Island, 695, 777-8
Bouka Island, 779
Boulanga-Ha, 834
Boulder Bank, 416
--- Point, 894
Bounty Bay, 537-8
--- Islands, 311
Bouqueron, Cape, 19, 27
Bouquet, Port, 542
Bourchier Bay, 69
Bourne Bay, 25
Bovin Island, 790
Bowditch Island, 746
Bowen Island, 910
--- Port, 866-7
Bow Island, 569
Bowling-Green Bay, Cape, and Light, 864
Boyd, 912-13
Boyle Rock, 101
Bradley Cove, 33
--- Point, 898
--- Reef, 789
Bramble Cay, 835
--- Channel, 842
Brampton Bank, 332, 335
Brattle Islet, 718
Brava Point, 272
Bravo Islet, 225
Bravo Ancho Point, 96
--- de Norte Channel, 81
Breaker Bay, 74
--- Point, 616
Breakfast Point, 805
Break-post Rock, 141
Breaksea Island, 83
--- Isles, 446
--- Sound and Island, 463-4
--- Spit, 877
Breakwater Rock, 941
Bream Head, Islet, & Rock, 342
Brea Mountains, 242
Bream Tail Bluff, 342
Brecknock Passage, 71
Brenton, Cape, 82
Bret, Cape, 332, 338
Bremer, Cape, 814
Brewster, Mount, 294
Bribie Island, 883
Bridge Rocks, 408
Bridges Point, 785
Bridgewater Shoal, 776
Brigman’s Island, 288
Brierley Point, 912
Brighton, 929
Brig Rock, 467
Brind’s Rock, 515
Brinkley Island, 92
Brissende Island, 524
Brisbane River and Light-vessel, 887-8
Britstown, Rock, 309
Britannia Island, 546
Britomart Point, 351
Broad Mount, 870
--- Passage, 465
--- Reach, 21
Brooke Islands, 745
Broderip Bay, 30
Broken Bay, 895, 903
--- Nose Mountains, 909
--- Range, 822
Brooke Harbour, 420
Broom Head, 590
Brothers Islands, 424-5
--- Point, 444
--- Rocks, 200, 334
Broughton Reef, 710
Broughton Islands, 892
Brown Bay, 30
Brownsea Island, 798, 842
Brown Island, 751
--- Mount, 811
--- Reef, 849
Brown’s Peak, 293
Bruce Bay, 409
--- Reef, 464-5
Bruja Point, 277
Brujo, 235
Brunner Islands, 812
Brun Island, 530
Brunner River and Light, 471
Bruny Island, 919
Bucalermo Head, 147
Buchanan Bay, 302
--- Island, 727
Buchile Island, 482
Buckland, Mount, 27-8
Buckley Bay, 202
Budd Island, 292
Budda Island, 642
Buenaventura River, 251-2
Buena Vista Island, 768-9
Buende Reef, 541
Bueno River, 130
Bueno Tiempo, Cape, 5
Bussy Bank, 297
--- Point, 275
Bufadero Cliff, 277
Buia Passage and Point, 648
--- Island, 182
Buiter Point and Rock, 182
Buke Leva Mountain, 675
Bulaboi Bay and Passages, 629-30
Bullen Cove, 430
Bull Entrance, 848
Buller, Cape, 756
--- River, 472
Bull, 908
Bullock Island, 895
Bunche River, 257
Bundaber, 876
Bunker Island, 746
----- --- Island, 570
Burias Passage, 536
Burraqui Island, 772
Burdekin River, 864
Buret, 674
Burrina Bay, 90
Burial Cove, 456
Burke’s Pass, 437
Burnett, Mount, 413, 474
----- River, 876
Burney, Mount, 91
Burrenderra Point, 912
Burros Island, 546
Burua Peak, 883
Busby Head, 343
Bush-end Point and Light-house, 413, 475
Bushy Island, 876
Bustard Head & Lighthouse, 871
Buyers Islands, 571
Butchart Islet, 581
Button Island, 63
----- Islet, 814
Byam Martin Island, 668
Bynoe Island, 72
----- Point, 64
Byron, Cape, and Bay, 705, 792
----- Island, 84
----- Islet, 820
----- Point, 42
Caballo Point, 209
Cabbage Tree Island, 891
Cabeza de Vaca Point, 173
Cabita Bay, 264
Cabo de Tres Puntas o’Montes, 90
Cabo Primero, 80
Cabra Spit, 278
Cachalot Head and Light, 433
Cachinal de la Costa, 174
Cahos Point, 169
Cachuchar Islet, 118
Cadmus Island, 561
Caduahuapi Rocks, 109
Cagilai Islet, 660
Cahill Lake, 146
Caidia, 547
Caillie Point, 825
Caquilo Islet, 267
Calbuco Island, 121
Caldera & Lighthouse, 171, 172
Caldereta Peninsula, 171
Calderillo, 172
Caldwell Island, 721
Caledonienne Shoal, 529
Calla Point, 116
Caleta de Boco de Pan, 243
Caleta de Chereree, 237
Caleta de Pimentel, 238
Calinon Reef, 515
Calla-Calla River, 133
Callao, 218-224
----- Point and Island, 255
Callas Point, 218
Calliope Bay and Bank, 343
Calvary Point, 228
Calvary Cove and Cape, 132
Calvers Dock, 910
Camana Valley, 206
Cambridge Island, 79
Camden Islands, 29
----- Islet, 71
Camel, Mount, 327-8
Camotol Shoal, 29
Campana, 161
----- de Quillota, 147
----- Mountain, 60, 234
Campbell, Cape, and Light-house, 426-7
----- Island, 91, 302, 837-8
----- Town, 448
Campion Shoal, 508
Cana Island, 271
Canaveral Cove, 103
Can-buoy Point, 818
Candelaria Bank, 758, 780
----- Point, 81
Candilemas Shoal, 758
Conete River, 216
Cancun Island, 929
Canning Isles, 96
Canova Point, 255
Canoe Islet, 40
Canodro Rocks, 109
Cantabrury Province, 427
Canton Island, 748
Capa Point, 207
Cape Horn Isle, 63
Cape Bank, 847
----- Sound, 940
Capitanos Point, 129
Capricorn, Cape, and Light, 865, 870
----- Islands, 570
Capstan Rock, 338
----- Rocks, 71
Caraballo River, 223
Caracas Bay, 256
Carapangue River, 138
Caramuchu Cove, 192
Carba Island, 121
Cardwell, 863
Careening Point, 900
Cartelmapu Ilet and Point, 112-13
Cartelmapu Iela, 128
Cartelmapu Rocks, 128
Carliole Bay, 704, 706
Carlos III. Island, 35
Caris-Hof Island, 578
Carmel, Mount, 328
Carnero Bay and Head, 136
----- Point, 253
Carnley Harbour, 306, 309
Caro Reef, 845
Caroline Bay, 447
----- Island, 742
----- Cano Island, 798
----- Point and Head, 226
Carraza Point, 144
Carreazo Heights, 211
----- Mount, 191
Carretas Head and Mountains, 211
----- Hill, 233
Carroll, Point and Bay, 164, 168
Carr’s Harbour, 658
Cartagena Beach, 147
Carteret Island, 39
----- Harbour, 790, 794
Carter’s Reef, 712
Carysfort Island, 563
Caysea Island, 269-70
Cascade Bay, 519
----- Cove, 463
----- Harbour, 32
----- Point, 467-8
Cascades, Port, 525
Cascasjal Point, 250
Casey Island, 527
Casma Bay, 228
Castle Cliff and Light, 412
----- Hill, 359
----- Island, 318, 366
----- Point, 380, 416
Casteleughe, Cape, 71
Castle Reef, 442
----- Rock, 544, 679
Caster Peaks, 414, 418
Castro and Inlet, 110, 117, 118
Casualidad Rocks, 454
Caswell Sound, 455
Catacunga, 250
Catalina Bay, 21
Catalan Mar, 812
Cathedrine Island, 820
Cathedral Mount, 81
Catherine Bay, 362
----- Point, 9
Catlin, 136
Catlin River, 444
Cat Island and Bank, 846
----- Reef, 833
Catrise River, 263
Cattle, 460
Catto Island, 501
Caucho sufi, Head, 110
Caucual Island and Shoal, 109, 114-15
Carca and Heights, 214
Cauten River and Head, 134-5
Cautin Point, 822
----- Shoal, 99
Cavah Island, 578
Cavalilai, 654
Cavaliis Island, 331
Cavern Hill, Mount, 430
Cavern Head, 460
Cave Rock, 432
Cavour Island, 100
Caxa Chica Rock, 170
----- Grande Shoal, 170
Caxamarca, 207
| Coal Island, 460 |
| --- | | Point, 327 |
| Coast Island, 513 |
| Cobiha, 177, 195 |
| Cobre Hill, 163 |
| Cobu Rock, 655-6 |
| Cocal Head, 138 |
| Cochinos Island, 110-11 |
| Cockato Anchorage, 770-1 |
| Cockatrice Rock, 137 |
| Cockburn Channel, 29 |
| --- | Island, 563 |
| Cocked Hat Island, 334, 832 |
| Cockle Bay, 422 |
| Cockscum Hill, 870 |
| --- | Reef, 620 |
| Cocos-nut Bay, 741 |
| --- | Island, 790, 794, 837 |
| Point, 647, 842 |
| Cocos Island, 623 |
| --- | Islands, 782 |
| Cocotes Cove, 209 |
| Cocoutine Head, 110 |
| Codfish Island, 456 |
| Codo Point, 217 |
| Coeren Passage, 803 |
| Cogomies Shoals, 286 |
| Coica Bay, 230-1 |
| Colan, 242 |
| Colcurs, 139 |
| Coleridge Bay, 766 |
| Coles Channel, 926 |
| --- | Point, 199 |
| Colina Redonda Point, 228 |
| Colita Island, 120 |
| Coliumo Bay, 142, 144 |
| College Rocks, 75 |
| Collet Bay, 738 |
| Collie Island, 659 |
| Collingwood, 414 |
| --- | Bay, 821 |
| Straits, 92 |
| Colnett, Cape, 66, 544 |
| Colcao Heights, 162 |
| Colombia, Coast of, 246-278 |
| Coloneh Hill, 254 |
| Colonel Paterson Island, 633 |
| Colonial Head, 464 |
| Coral Point and Cove, 195 |
| Colorado Creek, 182 |
| Columbia Reef, 326 |
| Columbine Cove, 93 |
| Column Peak, 273 |
| --- | Rocks, 309 |
| Colville, Cape, 355, 358 |
| Colworth, Cape, 90 |
| Combr-bala Province, 156 |
| Comfort, Cape, 771 |
| Commercial Bay, 253 |
| Commerose Island, 802 |
| Compass, Cape, 120 |
| Comptroller Bay, 736 |
| Compu Inlet, 119 |
| Concepcion, Bay and Rock, 141-2 |
| --- | Channel, 95 |
| Conchali Bay, 164 |
| Conchien Beach, 217 |
| Conchas Point, 165 |
| Concon Point and Rocks, 152 |
| Condesa Bay, 39 |
| Condor Cliff, 5 |
| --- | Cove, 130 |
| Cone Creek, 102 |
| --- | Point, 812 |
| Rock, 439 |
| Congo River, 267 |
| Connor Cove, 101 |
| --- | Island, 818 |
| Constantine Pass, 642 |
| --- | Strait, 628 |
| Consilation Islands, 624 |
| Constitution, 145 |
| --- | Cove, 184 |
| Contrarriéde Island, 763 |
| Contrarriéde Island, 536 |
| Conway Bay, 720 |
| --- | Shoal, 515 |
| Cook Bay, 71, 486, 685 |
| --- | Harbour, 601 |
| Islands, 492-497 |
| Mount, 466, 469 |
| --- | Port, 55 |
| Rock, 424, 425 |
| --- | Strait, 401-427 |
| Cooper, Fort, 433 |
| Coopers Knobs, 433 |
| Coop-to-do-choose Reef, 788 |
| Coorimal Mountains, 909 |
| Copiapo’and Bay, 170 |
| Copper Cove, 187 |
| Coquimbo, 160-162 |
| Coquito Point and Mt., 259 |
| Coral Sea, 844-857 |
| Corcovado Island, 231 |
| --- | Reef, 217 |
| Cordes Bay, 32 |
| Cording Islets, 469 |
| Cordova Channel, 39, 40 |
| Coringa Islands, 861 |
| Corlette Head, 892 |
| Cornejo Point, 203-205 |
| Coronos Island, 226 |
| Corwallis Cape and Mount, 777, 779 |
| --- | Coral Island, 313 |
| Corobato Peak, 648 |
| Coralb, 644 |
| Coromandel Harbour, 356, 359 |
| Corommba, 656 |
| Coronado Island, 565 |
| --- | Islands, 499 |
| Corona Head, 128 |
| --- | Point and Light, 110 |
| Coronation, Cape, 541 |
| --- | Island, 285 |
| Coronel Point, and Bay, 113, 119 |
| Corral Fort, 132 |
| Corredor River, 256 |
| Corentines, Cape, 259, 263-4 |
| Corsair Rock, 223-4 |
| Corso Mount, 82 |
| Cortado, Cape, 45 |
| Cossack Rock, 303 |
| Coster, Cape, 546 |
| Cotopaxi Rock, 82 |
| Coitier Bank, 866 |
| Coullman Island, 294 |
| Cousage Land, 772 |
| Coutaneo Reef and Island, 810-11 |
| Covadonga Islets and Rock, 98 |
| --- | Rock, 130 |
| Coventry, Cape, 32 |
| Cowan-Cowan Point, and Light, 855 |
| Craggy Island, 914 |
| Craigend Mill, 898 |
| Cras Cape, 778 |
| Crater Mountain, 354, 690 |
| Craven Head, 461 |
| Crayfish Island, 463 |
| Crescent Island, 568 |
| Cretin Islands, 824 |
| Criwenna River, 410 |
| Crocodile Creek, 864 |
| --- | Head, 911 |
| Croft Island, 99 |
| Croisilles Harbour, 402, 414, 418 |
| Croker Island, 575 |
| Cromwell Mount, 824 |
| Crooked Arm, 464 |
| --- | Reach, and Rock, 35-6 |
| Cross Hills, 250 |
| --- | Island, 32 |
| Crosseover Island, 98 |
| Crosstide, Cape, 35 |
| Crown Island, 825 |
| Croxier, Cape, 296 |
| Cruces, Point, 265 |
| Cuseo Bay, 110 |
| Custer Island, 119 |
| Cuera del Chivata, 148 |
| Cuevas, Cape, 45 |
| Culebra, 276 |
| Culebras Bank, 605 |
| --- | Cove and Point, 228 |
| Cullen Point, 144 |
| Cullin Island, 122 |
| Culo de Barca Island, 261 |
| Culpepper Island, 719 |
| Cumba River, 199 |
| Cumberland Bay, 477-8 |
| --- | Cape, 693-4 |
| --- | Island, 658 |
| Cupita Bay, 263 |
| Curagua Reef, 624 |
INDEX.

1093

Curanipe, 144
Curanauma Head, 147
Curanuillia Point, 148
Curico, 149
Curilng's Island, 639
Current Basin, 407, 419

Currents, 991—1019; Definitions, 991; Estimate of, 992; General Remarks, 993; Antarctic Drift Current, 995; Cape Horn Current, 996; Peruvian or Humboldt's Current, 999; Equatorial Current, 1007; Equatorial Counter Current, 1012; The Australian Current, 1016

—, Ellice's Group, 750
—, Fiji, 633
—, Galapagos Isd., 716
—, Solomon Islands, 760
—, Tierra del Fuego Coast, 51-2, 998—999
Curtis Island and Port, 614, 868, 871, 873, 915

—, Sound, 608
Cuttle Cove, 461
Cuvier Island, 556, 564
Cuvu, 666
Cuzco, 267
Cyclades Islands, 681

Decalou Rock and Island, 63
Dagga Sound, 464
Dagonroboth, 645
Dalcuate, 116
Dallas Point, 170
Dalrymple Island, 837
—, Point, 885
—, Port, 915, 917
—, Rock, 722
Dampier Islands, 791
—, Point and Strait, 786

Danaid Rocks, 276
Danger Isles, 608
Dangerous Archipelago, 550
Danger Point, 794, 777, 889, 943
—, Reef, 439
—, Rock, 339
—, Shoal, 99
Darby Cove, 46
Dardo Head, 210-11
Darien Harbour, 263
Dark Cloud Inlet, 461
—, Hill, 103
Darling Harbour and Road, 901, 910
Darney Isd., 836
Darnt Point, 910
Darwin Bay and Channel, 104
—, Mount, 60, 227
Dashwood Point, 91

Datum Point, 879
Dausay, Point, 847
Davota Lobone Passage, 672
David Reef, 947
—, Rocks, 355
Davidson Rocks, 430
Tariq Sound, 36
Davy Point, 929
Dawe Point, 901
—, awahida Islands, 671
Dawson Island, 27, 832
—, Islands, 21
—, Strait, 827
Dayman Point, 876
Deadman Point, 360
Dead Tree Island, 86
—, Point, 919
Deaf Adder Bay, 823
Deal Island and Litho., 914
Dean Harbour, 30
Dean Island, 581
Dean Cove, 465
—, Head, 308
De Boyne Islands, 827
Del-run Island, 531
Deceitful Reef, 703
Deceit Island and Cape, 64
Deception Bay, 806
—, Island, 287-8, 687
Deedes, Cape, 827
Deep Guilty Bay, 166
— Harbour, 43, 90
Deep-water Cove, 338
—, Sound, 74
Defiotte, Cape, 647
Degusila Isle, 548
Delosorte, Cape, 591
De las Virgenes, Cape, 1
De la Victoria, Cape, 1
Delgada Point, 12
Delicada Point, 137
Deliverance, Cape, 826
Denham Roadstead, 768
Denis, Cape, 829
Denison Fort and Light, 899
—, Port, 886
D'Entrecasteaux, Cape, 764
— Channel, 919
—, Islands, 827
—, Reef and Island, 538, 797
Depot Point, 361
Derwent River, 919
Deschamps Peak, 785
Deseco, Cape, 1, 76
Desertores Islands, 118
Des Lacs Island, 787
Desolation, Cape, 71
— Harbour, 46
— Island, 287
Detif Point, 118
De Varene Strait, 645
Deverd Passage and Cape, 637
Devil's Peak, 217
— Point, 614

Dezena Island, 590
D'Haussez Islands, 355, 364
Diadem, The, 680
Diahot River, 622, 646
Diamond Island, 97
—, Rock, 41
Diana Bank, 832
— Peak, 79
Didymus Island, 814
Dieffenbach, Mount, 314
Diego Ramirez Islands, 68
Dighton Bay, 51
Dille-Ovalau Peak, 673
Dillon Bay, 685
— Island, 702
Dingo, Mount, 6, 9
Dinner Island, 813
Dip Point, 690
Direction Bluff, 209
— Hills and Beacon, 11
— Island, 641, 647
702
Islands, 100
— Islets, 44
— Island, 309
— Islands, 672
— Discovery Bay, 515
— Harbour, 638
Dislocation Harbour, 76
Dianey Shoal, 608
Dispute Cove, 347
Disraeli, Mount, 824
Distress Point, 616
Division Island, 81
—, Mount, 230
— Hill, 12
— Cove, 93
— Hill, 12
Dog Island and Light, 447, 448, 672
D'Olive Bay, 31
Dolphin Bank, 585, 692
— Island, 42
Dombey, Cape, 943
Dome of St. Paul's Mountain, 87
Dome, The, 637
Dona Maria Point, 210
— Pancha Point, 224
— Sebastiana Islet, 112
Dongaloa, 668-9
Don Martin Island, 226
Doria Cove, 71
Dormido Rock, 137
D'Or, Mount, 526-9
Dorset Point, 405
Dorsetshire Rock, 160
Dos Hermanas Islands, 33
Double Bay, 300
— Corner, 431
— Island, 637
— Island Point, 882
— Mount, 414
— Peak, 15, 817
— Peak Island, 93
INDEX.

Doubtful Inlet, 464
— Island, 571
— Rock, 461
Doubtless Bay, 328-9
Dougherty Island, 300
Dout Mountain, 644
Dove Island, 337
Dover Islets, 796
Downshire, Cape, 293
Dragon Bank, 852
Dr; Koningin Eyland, 320
Dover Rock, 843
Dromana Bay, 928
Dromedary Cape & Mountain, 912
Drotol Island, 498
Drus Drau Island, 652
Drury, 394
D. Scot's Island, 639
Du Bouzet Island, 521, 531
Duck Cove, 453
— Harbour, 79
— Island, 880
Ducie, Cape, 820
— Island, 654
Duco He, 621
— Peninsula & Island, 532, 535
Duendes and Rock, 188
Du Chaffera Island, 811
Duff Group, 709
— Mount, 559
— Reef, 641-2
Duke of Clarence Island, 746
Duke of Gloucester Islands, 664
Duke of York Island, 599, 747
Duke of York Islands, 793
Dulce Islands, 99
Dunbea Bay and Passage, 652-3
Dumoulin, Cape, 542
Duncan Harbour and Rock, 79
— Island, 720
Dundas Island, 307
Dundee Rock, 83
Dunedin, 440
Dungeness Reef, 837
— Spi & Beacon, 7
Dunk Island, 862
Dunnarae Rocks, 294
Dunstane Point, 39
Du Portail Island, 788
Duppa, Mount, 414
Durand Reef, 617
Duroc Island, 524
— Pass, 536
Durour Island, 803
D'Urrville Island, 402, 418
— Mount, 299
— Rocks, 856
Dusky Bay and Sound, 462
Du Var Roche, 527
Dyer, Cape, 82

Dyke Acland Bay, 821
Dylenay Bay, 82
Dyneley Sound, 29
Dynevor Sound, 39
Dizizia, 637

Eagle Bay, 24
— Point, 812
Eagleston Reef, 711
Eahi-No-Mauve Islands, 331
Eaoo Island, 569
Earl Cove, 31
Eenralaw Mount, 467
Earthquakes (Fiji), 532
— (Peru), 182
East Anchorage, 7
— Banks, 873
— Bay, 424
— Boyd Bay, 912
— Cape and Ilet, 372, 769, 815
— Head, 464
Eastern Island, 482-486
Eastern Channel, 337, 799
— Fields Reefs, 852
Easy Port, 456
Ebrill Island, 559
Echouas Islands, 636
Eclipse Island, 94
— Shoal, 446
Ecuador, Coast of, 245-260
— Republic of, 245
Eddystone Point, 917
— Rock, 774
Eden, 912
— Harbour & Island, 98
— Mount, 306, 354
Edgcombe, Cape, 865
— Mount, 370
— Island, 703
Edgeworth Cape and Shoal, 31
Edith Breaker, 890
Edwardson's Sound, 461
Egg Island, 753
Eendraght Bay, 827
Egmont Island, 667
— Mount and Cape, 398, 401
E-Jao, 741
Eimeo, 687, 599
Elatz, 830
Elbow Point, 881
El Cobre Bay, 182
Eld Island, 679
El Fin de la Christandad, 120
El Frayle Rock, 138
El Fuerte Island, 122
Elias Island, 95
Eliot Ile, 895
— Mount, 868
Eliza Bay, 29
Elizabeth Bay, 34, 685, 718
— Island, 17, 564, 657, 664, 800
— Reef, 340, 788, 855
Eliza Island, 575
— Reef, 655-6, 855
Ellesmere Lake, 437
Ellice Group, 750, 751
Elliot Rocks, 302
Elliott Mount, 398
Elliott's Harbour, 664
El Morion, 36
El Morro Island, 260
Elost Port, 398
El Penon Point, 145
El Pozo, 234, 244
El Rosario, 122
Elson Island, 559
Elvira Point, 34
Emerald Island, 301
— Point, 818
Emery Island, 711
Emm's Point, 297
Emon-kawa Mount, 315, 317
Encarnacion Island, 655
EEndeavour Inlet, 423
— Reef, 914
— Endeavour Strait, 857, 840
Endebery Island, 748
Endebery Cove, 723
— Island, 306, 307
Enganno, Cape, 54
Engineer Group, 831
English Bay, 479
— Cove, 200, 795
— Creek, 135
— Narrows, 99
— Reach, 31
— Road, 501
Enkaba, 635
Enterance Bank, 892
— Island, 454, 840, 867
— Isles, 38
— Bridge, 416
— Point, 785
— Rock, 101
Entry Bank, 413
— Island, 409
Eo Island, 605
Eo-Tchi Ilet, 502
Eooa Island, 501
Eooji Ilet, 502
Eouagee Ilet, 502
Erebuse Cove, 306, 308
Elaux Mount, 295
Ernest Isles, 456
— Mount, 837
Erith Island, 915
Erramango, 686
Erronan, 683
Errour, 836
Esarne River, 691
Eruption Island, 827
Escarp Island, 751
— Reef, 451
Escarpado, Capo, 266
Escarpe, Cap, 647, 548
Eak Head, 677
Esmeralda Point, River, and Light, 258, 269
— Rock, 184
| INDEX |
|-----------------|---------------------|
| False Point, 186 |  |
| Famine Point, 23 |  |
| Fanal Islands, 363, 364 |  |
| Fancy Islands, 464 |  |
| Fandou, 613 |  |
| Fangaalu, 616 |  |
| Fangaova, 620 |  |
| Fanny Channel, 386 |  |
| Fanouali Island, 51 |  |
| Fantome Island, 98 |  |
| Pao Bay, 710 |  |
| Falation de Castillo Rock, 260 |  |
|  |  |
| Salado Creek, 263 |  |
| Estiva Island, 728 |  |
| Ete-ete, 762 |  |
| Eton Point, 227 |  |
| Ethel River, 807 |  |
| Etoile, Pic de l', 666 |  |
| Euu Island, 501 |  |
| Euston Bay, 73 |  |
| Evan's Bay, 464, 466 |  |
|  | 408, 430 |  |
|  | 409, 430 |  |
|  | 93 |  |
|  | 430 |  |
|  | 93, 97 |  |
| Faaiti Island, 556 |  |
| Facile Harbour, 463 |  |
| Facing Island, 871, 875 |  |
| Factory Point, 663 |  |
| Faed Islands, 790 |  |
| Fafina Harbour, 504 |  |
| Fahele Coast, 520 |  |
| Fanouali Island, 396 |  |
| Ewing Island, 307 |  |
| Excellent Point, 820 |  |
|  |  |
|  |  |
|  | 464-9 |  |
|  | 9 |  |
|  | 9 |  |
|  | 9 |  |
|  | 9 |  |
|  | 9 |  |
|  | 9 |  |
|  | 9 |  |
|  | 9 |  |
|  | 9 |  |
|  | 9 |  |
|  | 9 |  |
|  | 9 |  |
|  | 9 |  |
|  | 9 |  |
|  | 9 |  |
|  | 9 |  |
|  | 9 |  |
|  | 9 |  |
|  | 9 |  |
|  | 9 |  |
|  | 9 |  |
|  | 9 |  |
|  | 9 |  |
|  | 9 |  |
INDEX.

Four Sons of Aymond, 11
Foutoua Island, 507
Foveaux Strait, 445
Fox Bay, 444
Foxe Island, 679
Foxhill, Cape, 711
Fox Islands, 827
— Point, 327, 467
Français Islands, 787
France, Port de, 631
Frances Island, 233
Francisco Solano Point, 244
Francis Head, 407
— Mount, 403
François, Baye, 25
Franklin Island, 295, 740
—— Mount, 430
—— Sound, 63
Frankston, 229
Fraser Island, 778
Frayle Point, 216
Frederick Reef, 833, 846
Freeman Channel, 865
Freemantle Island, 741
French Bay, 478
—— Pass, 407, 419
—— Point, 917
—— Rock, 515
Frem, Cape, 821
Freshwater Basin, 467
—— Bay, 23, 722, 866
—— Cove, 33
Freycinet Island, 533
—— Rock, 43
Frijon Rocks, 919
Friendly Cove, 730
—— Islands, 499—511
Friendship, Cape, 778
Frisbys Reef, 782
Froth Island, 826
Fronton Island and Shoal, 221-2
Frost Reef, 640
Froward, Cape, 26
—— Reach, 31
Fuerte Escudo, Bahis de, 32
Fuerto Viejo Cove, 139
Fugitiva Island, 699
Fulalai, 656
Fulanga & Channel, 634-5
Funafuti, 765
Furies, The, 72
Furneaux Islands, 674
—— Mount, 422
Fury Island & Harbour, 72
—— Peaks, 72
—— Rocks, 71
Futuna Islands, 627
Fyffe Cove, 429
Gabilan Peninsula, 277
Gabina River, 926
Gable, Cape, 374
Gable-end Foreland, 374
Gabo Island and Lt.-house, 913
Gabriel Channel, 27
Gadji, 625, 626, 934
Gage Inlet, 96
Galapagos Islands, 715——724
Gallego River, 788
Galera Island, 269, 271, 768
—— Point, 131, 221, 267
Gallett, Cape and Port, 32
Galligoo River, 5
Galligus, Cape, 102
Gallo Island, 290
—— Point, 147
Gallowe Reef, 827, 832
Galoo Bay, 677
—— Island, 650
Gambier Islands, 559
—— Mount, 945
Gambroa River, 117
Gana Island, 696
Gannet Island, 396
Gap, The, 906
—— Peak, 13, 15
Garachine Point and Bay, 265—267
Garcia Rock, 238
Garden Island, 899
Gardiner Island, 811, 721, 749, 791
Garindu Island, 104
Garuho, 830
Gatcombe Head and Light-house, 811, 757
Gates of Yengan, 644
Gatico and Bay, 186, 187
Gazelle Passage, 537
Geelong Harbour, 931—934
Gelibrand Point & Light-vessel, 929-30
Gelon Island, 803
Gente Grande Bay, 19
—— Hermosa Island, 609
—— Point, 19
George, Cape, 79
—— Head, 898
—— Point, 926
—— River, 806
—— Sound, 465
Gere Mountains, 534
Gerrit Denysa Island, 791
Gherritz Land, 283
Giibbons Island, 232
Gibson Shoal, 840
Gicquaud Island, 788
Gilbert, 625
Gilbert Archipelago, 756
—— Islands, 464
—— Isle, 71
Gillet’s Island, 646
Gipps Island, 787
Gisborne, 376
Glacier Bay, 37
—— Sound, 42
Gladstone, 874
—— Mount, 824
Glasscot Point, 24, 26
Glass House Peaks, 833
Gleneagle and River, 944, 949
Glenton Island, 818, 834
Glocester, Cape, 72-4
—— Island, 868
Gnanuma, 573
Goa, 656
Good Island, 479, 616, 644, 904
Gobemour Mountain, 151
Goddard Shoal, 232
Godley Head and Light, 431, 433
Godoy and Point, 128-9
Goolee Hoope Island, 624
Goldborough, 471
Goleta Islet, 215
Gofies, Islas du, 762
Gonzales Head, 131
—— Island, 269, 271
Gooch Bay, 430
Good Cove, 627
Goode Island, 840
Goodenough Bay, 821
—— Island, 828
Good Hope Island, 512
—— Bay, 37
Good Island, 791
—— Mount, 816
Good’s Bay, 90
Good Success Bay & Cape, 57-8, 60
Goolid Island, 862
Goose Island, 914-15
—— Point, 196, 258, 273
Gordon Point, 317
—— Reef, 637
Gore Bay, 431
Gore Road, 62
Gore, Port, 402, 422
Gorgona Island, 261
Gorgonilla Peninsula, 261
Gorgon Reef, 98
Goro, 526, 653
Goschen Strait, 827, 833
Goulburn, 900
Gouville, Cape, 536
—— Island, 829
Gourier Head, 910
—— King Island, 535
—— Reef, 926
Gower Harbour, 794
—— Island, 780
—— Mount, 866
Grace Islet, 832
Gracie Point, 16
Graclia, Port, 706
Gracious Island, 786
Grafton, 889
—— Cape, 862
—— Islands, 73
Graham’s Islands, 283
Grahamstown and Light, 360
Gramadel Bay, 227
Grampus Rock, 615
Granby Harbour, 665
Grand Canal Shoal, 764
—— Duke Alexander Id., 607
Grand Point, 176
—— Rade, 528
—— River, 277
Grange Isle, 811
INDEX.

Granite Rocks, 946
Granit Island, 819-20, 915
Granville Point, 328
Graper Reach, 97
Graves Island, 76
— —, Mount, 27
Grey Channel, 91
— —, Harbour, 101
— —, Island, 492
Great Above Reef, 532
— —, Astrolabe Reef, 677
— —, Barrier Island, 355, 361
— —, Barrier Reefs, 807, 839, 857
— —, Channel, 141
— —, Detached Reef, 860
— —, Exhibition Bay, 298
— —, Harbour, 765, 765
— —, Island, 462
— —, Kourame Reef, 537
— —, Mercury Island, 364
— —, Mount, 365-6
— —, Oma Bay, 345
— —, Great Orange Bank & Buoy, 9
— —, Passage Island Reef, 947
— —, Reef, 707
— —, Sandy Strait, 878—882
— —, Sirius Cove, 902
— —, S.W. Reef, 528
Green Island, 307, 446, 794, 796, 812
— —, Mound, 890
Greenough Peninsula, 33
Green Patch, 837
— —, Point, 817, 808, 929
— —, Rock, 707
Greenstone River, 471
Gregory Range, Bay, and Cape, 13, 14
Greig Island, 579
— —, Granville Island, 710
— —, Greville Harbour, 420
— — —, Point, 98
Greymouth, 472
Grey River, 471-2
Griffith Island and Light, 942-3
Grimes Shoal, 864
Griment Island, 536
Grind Reef, 533
Groene Islands, 783
Groeningen Island, 607
Gros Morne Mountain, 777
Grove Point, 340
Groznor, Mount, 464
Grueshan Point, 192
Guahan Head, 110
Guadalcanal Island, 767
Guadalupe, 237
Gungu-Putina Mountain, 206
Guaiuaneco Islands, 84
Guainia-Pinagua Bay, 195
Guadalupe Cove, 185
Guadlieri Mountain, 198

South Pacific.

Gualliria Pass, 199
Guamalata River, 158
Guamachico Bay, 229
Guana Peninsula, 62
Guapu Cove and Islands, 232-3
Guards Bay, 95, 402, 421
Guarmey, 227
Guascama Point, 260
Guasco, 166
Guita Cove, 205
Guayan, 161
Guayaquil, 247—252
Guaytocas Islands, 105
Guero, 104
Guerrero Guilly, 201
Guerreros, Riviere des, 777
Guerta Island, 705
Guia Narrows, 95
Guichen Bay, 946
Guhiuen Heights, 111
Guillard, Mount, 770
Guillermo Rock, 113
Guirior Bay, 37
Gulches Head, 460
Gull Rock, 453
Gum Town, 358
Gun Bay, 24
Gunn's Pquin Island, 733
Guy Fawke's Group, 720
Gwyn Rock, 482
Haatfulsho Islands, 508
Haakuti, 733
Haano Island, 506
Haa-o-Tupa, 738
Haast, River, 468
Habib Islands, 505
Hacking Head, 909
Hady Bay, 762
Hadow's Island, 638
Hagemeister Island, 579
Hahucme, 740
Haku River, 473
Hainee Island, 818
— —, Mount, 814
Hairoa Hill, 827
Haksehu, 740
Haka-Haka, 736
Hakahau, 733
Hakahetu, 733
Hakapa, 740
Hakapu, 736
Hakau-Punau, 758
Hakatu, 733
Hakau, 739
Hale Cove, 102
Half-moon Bay, 429, 453
Half-passage Rocks, 446
Half Port Bay, 49
Halfway Islands, 443
— —, Rocks, 451
— —, Shoal, 16
Haligan Island, 648
Hali Rock, 137
— —, Rocks, 99
— —, Sound, 807
Halibowl Point, 807
Halt Bay, 101

Hamboto, 260
Hamelin Island, 546
Hamilton, Mount, 344
— —, Point, 268
— —, Road, 915
Hammond Island, 837
— —, Islands, 744
— —, Reef, 99
— —, Rock, 840
Hamond Island, 854
— —, Reef, 712
Hamote Island, 423
Hanahohe, 732
Hanabi, 731
Hanaipsa, 731
Hanako, 732
Hanamate, 732
Hanamen, 731
Hananai Bay, 734
Hanapu, 731
Hanateku, 731
Hanavava Bay, 728
Hannan Island, 741
Handsome People Island, 609
Hangahau, 736
Hangapu River, 429
Hangaroa Bay, 486
Hangio, 640
Hank Point, 94
Hannant Bay, 38
Hannover Island, 95
Hao Island, 669
Hapai or Hapesee Islands, 605
Hapaino, 598
Hapuka Reef and Beacon, 415
Hapuku River, 429
Haraki Island, 575
— —, Harbour Islands, 233
Harcout Bay, 538
— —, Mountain, 294
Harding Point, 407, 420
Hardman Islands, 832
Harpy Peninsula, 63
Harly, Port, 402, 419
Harlls Point, 209
Hauraki Island, 669
Harrington Point, 442
Haruss Bluff, 440
Harry Rock, 917
Harig, Cape, 765
Hart Point, 452
Hartwell Bay, 91
Hatimo, 763
Hassel Bank, 136
Hastings River, 890
Hassard Islands, 831
Hatavua, 740
Hatiheu, 740
Hat Island, 640, 687
— —, Peak, 909
Hatua, 759
Hatutu, 731
Hauraki Gulf, 342, 345—358
Haul-a-shore Island, 416
Haul-round Point, 430

7 ▲
INDEX.

Haul-round Sand, 894
Hawini Rocks, 377
Hawaii Islands, 665
Havana Point, 38
Havana Harbour, 686
——— Passage, 527
——— Rock, 161
Havergal Shoal, 799
Havre 'ock, 515
Havre Trompeur, 535
Hawes Rock and Buoy, 423
Hawke Bay, 378
Hawkes Bay Province, 325
Hawkesbury Reef, 842
Hawk Head, 895
Hawkins Bay, 33
H-eksbury, 440
HayeChannel, 703
Hayes, Cape, 703
Haymet Rocks, 498
Hayrick Island, 800
Hayter Island, 813
Hewyard Point, 441
Hazard Islets, 85
Haunghell Islands, 446
Head Island, 814
Hoaphy River, 473
Hole, 315
Heath Island and Reefs, 813
Hebe Reef, 918
Hecate Rock, 94
Helen Rock, 942
Hellyer Rocks, 103
Hemekirk ees, 629
Hen and Chickens Islands, 344
Henderson Bay, 328
——— Island, 69, 554, 785
Henrietta Bay, 446
Henry, Cape, 827
——— Island, 839, 668
——— Point, 931-2
——— Port, 80, 82
Henslow, Cape, 767
Henty Reef, 946
Henus-Ataha, 739
Hennonake Island, 572
Herald Bight, 513
——— Island, 354
——— Passage and Cays, 850-1
Herald's Surprise Reef, 851
Herbert, Mount, 433
Hercules Bay, 822
Hereoetue Island, 564-6
Herekino Harbour, 381
Hermonos Rocks, 277
Hermione Rock, 335
Hermite Isles, 63
Herradura Bay, 184
——— de Carriel, 168
——— de Coquimbo, 159
——— de Mexico
Bay, 184
——— Point, 168
Herschel Islands, 63
Hervey Bay, 375
——— Isles, 492, 496
Hewitt Bay, 30
Heyou Island, 569
Hiau, 720, 741
Hibernia Passage, 861
Hicks Bay, 372
Hidden Harbour, 33
Hieh Channel, 332, 355
Hig Island, 296, 800, 842
Hig Island, 490
Hiko Islet, 409
Hikucor Island, 571
Hikurangi Bay, 436
Hilda River, 807
Hilly Point, 796
Hinchinbrooke Island, 887
Hinchinbrook Island, 863
Hiti Island, 575
Hiva-oa, 7-67
Hixon Bank, 886
Hobart Town, 220
Hobo's Reef, 722
Hobson Bay, 338, 929, 939
——— Mount, 361
Hockey-Wai, 765
Hogan Island, 780
Hokiansa and River, 282-3
Hoki Island, 359
Hokitika River and Light, 471
Holfest Bay, 949
Hold-in-the-Wall, 805
Holland, Cape, 21
Holloway Sound, 86
Hollyford River, 468
Hole's Reefs, 551
Holt Island, 574
Home Bank, 625
——— Point, 339
——— Shoal, 503
Honden Island, 572
Honda River, 249
Honeagueuen, 548
Honiroa Beach, 338
Hook Island, 721, 726, 732
——— Point and Bay, 808, 810
Hook Point, 881
Hoaloa Island, 503, 506-7
Hook-iron Bay, 817
Hoorne Islands, 627
Hourumi, 736
Hope Harbour, 28, 73
——— Island, 69
——— Shoal, 405
Hopkins River, 941
Hopper, Port, 56
——— Sound, 88
Horace Peaks, 72
Horca Hill, 227
Horcon Head and Bay, 163
Hormiga de Afuera Rocks, 223
——— de Tierra Roeks, 224
Horn, Cape, 64
Hornicote Bay, 822
Horn Island, 63
——— Rock, 361
Horseshoe Bay, 453
——— Reef, 654
——— Shoal, 847
Horton Banks, 788
Horse Harbour, 91
Hosken Island, 622
H-ekins Island, 94
Hokyn Cove, 100
Hotham Island, 508
Hous-points, 726-7, 734
Hou Kolu, 825
Houtouros Islands, 363
Howard Bay, 317
Hove, Cape, 913
——— Channel, 887
——— Group, 781
Howell Point and Road, 450
Hove Point and Rock, 333
Howland Island, 745, 749
Howland Point, 442
Hoy Point, 49
Hucaneco Island, 106
Huea Point, 212
Hucho Bay and Head, 228
Huea Island, 106, 109
Huheine, 588, 601
Huamblin Island, 105, 109
Huanuquero Hill and Point, 159
Hualchaco and Peak, 233, 234
Huanillo Cove, 187
Huanillos Point, 190
Huano Creek, 200
Huantajayas, 193
Huapacho Shoal and Head, 110
Huapilucay Light, 110
Huapilinac Head, 114
Huari Island, 122
Huendoa River, 249
Huasco Point and River, 166-7
Huaura Islands, 225
Huaycasca Creek, 129
Hudson, Cape, 297
——— Island, 754
Hudson's Isles, 668
Huechurucuy Head, 110
Huicoliia Cove, 131
Huenauncu Volcano, 124
Hueltelaquen Creek, 156
Hueru Island, 671
Huesso Parado, 175
Huexos Island, 154
Hugu Head, 90
Hugon Island, 535
Huih Island, 359
Huilidad Inlet, 119
Huil Head, 142-3
Huita, 109
Huito Inlet, 122
Hull Island, 749, 832
——— Islands, 90, 492
Humboldt Bay, 825
Hume Creek, 355
INDEX.

Hummock Hill, 872
Humos, Cape, 144
Humphrey Island, 672, 607
Hump Mountain, 403
Hunga Hapia Island, 508
— Tonga Island, 605
Hunter, Cape, 767
— Island, 92-3, 616,
  712
— Islands, 792, 916
— Point, 619
— Port, 793, 892
— River, 895
Huon Gulf, 823
— Islands, 539
Harlow Islet, 92
Harummi River, 431
Hutchinson Reef, 845
Hutchinson Shoal, 884
Hutt River, 403
Hyde, Mount, 55
Isa Peak, 598
Ica, 213
Ice, 1026-1035
— Formation of Icebergs, 1026-7; their Magnitude, 1028; Structure, 1028; Drift and Direction, 1029—1031; Periods when met with, 1031; Localities where most abounding, 1031—1033; Table of occurrences, 1034; Indications of, 1034-5.
Icy Sound, 42
Idgawee, 548
Igenhè, 613
Ihéndé Passage, 526
Iglesia de Sevira Rock, 2
— Ignacio Bay, 85
Iguana Island, 207, 278
Ika-Na-Mawi Islands, 322
Ikurangi Mountain, 372
Ildefonsolies, 68
Iledela Reine, 595
Ilia, 213
Ilia Head, 926
Independence Island, 743, 750
Indispensable Reef, 783
— Indispensable Strait, 705, 769
Infernalo Islet, 624
Infernalt Rocks, 95
Infernalt Rocks, 210
Inglesfield, Cape, 34
Ingleis Bay, 429
Inlet Bay, 92
Imman Bay, 33
— Cape, 76
Inner Channel to Torres Strait, 847
— Harbour, 677
— Point, 211
— Route, Torres Strait, 839
— South Head and Lt., 896
Inoentzas Channel and Isd., 93, 95
Inaspip Point, 882
Inversagill, 448, 460
Investigator Strait, 947
Inviable Bay, 734
Inyang Harbour, 683
Ippi Reef, 84
Ipswich, 886
— Island, 73
Iquique and Island, 193-4
Iron Head, 436
— Point, 372
— Point Lighth., 919
Isabel, Cape, 79
Isabella Island, 73
— Shoal, 710
Isenay Island, 548
Isa Aquada Point, 258
— del Rey, 270
— Grand, 107, 170
Island Bay, 35
— Harbour, 101
Islands, Bay of, 332—338
Islas de Colombia, 269
— del Istmo, 269
— del Rey, 269
Ilay, Point and Mount, 201, 203-4
Isle of Man, 784
Islaquile Island and Mtn., 104
Isthmus Bay, 92
Ituutu, 711
Ivaca Peak, 660
Iwa Point, 92
Iwa Kawa Mount, 316
Jack and Jane, 739
— Harbour, 25
— Island, 832
Jacob’s River, 460
Jacobsus East Shoal, 837
Jacquitnay Bay, 785
Jackson Bay and Point, 468
— Cape, 407, 422
— Port, 896—908
Jaffa, Cape and Lighthouse, 946-6
Jagney Point, 227
Jakui Island, 667
Jambelii Creek, 248
James Island and Bay, 284,
  719, 720, 818
Jampa Point, 254
Jane Island, 809
Janouza Islets, 642
Jara Head, 76, 183
Jardine River, 859
Jaron Mount, 183
Jarra River, 930
Javria Island, 745
— Port, 733
Jay Rocks, 420
Jeanne d’Arc Islet, 534
Jed River, 431
Jenkins Bay, 816
— Hill, 99
Jenny Lind Shoal, 872
— Reef, 315
Jequetepaque Valley and River, 237
Jerdan Island, 86
Jermeloff Island, 574
Jerningham Point, 406
Jervis Bay, 910
— Cape and Lighth., 947-8
— Island, 508, 720
— Reef, 843
Jesuit Sound, 85
Jesus Island, 200, 756, 758
— M. ria Island, 799
Jetty Point, 415
Jevia River, 264
Jetema Passage, 532
John Point, 42
— Renwick Rock, 137
— Woolly Island, 849
— Rock, 676
Joinville Land, 289
Jo, Mount, 532
Jone, 764
Jones, Cape, 296
— Head, 440
— Island, 268
— Peak, 42
Jorada, 266
Jordan River, 694
Jorgiano Mount, 184
Jouveney Island, 829
Juan de Dios River, 199
— Diaz River, 199
— Fernandez Island, 476-7
— Soldado, 163
Judge and his Clerk Rocks, 302
Judges Rocks, 77
Jules Point, 415
Junin Cove, 195
Jurien Island, 829
Kaafa Island, 511
Kala, Mount, 637
Kaba Island, 666
Kaduku River, 468
Kahaw Rocks, 380
Kalikour Peninsula, 429
Kalipoi, 452
<table>
<thead>
<tr>
<th>INDEX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kai-Mohoura Island, 322</td>
</tr>
<tr>
<td>Kaimounou Head, 372</td>
</tr>
<tr>
<td>Kainga-rama Bay, 314, 317</td>
</tr>
<tr>
<td>Kainoki Rock, 421</td>
</tr>
<tr>
<td>Kaipara Harbour, 385</td>
</tr>
<tr>
<td>Kaita-rama Island, 335</td>
</tr>
<tr>
<td>Kaitu-kala Islands, 345</td>
</tr>
<tr>
<td>Kaituna River, 369</td>
</tr>
<tr>
<td>Kairuru Point, 406</td>
</tr>
<tr>
<td>Kakapo, Lake, 468</td>
</tr>
<tr>
<td>Kambura, 435</td>
</tr>
<tr>
<td>Kambealo Passage, 467</td>
</tr>
<tr>
<td>Kambli River, 661</td>
</tr>
<tr>
<td>Kamboioka Bay, 689</td>
</tr>
<tr>
<td>Kamea Island, 646</td>
</tr>
<tr>
<td>Kanea Island, 639</td>
</tr>
<tr>
<td>Kanala, Port, 543</td>
</tr>
<tr>
<td>Kanadha, 659</td>
</tr>
<tr>
<td>Kanadu, 674</td>
</tr>
<tr>
<td>Kanga Island, 947</td>
</tr>
<tr>
<td>Kao Rock, 607</td>
</tr>
<tr>
<td>Kaouu Bay, 331</td>
</tr>
<tr>
<td>Kapiti Island, 409</td>
</tr>
<tr>
<td>Kapo-wairua, 327</td>
</tr>
<tr>
<td>Kapo-ta-pumuma Point, 396</td>
</tr>
<tr>
<td>Karajju, 773</td>
</tr>
<tr>
<td>Karararu-gata, 773</td>
</tr>
<tr>
<td>Kararuru-miki, 773</td>
</tr>
<tr>
<td>Karo-kar, Cape, 328</td>
</tr>
<tr>
<td>Karamea, River, 473</td>
</tr>
<tr>
<td>Kararoe Mountain, 395</td>
</tr>
<tr>
<td>Karikate Peak, 534</td>
</tr>
<tr>
<td>Karon, 635</td>
</tr>
<tr>
<td>Karori Rock and River, 408</td>
</tr>
<tr>
<td>Katafanga, 635</td>
</tr>
<tr>
<td>Karu Point, 65</td>
</tr>
<tr>
<td>Kati-Kati River, 367</td>
</tr>
<tr>
<td>Katiu Island, 576</td>
</tr>
<tr>
<td>Kaio-Kaio River, 336</td>
</tr>
<tr>
<td>Kauranga, 360</td>
</tr>
<tr>
<td>Kaukuara Island, 579</td>
</tr>
<tr>
<td>Kauri Point, 357</td>
</tr>
<tr>
<td>Kawiti Point, 346</td>
</tr>
<tr>
<td>Kavea Island, 652</td>
</tr>
<tr>
<td>Kawalavata, 773</td>
</tr>
<tr>
<td>Kawahi Island, 678</td>
</tr>
<tr>
<td>Kawhia, Cape, 402</td>
</tr>
<tr>
<td>Kawhiri River, 472</td>
</tr>
<tr>
<td>Kawau Island and Bay, 345</td>
</tr>
<tr>
<td>Kawhia Harbour, 397</td>
</tr>
<tr>
<td>Kea Island, 646</td>
</tr>
<tr>
<td>Keam, Point, 429</td>
</tr>
<tr>
<td>Keats Sound, 28</td>
</tr>
<tr>
<td>Keibeeck, Cape, 762</td>
</tr>
<tr>
<td>Keith Johnston, Mt., 469</td>
</tr>
<tr>
<td>Kelly Harbour, 65</td>
</tr>
<tr>
<td>——— Point, 220</td>
</tr>
<tr>
<td>——— Rock, 446</td>
</tr>
<tr>
<td>Kelso Bank, 847</td>
</tr>
<tr>
<td>Kemiu Island, 749</td>
</tr>
<tr>
<td>Kemp Channel, 886</td>
</tr>
<tr>
<td>Kempe Island, 73</td>
</tr>
<tr>
<td>——— Peak, 72</td>
</tr>
<tr>
<td>Kennedy Bay, 364</td>
</tr>
<tr>
<td>——— Island, 757</td>
</tr>
<tr>
<td>Kenn Reef, 833, 846</td>
</tr>
<tr>
<td>Kentish Isles, 96</td>
</tr>
<tr>
<td>Kent Islands, 914</td>
</tr>
<tr>
<td>Kepu Bay and Cape, 868</td>
</tr>
<tr>
<td>——— Island, 624</td>
</tr>
<tr>
<td>——— Point, 811</td>
</tr>
<tr>
<td>Keri-Keri River, 322, 354</td>
</tr>
<tr>
<td>Kermande Islands, 514</td>
</tr>
<tr>
<td>Kere-rama, 788</td>
</tr>
<tr>
<td>Kero Island, 774, 776</td>
</tr>
<tr>
<td>Ketch Island, 832</td>
</tr>
<tr>
<td>Kihau Ilet, 348</td>
</tr>
<tr>
<td>Kia Island, 652</td>
</tr>
<tr>
<td>Kiamu Harbour, 909</td>
</tr>
<tr>
<td>Kicker Rock, 724</td>
</tr>
<tr>
<td>Kid-Kidi River, 332</td>
</tr>
<tr>
<td>Kidnapper, Cape, 378</td>
</tr>
<tr>
<td>King Island, 627, 653</td>
</tr>
<tr>
<td>Killerton, Cape, 822</td>
</tr>
<tr>
<td>——— Islands, 815</td>
</tr>
<tr>
<td>King, Cape, 578</td>
</tr>
<tr>
<td>——— George Island, 287, 584, 589</td>
</tr>
<tr>
<td>——— George Islands, 589</td>
</tr>
<tr>
<td>——— Reef, 498</td>
</tr>
<tr>
<td>——— Island, 29, 915, 916</td>
</tr>
<tr>
<td>——— Point, 927</td>
</tr>
<tr>
<td>King’s Island, 577</td>
</tr>
<tr>
<td>Kingston, 619, 946</td>
</tr>
<tr>
<td>King William Cape, 824</td>
</tr>
<tr>
<td>Kinnaird, Point, 60, 674</td>
</tr>
<tr>
<td>Kiuarangi Shoal &amp; Pt., 474</td>
</tr>
<tr>
<td>Kirke Narrows, 92</td>
</tr>
<tr>
<td>——— Rocks, 29</td>
</tr>
<tr>
<td>Kirk Point, 932</td>
</tr>
<tr>
<td>Kiss, 773</td>
</tr>
<tr>
<td>Kist Island, 99</td>
</tr>
<tr>
<td>Kneasa Reef, 637</td>
</tr>
<tr>
<td>Knocker Rock, 276-7</td>
</tr>
<tr>
<td>Knox Island, 741</td>
</tr>
<tr>
<td>Knox’s High Land, 298</td>
</tr>
<tr>
<td>Knuckle Hill, 413, 474</td>
</tr>
<tr>
<td>——— Point, 329</td>
</tr>
<tr>
<td>Koamoro, 422</td>
</tr>
<tr>
<td>Koamoro Cape, Cape, 423</td>
</tr>
<tr>
<td>Koamoro Cape, Cape, 424</td>
</tr>
<tr>
<td>Kobalau Point, 647</td>
</tr>
<tr>
<td>Kohi, Mount, 533</td>
</tr>
<tr>
<td>Kohi Island, 430</td>
</tr>
<tr>
<td>Kohi Point, 327, 372</td>
</tr>
<tr>
<td>Koki Point, 370</td>
</tr>
<tr>
<td>Koko Island, 608</td>
</tr>
<tr>
<td>Koko-rarata, 434</td>
</tr>
<tr>
<td>Koulourt, Cape, 764</td>
</tr>
<tr>
<td>Kombela Point &amp; Id., 647</td>
</tr>
<tr>
<td>Komato Islands, 635</td>
</tr>
<tr>
<td>Koné Passage, 536</td>
</tr>
<tr>
<td>Koki, 421</td>
</tr>
<tr>
<td>Kopiapia Rock, 396</td>
</tr>
<tr>
<td>Ko-pul, 359</td>
</tr>
<tr>
<td>Koputeara River, 375-6</td>
</tr>
<tr>
<td>Koputai Bay, 441</td>
</tr>
<tr>
<td>Koraya Islet, 366</td>
</tr>
<tr>
<td>Korduiok Island, 612</td>
</tr>
<tr>
<td>Koreho Channel, 302, 305</td>
</tr>
<tr>
<td>Koro, 653</td>
</tr>
<tr>
<td>Kororirika and Bay, 332, 355-6</td>
</tr>
<tr>
<td>Korotuna, 641, 843</td>
</tr>
<tr>
<td>Koti Kau Point, 328</td>
</tr>
<tr>
<td>Kotiki Point, 371</td>
</tr>
<tr>
<td>Koto Island, 607</td>
</tr>
<tr>
<td>Koualnangra and Peak, 774, 776</td>
</tr>
<tr>
<td>Kowose Passage and Reef, 563</td>
</tr>
<tr>
<td>Kowou Island, 576</td>
</tr>
<tr>
<td>Kuwai Island, 382</td>
</tr>
<tr>
<td>Kusako Island and Passage, 541</td>
</tr>
<tr>
<td>Kusaka, Port, 543</td>
</tr>
<tr>
<td>Kuebom, Port, 522</td>
</tr>
<tr>
<td>Kuebuni, 640</td>
</tr>
<tr>
<td>Kue, Port, 527</td>
</tr>
<tr>
<td>Kundio River, 541</td>
</tr>
<tr>
<td>Kuper Range, 823</td>
</tr>
<tr>
<td>Kule, Port, 528</td>
</tr>
<tr>
<td>Kwanere, 694</td>
</tr>
<tr>
<td>Kyijah, 647</td>
</tr>
<tr>
<td>La Balcine Island, 548</td>
</tr>
<tr>
<td>Labe, Cape, 777</td>
</tr>
<tr>
<td>La Bedega Cove, 147</td>
</tr>
<tr>
<td>Labouchere Rock, 92</td>
</tr>
<tr>
<td>La Brallante Shoal, 516</td>
</tr>
<tr>
<td>Lybyrinth Island, 29</td>
</tr>
<tr>
<td>Maccaro Bay and Island, 113</td>
</tr>
<tr>
<td>La Capilla, 197</td>
</tr>
<tr>
<td>Laeced Bow, 946</td>
</tr>
<tr>
<td>Lackawana Cove, 99</td>
</tr>
<tr>
<td>Lacoeb Point, 136</td>
</tr>
<tr>
<td>La Craz de la Ballena Point, 153</td>
</tr>
<tr>
<td>Lacry Peninsula, 110</td>
</tr>
<tr>
<td>Ladder Hill, 95</td>
</tr>
<tr>
<td>La Dominica, 725, 727, 731</td>
</tr>
<tr>
<td>Lady Bay, 941</td>
</tr>
<tr>
<td>——— Elliot Island &amp; Lighthouse, 327, 371</td>
</tr>
<tr>
<td>——— Nelson Shoal, 556</td>
</tr>
<tr>
<td>La Floriana, 717, 721</td>
</tr>
<tr>
<td>La Florida, 165</td>
</tr>
<tr>
<td>Lafond, Cape, 547</td>
</tr>
<tr>
<td>La Fuente, 205</td>
</tr>
<tr>
<td>Lagarriha Channel, 121</td>
</tr>
<tr>
<td>Lagarto Head, 227</td>
</tr>
<tr>
<td>Laguial Rocks, 770</td>
</tr>
<tr>
<td>Lagartos Bank, 184</td>
</tr>
<tr>
<td>Laggers Point, 890</td>
</tr>
<tr>
<td>La Isabela, 817</td>
</tr>
<tr>
<td>Lagoon Beach, 918</td>
</tr>
<tr>
<td>——— Island, 564, 568</td>
</tr>
<tr>
<td>——— Reef, 498</td>
</tr>
<tr>
<td>Lagrandua Island, 829</td>
</tr>
<tr>
<td>Laguambe, 636</td>
</tr>
<tr>
<td>Laguerre, Port, 534</td>
</tr>
<tr>
<td>Laguna de Quicavir, 115</td>
</tr>
<tr>
<td>Lagunama, Port, 104</td>
</tr>
<tr>
<td>La Horadada, 318</td>
</tr>
<tr>
<td>La Iglesia Rock, 144</td>
</tr>
<tr>
<td>Lain Island, 546</td>
</tr>
<tr>
<td>Laka-rehe, 692</td>
</tr>
<tr>
<td>Lakemba, 636</td>
</tr>
<tr>
<td>Lakena, 755</td>
</tr>
<tr>
<td>Lakena, 696</td>
</tr>
<tr>
<td>La Lomita, 197</td>
</tr>
<tr>
<td>Lalla Rokh Bank, 625</td>
</tr>
<tr>
<td>La Mar, 185</td>
</tr>
<tr>
<td>——— Bravo, 218</td>
</tr>
</tbody>
</table>
INDEX.

Lamarmora Island, 100
Lambayeque and River, 237
Lambert, Cape, 407, 788
Lambton Harbour, 404, 406
Lamchupai Cove, 101
La Mess of Dona Maria, 210
Lami Bank, 121
Lammas Mount, 767
La Malca Muerta Point, 156
Lancaster Reef, 489
Laurence Island, 668
Landfall Islands, 75
Landguard Head, 411
Landing Point, 183
Land of Liberty, 679
Langara and Bay, 34, 36
Langara's Bay, 598
Langdon Island, 741
La Neria, 193
Larsen, 682
La Pérouse Islands, 702
—— — Point, 486
La Place Islands, 93
La Playa Brava, 184
Laquita, 634
La Rance Banks, 512
Laraqueta Beach, 138
Lara River, 269
La Raro Point, 765
Larcom, Mount, 875
Laredo Bay, 19
Laregnere Island, 633
Larpet Bank, 841
La Sagittaria Island, 584, 589
La Salina, 240
Las Animas and Bay, 166, 174
Las Bajas, 225
Las Carcas, 162
Las Conchas Point, 156
La Seine Islands, 827, 828
La Serena, 162
La Silla Mountains, 161
La Solide Bank, 729
La Shoal, 772
La Spitz Inlet, 92
Lawn Reef, 801
Latitude Bay, 75
La Tortue Island, 548
Lautour du Pin Reef, 771
La Trobe Island, 921
Laetitia Island, 610
Laucala Island, 646
Laudolib Rock, 674
Laughlan Islands, 829
Laurence, 919
Launceston, 110
La Union, 121
Laura Basin, 749
Laurent Reefs, 442
Laurier Harbour, 305, 307
Laurenton Bay, 329
Lauto, 610
Lavisière Bay, 542
Lavina Point, 136
Lavatia Bay, 175
L'Averdi, Cape, 778
Lavinia Bay, 790
La Viuda Rock, 142, 280
Lawakaus, 684
Lawrence Rock, 944
Lawson Shoal, 740
Layard Islands, 823
Layre Island and Shoal, 109, 120
Lazareff Island, 583
Leading Bluff, 184
—— — Island, 74
Leasau, 687
Le Boudoir Island, 590
Le Brias Island, 636
Lebrun Islets, 831
—— — Peninsula, 419
Lebu River, 136
Lechuyi Islands, 802
Lechuza Mount, 212
Lecky Monument, 79
—— — Retreat, Point, and Shelf, 93-4
Le Crena Gully, 438
Lecumba Point, 648
Lee Bay, 16, 19
Leefooga Island, 506
Lee Harbour, 711
—— Rock, 76
Leeward Islands, 588, 679
Leefvre Point, 547
Leefvre Peninsula, 949
Leouka Island, 606
Legolis Shoals, 788
Le Hinis, 770
Leigh's Island, 794
Leibun Point, 119
Lepe-Oubia Island, 660, 674
Lepelivas Island, 660, 674
Leloaloa, 616
Le Maire Isles, 781
—— Strait, 57-60
Lemon Point, 271
Lemui, 107
Lenuy Island, 116, 118
Lena Cove, 192
L'Enfant Perdu Island, 627
Lengua de Vaca Point, 157
Lemau Island and Cove, 62
L'Entree, Pointe de, 785
Leocardie Iles, 812
Leone and Bay, 613, 617
Leones, Point, 165
Leoue Bay, 763
Lepera Island, 693
Le Predour Island, 633
Lépreux, Ile des, 693
Les Lores, 172
L'Esperance Rock, 515
Lette Island, 610
Levet Bay, 99
Levy, Port, 434
Levuka and Lights, 673
Liberta Bay, 101
Liebre Island, 105
Lifu Island, 646
Lifikua Island, 606
Ligur, Port, 421
Liguto Cove, 192
—— Lightning Rocks, 923-4
Ligus, River, 153
Lihou Cays and Reef, 850
Likuri Island, 666
Liler Point, 162
Lillias Point, 932
Lima, 218-224
Limari Peak and River, 167-8
Limburners Point & Creek, 944
Limestone Island, 343
Limon Bay, 266
Linoa Cove, 114
Lincoln Island, 155
Linnin Island, 109, 116
Linna Island, 109, 116
Lintheum Island, 668
Lintona Inlet, 116
Lion Bay, 101
Lirquen, Point, 142
Lisaure, Cape, 695-696
Little Barrier Island, 331, 383
—— Bay, 466
—— Muscle River, 917
—— Oma Cove, 346
—— Passage, 541
—— Rapu Island, 486
Livingston's Island, 289
Lizard Island, 861
Llanquichu Colony, 120
Llawerryh Rocks, 466
Lico Bay, 129, 130
—— Road, 146
Lltuoe, 114
—— River, 130
Llao Point, 146
Los River and Cove, 189, 190
Lobelia Head, 141
—— Point, 156, 216
Lobo Island, 229
—— Point, 141, 168
Lobos, Cape, 196
—— do Fuerte Islands, 239
—— do Tierra Island, 239
Lodge Head, 114
—— Point, 146, 154, 191, 207-8
Locos Island, 154
Locumba River, 199
Lofty Mount, 949
Logan Rock, 88
Log Bay, 701
Logwater Point, 690
Lomas Bay, 9, 27
—— Point and Road, 208
Lomolm, 707
Lomo-Lomo, 639
London Island, 71
Loney Inlet, 100
Long Beach, 915, 921
—— Island, 91, 422, 825, 837, 849
Longshot Point, 436
Longnose Point, 904
INDEX.

Long Point and Roadstead, 378, 444— Beach, 36— Reef, 842
Longridge, 519
Long Shoal, 387
Longsight, Mount, 466
Long Sound, 461
Longuevue Islands, 823
Lonsdale Point and Reef, 922
Loth Island, 603
Lookout Bluff, 439— Cape, 819— Point and Lighthouse, 912
Lox, Shoal, 99
Loop Island, 849
Lopeti Island, 690
Lord Point, 146
Lord Hood Island, 582
Low Island, 606—856— Islands, 506—781
Lord's River, 465
Lorenzo Point, 287
Lort Point, 67, 243
Los Eremitanos Islands, 802
— Evangelistas Rocks, 44— Monjos Islands, 802— Negros Islands, 799— Reyes Islands, 800
L'O-tango Island, 570
Los Ventanas Rock, 146
Lota Point and Cove, 136—139
Lotin Island, 787— Point, 372
Louisa Bank, 712
Louisiana Archipelago, 826—934
Louise Island, 575
Louisa Mount, 920— Philippine Land, 289
Low Archipelago, 650—883
Lwemabili Island, 783
Low Head & Ligbrio, 917— Island, 695, 800
Loom, 76— Point, 184, 821
Port, 105
Loxa, 246
Loyalty Islands, 520, 545— 549
Lozzi Rock, 142
Luard Islands, 822
Lubbock Mount, 294
Lucas Cove, 100
Lucky Ledge, 35
Luco Bay, 137—8
Luke Rock and Buoy, 423
Lurin and Valley, 217
Lusamckay Reefs, 829
Lushington Bay, 103
Lusitania Road, 302
Lyali's Bay, 404—407
Lydia Island, 816, 822
Lyell Sound, 38
Lynch Reef, 429
Lynn Island, 754
Lyra Shoal, 791
Lyteltton Port and Light, 433
Maabounghi Island, 837
Mack Island, 818
Macabi Islands, 235
Macaulay Island, 514
McCullan Point, 431
McCloud Bank, 512
Mackdonell Point, 945
Macgillivray Range, 810
McGovern Shoal, 722
McGregor Patch, 677
McKee Rock, 344
Machado Cape, 85
Macku, Cape, 546
Mackey, River, and Light, 586—7
Mack Island, 749
Mackenzie Cove, 344
Mckerrar Lake, 468
Macclatchy Point, 896
Macler Island, 799
McAsey River, 899
Macquarie Island, 301— Fort, 899— Point, 920
Madeleine, 725—728
Madeleine Cays, 851
Madre de Dios, 730— Archipelago, 80
Madre Islands, 95
Madrid Point, 196
Magalhaens Strait, 1—47
Magalhanes, La Colonia de, 20
Magdalena, 238— Bay & Point, 262— de Cuao Cove, 235
Magdalena Island, 727— Sound, 28
Maguia Bay, 101
Magicienne Bay, 271
Magill Islands, 29
Magnetic Variation & Chart, 1025
Mahew Island, 409
Mahia Peninsula, 376— River, 410
Mahiga Island, 770
Mahinepua Island, 330
Mahowarih Island, 497
Mahurangi Island, 360
Mai, 658
Mainale, 773
Main Channel, 386
— Island, 289
Land, 285
Mas, 691
Maine Island, 690
Mainicello, 167
Maintland, 894
Maitre Island, 628, 530
Maiwa Island, 692
Majaguay Island, 272
Majauki River, 259
Makahuranu Hill, 337
Makakohoe Creek, 357
Makatea Island, 582
Makawapa Point, 469
Make-mo Island, 576
Makata Mound, 368
Makira, 761—54
Malabrigo Point and Hill, 236
Mala, Cape, 278
Malama Cove, 99
Malai Hill and Bank, 248
Malaki Island, 670
Malants, 765
Malatta and Bay, 638—9, 675—6
Malay Reef, 851
Malayta Island, 764
Malem Point, 949
Maleden Island, 743
Malebu Island, 669
Male Island, 651
Malones Bank, 152
Malevua Reef, 638
Malaga Island and Passage, 651—2
Malina, 640
Malivi Island, 583
Mallitt Bay, 92
Mallckola Island, 691
Malo Island, 667—8
Malapoa Cove, 213
Mal-passo de Asia Point, 216
Malpolo Point, 243
Mamilla, 188
Mamouko Reefs, 637
Mama Island & Lhox, 408
Manka Island, 571
Manoa Bay, 114
Manawara Port and Bay, 323, 338
Manawaros Point, 334
Manawa Taki Island, 325
Manawatu River and Light, 410
Mancora Cove and Valley, 243
Mandinga Point and Light, 248—9
Mando Island, 528, 530
Maneroa, 913
Maneaphs Bay, 703
Mangas Island, 492
Mangaripai, 344
Mangawa Reva Islanda, 559
Mangawai, 344
Mangas Island, 492
Manghine, 545
Mang Nui, 349
Mangere Point, 256, 259
Mangai, 637
Mangrove Island, 869
— River, 365
Mangue Isle, 272
Manifold, Cape, 867
Mambo Island, 590
INDEX

Manite, 604
Manning Strait, 772
Manono Island, 620
Manta and Light, 265
Manu, 613
Manuatu Island, 496
Manu-au-tele, 613
Manuhangi Island, 568
Manukau Harbour and Entrance, 388—390
Manumano River, 808
Many Covey Bay, 423
Many Peaks, Cape, 863
— — Mount, 363
Manzano Bank, 143
— — Cove and Creek, 123, 130
Manzene Shoal, Buoy, and Island, 132
Maori Rock, 346
Maouan, 613
Maranui, 395
Marsaiti Point, 356
Marasmoki, 764
Mara Peak, 542
Marau Bluff, 374
Maraguoa, 764
Marau Sound, 767
Marceau Island, 535
Marchand Island, 723, 733
March Harbour, 70
Maré Island, 546
Marés Bank, 343
Marox Reef or Island 1, 757
Margaret Rock Reef, 946
— — Island, 564, 816
Maria Bay, 503
Maria Creek, 946
— — Island, 561
— — Islands, 492
— — Theresa, oef. 492
— — van Diemen, Cape, 325, 381
Marinao Rock, 142
Marine Islands, 87
Marion Cove, 38
— — Reef, 850
Mari-Wai, 765
Markham Island, 828
Marlborough Province, 427
Maro Bay, 762
Marovo, 773
Maroupo Island, 573
Marquesa Islands, 722
Marquesas Islands, 717—742
Marston Island, 837—8
Marshall Bennett Islands, 830
Marsh, Cape, 770
— — Island, 669
Marta Island, 585
Martelauk Island, 794
Martello Rock, 346
Martha Point, 9, 8
Martin Bay, 384, 488
— — Cape, 763, 946
— — de Mayorga Islands, 608
Martin Port, 737
Marua, 604
Marukau Islands, 571
Marutea Islands, 562, 574
Mary-Balconet Island, 748
Maryborough, 881
Mary Island, 748
Mary Point, 91
— — Port, 701
— — River, 878, 881
Marzo, Cape, 266
Mas-a-Fuera Island, 477, 480
Mas-a-Tierra Island, 477
Maskelyne Islands, 691
Mason Bay, 456
Massachusetts Island, 734
Massacre Bay, 413, 617
— — Islands, 782
Massee Island, 741
Mast-head Inlet, 871
Mataataua Harbour, 620—2
Matafoa Peak, 614
Matatua Island, 583
Matatua Bay, 329
Mata Kana River, 345
— — Ketaki Mount, 317
Matalqui, Cape, 110
Mata-Maw, Cape, 379
Matamoras, 169
Matacaila Inlet, 116
Mataou, 738
Mataquito River, 146
Matarini Cove, 205
Matata River, 370
Matua, 739
Matua-Uki Bay, 332
Matau River, 444
Matawai Bay, 593—3
Matena Islands, 706, 708
Mathieu Island, 535
Matilda Reef, 563—4
Main, 773
Matoriki, 674
Matorillos Island, 253
Matia, 738
Matthew Island, 516
Mattiaro Island, 496
Mattinson Island, 760
Mattetoe, 757
Matty Island, 803
Matungatawa Point, 470
Matuku, 568
Matugu, 568
Mature-wavao Islands, 562
Maunui, 601
Muki Island, 495
Mauole and River, 144—5
— — Shoal, 136
Maulin River, 128
Maung-a-nui Hills, 313, 368
Maung-wakai-pai Mount, 318
Maupiti, 604
Maurhangi Harbour, 388
Mauo-choe Island, 792
Mauiti Island, 496
Mawai Point, 374
Mawhara River, 472
Maxwell, Port, 66
Maylen Island, 123
Mayne Channel, 91
— — Harbour, 94
— — Islands, 436
Mayor Island, 367
May, Point, 71
Mayru Peninsula, 147
Mazaredo Bay, 33
Mazore Island, 225
Mazorque Island, 225
Mbau, 569
Mbianga Island, 664
Mbole Gulf, 769
Mbua Bay, 648
Mbulo Island, 772
Mbue-te River, 674
Medal Bay, 40
Meddler Island, 840
Medio Island, 82
— — Point, 171
Meeke Shoal, 751
Mejia Cove, 201
Mckinley island, 814
Melbourne, 929
— — Island, 562
— — Mount, 295
Melinka Harbour, 106
Molinos Mountains, 198
Mollish Cay and Reef, 850
Melones Island, 278
Melville, Cape, 861
— — Cove, 422
Melville Island, 571
Memai Bay, 360
Menchuan Island, 103
Mendes Point, 12
Menguin River, 134
Monia Bay, 369
Mona Island, 889
Moralaba, 695
Mercator’s Shoal, 616
Mercury Islands and Bay, 381—4
— — River, 452
— — Sound, 20
Mercy Harbour and Head, 46—5
Merite Island, 787
Meria Eave, 657
Merrill Island and River, 941
Merrill Island, 672
Messier Channel, 84, 100
Met-aro Peninsula, 534
Metanna Cove, 146
Meteor Rock, 137
Meteore Reef, 666
Motaia Island, 582
Mucun Island, 109, 118
Mounuh and Peninsula, 542
Mowestone Rock, 912
Mexic Point, 201
Mexillos Mount and Bay, 184—5
Mexillon Mount and Bay, 184—5
Milotel Island, Mount, &
— — MT. 195
Mhatunu, 661
Michael Bay and Point, 95
Mid-bay Reef, 451
INDEX.

Mid-channel Island, 99
Mid-day Reef, 845
Middelburg Island, 501
Middle Bank, 879
Bay, 169
Beach, 856
Cape, 68
Ground, 17, 918
Head, 972, 895, 897
I-land, 101, 216, 323, 366, 427, 700, 813, 941
Point, 38
Middleton, Cape, 36
— Island, 612, 856
— Reef, 408, 855
Mid Rock, 840
Midway Rocks, 842
Miedo Point, 159
Mihao Tahi Hill, 400
Mikalhoff Island, 512
Milagro Cove, 130
Milford Sound, 468
Milky Way, 73
Mill River, 34
— Island, 102
Miller Point, 901
Reef, 418
Mille Vaiseaux, Baie des, 776
Millongue Point, 136
Millen Point, 136
Mill Point, 131
Milne Bay, 814
— Island, 268
Miloradowitch Island, 576
Mimiwanga Island, 586
Miner’s Head, 362
Minerva Island, 566
— Reef, 459, 847
Reefs, 513
Minto Island, 562-3
Miraflores, 218
Mira River, 260
Misericordia, Puerto de la, 46
Missionary Point, 687
Mission Bay, 629
Mistaken Cape, 64
Misterioso Rock, 225
Miste of Arequipa, 201
Mitchell Islands, 490, 761
Mitre Island, 712
— Mountain, 466
— Rock, 822
Mititierlo Island, 495
Moa Island, 657
Moa Island, 548
Moa Island, 561
Moe Hao, Cape, 588
Moe Haotu Bay, 439
Moe Haoun Island, 661
Mochao Bay, 71
Mochaca River, 378
Mohotani, 729
Mokau River, 379
Mokihinui River, 473
Moko-Hinou Islands, 563
Mokumdrugs, 671
Mokungai and Passage, 648, 671
Molard Island, 546
Mole Island, 801
Moguilla Point, 136
Molino Point, 133
Molle Cove, 192
Mollendito, 205
Molle and Light, 201-2
Moller Island, 669
Molyneux Bay, 444
— Sound, 96
Momona Point, 346
Monahiki, 607
Monday, Cape, 40
Mondragon Island & Channel, 253
Mongseni and Rocks, 381, 383-4
— Harbour, 329
— Mount, 368
Mongon, 223
Mongoncillo Point, 228
Monkey-face Passage, 650
Monk Rock, 652
Monks Islands, 802
Monmouth, Cape, 19
Monsefu, 237
Montague, Cape, 82
— Island, 687
Montagu Point, 923
— Port, 785
— Road and Island, 910, 912
Montane, 726
Montanita Point, 254
Monteagle Mountain, 295
Monte Camana, 206
Christo, 255
— Fuerte, 206
Gordo, 197
Jorje, 184
Montralval Island, 527
Montrose Island, 85
Monument Harbour, 304
— Rock, 688
Moonda, 774
Moonlight Head, 915
Moordemar’s Bay, 320
Moorea, 587, 599
Mopelia Island, 606
Mopiha Island, 606
Moquegua, 200
Mora Channel, 104
Moramba, 635
Morana Island, 561
Morare Bay, 529
Moreno, Mount and Bay, 183-4
Moreby Island, 817
Port, 809
Strait, 827-8
Moreton Bay, 884-888
Island, Cape, and Light, 883
Morma Point, 892
Morne Bay, 547
Mornington, 928
Morro de San Aguedo, 26
Moro-Tiri Islands, 344
Morpeth, 895
Morro and Point, 171
— Channel, 197, 253
— Chico, 264
— de Garita, 233
— Sama, 199
— Solar, 217
Morounkai Creek, 913
Morse Reef, 640
Mortlock Isles, 782
Morton de Trigo Hill, 223
— Island, 69, 98
Moseley Island and Point, 797-8
Mose, 657
Mosquito Islands, 821
Mostaza Creek, 156
Mota, 698
Motakawa Point, 372
Motane, 729
Motapa, 635
Mothea Reef, 655-6
Mother & Daughters Hills, 784
Motherly Bay, 410
Motiti Island, 368-9
Motlava, 698
Mota Arahi Ialet, 336
Mota Ara Island, 422
Mota Aronahia Island, 322
Mota Rska, 414
Motuere River, 414
Mota Galaxeck Island, 333
Moto Hora Island, 370
Mota-i-ti, 605, 726, 749
Mota-karaka, 356
Mota-kawa Island, 331
Mota-keke Island, 332
Moto-mahanga Island, 400
Mota Mea Island, 335
Motunsu Island, 431
Mota Ngira Island, 407
— Nou Island, 370
Mota-nui, 728
Mota Pea Ialet, 381
Mopi River, 414
— Iota Island, 329, 332, 333, 395
Moturiki and Passage, 674
— Island, 569
Mota-Rua Island, 322
Mota Takupo Ialet, 361
— Tara Rock, 329
Motutunga Island, 576
Mota-uta, 655
Mouala, 657
Moudi-moton Ialet, 327
Mouendine, 545
Mouelo Passage, 536
Mount Corso Island, 82
Mourilyan, Cape, 828
— Harbour, 562
Mouse Island, 801
Moyne River, 943
Moze, 630
INDEX.

Nani Island, 642
Nanomaga, 764
Nome, 755
Nanuano Island, 638
Nanuku Islands & Passage, 641-2
Na-om-matu Harbour, 687
Napier, Port and Lights, 379-9
Napipi River, 225
Napper Reef, 317
Napuka Island, 572
Naransal River, 233
Narborough, Cape, 35
— island, 196, 718
Narissus Island, 658
Nares Harbour, 797
Nares Reach, 91
Na-ro-ro-vatu, 661
Naroro-rovo, 693
Narrow Bank and Buoy, 11
— Passage, 455
Nasea Point, 209
Nash Bay, 32
Nassau Bay, 62
— Island and Channel, 25, 609
— Rock, 6
Nata, 273
Natave Bay, 646
Nativity Bay, 146
Nativity, Point, 69
Navarina, 61
Navatu, 657
Navatoro Islands, 610
Navihi-Levo, 659
Navi Island, 647
Navire Rock, 384
Naviti, 679
Navua Anchorage, 665
Navula Passage, 667
Navusos, 661
Nayahu Island, 119
Ndereketi River, 653
Ndronga Harbour, 666
Ndun, Cape, 627
Neau, 609-10
Nea Island, 640
Nealou, 637
Neat's Tongue Island, 635
Necker Island, 653
Nelson & Lighthouse, 414-16
— Head, 816
Nehoue Bay, 679
Neiafu, 514
Negro Bay, 665
— Rock, 240
Neeneva Island, 507
Neesham Bay, 81
Negra Rock, 229
Negritka Rocks, 262
Negro Bay, 154
— Island, 605
Namolu, 653
— Island, 653
Namorona, 169
Namusu-ira Island, 671
Namatao Island, 673
Nancy Sound, 465
Nandi Bay and Passage, 647-8, 667
Nanduri, 692

South Pacific.

Nelson's Monument Rock, 419
Nemena Island, 647
Nemani Peninsula, 642
Nemo Point, 136
Nengo-Nengo Island, 670
Nenou Island, 642
Neow, 666
Nepean Island, 520
— Point and Reef, 922, 923
New and River, 229
Neptune Reef, 760, 784
Nevous Shoal, 656
Netherland Island, 758
Niu-Mount, 144
Niumi Inlet, 87
Neva Bay, 739
Nevudo de Guayllillas, 224
New Alderney, 703
New Britain, 758, 874-789
— Coladonis, 820-845
Newcastle, N.S.W., 892—
New Channel and Bank, 17, 19, 336
— Georgia, 772
— Granada, Coast of, 260—
— Rep. of, 246
— Guines, 804—826
— Hanover, 792
Newhaven, 414
— Hebrides Islands, 681—
— Ireland, 758, 789—792
— Island, 62, 497
— Leinster Island, 323
— Munster Island, 323
— Plymouth and Light, 398
Nina River, 448-9
Niu-Shoa, 855
— South Wales, Coast of, 889—914
Newton Island, 93
New Ulster Island, 323
— Year Isles and Harbours, 653
— Sound, 69
— York Island, 742
— Zeland, Colony of, 470—
— Colony, 320—327; Signals, 324
— North Id., 323—351; West Coast, 351—384; South Coast, 402—412
— Middle Id., 325—458
— North Coast, 412—427; East Coast, 428—451; West Coast, 448—475
— South Id., 452—468
Nezen Island, 742
Nikau River, 677
Ngalao Bay, 677
Ngalos Island, 652
Nga Motu Islands, 400
Ngao Peak, 522
Ngara Island, 421
Ngatangia, 493
Ngatoka-Rarangui, Point, 331
Ngatutu Island, 366
Nge or Ngea Rock, 331
Ninety Miles Beach, 437
Nineteenth Island, 917
Nino Head, 419-20
Nileotu Island, 642
Nimau, 706
Nimrod Islands, 300
Ninderi Harbour, 678
Nineteen-fathom Point, 436
Nine-feet Rocks, 384
Nine Islands, 782
Ninepin Islet and Rock, 332-3
Nine Pin Rock, 391, 429, 689, 837
Nineteen Miles Beach, 437
Ninth Island, 917
Nitendi, 704
Niu Fu, 624
Niu-Tubu-Tahu, 623
Nikalas, 602-3
Niutao, 754
Nivuli, 707
Niulea, 697
Nobby Head and Light, 892-3
Noble Island, 455
Nodales Islets, 45
Noir Island, 624
Northampton, Mount, 294
North Foreland, 814
— Head & Light, 301, 361, 865
— Rock, 871
Northumberland Cape and Light, 944-5
— Islands, 866
North-west Reef, 319, 841
Notch, Cape, 37
No Thoroughfare Cove, 92
Notre Dame, Towers of, 544
Noumea, 429
Nou-Hiva, 735
Nou, Ile, 521, 631
Noumea and Bay, 621, 528, 633
Nova Britannia, 786
Novita, 266
Nuare Island, 527
Nucumahi, 651
Nuo'a Sunhord Bay, 176
Nuebo Bilbao, 146
Nugatoa Islets, 640
Nugget Point and Lighthouse, 444
Nugaa Onega Reef, 634
Nui Island, 743
Nu Island, 640
Nukambusanga, 642-3
Nukapu, 708
Nuku Rock, 624
Nuku Balava, 643
Nukobasaara, 642-3
Nukufetau, 752
Nuku-Hiva, 726-7, 735
Nukulaelae, 761
Nukulaula Island, 662
Nuku Leva, 641, 643
Nukumana, 642
Nukunono, 746
Nukutavake Island, 568
Nukutipiipiti Island, 664
Nulapa Islet, 631
Numancia Reef, 109
Numa Bank and Buoy, 111
Nunape, 706, 708
Nunley Bay, 30
Nunhiva, 735
Nurera Island, 652
Oahe Island, 580
Oahoa, 617
Oia Island, 388
Oaitupu, 753
Oake Bay, 91
Oamaru and Light, 439
Oaiva Harbour, 18
Obaloa Island, 672
Obelisk Island, 733
Obispito Cove, 173
Oko, 735
Obree Mount, 811
Observation Head, 436, 446, 912
— Islet, 827
Observation Point, 161, 236, 429, 674, 691
Observatory Cove, 846, 848
 observations, 537, 944
Oceania Island, 307, 756
Oceano Island, 589
Ocili, 702
Oceana Valley, 206
Octopus Rock, 208
Octavia Bay, 266
Octopus Cove, 388
Ohako Cove, 388
Ohanamo Harbour, 603
Oheha Island, 365
Oheroua Harbour, 603
Ohteroa Island, 491
O-Ireina, 731
Ohiwa River, 370
Ohors Bay, 328
Ohou River, 410
Ohunga-hunga Bay, 329
Oihos Bay, 436
Oinace, 710
Oingo, 317
Ojata, 617
Okah Island, 338
Okarito and Light, 469-70
Okaram, 387
Oken Bay, 435
Oke Rock, 420
Okato Point, 336
Okimbo, 641
Okupa Bay, 622-3
Okure Point, 269
Old Penco, 142
Old Signal Hill, 593
Olene, 635
Olinda Entrance, 858
Olivet Bank, 628
Olleros Point, 210
Ollas Point, 109
Oio Islet, 545
Olosings, 613
Omere Mount, 405
Omos, 728
Onaense Island, 712
Oni-oio-Ooupura Reef, 542
Onesta and Channel, 636
Onahunga & Channel, 599, 399-4
O'Neill Bank, 517
Ocean Island, 817
Onepolo Point, 363
Oneres, 493
One Tree Hill, 592, 946
One-tree Island, 643, 871
INDEX.

Ongea, 634
Ono Island, 512, 676, 678
Onslow Island and Rock, 536, 721
Onslow Java Islands, 781
Opape Point, 371
Opavo Island, 486
Opawahia River, 432
Open Bay, 96, 373
——— Islands, 468
Opiti Point, 770
Opolo, 617
Opopo Bay, 357
Opotiki River, 370
Opou, 519
Opunerecomu, 691
Opunake Bay, 412
Or Island, 345
Ornsens Island, 790
Oraki Bay, 336
Orange Bay and Cape, 11, 67
Orangerie Bay, 358
Orando Bay and Cape, 11, 67
Orangerie Bay, 811
Orepuki, 460
Orepi Point, 360
Orete Point and River, 371, 449
Orewera River, 370
Orford Cape, 785
Oriase, 613
Orlebar Mount, 102
Ormond Point, 929
Orne Bank, 498
Orohena Mountain, 590
Oroenga, 613
Ortega River and Channel, 768, 771
Ortiz Isles, 36
Ouaranga Point, 395
Ouawharau River, 346, 388
Ourneau, 692
Orupukapoka Island, 337
Oruru Bay, 329
Oruruti Island, 495
Osborne Reef, 499
Oscoo Cove, 109
Osman Reef, 639
Ona—Island, 536, 590
Osoio Rock, 110
Osorno Bay, 36, 163
—— Volcano, 124
Osprey Reef, 802
Oshu, 638, 639
Otago, 428, 440
Otaha, 603
Otaheite, 689
Otake Point, 327
Otaki, 410
Otakoota Island, 495
Otakou, 440
Otamarina River, 345, 387
Utata, 602
Otata Islands, 355
Otea Island, 367
Otea-vanu Harbour, 604
Oterango Valley, 405
Otewhao, 621
Otohoo Island, 572
Otope Island, 278
Otou, Cape, 327
Otter Islands and Bay, 91
Outoi Mount, 486
Outouiti, 386
Otway Bay, 75
—— Cape and Light, 922, 940-1
Ouanne, Isle, 537
Ouace Bay, 542
Oudou-oudou Bay, 329
Ouamatai, 599
Ouambenga Island, 676
Ounipu, 406
Our Island, 580
Orry Island, 703
Ousecles, 702
Outer Banks, 879
—— Le ges, 893
—— Rock, 167, 871
—— Route, Torres Strait, 159, 452
—— South Head & Light, 896
Outou Rodi Rock, 338
Outposts Rock, 318
Ovalau Island, 671-2
Ovella, 166, 162
Owava Island, 680
Owahiuora, 598
Owanga Bay, 331
Owhare Harbour, 602
Owen Point, 785
—— Stanley Range, 804, 810
Oyarvide Heights & Mount, 192
Oyster Bank, 892
—— Cay, 861
—— Cove, 454
—— River, 385
—— Rock Light, 874
Paabu Island, 538
Paama Island, 689
Paama-uto Archipelago, 650
Paanopa, 758
Pabelion, 179
Pa de Pica, 191
Pacasmayo, 236
Pachacamac Islands, 217
Pachecas Island & Channel, 269-70
Pacheco and Point, 139-40
Pasch, 200
Pacoy Point and Cove, 200
Packsaddle Island, 61
Pagia Point, 509
Page Islands, 947
Pago-Pago Harbour, 610, 614
Paheha, 332
Pahia Point, 447, 450
Pahiki Island, 536
Pah Point, 365
Pahia Ilet and Bay, 332, 335-6
Pailou, 209
Paipou Beach, 782
Paio Point, 810
Pajaros Island, 270
——— Islets and Point, 163, 165, 191, 272
——— Ninos Islands and Rocks, 141, 150
Pajau, 265
Pajonal Cove, 169
Pakasiri Bay, 438
Pakatons Islands, 547
Pakea, 697
Paley Island, 268
Pallii Palli Point, 809
Palliser, Cape and Bay, 380, 402, 784
——— Islands, 578
Palma, 268
Palomias Island, 262
Palmer Head, 404, 407
Palmerston’s Island, 497
Falominos Rocks, 221
Paluma Bay, 622
Pam Isle, 546
Panake Ilet, 331
Panama, Bay of, 267-278
—— Road and Town, 273-277
Panaruky Bay, 372
Panavi, 706
Pan de Azucar, 141
—— Island, 174
Pandora Bank, 326, 381
—— Entrance, 868
—— Reef, 712
—— Rock, 366
Panghai-motu Island, 603
Pangimadoo Island, 603
Pango, 686
Pango-Pango, 614
Panguapi Bay, 259
Pania Rock and Buoy, 379
Pano Point, 206
Pannsillo, 161
Paon Island, 545
Paor or Paou, 645
Papai Outon Bluff, 342
Papakura Channel, 394
Pa Fapangiau, 410
Papa Ita Harbour, 692-3
Papetoai, 587
Papito, 687, 693-955
Paples Island, 814
Papoa Harbour, 601
Papeo, 178
Papua Channel, 836
—— Gulf, 805
Papudo, 151, 163
Paquita Point, 188
Paqui, Point, 188
Paracas, Cape and Peninsula, 212
—— Paracas-nui Point, 334
—— Paramata Head, 470
Parake Island, 568
Paradise Reef, 909
Pararau Point, 506
Paratutai Island, 390
Pararau-Roa Harbour, 601
Pareroa, 389
<table>
<thead>
<tr>
<th>INDEX.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paretutu Island, 400</td>
</tr>
<tr>
<td>Parga Bay, 129</td>
</tr>
<tr>
<td>—— —— &quot;Cuesta&quot; Mountains, 129</td>
</tr>
<tr>
<td>Parinaoca Mountain, 198</td>
</tr>
<tr>
<td>Parina Point, 242</td>
</tr>
<tr>
<td>Parinini Bluff, 397</td>
</tr>
<tr>
<td>Pari-nui-tema Cape, 374</td>
</tr>
<tr>
<td>Pariia Bay, 278</td>
</tr>
<tr>
<td>Pariwana Islets, 808</td>
</tr>
<tr>
<td>Park Bay, 29</td>
</tr>
<tr>
<td>Parker, Cape and Bay, 43</td>
</tr>
<tr>
<td>Park Point, 663</td>
</tr>
<tr>
<td>Paroa Bay, 332, 338</td>
</tr>
<tr>
<td>Parowrahi, 601</td>
</tr>
<tr>
<td>Parra Point, 141</td>
</tr>
<tr>
<td>Parrot Island, 463</td>
</tr>
<tr>
<td>Parry Island, 495, 496</td>
</tr>
<tr>
<td>—— Point, 86</td>
</tr>
<tr>
<td>—— &quot;Mountains,&quot; 296</td>
</tr>
<tr>
<td>Parseco Point, 823</td>
</tr>
<tr>
<td>Pasado, Cape, 256</td>
</tr>
<tr>
<td>Passamayo Bay and River, 225</td>
</tr>
<tr>
<td>Passage Island, 40, 771, 843, 849</td>
</tr>
<tr>
<td>—— Islands, 401</td>
</tr>
<tr>
<td>—— Point, 34</td>
</tr>
<tr>
<td>—— Reef, 347</td>
</tr>
<tr>
<td>—— Rock, 272, 356</td>
</tr>
<tr>
<td>Passage, 1036—1058</td>
</tr>
<tr>
<td>General Principles, 1036;</td>
</tr>
<tr>
<td>—— Great Circle Sailing,</td>
</tr>
<tr>
<td>1037; Definitions, 1039;</td>
</tr>
<tr>
<td>Examples, 1040; Advantages, 1041</td>
</tr>
<tr>
<td>Round Cape Horn, 1043</td>
</tr>
<tr>
<td>—— 1054</td>
</tr>
<tr>
<td>Straits of Magalhaens, 1055—1058</td>
</tr>
<tr>
<td>West Coast of America, 1058—1071; Coast of Chile, 1058; Peru, 1058</td>
</tr>
<tr>
<td>—— 1056; Central America, Mexico, &amp;c., 1066</td>
</tr>
<tr>
<td>—— Cape Horn to California, 1068</td>
</tr>
<tr>
<td>Between California and Australia, 1071</td>
</tr>
<tr>
<td>Australia and New Zealand to Cape Horn, 1074—1080; New Caledonia, &amp;c., to Europe, 1076</td>
</tr>
<tr>
<td>New Zealand to Valparaiso, 1080</td>
</tr>
<tr>
<td>Panama to Australia, 1081</td>
</tr>
<tr>
<td>Between the Pacific Isds., 1082-3</td>
</tr>
<tr>
<td>On the Coasts of Australis, 1083</td>
</tr>
<tr>
<td>Australia to China, 830—834</td>
</tr>
<tr>
<td>Bass Strait, 914—916</td>
</tr>
<tr>
<td>Through the Louisiade Archipelago, 920—934</td>
</tr>
<tr>
<td>Passo, Cape, 206</td>
</tr>
<tr>
<td>Patea, 410</td>
</tr>
<tr>
<td>Pathto Inlet, 468</td>
</tr>
<tr>
<td>Pata River, 260</td>
</tr>
<tr>
<td>Patino Point, 267</td>
</tr>
<tr>
<td>Patillo Point, 226</td>
</tr>
<tr>
<td>Patillos Islets &amp; Cove, 192</td>
</tr>
<tr>
<td>Patiti Point, 437</td>
</tr>
<tr>
<td>Pativila River, Valley, and Peak, 227</td>
</tr>
<tr>
<td>Pat's Landing, 721</td>
</tr>
<tr>
<td>Patterson Point and Mount, 314, 317</td>
</tr>
<tr>
<td>Paterson, Port, 696-7</td>
</tr>
<tr>
<td>Patuan, 710</td>
</tr>
<tr>
<td>Pea or Paw, 645</td>
</tr>
<tr>
<td>Paubenseh Spit, 357</td>
</tr>
<tr>
<td>Paun Island, 689</td>
</tr>
<tr>
<td>Peumoto Group, 550—553</td>
</tr>
<tr>
<td>Peres Passage, 541</td>
</tr>
<tr>
<td>Paxton Point, 325</td>
</tr>
<tr>
<td>Payana Shells, 248</td>
</tr>
<tr>
<td>Paysen, 236</td>
</tr>
<tr>
<td>Paysa, 241</td>
</tr>
<tr>
<td>Pas Island, 105</td>
</tr>
<tr>
<td>Peach Island, 331</td>
</tr>
<tr>
<td>Peacock Rock, Bay, and Island, 215, 297, 550</td>
</tr>
<tr>
<td>Peak Hill, 840</td>
</tr>
<tr>
<td>Pealer's River, 662</td>
</tr>
<tr>
<td>Peard Island, 659</td>
</tr>
<tr>
<td>Pearl Islands and Reef, 269, 455, 677</td>
</tr>
<tr>
<td>Pearson Rock, 90</td>
</tr>
<tr>
<td>Peas Head, 305</td>
</tr>
<tr>
<td>Pecheurs, Point, 111</td>
</tr>
<tr>
<td>Pecheuras, 618</td>
</tr>
<tr>
<td>Peckett Harbour and Point, 17, 18</td>
</tr>
<tr>
<td>Pechones Point, 155</td>
</tr>
<tr>
<td>Pedernales Point, 256</td>
</tr>
<tr>
<td>Peel Inlet, 933</td>
</tr>
<tr>
<td>Peguasa Bay, 431, 455</td>
</tr>
<tr>
<td>Pelado Island, 225, 234, 272</td>
</tr>
<tr>
<td>Pelican Rock, 160</td>
</tr>
<tr>
<td>Pelican Passage, 17</td>
</tr>
<tr>
<td>——— Point, 890</td>
</tr>
<tr>
<td>Pelerman Reef, 611</td>
</tr>
<tr>
<td>——— Sound, 420</td>
</tr>
<tr>
<td>Pembroke Peak, 466</td>
</tr>
<tr>
<td>Pemé, 803</td>
</tr>
<tr>
<td>——— del Conde, 133</td>
</tr>
<tr>
<td>——— de Lobos, 146</td>
</tr>
<tr>
<td>Penantio-de-a Island, 310</td>
</tr>
<tr>
<td>Penna, Gulf of, 41, 53, 58, 104</td>
</tr>
<tr>
<td>Pennarwoad Head and Light, 403-4</td>
</tr>
<tr>
<td>Penco, 142</td>
</tr>
<tr>
<td>Pender Rock, 453</td>
</tr>
<tr>
<td>Penguin Bay and Rock, 98, 303</td>
</tr>
<tr>
<td>Penitente Point and Rock, 155</td>
</tr>
<tr>
<td>Penthtyn Island, 744</td>
</tr>
<tr>
<td>Penteuco Island, 692</td>
</tr>
<tr>
<td>Penin Island, 416, 418</td>
</tr>
<tr>
<td>Peralio, 149</td>
</tr>
<tr>
<td>Percival Reef, 42</td>
</tr>
<tr>
<td>Pequegrino Island, 605, 606, 744</td>
</tr>
<tr>
<td>Percuated Point, 867</td>
</tr>
<tr>
<td>Peragua Island, 33</td>
</tr>
<tr>
<td>——— Rocks, 113</td>
</tr>
<tr>
<td>Perico Island, 276</td>
</tr>
<tr>
<td>Perigue Rock, 278</td>
</tr>
<tr>
<td>Perias Islands, 269</td>
</tr>
<tr>
<td>Perizious Islands, 678</td>
</tr>
<tr>
<td>Perpendiculiar Point, 910</td>
</tr>
<tr>
<td>Perry Bay, 271</td>
</tr>
<tr>
<td>——— Isthumus, 718</td>
</tr>
<tr>
<td>Perrenrance Harbour, 302, 303</td>
</tr>
<tr>
<td>Pesando Island, 744</td>
</tr>
<tr>
<td>Pescadores Islands, 224</td>
</tr>
<tr>
<td>——— Point, 206</td>
</tr>
<tr>
<td>Petea River, 401</td>
</tr>
<tr>
<td>Peter-Pearse Rock, 113</td>
</tr>
<tr>
<td>Peterborough Cathedral Island, 491</td>
</tr>
<tr>
<td>Petermann, Mount, 469</td>
</tr>
<tr>
<td>Peter I, Island, 290</td>
</tr>
<tr>
<td>Petito Point, 275</td>
</tr>
<tr>
<td>Petea Bay, 313, 315, 412</td>
</tr>
<tr>
<td>Petrel Islands, 433</td>
</tr>
<tr>
<td>——— Point, 32</td>
</tr>
<tr>
<td>Petrie Reef, 549</td>
</tr>
<tr>
<td>Petucra Rock, 113</td>
</tr>
<tr>
<td>Peuilla River, 124</td>
</tr>
<tr>
<td>Peyster Group, 752</td>
</tr>
<tr>
<td>Philip Bay, 13, 15</td>
</tr>
<tr>
<td>——— Cape, 90</td>
</tr>
<tr>
<td>——— Island, 519</td>
</tr>
<tr>
<td>——— Point, 763</td>
</tr>
<tr>
<td>Phillip Port, 922—940</td>
</tr>
<tr>
<td>Phillips Island, 676</td>
</tr>
<tr>
<td>——— Mountain, 294</td>
</tr>
<tr>
<td>Philip Island, 101</td>
</tr>
<tr>
<td>Phoenix Group, 747—750</td>
</tr>
<tr>
<td>Piako River, 300</td>
</tr>
<tr>
<td>Piall Island, 13</td>
</tr>
<tr>
<td>Pic de la Boudense, 590</td>
</tr>
<tr>
<td>Pickering Point, 941</td>
</tr>
<tr>
<td>Pickergill Harbour, 463</td>
</tr>
<tr>
<td>Piciaho Point, 195</td>
</tr>
<tr>
<td>Pichidasque and Bay, 151, 153</td>
</tr>
<tr>
<td>Pichileume Point, 146</td>
</tr>
<tr>
<td>Pichu-Pichu Mountain, 206</td>
</tr>
<tr>
<td>Picnic Point, 929</td>
</tr>
<tr>
<td>Picoa Point, 243</td>
</tr>
<tr>
<td>Picon and Light, 424</td>
</tr>
<tr>
<td>——— Island, 61</td>
</tr>
<tr>
<td>——— Opening, 82</td>
</tr>
<tr>
<td>Piedra Branca, 146</td>
</tr>
<tr>
<td>Lobos Rock, 145</td>
</tr>
<tr>
<td>Piedras Point, 253, 262</td>
</tr>
<tr>
<td>Piqes Rocks, 418</td>
</tr>
<tr>
<td>Pierce Point, 267</td>
</tr>
<tr>
<td>Piercy Islet, 338</td>
</tr>
<tr>
<td>Pigeon Bay and Point, 450</td>
</tr>
<tr>
<td>INDEX.</td>
</tr>
<tr>
<td>--------</td>
</tr>
<tr>
<td>INDEX.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Name</th>
<th>Page Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pigeon Island</td>
<td>463, 771, 798, 817</td>
</tr>
<tr>
<td>Pig Island</td>
<td>423-4, 461</td>
</tr>
<tr>
<td>Pok Point</td>
<td>308</td>
</tr>
<tr>
<td>Pilieni Island and Reefs</td>
<td>707</td>
</tr>
<tr>
<td>Pilgrim Isl.</td>
<td>482</td>
</tr>
<tr>
<td>Pillar, Cape</td>
<td>42, 46, 77</td>
</tr>
<tr>
<td>Pilot's Cove</td>
<td>614</td>
</tr>
<tr>
<td>Hail, 737</td>
<td></td>
</tr>
<tr>
<td>Pimentel, 237</td>
<td></td>
</tr>
<tr>
<td>Pinaki Island</td>
<td>568</td>
</tr>
<tr>
<td>Pinas Point and Bay</td>
<td>266</td>
</tr>
<tr>
<td>Pinchurst Island</td>
<td>899</td>
</tr>
<tr>
<td>Pineira Rock</td>
<td>212</td>
</tr>
<tr>
<td>Pine Island and Point</td>
<td>525, 527, 648</td>
</tr>
<tr>
<td>Piners Bay</td>
<td>297</td>
</tr>
<tr>
<td>Pina, Cape</td>
<td>547</td>
</tr>
<tr>
<td>Isle of 923</td>
<td></td>
</tr>
<tr>
<td>Pioneer River and Light</td>
<td>866</td>
</tr>
<tr>
<td>Pipi-roa Bay</td>
<td>336</td>
</tr>
<tr>
<td>Pitea Point</td>
<td>406</td>
</tr>
<tr>
<td>Piraki Bay</td>
<td>406</td>
</tr>
<tr>
<td>Pirangi Point</td>
<td>406</td>
</tr>
<tr>
<td>Pirate Point</td>
<td>894</td>
</tr>
<tr>
<td>Piques Rocks</td>
<td>361</td>
</tr>
<tr>
<td>Ponghia Mountains</td>
<td>397</td>
</tr>
<tr>
<td>Piron Island</td>
<td>826</td>
</tr>
<tr>
<td>Piruilif Head</td>
<td>110</td>
</tr>
<tr>
<td>Pisagua Point and River</td>
<td>195-6</td>
</tr>
<tr>
<td>Pisco Bay</td>
<td>212-214</td>
</tr>
<tr>
<td>Pismarum Point</td>
<td>240</td>
</tr>
<tr>
<td>Pitsira Island</td>
<td>565</td>
</tr>
<tr>
<td>Pito Hiti Mountain</td>
<td>590</td>
</tr>
<tr>
<td>Pitt Bay and Cape</td>
<td>772, 817, 818</td>
</tr>
<tr>
<td>Channel</td>
<td>96</td>
</tr>
<tr>
<td>Island</td>
<td>318-19</td>
</tr>
<tr>
<td>Mount</td>
<td>519, 722</td>
</tr>
<tr>
<td>Water</td>
<td>895</td>
</tr>
<tr>
<td>Piura River</td>
<td>240</td>
</tr>
<tr>
<td>Piures Cove</td>
<td>136</td>
</tr>
<tr>
<td>Pijua Chico</td>
<td>235</td>
</tr>
<tr>
<td>Piantan Point</td>
<td>910</td>
</tr>
<tr>
<td>Plata Point and Island</td>
<td>275, 276, 284</td>
</tr>
<tr>
<td>Plate Island</td>
<td>370, 733</td>
</tr>
<tr>
<td>Plattform Island</td>
<td>800</td>
</tr>
<tr>
<td>Plataue Island</td>
<td>620</td>
</tr>
<tr>
<td>Playa Point</td>
<td>432</td>
</tr>
<tr>
<td>del Carbon</td>
<td>129</td>
</tr>
<tr>
<td>Paradia Cove</td>
<td>37</td>
</tr>
<tr>
<td>Pleasant Cape</td>
<td>774</td>
</tr>
<tr>
<td>Island</td>
<td>747</td>
</tr>
<tr>
<td>Phipides Inlets</td>
<td>648</td>
</tr>
<tr>
<td>Plenty, Bay of</td>
<td>358-371</td>
</tr>
<tr>
<td>Plumper Anchorage</td>
<td>11</td>
</tr>
<tr>
<td>Pockington Bank</td>
<td>784</td>
</tr>
<tr>
<td>Pocock, Cape</td>
<td>332-3</td>
</tr>
<tr>
<td>Pohaste Bay</td>
<td>317</td>
</tr>
<tr>
<td>Point Island</td>
<td>460</td>
</tr>
<tr>
<td>Poison Bay</td>
<td>496</td>
</tr>
<tr>
<td>Polia Island</td>
<td>621</td>
</tr>
<tr>
<td>Polia Bay</td>
<td>686</td>
</tr>
<tr>
<td>Policaro Cove</td>
<td>53</td>
</tr>
<tr>
<td>Poliliao Cove</td>
<td>164</td>
</tr>
<tr>
<td>Pol-wero, Cape</td>
<td>408</td>
</tr>
<tr>
<td>Pollard Cove</td>
<td>38</td>
</tr>
<tr>
<td>Poll Island</td>
<td>837</td>
</tr>
<tr>
<td>Pomona Island</td>
<td>285</td>
</tr>
<tr>
<td>Pond Bay and Mount</td>
<td>33-4</td>
</tr>
<tr>
<td>Ponsenby Sound</td>
<td>61, 63</td>
</tr>
<tr>
<td>Ponnui Island</td>
<td>366, 367</td>
</tr>
<tr>
<td>Poonah, 761</td>
<td></td>
</tr>
<tr>
<td>Poor Reef</td>
<td>592</td>
</tr>
<tr>
<td>Poor Knight's Islands</td>
<td>341</td>
</tr>
<tr>
<td>Pope's Eye</td>
<td>925</td>
</tr>
<tr>
<td>Poquedon, 117</td>
<td></td>
</tr>
<tr>
<td>Porangipiranel Point</td>
<td>469</td>
</tr>
<tr>
<td>Poerepine, Cape</td>
<td>643</td>
</tr>
<tr>
<td>Island Passage, 528</td>
<td></td>
</tr>
<tr>
<td>Poreemo, 620</td>
<td></td>
</tr>
<tr>
<td>Porirua, 405</td>
<td></td>
</tr>
<tr>
<td>Poroto Point, 163</td>
<td></td>
</tr>
<tr>
<td>Porepe, Cape, 18</td>
<td></td>
</tr>
<tr>
<td>Porpeise Harbour</td>
<td>650</td>
</tr>
<tr>
<td>Portallington, 931</td>
<td></td>
</tr>
<tr>
<td>Port de la Cruz</td>
<td>768</td>
</tr>
<tr>
<td>Morro, 81</td>
<td></td>
</tr>
<tr>
<td>Grappel, 97</td>
<td></td>
</tr>
<tr>
<td>Huitte, 115</td>
<td></td>
</tr>
<tr>
<td>Portland Bay</td>
<td>96, 944</td>
</tr>
<tr>
<td>Island</td>
<td>377</td>
</tr>
<tr>
<td>Isles, 792</td>
<td></td>
</tr>
<tr>
<td>Reef, 518</td>
<td></td>
</tr>
<tr>
<td>Portlock Reef</td>
<td>852</td>
</tr>
<tr>
<td>Port Montt, 123</td>
<td></td>
</tr>
<tr>
<td>Occuro, 115</td>
<td></td>
</tr>
<tr>
<td>Otway, 88</td>
<td></td>
</tr>
<tr>
<td>Phillip, 922-940</td>
<td></td>
</tr>
<tr>
<td>Royal Harbours, 692</td>
<td></td>
</tr>
<tr>
<td>Posadas Bay</td>
<td>37</td>
</tr>
<tr>
<td>Pona Harbour, 259</td>
<td></td>
</tr>
<tr>
<td>Possession, Cape &amp; Ben, 10</td>
<td></td>
</tr>
<tr>
<td>Bay, Cape, and Island</td>
<td>284, 294, 307, 514, 843</td>
</tr>
<tr>
<td>Post Office Bay</td>
<td>721</td>
</tr>
<tr>
<td>Potosi, 185</td>
<td></td>
</tr>
<tr>
<td>Poueco, 636</td>
<td></td>
</tr>
<tr>
<td>Pouëbo Passage, 544</td>
<td></td>
</tr>
<tr>
<td>Poueme Peninsula, 537-8</td>
<td></td>
</tr>
<tr>
<td>P'onds Island, 94</td>
<td></td>
</tr>
<tr>
<td>Pouto Point, 386-7</td>
<td></td>
</tr>
<tr>
<td>Poverty Bay, 375</td>
<td></td>
</tr>
<tr>
<td>Powell's Group, 285</td>
<td></td>
</tr>
<tr>
<td>Powllett Point, 93</td>
<td></td>
</tr>
<tr>
<td>Pozo Point, 156</td>
<td></td>
</tr>
<tr>
<td>Prat Point, 784</td>
<td></td>
</tr>
<tr>
<td>Praslin Bay, 627</td>
<td></td>
</tr>
<tr>
<td>Port, 772, 790, 794</td>
<td></td>
</tr>
<tr>
<td>Pratt Passage, 72</td>
<td></td>
</tr>
<tr>
<td>Predpiratique Island</td>
<td>572</td>
</tr>
<tr>
<td>Premiere Vue, Ile de</td>
<td>776</td>
</tr>
<tr>
<td>Preservation Inlet, 469</td>
<td></td>
</tr>
<tr>
<td>Island, 916</td>
<td></td>
</tr>
<tr>
<td>Price Point, 268</td>
<td></td>
</tr>
<tr>
<td>Price's Beach, 460</td>
<td></td>
</tr>
<tr>
<td>Prieto, Cape, 760-70</td>
<td></td>
</tr>
<tr>
<td>Prince, Cape, 82</td>
<td></td>
</tr>
<tr>
<td>Princes Albert Mountains</td>
<td>293</td>
</tr>
<tr>
<td>Prince George Bank, 926</td>
<td></td>
</tr>
<tr>
<td>— of Wales Channel and Island, 581, 837, 840</td>
<td>— of Wales Rock, 113</td>
</tr>
<tr>
<td>— of Wales Island, 245-5</td>
<td></td>
</tr>
<tr>
<td>Princes Island, 776</td>
<td></td>
</tr>
<tr>
<td>Princes Royal Reef, 788</td>
<td></td>
</tr>
<tr>
<td>Prince William Henry Id., 570, 758</td>
<td>245-5, William Islands, 629</td>
</tr>
<tr>
<td>Pringle Point, 103</td>
<td></td>
</tr>
<tr>
<td>Proby Island, 624</td>
<td></td>
</tr>
<tr>
<td>Progress Cape, 237</td>
<td></td>
</tr>
<tr>
<td>Pryon Bay and Reef, 527, 533</td>
<td></td>
</tr>
<tr>
<td>Protection Island, 687</td>
<td></td>
</tr>
<tr>
<td>Providence Bay, 891</td>
<td></td>
</tr>
<tr>
<td>— Cape, 41, 461</td>
<td></td>
</tr>
<tr>
<td>Shoal, 843</td>
<td></td>
</tr>
<tr>
<td>Providential Channel, 860</td>
<td></td>
</tr>
<tr>
<td>Prynkeant Shoal, 628</td>
<td></td>
</tr>
<tr>
<td>Provost, Cape, 897</td>
<td></td>
</tr>
<tr>
<td>Prowe Island, 29</td>
<td></td>
</tr>
<tr>
<td>Pucari Shoal, 123</td>
<td></td>
</tr>
<tr>
<td>Pucatrihue Point, 130</td>
<td></td>
</tr>
<tr>
<td>Pueblo Hundiido, 165</td>
<td></td>
</tr>
<tr>
<td>Poy Nuevo, 231</td>
<td></td>
</tr>
<tr>
<td>Puemac Point, 236</td>
<td></td>
</tr>
<tr>
<td>Puemba Passage &amp; River, 536</td>
<td></td>
</tr>
<tr>
<td>Puero, 644</td>
<td></td>
</tr>
<tr>
<td>Puerto Arena, 106</td>
<td></td>
</tr>
<tr>
<td>— Bueno, 94</td>
<td></td>
</tr>
<tr>
<td>Pupepe Passage, 644</td>
<td></td>
</tr>
<tr>
<td>Pukaporo Island, 867</td>
<td></td>
</tr>
<tr>
<td>Pukapuka Island, 608</td>
<td></td>
</tr>
<tr>
<td>Pukarahu Island, 657</td>
<td></td>
</tr>
<tr>
<td>Pukarungu Island, 687</td>
<td></td>
</tr>
<tr>
<td>Puketutu, 394</td>
<td></td>
</tr>
<tr>
<td>Pulnum Bank, 115-16</td>
<td></td>
</tr>
<tr>
<td>Pulome Point, 130</td>
<td></td>
</tr>
<tr>
<td>Pulaqui Island, 122</td>
<td></td>
</tr>
<tr>
<td>Pumau Bay, 731</td>
<td></td>
</tr>
<tr>
<td>Punico-stone Strait, 883</td>
<td></td>
</tr>
<tr>
<td>Punaivia Bay, 696</td>
<td></td>
</tr>
<tr>
<td>Punahoe, 732</td>
<td></td>
</tr>
<tr>
<td>Puna Island and Patch, 244</td>
<td></td>
</tr>
<tr>
<td>Puno, 201</td>
<td></td>
</tr>
<tr>
<td>Punoun Point, 113</td>
<td></td>
</tr>
<tr>
<td>Punta Arena, 20, 111</td>
<td></td>
</tr>
<tr>
<td>—— Bianca, 188</td>
<td></td>
</tr>
<tr>
<td>— de la Galera, 131</td>
<td></td>
</tr>
<tr>
<td>— del Molino, 151</td>
<td></td>
</tr>
<tr>
<td>Puniui, 698</td>
<td></td>
</tr>
<tr>
<td>Pupongia Peninsula, 389, 392</td>
<td></td>
</tr>
<tr>
<td>Pupuaroe, 370</td>
<td></td>
</tr>
<tr>
<td>Puroia Island, 146</td>
<td></td>
</tr>
<tr>
<td>Purcell Island, 87</td>
<td></td>
</tr>
<tr>
<td>Purdy Islands, 801</td>
<td></td>
</tr>
<tr>
<td>Purrarake Volcano, 124</td>
<td></td>
</tr>
<tr>
<td>Putaneski, Mount, 570</td>
<td></td>
</tr>
<tr>
<td>Puteka, 393</td>
<td></td>
</tr>
<tr>
<td>Puyo Island, 103</td>
<td></td>
</tr>
<tr>
<td>Puyesour Point, 460</td>
<td></td>
</tr>
<tr>
<td>Pylaide Bay, 90</td>
<td></td>
</tr>
<tr>
<td>Pylafruit Island, 511</td>
<td></td>
</tr>
<tr>
<td>Pym Point, 840</td>
<td></td>
</tr>
</tbody>
</table>
INDEX.

Pyramid Point, 748
—— Rock, 313, 543

Qale Levu, 643
Queli Island, 433-4
Quemea Island, 645
Quarter-Master Island, 19
Queda de, Cape, 35
Qu-era de Camarones, 196
de la Raspadura, 266
of Victor, 196
Quiebra Olla Rock, 141
Quel'dul, Cape, 129
Queen Adelaide Archipe-
lago, 79
Queen Channel, 16
—— Charlotte Cape, 626
—— Fordland, 540, 792
—— Island, 666
—— Sound, 407, 422

Quenscliff, 924
Quieby Island, 109, 118
Quelan and Point, 119
Quenmd Point and Mount, 210
Quencac Isle, 109, 118
Quenca Point, 114
Quenq Island and Point, 121
Queluli River and Bay, 134
Quicavi Bluff, 118
Quidico, Port, 136
Quilan, Cape, 110
Quilca and River, 204-5
Quillimari, 646
Quillamus Point, 129
Quinchao Point and Island, 116, 118
Quinchid and Harbour, 116
Quintay Cove, 147
Quintergen Point, 115
Quintay Island, 83
Quintaquin Point, 113
Quiriquina Island, and Lt.
house, 141
Quiroa, Cape, 694
Quitaclones Ilet, 225
Quito, 250
Quol, Cape, 35
Quoin Island, 875
—— Point, 443
—— Rock, 442
Quoy Peak, 785

Rabbit Island, 922
Rabe-Rabe Island, 648
Rab Island, 644, 645
Rada de Vacaro, 34
Rasafska Islands, 575
Raggedy Isles, 466
Rao-Ragi, 648
Raglan Point, 869
—— Port, 395
Raiatea, 588, 602
Raine Island and Beacon,
835, 859

Rakau, Cape, 322, 338
Raki-Raki, 670
Raisen River, 124
Rambi Island, 646
Rangahouau Bay & River,
328
Rangatiri Island, 213
Ranger Island, 609
Rangihoua Cove, 322
Rangi-baute Island, 313,
318
Rangihoua Bay, 333
Ranipuka Island, 360
Rangiroa Island, 581
Rangitiro Beach, 388
Rangitiki River, 411
Rangitoto Island, Point, &
Reef, 330, 332, 596, 418,
419
Ranigutahi Islands, 313, 319
Rani Cove, 130
Rapu Island, 614, 788
Rapa Island, 486
Rapu Island, 83
Rapel Point, 147
Raper, Cape, 88
Rapida Reef, 516
Rakara Island, 577
Rake Cove, 144
Rarotango Island, 573
Rarotonga, 493
Ratinia Ilet, 648
Ratso Island, 608
Rattlesnake Point, 840
Kau-Ko-Kauro River, 371
Ravahere Islands, 671
Ravaiavai Island, 490
Raven, 688, 697
Rawia Bay, 322
Rawiti, The, 337
Rawlinson, Cape, 823, 828
Razor Islands, 816
Reno Island, 668
Rebecca Island, 761
Recherche, Cape, 762
—— Island, 702
Recuy, 230
Red Banks, 840
—— Bluff, 665, 873, 926
—— Island, 338
—— Mercury Island, 365
Redondo Rock, 2'8, 719
Red Patch Point, 892
—— Point, 616, 918
Redsox Bay, 808
Red Wallis Island, 840
Reef Ilet, 407
—— Point, 381
Roe Ilet, 28
Refuge Cove, 329
—— Port, 103, 508, 610,
834
Reid Island, 91
Reinga, 326
Reritonga Islands, 571
Reiwon Island, 607
Reitoni Island, 671
Reitoni Island, 671
Rekarekare Island, 572

Relax Cove, 116
Reloncavi Gulf, 121-2
Reloncavi Sound, 122
Remarques, Cape, 25
Renard Islands, 297
Rencontre Bay, 541
Rendezvous Island, 772
Renel Island, 783, 837
Renouard Island, 90
Reta, 773
Rewater, 299, 865
Rhubar Point, 103
Resolution Island, 462, 571
—— Port, 684, 730
Reteay Bay, 91
Resolution, Iles de la, 726
Rewa and River, 660 — 662
Reynolds Island, 668
Rice Trevor Islands, 75
Richard Point and Island,
90, 94
Richards Island and Point,
90, 921
Richards Peninsula, 337
Richardon, Mount, 36
Rich Island, 825
Richmond River, 895
Rickes Point, 929
Ridge Rock, 644
Rigny, Cape, 824
Rikita, Port, 561
Rimac River, 221, 223
Rimiterra Island, 491
Rincon de Tanque, 157-8
—— Point, 176
Ringdove Inlet, 97
Ringgold Islands, 643
Ringgold's Knoll, 297
Rintoul, Mount, 415
Riobamba, 250
Riofrio, Port, 98
Rio Imperial, 134
Riou Island, 734
Riu Ilet, 434
Ritter, Cape, 766
Riverton, 354
Riverton, 450
Roa-houa, 734
Roe Island, 733
Robert Hall Sound, 807
Robert's Island, 741
Robertson, Mount, 425
Robe Town, 946
Roea Corales, 155
Rockhampton, 368
Rockingham Bay, 862-3
itocca Point, 473
Rock Pondus Peninsula and
Bay, 87
Rodda Anchorage, 690
Rodney, Cape, 811
Rodney Point, 344
Rodondo Island, 921
Roggewein Islands, 607
Rokahunga, 607
Romanzoff Island, 579
Romay, Bahia de, 23
Ronador Reef, 780
### INDEX

<table>
<thead>
<tr>
<th>Location</th>
<th>Page(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ronca Point, 134</td>
<td></td>
</tr>
<tr>
<td>Ronongo, 774</td>
<td></td>
</tr>
<tr>
<td>Rocky Island, 786</td>
<td></td>
</tr>
<tr>
<td>Rooney Point, 878</td>
<td></td>
</tr>
<tr>
<td>Rose Island, 786</td>
<td></td>
</tr>
<tr>
<td>Roqueseulille Bay, 732</td>
<td></td>
</tr>
<tr>
<td>Rosario, Port, 81</td>
<td></td>
</tr>
<tr>
<td>- Shoal, 123</td>
<td></td>
</tr>
<tr>
<td>Rose Bay, 900</td>
<td></td>
</tr>
<tr>
<td>- Island, 207, 610, 612</td>
<td></td>
</tr>
<tr>
<td>Rose Creek, 883</td>
<td></td>
</tr>
<tr>
<td>Rossel, Cape, 548, 793</td>
<td></td>
</tr>
<tr>
<td>- Island, 784, 826</td>
<td></td>
</tr>
<tr>
<td>Ross and Point, 307, 471, 529</td>
<td></td>
</tr>
<tr>
<td>Rosario Islands, 557</td>
<td></td>
</tr>
<tr>
<td>Rothay Banks, 840</td>
<td></td>
</tr>
<tr>
<td>Rottumah, 710</td>
<td></td>
</tr>
<tr>
<td>Round Hill Head, 571, 874</td>
<td></td>
</tr>
<tr>
<td>- Island, 41, 319, 580, 800, 807</td>
<td></td>
</tr>
<tr>
<td>Rouroutous Island, 491</td>
<td></td>
</tr>
<tr>
<td>Rous Channel, 69, 888</td>
<td></td>
</tr>
<tr>
<td>Rousein, Cape, 546</td>
<td></td>
</tr>
<tr>
<td>Roux Iles, 812</td>
<td></td>
</tr>
<tr>
<td>Row Island, 293</td>
<td></td>
</tr>
<tr>
<td>Rowe Islands and Reef, 699</td>
<td></td>
</tr>
<tr>
<td>Roughton Island, 494</td>
<td></td>
</tr>
<tr>
<td>Royal George Shoal, 926</td>
<td></td>
</tr>
<tr>
<td>- Road, 17</td>
<td></td>
</tr>
<tr>
<td>Ru-Dika, 770</td>
<td></td>
</tr>
<tr>
<td>Ruamahanga River, 403</td>
<td></td>
</tr>
<tr>
<td>Ruspuke Island, 445-6</td>
<td></td>
</tr>
<tr>
<td>Rubiana Island, 774</td>
<td></td>
</tr>
<tr>
<td>Ruby Shoal, 430</td>
<td></td>
</tr>
<tr>
<td>Rugged Isles, 468</td>
<td></td>
</tr>
<tr>
<td>- Point, 429</td>
<td></td>
</tr>
<tr>
<td>Ruke-Ruke Bay, 650</td>
<td></td>
</tr>
<tr>
<td>Runema, Cape, 136</td>
<td></td>
</tr>
<tr>
<td>Runaway, Cape, 371</td>
<td></td>
</tr>
<tr>
<td>Rundle Pass, 54</td>
<td></td>
</tr>
<tr>
<td>- Rock, 142</td>
<td></td>
</tr>
<tr>
<td>Rupert Island, 35</td>
<td></td>
</tr>
<tr>
<td>Ruirick Island, 579</td>
<td></td>
</tr>
<tr>
<td>Ru-Rima Rocks, 370</td>
<td></td>
</tr>
<tr>
<td>Kurutu Island, 491, 494</td>
<td></td>
</tr>
<tr>
<td>Russell, Peak and Island, 293, 332, 770</td>
<td></td>
</tr>
<tr>
<td>Ruschutter Bay, 900</td>
<td></td>
</tr>
<tr>
<td>Ryky, Cape, 829</td>
<td></td>
</tr>
<tr>
<td>San, 764</td>
<td></td>
</tr>
<tr>
<td>Sabben Passage, 803</td>
<td></td>
</tr>
<tr>
<td>Sabine, Mount, 293</td>
<td></td>
</tr>
<tr>
<td>Sabona Island and Channel, 269-70</td>
<td></td>
</tr>
<tr>
<td>Sabrina Land, 291, 297-5</td>
<td></td>
</tr>
<tr>
<td>Saddle-back Mountain, 889</td>
<td></td>
</tr>
<tr>
<td>Saddle Inlet, 306</td>
<td></td>
</tr>
<tr>
<td>- Island, 66, 286, 698, 701, 823, 837</td>
<td></td>
</tr>
<tr>
<td>- Point, 452</td>
<td></td>
</tr>
<tr>
<td>- Range, 755</td>
<td></td>
</tr>
<tr>
<td>Sadler Point, 348</td>
<td></td>
</tr>
<tr>
<td>Safety, Port, 646</td>
<td></td>
</tr>
<tr>
<td>Sagaua Creek, 207</td>
<td></td>
</tr>
<tr>
<td>Sail Rocks, 318, 344, 431, 435, 626, 769</td>
<td></td>
</tr>
<tr>
<td>St. Aignan Island, 827</td>
<td></td>
</tr>
<tr>
<td>St. Albans, Cape, 948</td>
<td></td>
</tr>
<tr>
<td>- Ambrose Island, 480</td>
<td></td>
</tr>
<tr>
<td>- Andrew Sound, 96</td>
<td></td>
</tr>
<tr>
<td>- Ann Peak, 43</td>
<td></td>
</tr>
<tr>
<td>- A Point, 467</td>
<td></td>
</tr>
<tr>
<td>- Anthony, Cape, 68</td>
<td></td>
</tr>
<tr>
<td>- Bartholomew, Cape, 55, 58</td>
<td></td>
</tr>
<tr>
<td>- Denis Gulf, 635</td>
<td></td>
</tr>
<tr>
<td>- Domingo Point, 146</td>
<td></td>
</tr>
<tr>
<td>- Elmo Bay, 271</td>
<td></td>
</tr>
<tr>
<td>- Islands, 864</td>
<td></td>
</tr>
<tr>
<td>- Estevan Gulf, 85-6</td>
<td></td>
</tr>
<tr>
<td>- Felix Islands, 481</td>
<td></td>
</tr>
<tr>
<td>- Francis Bay, 63, 65</td>
<td></td>
</tr>
<tr>
<td>- George Cape and Light, 789, 911</td>
<td></td>
</tr>
<tr>
<td>- George’s Channel, 793</td>
<td></td>
</tr>
<tr>
<td>- George Island, 770</td>
<td></td>
</tr>
<tr>
<td>- Helena Island, 887</td>
<td></td>
</tr>
<tr>
<td>- Hilaire Point, 468</td>
<td></td>
</tr>
<tr>
<td>- In's Island, 30</td>
<td></td>
</tr>
<tr>
<td>- Isido Point, 15</td>
<td></td>
</tr>
<tr>
<td>- Jago Bay, 13, 14</td>
<td></td>
</tr>
<tr>
<td>- Joachim’s Cove, 68</td>
<td></td>
</tr>
<tr>
<td>- John Cape and Harbour, 65</td>
<td></td>
</tr>
<tr>
<td>- Island, 790</td>
<td></td>
</tr>
<tr>
<td>- Kilda, 920</td>
<td></td>
</tr>
<tr>
<td>- Rock, 429</td>
<td></td>
</tr>
<tr>
<td>- Leonard’s Jetty, 926</td>
<td></td>
</tr>
<tr>
<td>- Martin’s Cove, 65</td>
<td></td>
</tr>
<tr>
<td>- Mary Point, 23</td>
<td></td>
</tr>
<tr>
<td>- Matthias Island, 788</td>
<td></td>
</tr>
<tr>
<td>- Michel Banks, 778</td>
<td></td>
</tr>
<tr>
<td>- Patrick Cove, 374</td>
<td></td>
</tr>
<tr>
<td>- Paul Mount, 331</td>
<td></td>
</tr>
<tr>
<td>- Point, 657</td>
<td></td>
</tr>
<tr>
<td>- Peter Mount, 331</td>
<td></td>
</tr>
<tr>
<td>- Philip Bay, 694</td>
<td></td>
</tr>
<tr>
<td>- Quentin Island, 575</td>
<td></td>
</tr>
<tr>
<td>- Sound, 86</td>
<td></td>
</tr>
<tr>
<td>- Simon Island, 671</td>
<td></td>
</tr>
<tr>
<td>- Vincent, Cape, 18</td>
<td></td>
</tr>
<tr>
<td>- Gulf, 947, 949</td>
<td></td>
</tr>
<tr>
<td>- Port and Passage, 535</td>
<td></td>
</tr>
<tr>
<td>Sakan, 689</td>
<td></td>
</tr>
<tr>
<td>Saken Island, 576</td>
<td></td>
</tr>
<tr>
<td>Saku, 689</td>
<td></td>
</tr>
<tr>
<td>Salado, Bay and Point, 165, 169</td>
<td></td>
</tr>
<tr>
<td>- Salamander Rock, 917</td>
<td></td>
</tr>
<tr>
<td>Salango Island, 254</td>
<td></td>
</tr>
<tr>
<td>Salaverry Port, 233</td>
<td></td>
</tr>
<tr>
<td>Salay-Gomez Island, 482</td>
<td></td>
</tr>
<tr>
<td>Salcedo Rock, 214</td>
<td></td>
</tr>
<tr>
<td>Sal de Obispo, 196</td>
<td></td>
</tr>
<tr>
<td>Salinas Point and Bay, 154, 225, 249</td>
<td></td>
</tr>
<tr>
<td>Salimilho Cove, 212</td>
<td></td>
</tr>
<tr>
<td>Sal Point, 243</td>
<td></td>
</tr>
<tr>
<td>Salto del Fraile, 217</td>
<td></td>
</tr>
<tr>
<td>Sanambo Bay, Point, and Head, 229-30</td>
<td></td>
</tr>
<tr>
<td>Sama Point, 199</td>
<td></td>
</tr>
<tr>
<td>Sambo, River, 267</td>
<td></td>
</tr>
<tr>
<td>Samoa Islands, 610-623</td>
<td></td>
</tr>
<tr>
<td>San Andres Bay, 102</td>
<td></td>
</tr>
<tr>
<td>San Antonio, 27, 172</td>
<td></td>
</tr>
<tr>
<td>- Bank and Buoys, 111</td>
<td></td>
</tr>
<tr>
<td>- Cape, 129, 130</td>
<td></td>
</tr>
<tr>
<td>- Cove, 147</td>
<td></td>
</tr>
<tr>
<td>San Point, 237</td>
<td></td>
</tr>
<tr>
<td>San Augustin Island, 755</td>
<td></td>
</tr>
<tr>
<td>- Bartolome, 235</td>
<td></td>
</tr>
<tr>
<td>- Bernardo Islands, 809</td>
<td></td>
</tr>
<tr>
<td>- Bias Channel, 79</td>
<td></td>
</tr>
<tr>
<td>- Carlos and Fort, 107</td>
<td></td>
</tr>
<tr>
<td>- 110, 131</td>
<td></td>
</tr>
<tr>
<td>Sancho Island, 25</td>
<td></td>
</tr>
<tr>
<td>San Christoval Island, 590, 781</td>
<td></td>
</tr>
<tr>
<td>Sanctisima Trinidad, Gulf, 80</td>
<td></td>
</tr>
<tr>
<td>Sandal Bay, 547, 732</td>
<td></td>
</tr>
<tr>
<td>Sandalwood Bay, 648</td>
<td></td>
</tr>
<tr>
<td>- Wells, 649</td>
<td></td>
</tr>
<tr>
<td>Sand Cay, 373</td>
<td></td>
</tr>
<tr>
<td>Sanderison Lii, 69</td>
<td></td>
</tr>
<tr>
<td>Sanders Point, 795</td>
<td></td>
</tr>
<tr>
<td>Sandfly Bay, 819, 831</td>
<td></td>
</tr>
<tr>
<td>Sandhill Point, 461</td>
<td></td>
</tr>
<tr>
<td>San Diego Cape, 53-4</td>
<td></td>
</tr>
<tr>
<td>Sand Islet, 707</td>
<td></td>
</tr>
<tr>
<td>San-ridge and Light, 930</td>
<td></td>
</tr>
<tr>
<td>Sands islands, 492</td>
<td></td>
</tr>
<tr>
<td>Sandwich, Cape, 862</td>
<td></td>
</tr>
<tr>
<td>- Island and Port, 686, 691, 792</td>
<td></td>
</tr>
<tr>
<td>Sandy Bay, 92, 96, 306, 328, 920</td>
<td></td>
</tr>
<tr>
<td>- Cape and Lighthouse, 577</td>
<td></td>
</tr>
<tr>
<td>- Island, 642</td>
<td></td>
</tr>
<tr>
<td>- Point, 16, 20, 21, 510, 872, 888</td>
<td></td>
</tr>
<tr>
<td>San Estevan, Port, 103</td>
<td></td>
</tr>
<tr>
<td>Saneta Hellena, 254</td>
<td></td>
</tr>
<tr>
<td>San Felipe and Mount, 21, 23</td>
<td></td>
</tr>
<tr>
<td>- Bay, 681</td>
<td></td>
</tr>
<tr>
<td>- Francisco and Cape, 255-7</td>
<td></td>
</tr>
<tr>
<td>- Island, 217</td>
<td></td>
</tr>
<tr>
<td>- Point, 188</td>
<td></td>
</tr>
<tr>
<td>- Gabriel Island, 796, 800</td>
<td></td>
</tr>
<tr>
<td>Sangolli, 684</td>
<td></td>
</tr>
<tr>
<td>San Gallan Island, 211-12</td>
<td></td>
</tr>
<tr>
<td>- Point, 113-14</td>
<td></td>
</tr>
<tr>
<td>Sangnianga River, 260</td>
<td></td>
</tr>
<tr>
<td>San Ildefonso, Cape, 44</td>
<td></td>
</tr>
<tr>
<td>- Isido, Cape, 24</td>
<td></td>
</tr>
<tr>
<td>- Jago Bay, 681, 694</td>
<td></td>
</tr>
<tr>
<td>- Jose Bank and Island, 237, 269</td>
<td></td>
</tr>
<tr>
<td>- Jose Rock, 122, 276</td>
<td></td>
</tr>
<tr>
<td>- Juan Bautista, 478, 565</td>
<td></td>
</tr>
<tr>
<td>- Point and River, 208-9, 263</td>
<td></td>
</tr>
<tr>
<td>- Lorenzo, Cape, and Island, 218, 221, 255</td>
<td></td>
</tr>
<tr>
<td>- Luis Creek, 129</td>
<td></td>
</tr>
<tr>
<td>- Mateo Point, 355</td>
<td></td>
</tr>
</tbody>
</table>
INDEX.

San Miguel and Bay, 267, 271
  — — — Arcangel Id., 665
del Pura, 211
del Island, 500
Nicolas and Point, 208, 209
  — Bay, 25
Pablo, Cape, and Id., 63, 685
Pedra and Bay, 109, 129, 175, 266, 279
  — — — del Yoco, 236
  — — — Island, 109
  — — — Point, 137, 175-6
  — — — Sound, 33
  — — — Poliecorpo Port, 63
  — — — Rafael Island, 800
  — — — Roman, Cape, 84
  — — — Sebastian Bay and Cape, 62, 63
  — — — — Channel, 27
Santa and Island, 230, 231
  — — — Anna Cove, 205
  — — — Anna Island, 761
  — — — Point, 23
  — — — Barbara Port, 82-3
  — — — Catalina Island, 761
  — — — Christina, 726-7-9
  — — — Clara Island & Lighthouse, 247, 479
  — — — Cruz Islands, 701-709
  — — — San Tadeo River, 86-7
Santa Elena Point and Bay, 233-4
  — — — Inez Medio, Cape, 53
  — — — Lucia, Cape, 79
  — — — Magnolama Island, 19
  — — — Maria, Cape, 790
  — — — — Island, 137, 696
  — — — River, 268
  — — — Maria Bank, 250
  — — — Island, 18
  — — — Rosa, Island- & River, 193, 210, 211, 248
  — — — Teresa Point, 113
Santa Yland, 231
  — — — Santa Yland de la Estrella, 722
  — — — Santaye, 768
  — — — Sao Tome, 149
  — — — San Vicente, and Bay, 63-4
  — — — — Port, 149-1
  — — — Sarah Harbour, 308
  — — — Sarcelle Passage, 628
  — — — Bico, 168
Barnicato Bank, 5
  — — — Channel, 93
  — — — — Mount, 27
  — — — Saru Harbour, 665
  — — — Satellite Patch, 12
  — — — Satisfaction, Cape, 775
  — — — Island, 826
Satufata, 618
Saluarez Island and Reef, 97, 833, 846
Saunders, Cape, 440-1-3
San-San Passage, 651
  — — — Savage Point, 418
  — — — Savage Island, 623
  — — — Saravannah River, 268-9
  — — — Savan, 621
  — — — Savo Island, 768
  — — — Salvador Bay, 646
  — — — Saraw Harbour, 664
  — — — Sawyer Island, 668
  — — — Scars Island, 646
  — — — Scilly Islands, 697
  — — — Schadylyk Islands, 768
  — — — Schama Mountains, 198
  — — — Sc' anck, Cape and Light, 922
  — — — Mount, 946
  — — — Schapenham Bay, 67
  — — — Schegus, 739
  — — — Scheltky, Cape, 75
  — — — Schnapper Point & Lights, 929
  — — — Schofield Reef, 760, 784
  — — — Schonberg, Cape, 73
  — — — Schooner Channel, 678
  — — — — Cove, 94
  — — — — — — Point, 215
  — — — — — — — Rocks, 309
  — — — Schouten Mount, 627
  — — — Scotchwell Harbour, 105
  — — — Scott Reef, 482
  — — — Scout Island and Rocks, 82, 102
  — — — Scramble Point, 814
  — — — Scraper Shoal, 948
  — — — Scylla Island and Reef, 102, 641
  — — — Sea Elephant Bay, 915
  — — — — Gull Passage, 64
  — — — — Hill, 868
  — — — Sealers' Bay, 456-7
  — — — Sea Lion Rocks, 232
  — — — Seal Island, 229
  — — — — Rock, 265, 398, 408
  — — — — — — — Rocks, 80-1, 448, 872, 890
  — — — Sea Reach, 41
  — — — — Shell Channel, 39
  — — — Sebastian Isle, 110, 128
  — — — — — Channel, 62
  — — — Second Lump, 870
  — — — — — Narrow, 15
  — — — Secretary Island, 464
  — — — Sechura and Bay, 238, 240
  — — — Sedger River, 23
  — — — Selcuk Point, 647
  — — — Selenius Rock, 113
  — — — Sello Point, 92
  — — — Selter Bank, 547
  — — — Selwyn Island, 382
  — — — Senex Island, 533
  — — — Senor Island, 271
  — — — S-noirita Island, 271
  — — — Sena Ynez, 153
  — — — Sentinel Islands, 333, 353, 738
  — — — Sentinel Rock, 420
  — — — Sentry Rock, 318
  — — — Separation Point, 413-14
  — — — Sepur Island, 764
  — — — Serapin Islet, 765
  — — — Serena, 61
  — — — Seringapatam Reef, 655
  — — — Serle Island, 567
  — — — Serrate Entrance, 210
  — — — Sesamele Island, 63
  — — — Sesego Island i, 768
  — — — Settlement Bay, 340
  — — — — — Point, 874
  — — — Seven Hummocks, 411
  — — — Seymour Bank, 512
  — — — — Bay, 828
  — — — — Shag Island, 70
  — — — — Narrow, 30
  — — — — Point, Rock, & Reef, 272, 393, 434
  — — — — Shakespeare's Cliff, 356
  — — — — Shallow Bay, 797
  — — — — Shank Island, 757
  — — — — Shark Creek, 8
  — — — — Island, 776, 899
  — — — — Shaw, 621
  — — — — Shearer Rock, 350
  — — — — Shearwater Islets, 90
  — — — — Shelter Island, 38
  — — — — — Islands and Point, 464, 465, Rocks, 309
  — — — — Shepherd Islands, 687
  — — — — Sherburne Shoal, 801
  — — — — Shelter Island, 755
  — — — — Sherwood Reef, 748
  — — — — Shingle Point, 214, 255
  — — — — Road, 93
  — — — Ship Channel, 879, 931, 933
  — — — — Cove, 423
  — — — Shoal Bay, 859
  — — — — Haven, 18
  — — — — Island, 90
  — — — Shoal-water Bay, 865
  — — — Shoal Island, 305, 308, 367
  — — — Shoal and Port, 28, 33, 42
  — — — Shortland, 369
  — — — — — Bluff and Lights, 922, 924
  — — — — Island, 778, 819, 820, 832
  — — — — Shoulder Peak, 76
  — — — — Shoaura, Gulf, 342
  — — — — Sibambe, 231
  — — — — Sierra Capéro, 278
  — — — — Sitoka River, 666
  — — — — Signal Hill, 160, 162, 874
  — — — — Road, 241
  — — — Sikyanah, 779
  — — — Stills of Payta, 241
  — — — Simbo, 774
  — — — Simmond's Islands, 329
  — — — Simon Bay, 34
  — — — Simonoff Island, 512-13
  — — — Simpson Harbour, 785
  — — — — Island, 90
  — — — — Reef, 616
  — — — — Rock, 364
  — — — Simpson's Coral Islands, 781
  — — — Sim's Island, 639
  — — — Sinclair Head, 404, 407
  — — — — Island, 679
  — — — Singapore Mount, 921
INDEX.

Single Rock, 357
— — Tree Islet, 460
— — — Point, 342
Singular Point, 212
Sir Charles Hardy Island, 783
— — — — Middleton Island, 638-9, 856
— — — — — Saunders Island, 601
Sir George Rock Island, 786
— — Henry Martin Island, 735
— — John Narborough Isds., 43
— — William Grant, Cape, 943
Sisters Islands, 837
— — — Point, 942
Skelton Island, 831
Skerries Island, 635
Skirrish 1p, 21, 883
Skittle Rocks, 808
Skyring Harbour, Island, and Mount, 46, 72, 104
Slade Island and Point, 831, 867
Slader Point, 93
Sirius Castle Rocks, 334
Sleepy Point, 651
Slinger Bay, 792
Slipper Island, 367
Slippery Creek, 394
Sloping Point, 444-5
Sloping Hummock, 876
Small Bay, 8: 0
— — Craft Bight, 96
Smelting Cove, 346
Smith Islet, 294, 668, 818, 834
— — Reef, 637
— — Rock, 884
Smoky Cape, 889
Smooth Green Peak, 817
Smyth Channel, 42, 89
— — — — — Harbours, 31
— — — Island, 293
Snapper Point, 951
Snare Islands, 467
Snowin Rock, 946
Snout Point, 881
Snow Sound, 36
Snowy Channel, 39
Snowy Bay, 31
— — Cove, 813
Society Islands, 684-605
Soconoro Island, 105
Sola Island, 511
Sorerland Island, 445
Solano Bay, 31, 284-5
Solar Point, 217
Saldado Point, 262
So Lua, 648
Solitaire Rock, 318
Solitary Passages, 541
— — — Rock, 779
Solomon Islands, 768-779
Solomon Sweet Point, 792
Somers, 839

South Pacific.

Somers Island and Light, 406
Somu Somu, 644
Sondergrund Islands, 580
Sophia Island, 750
Sorel Port, 915
Sorrento, 927
South Cape, 418
South Coast, 495-553
— Cape, 512
— Channel, 386
— East Island, 313
Southern Alps, The, 467
South Hald and Hill, 353, 865, 869
— Island, 215, 222, 452, 701
— Islet Rocks, 842
— — Islets, 446
— — Orkney Islands, 485
— — — Port and Point, 461, 468-9
— Reef, 897, 946
— Shetland, 279, 281-290
— Tortugas Rock, 162
— Tree Point, 873
— Western Lands, 283
Souvoroff Isles, 608
Sow and Pigs Shoul, 897-8
Spanish Harbour, 60
Spanish Harbour, 96
— — Rock, 74
Sparks Island, 91
Spartan Passage, 82
Spedwell Bay, 84
Spedden Island, 754
Spencer, Cape, 67
— — Island, 42, 842
— — — Island, 667-8
— — — — Island, 814
— — — — Island, 380
— — — — — Anchorage, 9
— — — — — Point, 934
— — — — — Island, 374
— — — — — Reef, 616
— — — Cove, 897
— — — — — Island, 788
— — — Point, 28
— — — — Head, 912
Staines Peninsula, 93
Stanley Islands and Point, 268, 353
Stanwell Island, 832
Staples Inlet, 33
Starbuck Island, 743
Starling Point, 449
Star Peak, 695
— — Quay Reef, 319
— — — Island, 54-57
— — — Land, 329
— — Peck, 939
— — — — — Docks, 276
— — — — — Point, 911
Stavros Island, 606
Steep Bluff, 696
— — Head and Islet, 449
Steep Rock, 405
Steep Point, 209
Stephen Mount, 892

Stephen's Bay, 7:3
— Cape, 777, 784
— — Island, 418, 837
Stephenson Island, 330-31
Stephens Port, 890-91
Stewart Bay, 39, 103
Steuers Breakers, 474
— — Island, 323, 452, 882
— — — Islands & Harbour, 71, 779
Stirling Head, 454
— — Islands, 778
Stockton, 895
Stokes Bay, 73
— — Mount, 422, 469
— — Inlet, 28
Stonehouse Reef, 842
Stone Island, 865
— Mount, 91
Stonewall Anchorage, 10
Stoney Head, 917
— Paint and Beacon, 353
Storm Bay, 919
— Island, 665
Stormy Bay, 29
Strachan Rock, 137
Stradbroke Island, 884
Stragglers Islets, 823
— Strathmore Shoal, 713
Strete Patagonicas, Cape, 2
Stuart, Bahia de, 39
Stuart Reef, 746
Stuart's Island, 564
Stuer's Islet, 531
Sturgeon Island, 203
Sturt Light, 947
Styx Passage, 548
Suak Bay and River, 543
Sua Lib, 648, 668
— — Point and River, 257
Suckling Cape, 805, 807
— — Reef, 705, 834
Succor, 177
Sud East Cape, 822
— — Est, Iles du, 825
Subbu, 618
Sugur-loof Island, 44, 174, 367, 409, 696, 698, 738, 797
— — Isals, 398, 400
— — — Mountain, 87
— — — — — Point & Light-house, 400, 890
— — — — — Rocks, 915
Sulm Island, 797
Sulivan Bay, 720
Sullivan Cove & Reef, 911, 919
Sulphur Port, 705
— — Rocks, 276
Summer Islands, 91
Sunday, Cape, 53, 76
— — Island, 514
— — Rock, 536
Suns Rock, 266
Su Oorha, 765
— — — Paina Bay, 785
Supé and Bay, 225
Surctamiti Mountain, 697

7 0
INDEX.

Surprise Island, 538-9
  ——— Point, 813
Surville, Cape, 761
  ——— Point, 330
Susannah Cove, 16
Susui, 638-9
Sulley Hill, 12, 13
Susa, 663
Suzannet Island, 791
Swain Island, 609
  ——— Reef, 846
Swallow Bay, 37, 39
  ——— Island, 748
  ——— Port and Islands, 705-6
Swan Island & Lighthouse, 914, 915, 917
  ——— Point & Island, 924-5
  ——— Spit Lighthouse, 925
Sweepstakes Foreland, 16
Sydney, 899
  ——— Bay, 519
  ——— Cape, 763
  ——— Heads, 896
  ——— Island, 749
  ——— Shoal, 801
Sylvester Point, 16

Taakuhi, 732
Tapuna Entrance, 596
Tablas, Cape & Bay, 154-5
Table Bay, 811
  ——— Cape, 375
  ——— End, 200
  ——— Hill, 694
  ——— Island & Lighthouse, 288, 408, 431, 635
  ——— Mount, 466
  ——— ot Dona Maria, 210
  ——— ot Orozco Hill, 63
  ——— Rock, 460
Taboga Rock and Island, 275-7
Tahuata Island, 276-7
Tabon Island, 122
Tabooa Reefs, 669
Tabor Isle, 278
Talbui-manu, 601
Tabuya Bay, 678
Tabune-Siki, 655
Tahbua, 657
Takantha, 465
Takanova, 646
Tackling Point, 890
Tacon, 197
Tama Bank, 615
Tangga, Island, 674
Tagiti, 685
Tagus Cove, 718
Tahaa, 603
Tahana Island, 674
Tahara, 669
Tahia, 763
Tahiti, 500
Tahuta, 726-7-9
Tasiaro Island, 577
Talaiau, 661
Tali, 739
Tai-o-hae, 725-7, 736
Taiki, 736

Taiporutu, 377
Tairapu, 691
Tairua Head and Lighthouse, 440-41
Tairua River & Head, 366-7
Takau-Nové, 645
Takapotu Island, 680
Takapuna Head, 350
Takaroa Island, 680
Takatau Point, 345
Takatu Ilet, 347
Tako, Mount, 427
Takume Island, 573
Takutea Island, 495
Talada Reef, 635
Talara Point, 242
Talcahuana and Head, 142
Talcan Island, 118
Talinay Mount, 157
Taital and Point, 175-6
Talou Harbour, 690
Tamar, Cape, 40-1-2
  ——— Reef, 854
  ——— River, 917
Tamaya, 158
Tamboles, 162
Tamnibo Island, 225
Tambo de Mora, 214
  ——— Valley, 201
Tana, 683
Tanana Creek, 208
Tandine Bay, 646
Tandy Bay, 91
Tangaloa Point, 887
Tarinl Bay and Island, 637
Tanna, 683
Tanque, 167
Tantit, 124
Taonua, 687
Tasuarika, Cape and Point, 403, 407
Tapaki Point, 364
Tapamanu, 601
Tapeka Point, 332, 334
Tapoou-mannah, 601
Tapous, 703
Tapu Point, 336
Taputa Island, 580
Taranaki, 325, 398, 401
Taranga Island, 544
Tarapaca Mount, 192
Taravau Isthmus, 591
Tareti Passage and Island, 528
Tarn Bay, 84, 102
  ——— Mount, 21, 24
Tsakio Island, 688
Tsaiman Corner, 414
Tasmania, Island of, 916-920
  ——— Isles, 781
  ——— Peninsula, 919
Tasman Peninsula, 569
Taswell Island, 755
Tatakokopoto Island, 659
Tatakotorei Island, 588
Tatau, Cape, 74
  ——— Island, 646
Tan, 613
Taus, 732
Tauera Island, 571
Tawau-kai Islands, 468
Tauteri, 411
Taura River, 253
Tauru Point, 281
Tau-kahe Peak, 679
Taui, 702
Tavanakie, 687
Taves, 650-1
Tavuni, 643
Tavua River, 670
Tavuki Bay, 678
Tawarangi Harbour, 367
Tawa-ni-ahia Islands, 765
Tawhitib Hill, 573
Tawiti Rahi Islands, 341
Taylor Point, 33, 766
Tayto, Cape, 103
Taytaoa-hohonu, Cape, 103
Tehio Pass, 642
Teitchgoff Island, 574
Tealeay, 599
Teal Passage, 326
Teapu Island, 482
Teatinos, 412
Teahau Strait and Ilet, 342, 352, 356, 358
Te-Hopono Point, 394
Te Houu Island, 377
Tekia Island, 546
Tekomi Harbour, 360
Tekotota Island, 571
Telenico Peak, 638
Te Mangape River, 315
Temai Reef, 609
Tematangi Island, 564
Temblador Cove, 163
Templeque Islands, 218
Tempest Mount, 883
Te-Muri-Wenna, 326
Te-Nararo Island, 563
Tenarumara Island, 562
Te-Nuia Island, 533-4
Tapeoehom Banks, 624
Tenglo Ilet, 123
Tennia Ilet, 535
Tenguenwa River, 133
Tennoun Point, 109, 116
Tenquhenou Island, 103, 104
Tennqueli Isle, 118
Tenth Island, 917
Tenny Point, 110
Te-oho-te-kea Rock, 736
Te Onaha, 766
Te Ponga Port, 332
Te Papii Ilets, 332-3
Te-papa, 368
Te Poru Poru, Cape, 380
Tepoto Island, 575
Tepuna Port and Bay, 333-4
Tera-Kisko Peninsula, 376
Tera-kiki Ilet, 357
Terau-Ko Volcano, 456
Terau Ilet, 277
Terawiti Mount and Cape, 405, 408
Teremakau River, 471
INDEX.

Tova Reef, 657
Toovy-Pennonannoo Isds., 320
Tower Hill, 942
—— Island, 719
—— Rock, 80, 365, 547, 614
—— Rocks, 73
Townsend Point, 921
Townshend Harbour, 71
Townsville and Light, 863, 864
Tracey Island, 7, 3, 798
Tralalgar Head, 429
—— Mount, 821
Traitor's Bay, 732, 822
—— Head and Island, 624, 685
Tranmere Shoal and Buoy, 392
Tranque Island, 109, 119
Transit Bay, 29
Traphic Peninsula, 271
Traps Reefs, 456
Trencher Reef, 703
Treasonary Islands, 777
Treble Island, 71
—— Mountain, 425, 460
Tree Ilet, 769, 805, 812, 842
Trefusi Bay, 69
Tregousse Islands, 851
Tree Tocoiteris Island, 687
—— Cruces Point, 109, 147
—— Monte, Cape, 87-8
—— Punta, and Cape, 80, 172
Travonian Lagoon & Island, 706
Trevennen Island, 733
Tribal Bay, 889
Tribulation, Cape, 861
Tribune Bank, 14
Trinidad, Gulf of, 80, 81
Trinity Land, 286
—— Opening and Bay, 861
Trinidad River, 272
Trip Island, 420
Triton Bank, 13
Trivett Point, 92
Trondriand Islands, 829
Trio Scours Island, 762
Trollope Rock, 299
Troubridge Hill and Shoals, 949
Trueni Head, 436
Trujillana Entrance, 211
Trujillo and Bay, 45, 233
Tschitschagoff, Port, 739
Tuahini Point, 375
Tuama, 709
Tuamotu Archipelago, 550
Tu-Motu Peninsula, 375
Tuamahae Island, 497
Tuamaka Island, 498, 575
Tubai, 605
Tubanaihill, 635
Tubuai Islands, 490-492
Tubal River, 138
Tucanoa, 645
Tucapel Point, 136
Ticonvera, 616
Tucopia, 713
Tuesday Bay, 43, 45
Tuho, Cape, 843
Tuhoua Island, 359, 367
Tumaco and Island, 260
Tuman Bay, 146
Tumbez River and Bay, 141, 243-4, 248
Tungasar Harbour, 617
Tungo, 211
Tunqen Bight, 147
Tupeti Island and Pass, 64-2
Tupica Bay, 265
Tupinier Island, 787
Tuipia Island, 447
Turanga Bay, 375
Turang-s-nui River, 375
Turias Island, 663
Turnagain, Cape, 380
Turnbull Island, 665
Turn, Cape, 29
—— Peak, 465
—— Point, 69
Turtle Bay, 795
—— Island, 629, 633
Tutuila, 613
Tutukaka Harbour, 341
Tutuvila, 614
Tuwhorra, 675
Tuiva River, 666
Tuirara River, 268
Tweed River, 889
Twenty-three Islands, 795
Twin Rocks, 799
Twins Mountains, 198
—— Rock, 338
Two Brothers Island, 740
Twofoold Bay, 912
Two Hills Island, 688
—— Sisters Islands, 313, 319
Tyke, Point, 199
Tynndall, Mount, 469
Ua-haka, 738
Ushua, 726, 734
Ushuaia Bay, 523
Ua-pua, 726, 733
Urarai Passage, 535
Uawau Bay and River, 374
Udu Point, 646
Uea and Island, 548, 625
Uen Island, 522, 527, 528
Ugi Island, 762
Ugo Island, 527
Uie Bay, 528
Unek Point and Passage, 641
Uiteo Passage and Port, 534-5
Ularas, 635
Ulaus, 763
Ulitieta, 602
Ulladulla Harbour & Light, 911
Ulloa Peninsula, 35
Umezawa, 625
Unda Point, 646, 651
Underwood Group, 668
—— Port, 402, 425
Ungle Bay, 546
Unfit Bay, 86
Unria River and Passage, 541
Union Group, 746
—— Sound, 92
Unsafe Cove, 297
Upolu, 610, 617
Upright, Cape and Port, 44
Upstart, Cape and Bay, 864
Urava Peak and Island, 277
Ureparapa Island, 699
Usaraga River, 263
Usborne, Mount, 227
Useful Hill, 13
Useless Bay, 27, 402
—— Cove, 103
Usuhwa Mission Station, 61
Utria, 264
Utumah Shoal, 620
Uturoa Harbour, 603
Ute, 648, 629
Vai, 733
Vaihiti Island, 666
Vairama Kef, 608
Vaitahu, 730
Vaitake, 734
Vaitupu, 753
Valdivia, 131, 133
Valdez, Port, 27, 510
Valentine Harbour, 45
Valentyn Bay and Cape, 27, 59
Valladolid Rock, 278
Vallierar Islands and Road, 104
Valle Point, 13, 14
Valparaiso, 149-152
Valsa, 698
Vana Point, 652
Vana-Yana Island, 65
Vancouver Island, 914
—— Port, 65
Vanderford Island, 668
Van Diemen's Land, 916
—— Diemen Rod, 503
Vanikoro, 702
Van Ili, 81
Shirving's Island, 638
Vanua Levu, 645-653
Vanua-Lawa, 696-7
Vanua-Vaivo, 638
Vasconian, Cape, 165
Vao, 523-4
Vnorai Mountain, 590
Varrilamo Head, 128
Vatuva Island, 643
Vate, 686
<table>
<thead>
<tr>
<th>Index</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vanitau Island</td>
<td>670</td>
</tr>
<tr>
<td>Vatu Island</td>
<td>662</td>
</tr>
<tr>
<td>Vatu-Lele</td>
<td>675</td>
</tr>
<tr>
<td>Vatu-rara</td>
<td>640</td>
</tr>
<tr>
<td>Vatu-ratu</td>
<td>640</td>
</tr>
<tr>
<td>Vaucluse Point</td>
<td>898</td>
</tr>
<tr>
<td>Vaucluse Rock</td>
<td>98</td>
</tr>
<tr>
<td>Vauvilliers Island</td>
<td>546</td>
</tr>
<tr>
<td>Vava'u Island</td>
<td>698</td>
</tr>
<tr>
<td>Vavīlao, 490</td>
<td></td>
</tr>
<tr>
<td>Vaviti</td>
<td>679</td>
</tr>
<tr>
<td>Vavu Islands</td>
<td>608</td>
</tr>
<tr>
<td>Vechanga Island</td>
<td>563</td>
</tr>
<tr>
<td>Vēleraru</td>
<td>614</td>
</tr>
<tr>
<td>Vendrila Island</td>
<td>652</td>
</tr>
<tr>
<td>Venemol Harbour</td>
<td>665</td>
</tr>
<tr>
<td>Ventana Point</td>
<td>156-7</td>
</tr>
<tr>
<td>Ventanilla Point</td>
<td>152</td>
</tr>
<tr>
<td>Ventnor, Cape, &amp; Islands</td>
<td>827, 828</td>
</tr>
<tr>
<td>Venus Bank</td>
<td>885</td>
</tr>
<tr>
<td>—— Point &amp; Lighthouse</td>
<td>585, 591, 728</td>
</tr>
<tr>
<td>Vero Cruz</td>
<td>694</td>
</tr>
<tr>
<td>Vero, Witu</td>
<td>659</td>
</tr>
<tr>
<td>Verdi Island</td>
<td>155</td>
</tr>
<tr>
<td>—— Point</td>
<td>239</td>
</tr>
<tr>
<td>Vernal, The</td>
<td>28</td>
</tr>
<tr>
<td>Vernon Point</td>
<td>878-9</td>
</tr>
<tr>
<td>Verronea, Bahia</td>
<td>39</td>
</tr>
<tr>
<td>Verreders Island</td>
<td>624</td>
</tr>
<tr>
<td>Vespre Island</td>
<td>682</td>
</tr>
<tr>
<td>Vienquen Lagoon</td>
<td>146</td>
</tr>
<tr>
<td>Vichua Island</td>
<td>260</td>
</tr>
<tr>
<td>Victoría Island</td>
<td>770</td>
</tr>
<tr>
<td>Victoria</td>
<td>211</td>
</tr>
<tr>
<td>Victoria, Coast of</td>
<td>921-444</td>
</tr>
<tr>
<td>—— Harbour</td>
<td>64, 623, 625</td>
</tr>
<tr>
<td>—— Land</td>
<td>293</td>
</tr>
<tr>
<td>—— Mount</td>
<td>350</td>
</tr>
<tr>
<td>—— Port</td>
<td>423</td>
</tr>
<tr>
<td>—— Reef</td>
<td>507</td>
</tr>
<tr>
<td>Victory Cape</td>
<td>43, 79</td>
</tr>
<tr>
<td>—— Isles</td>
<td>419</td>
</tr>
<tr>
<td>—— Mount</td>
<td>821</td>
</tr>
<tr>
<td>—— Pas</td>
<td>92</td>
</tr>
<tr>
<td>—— Peak</td>
<td>938</td>
</tr>
<tr>
<td>Viedrila Island</td>
<td>660</td>
</tr>
<tr>
<td>Viejus Islands</td>
<td>211</td>
</tr>
<tr>
<td>Vierges Bay</td>
<td>728</td>
</tr>
<tr>
<td>Vie Tongs Point</td>
<td>668</td>
</tr>
<tr>
<td>View Hill</td>
<td>876</td>
</tr>
<tr>
<td>Viga de San Pablo Island</td>
<td>261</td>
</tr>
<tr>
<td>Vikaia</td>
<td>637</td>
</tr>
<tr>
<td>Village Islet</td>
<td>826</td>
</tr>
<tr>
<td>Villena Cove</td>
<td>57</td>
</tr>
<tr>
<td>Vilos Point and Bay</td>
<td>154</td>
</tr>
<tr>
<td>Vincennes Island</td>
<td>678</td>
</tr>
<tr>
<td>Vine Bank</td>
<td>850</td>
</tr>
<tr>
<td>Vique Cove</td>
<td>278</td>
</tr>
<tr>
<td>Virago Point</td>
<td>288</td>
</tr>
<tr>
<td>Vision Reef</td>
<td>5</td>
</tr>
<tr>
<td>Vincos, Cape and Light</td>
<td>4, 6</td>
</tr>
<tr>
<td>Viru River</td>
<td>232</td>
</tr>
<tr>
<td>Vitchi</td>
<td>659</td>
</tr>
<tr>
<td>Viti Levu</td>
<td>669-671</td>
</tr>
<tr>
<td>Vite, Port</td>
<td>655</td>
</tr>
<tr>
<td>Viuadua Island and Rocks</td>
<td>217, 229, 231</td>
</tr>
<tr>
<td>Viveros Island</td>
<td>270</td>
</tr>
<tr>
<td>Viwa</td>
<td>659, 660, 680</td>
</tr>
<tr>
<td>Viglen Island</td>
<td>581</td>
</tr>
<tr>
<td>Voces Bay</td>
<td>24</td>
</tr>
<tr>
<td>Vogelborg Rock</td>
<td>137</td>
</tr>
<tr>
<td>Vogel, Cape</td>
<td>821, 828</td>
</tr>
<tr>
<td>Volcano Island</td>
<td>706, 786</td>
</tr>
<tr>
<td>Volunteer Island</td>
<td>743</td>
</tr>
<tr>
<td>Vomo</td>
<td>679</td>
</tr>
<tr>
<td>Voro Voro Island</td>
<td>652</td>
</tr>
<tr>
<td>Vostock Island</td>
<td>608</td>
</tr>
<tr>
<td>Votia Island</td>
<td>669</td>
</tr>
<tr>
<td>Votua</td>
<td>651</td>
</tr>
<tr>
<td>Vulava</td>
<td>770</td>
</tr>
<tr>
<td>Vulcan Point</td>
<td>439</td>
</tr>
<tr>
<td>Vuna, Land and Island</td>
<td>641, 643-4</td>
</tr>
<tr>
<td>Vunda</td>
<td>668</td>
</tr>
<tr>
<td>Vunidrila</td>
<td>661</td>
</tr>
<tr>
<td>Vunmara</td>
<td>692</td>
</tr>
<tr>
<td>Vuro-Vuro Bay</td>
<td>645</td>
</tr>
<tr>
<td>Waakusa</td>
<td>684</td>
</tr>
<tr>
<td>Waakumheyd Bay</td>
<td>629</td>
</tr>
<tr>
<td>Waalworth, Cape</td>
<td>296</td>
</tr>
<tr>
<td>Wagap</td>
<td>543</td>
</tr>
<tr>
<td>Wagar Island</td>
<td>84, 102</td>
</tr>
<tr>
<td>Wahapu Bay</td>
<td>336</td>
</tr>
<tr>
<td>Wahikewa River</td>
<td>410</td>
</tr>
<tr>
<td>Waia</td>
<td>679</td>
</tr>
<tr>
<td>Waia-lailai</td>
<td>679</td>
</tr>
<tr>
<td>Waia-lialai-thake</td>
<td>679</td>
</tr>
<tr>
<td>Wai-apu River</td>
<td>373</td>
</tr>
<tr>
<td>Wai-au River</td>
<td>428</td>
</tr>
<tr>
<td>Wai-au-us River</td>
<td>430</td>
</tr>
<tr>
<td>Waicama</td>
<td>647</td>
</tr>
<tr>
<td>Wai-e-rongo-mai River</td>
<td>410</td>
</tr>
<tr>
<td>Waiharakaka River</td>
<td>428</td>
</tr>
<tr>
<td>Waiahu</td>
<td>359</td>
</tr>
<tr>
<td>Wahiheki Channel &amp; Island</td>
<td>356</td>
</tr>
<tr>
<td>Waihmuu Bay</td>
<td>421</td>
</tr>
<tr>
<td>Waihi River</td>
<td>370</td>
</tr>
<tr>
<td>Waiholo Lake</td>
<td>437</td>
</tr>
<tr>
<td>Waihou Island</td>
<td>482</td>
</tr>
<tr>
<td>—— Peninsula</td>
<td>359</td>
</tr>
<tr>
<td>Waihou Island</td>
<td>482</td>
</tr>
<tr>
<td>Wai-kahou-rounga River</td>
<td>342</td>
</tr>
<tr>
<td>Waikai, 410</td>
<td></td>
</tr>
<tr>
<td>Waikana Point</td>
<td>371</td>
</tr>
<tr>
<td>Wai-Kari River</td>
<td>332, 336</td>
</tr>
<tr>
<td>Waikate Bay</td>
<td>329</td>
</tr>
<tr>
<td>Wai-kato River</td>
<td>389, 394</td>
</tr>
<tr>
<td>Waikawa River</td>
<td>444</td>
</tr>
<tr>
<td>Waikawau Bay and River</td>
<td>304</td>
</tr>
<tr>
<td>Waikohai Cliffs</td>
<td>469</td>
</tr>
<tr>
<td>Waikuauiti and Bay</td>
<td>439, 440</td>
</tr>
<tr>
<td>Wai-Levu River</td>
<td>661</td>
</tr>
<tr>
<td>Waillo River</td>
<td>543</td>
</tr>
<tr>
<td>Waimakarisi River</td>
<td>431</td>
</tr>
<tr>
<td>Waimangaroa Point</td>
<td>336</td>
</tr>
<tr>
<td>Waimata Island</td>
<td>389</td>
</tr>
<tr>
<td>Waimea Sand and River</td>
<td>410, 414, 410-17</td>
</tr>
<tr>
<td>Waipahua River</td>
<td>661</td>
</tr>
<tr>
<td>Waianae Island</td>
<td>559</td>
</tr>
<tr>
<td>Waiona, Lake</td>
<td>437</td>
</tr>
<tr>
<td>Wai-o-tahi River</td>
<td>270</td>
</tr>
<tr>
<td>Waipakuru</td>
<td>379</td>
</tr>
<tr>
<td>Waipapa Mount</td>
<td>318</td>
</tr>
<tr>
<td>Waipapapapa Point</td>
<td>428, 445</td>
</tr>
<tr>
<td>Waiparai Bay</td>
<td>374</td>
</tr>
<tr>
<td>Waipiro Bay</td>
<td>373</td>
</tr>
<tr>
<td>Waiau Harbour</td>
<td>436</td>
</tr>
<tr>
<td>Waicoa River</td>
<td>358, 378, 387, 426</td>
</tr>
<tr>
<td>Wai-ro-kai</td>
<td>765</td>
</tr>
<tr>
<td>Wainganga Harbour, Port, and River</td>
<td>313, 316, 332, 355, 438</td>
</tr>
<tr>
<td>Wai-te-rara River</td>
<td>410</td>
</tr>
<tr>
<td>Waitemata River</td>
<td>354</td>
</tr>
<tr>
<td>Waitera River</td>
<td>397</td>
</tr>
<tr>
<td>Waitai River</td>
<td>430</td>
</tr>
<tr>
<td>Waiteta-tuna River</td>
<td>396</td>
</tr>
<tr>
<td>Waitou</td>
<td>674</td>
</tr>
<tr>
<td>Waitui Bay</td>
<td>421</td>
</tr>
<tr>
<td>Waiuku Channel</td>
<td>394</td>
</tr>
<tr>
<td>Waiwiri River</td>
<td>410</td>
</tr>
<tr>
<td>Wakahau Island</td>
<td>365</td>
</tr>
<tr>
<td>Wakakura River</td>
<td>387</td>
</tr>
<tr>
<td>Wakai</td>
<td>671</td>
</tr>
<tr>
<td>Waka-kaiwa Hills</td>
<td>318</td>
</tr>
<tr>
<td>Wakanharahia River</td>
<td>387</td>
</tr>
<tr>
<td>Wakaraoa Bay and Point</td>
<td>436</td>
</tr>
<tr>
<td>Wakatipu Lake</td>
<td>468</td>
</tr>
<tr>
<td>Wakefield Passage</td>
<td>73</td>
</tr>
<tr>
<td>Waakaaiaiwa Hills</td>
<td>313</td>
</tr>
<tr>
<td>Wakuru Island and Peninsula</td>
<td>314</td>
</tr>
<tr>
<td>Waldron Island</td>
<td>667-8</td>
</tr>
<tr>
<td>Walker Bay</td>
<td>95</td>
</tr>
<tr>
<td>—— Shoal</td>
<td>19</td>
</tr>
<tr>
<td>Wallia Island</td>
<td>625, 794</td>
</tr>
<tr>
<td>Wallis Isles</td>
<td>39</td>
</tr>
<tr>
<td>Wallis &amp; Futuna Rock</td>
<td>34</td>
</tr>
<tr>
<td>— Shoal</td>
<td>10</td>
</tr>
<tr>
<td>Walpole Island</td>
<td>617</td>
</tr>
<tr>
<td>Wantrow, Cape</td>
<td>438</td>
</tr>
<tr>
<td>Wandering Bay, 708</td>
<td></td>
</tr>
<tr>
<td>Wandres' Tower, 912</td>
<td></td>
</tr>
<tr>
<td>Wanga, 762</td>
<td></td>
</tr>
<tr>
<td>Waunamoo Harbour</td>
<td>317</td>
</tr>
<tr>
<td>Wanamomoo Harbour, 339</td>
<td></td>
</tr>
<tr>
<td>Wanganui River</td>
<td>409, 411, 430, 474</td>
</tr>
<tr>
<td>Wanganuapapa, 363</td>
<td></td>
</tr>
<tr>
<td>Wanganupapara, 371-2</td>
<td></td>
</tr>
<tr>
<td>Wanganape</td>
<td>382</td>
</tr>
<tr>
<td>Wang-nga-poa River</td>
<td>364</td>
</tr>
<tr>
<td>Wangan Point</td>
<td>349</td>
</tr>
<tr>
<td>Wanganupapara Channel, Point, and Passage</td>
<td>348-9, 350</td>
</tr>
<tr>
<td>Hangi</td>
<td>342, 344</td>
</tr>
<tr>
<td>Wangarong Bay &amp; Harbour</td>
<td>315-16, 330</td>
</tr>
<tr>
<td>INDEX.</td>
<td></td>
</tr>
<tr>
<td>---------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Wangaruru Harbour, 339</td>
<td></td>
</tr>
<tr>
<td>Wanga-te-ha Harbour, 317</td>
<td></td>
</tr>
<tr>
<td>Wangawai River, 377</td>
<td></td>
</tr>
<tr>
<td>Waniora Point, 908</td>
<td></td>
</tr>
<tr>
<td>Wanna Wanna, 774</td>
<td></td>
</tr>
<tr>
<td>Wano Bay, 762</td>
<td></td>
</tr>
<tr>
<td>Wanessell itself, 850</td>
<td></td>
</tr>
<tr>
<td>Wantah, 901</td>
<td></td>
</tr>
<tr>
<td>Waad Haut Cape &amp; Strait, 822, 827-8</td>
<td></td>
</tr>
<tr>
<td>——— Island, 405</td>
<td></td>
</tr>
<tr>
<td>Ware-Kauri Island and Mount, 312-13, 318</td>
<td></td>
</tr>
<tr>
<td>Warekawa River, 367</td>
<td></td>
</tr>
<tr>
<td>Warner Island, 641</td>
<td></td>
</tr>
<tr>
<td>Wap Samp, 29</td>
<td></td>
</tr>
<tr>
<td>Warrington Cove, 31</td>
<td></td>
</tr>
<tr>
<td>Warrior Reef, 538</td>
<td></td>
</tr>
<tr>
<td>——— River, 777</td>
<td></td>
</tr>
<tr>
<td>Warannoob Harbour, 941</td>
<td></td>
</tr>
<tr>
<td>War Song Point, 822</td>
<td></td>
</tr>
<tr>
<td>Washington Channel, 64</td>
<td></td>
</tr>
<tr>
<td>——— Island, 258</td>
<td></td>
</tr>
<tr>
<td>——— Islands, 726, 727, 733-4</td>
<td></td>
</tr>
<tr>
<td>——— Mount, 676</td>
<td></td>
</tr>
<tr>
<td>Wasp Island, 823</td>
<td></td>
</tr>
<tr>
<td>Watsco Island, 495</td>
<td></td>
</tr>
<tr>
<td>Waterfall Bay, 101</td>
<td></td>
</tr>
<tr>
<td>Waterhouse Island, 915</td>
<td></td>
</tr>
<tr>
<td>Waterland Island, 580</td>
<td></td>
</tr>
<tr>
<td>Waterman Island, 70</td>
<td></td>
</tr>
<tr>
<td>Waterview Bay, 901</td>
<td></td>
</tr>
<tr>
<td>Watson Bay, 898, 900</td>
<td></td>
</tr>
<tr>
<td>Wattle Hill Creek, 944</td>
<td></td>
</tr>
<tr>
<td>Watts Island, 831</td>
<td></td>
</tr>
<tr>
<td>Wawakaurunga Creek, 360</td>
<td></td>
</tr>
<tr>
<td>Wayhihi Point, 322</td>
<td></td>
</tr>
<tr>
<td>Weather Point, 106</td>
<td></td>
</tr>
<tr>
<td>——— Rock, 76</td>
<td></td>
</tr>
<tr>
<td>Webb Tails, 812</td>
<td></td>
</tr>
<tr>
<td>Wedge Island, 367, 466</td>
<td></td>
</tr>
<tr>
<td>——— Rock, 812</td>
<td></td>
</tr>
<tr>
<td>Wednesday Island, 837, 840</td>
<td></td>
</tr>
<tr>
<td>——— Spit, 840</td>
<td></td>
</tr>
<tr>
<td>Week Islands, 61, 75</td>
<td></td>
</tr>
<tr>
<td>Weiligatia Islands, 641</td>
<td></td>
</tr>
<tr>
<td>Weka Island and Reef, 404</td>
<td></td>
</tr>
<tr>
<td>Wekarena Islands, 380</td>
<td></td>
</tr>
<tr>
<td>Welocome Road, 400</td>
<td></td>
</tr>
<tr>
<td>Welive Town, 469</td>
<td></td>
</tr>
<tr>
<td>Wellington, 404</td>
<td></td>
</tr>
<tr>
<td>——— Head, 362, 424</td>
<td></td>
</tr>
<tr>
<td>——— Island, 81, 424</td>
<td></td>
</tr>
<tr>
<td>——— Mount &amp; Cape, 919, 921</td>
<td></td>
</tr>
<tr>
<td>——— Province, 325</td>
<td></td>
</tr>
<tr>
<td>Well Island, 829</td>
<td></td>
</tr>
<tr>
<td>——— Reef, 784</td>
<td></td>
</tr>
<tr>
<td>Welah Bank, 847</td>
<td></td>
</tr>
<tr>
<td>Weman Island, 719</td>
<td></td>
</tr>
<tr>
<td>Wano-koro-te Island, 495</td>
<td></td>
</tr>
<tr>
<td>Wapo-Wero River, 375-6</td>
<td></td>
</tr>
<tr>
<td>Westall Mount, 867</td>
<td></td>
</tr>
<tr>
<td>West Banks, 873</td>
<td></td>
</tr>
<tr>
<td>——— Bay, 479</td>
<td></td>
</tr>
<tr>
<td>——— Cliff, 692</td>
<td></td>
</tr>
<tr>
<td>——— Cape, 462</td>
<td></td>
</tr>
<tr>
<td>——— Channel, 80</td>
<td></td>
</tr>
<tr>
<td>——— Cove, 915</td>
<td></td>
</tr>
<tr>
<td>——— Entrance Island, 806</td>
<td></td>
</tr>
<tr>
<td>Western Arm of Port Phillip, 931</td>
<td></td>
</tr>
<tr>
<td>——— Breake, 848</td>
<td></td>
</tr>
<tr>
<td>——— Port, 915, 922</td>
<td></td>
</tr>
<tr>
<td>——— Reef, 319</td>
<td></td>
</tr>
<tr>
<td>Westernmost Hall Rock, 43</td>
<td></td>
</tr>
<tr>
<td>Westport, 473</td>
<td></td>
</tr>
<tr>
<td>Whangaroa Harbour and River, 395</td>
<td></td>
</tr>
<tr>
<td>Whakari Island, 370</td>
<td></td>
</tr>
<tr>
<td>Whakatane River, 376</td>
<td></td>
</tr>
<tr>
<td>Whai Island, 370, 842</td>
<td></td>
</tr>
<tr>
<td>——— Islands, 159, 370, 842</td>
<td></td>
</tr>
<tr>
<td>——— Pass, 548</td>
<td></td>
</tr>
<tr>
<td>——— Passage, 455</td>
<td></td>
</tr>
<tr>
<td>——— Rock, 338, 615</td>
<td></td>
</tr>
<tr>
<td>Whalers Home Point, 439</td>
<td></td>
</tr>
<tr>
<td>——— Point, 944</td>
<td></td>
</tr>
<tr>
<td>——— Retreat Bay, 434</td>
<td></td>
</tr>
<tr>
<td>Whales' Back, 221</td>
<td></td>
</tr>
<tr>
<td>Whales Sound and Point, 35</td>
<td></td>
</tr>
<tr>
<td>——— Spit, 913</td>
<td></td>
</tr>
<tr>
<td>Whangamata River, 367</td>
<td></td>
</tr>
<tr>
<td>Whangara Islet, 375</td>
<td></td>
</tr>
<tr>
<td>Whangarei, 344</td>
<td></td>
</tr>
<tr>
<td>Wharariki Point, 373</td>
<td></td>
</tr>
<tr>
<td>Whareakahiki, 372</td>
<td></td>
</tr>
<tr>
<td>Wheathead Rock, 857</td>
<td></td>
</tr>
<tr>
<td>Wheatstone, Cape, 295</td>
<td></td>
</tr>
<tr>
<td>Whippy Harbour, 665</td>
<td></td>
</tr>
<tr>
<td>White Bluff, 397, 426</td>
<td></td>
</tr>
<tr>
<td>——— Horse Rock, 80</td>
<td></td>
</tr>
<tr>
<td>——— Island, 370, 439</td>
<td></td>
</tr>
<tr>
<td>——— Islet, 203</td>
<td></td>
</tr>
<tr>
<td>——— Kelp Cove, 101</td>
<td></td>
</tr>
<tr>
<td>——— Rock Point, 147, 696</td>
<td></td>
</tr>
<tr>
<td>——— Rocks, 422</td>
<td></td>
</tr>
<tr>
<td>——— Sand Point, 687</td>
<td></td>
</tr>
<tr>
<td>White's Point, 530</td>
<td></td>
</tr>
<tr>
<td>White Woman's Point, 926</td>
<td></td>
</tr>
<tr>
<td>Whiteand Bay, 18</td>
<td></td>
</tr>
<tr>
<td>Whitand Bay Island, 666, 866</td>
<td></td>
</tr>
<tr>
<td>Whiteman Island, 692</td>
<td></td>
</tr>
<tr>
<td>Whitemundtide Island, 650</td>
<td></td>
</tr>
<tr>
<td>Whora Island, 348</td>
<td></td>
</tr>
<tr>
<td>Whytessake Island, 496</td>
<td></td>
</tr>
<tr>
<td>Wickham River, 865</td>
<td></td>
</tr>
<tr>
<td>Wide Bay, 547, 882</td>
<td></td>
</tr>
<tr>
<td>——— Barth Islands, 339-40</td>
<td></td>
</tr>
<tr>
<td>——— Channel, 81, 95-6</td>
<td></td>
</tr>
<tr>
<td>Wigwam Cove, 65</td>
<td></td>
</tr>
<tr>
<td>——— Island, 33</td>
<td></td>
</tr>
<tr>
<td>——— Wild Island, 798</td>
<td></td>
</tr>
<tr>
<td>Willaumes Island, 787</td>
<td></td>
</tr>
<tr>
<td>William Bay and Channel, 93, 104</td>
<td></td>
</tr>
<tr>
<td>——— IV. Island, 845</td>
<td></td>
</tr>
<tr>
<td>——— Island, 418</td>
<td></td>
</tr>
<tr>
<td>——— Mount, 284</td>
<td></td>
</tr>
<tr>
<td>——— Port, 463</td>
<td></td>
</tr>
<tr>
<td>——— Sand, 928</td>
<td></td>
</tr>
<tr>
<td>Willis Islands, 561</td>
<td></td>
</tr>
<tr>
<td>Willoughby, Cape &amp; Light, 947</td>
<td></td>
</tr>
<tr>
<td>Wilson Bay, 455</td>
<td></td>
</tr>
<tr>
<td>Wilson Island, 842</td>
<td></td>
</tr>
<tr>
<td>——— Islands, 638, 709</td>
<td></td>
</tr>
<tr>
<td>——— Mount, 211</td>
<td></td>
</tr>
<tr>
<td>——— Promontory and Lt., 914, 921</td>
<td></td>
</tr>
<tr>
<td>——— Spit and Point, 931</td>
<td></td>
</tr>
<tr>
<td>Wincheles Island, 779</td>
<td></td>
</tr>
<tr>
<td>Winds, 954-990</td>
<td></td>
</tr>
<tr>
<td>The General Arrangement, 954; Limits of Trade Winds, 957; Winds of Cape Horn, 959; Western Coast of Patagonia, 959; Strait of Magalhaens, 962; Chile and Chonos Archipelago, 963; Coast of Chile, 964; Coast of Peru, 966; North of Guayaquil, 971-2; Choco Bay, 972; Chirambira Point to the Golf of San Miguel, 972; Gulf of San Miguel to the Gulf of Duke, including the Bay of Panama, 973; The S.E. Trade Wind, 974; The Western Part of the Pacific Ocean, 975; New Guinea, 979; New Zealand, 980; Australia, 982; Hurricanes, 985; On the Use of the Barometer, 988; Cook Strait, 401-2; Fiji, 632; Friendly Islands, 50; Galapagos Islands, 716; Marquesas Islands, 728; New Caledonia, 523; New Hebrides, 581; Peru, Coast of, 179-182; Phoenix Group, 748; P taem Island, 556; Port Adelaide, 952; Samoa Islands, 501; Society Islands, 548; Solomon Island, 760; South Shetland, 286; Tierra del Fuego Coast, 50; Windsor Reef, 749; Windward Bay, 81; Winipo, 486; Winslow Reef, 749; Wiseman, Port, 769; Witi Anga Bay, 365; Wittenstein Island, 576; Wivaa, Cape, 331; Witiwiti, Cape, 331, 333; Wokapao River, 473; Wolkhonsky Island, 673; Wolleston Island, 673; Woolastone Island, 62-3; Wollongong Harbour and Light, 909; Womara Shoal, 947; Wooded Port, 657; Wooding Point, 38</td>
<td></td>
</tr>
</tbody>
</table>