

rature, a submarine stream still appears to exist. In lieu of the former we have the current familiarly known as the African Current, by its causing so many distressing wrecks on that coast, and to which attention has often been drawn by the captivity and cruel slavery to which their crews have been subjected.

As has been seen in the Narrative, but little surface current was found on our voyage from Madeira to the Cape de Verdes; but the submarine stream was still found, as was shown by the low temperatures of the deep-sea soundings. At, and in the neighbourhood of the latter islands, and between them and Cape Verde on the African coast, a strong surface current is felt. In endeavouring to account for this remarkable circumstance of the creation of a current, and its increased velocity, of which every navigator must be aware when in the neighbourhood of many islands, and the effects of which we have often experienced in our long voyage, I shall now advert to the cause which I think is quite sufficient to produce the effect; and that is the accumulation of water caused by the obstructions that islands offer to the onward flow of submarine streams; thus raising the level of the ocean in their vicinity, and consequently a tendency to run off, and thereby cause a current where none was perceptible before, or an increased velocity in that which was felt.

To this cause, then, I believe the currents around the Cape de Verde Islands owe their origin, as well as all others prevailing near islands and banks; and as corroborative proof of this I will mention the fact that where no submarine polar stream exists, permanent currents are not found. This will, I trust, be amply shown in the sequel.

That remarkable current along the coast of Guinea, from which it derives its name, passing Cape Palmas, and flowing into the Bight of Benin, I attribute to the same cause. This current is in the immediate vicinity of the Equatorial Stream, but runs in an opposite direction, and for a long distance parallel to it. Of this current the following remarks were made by Colonel Sabine, when he passed it in H. B. M. ship Pheasant, Captain Clavering, in 1822.

“In the voyage between Cape Mount and Cape Three Points, in April and May, 1822, the Pheasant’s progress appears to have been accelerated one hundred and eighty miles by the current called the Guinea Current, which, in the season when the southwest winds prevail on this part of the coast, runs with considerable velocity, in the direction of the land, from Cape Palmas to the eastern part of the Gulf of Guinea. The breadth of this current, abreast of Cape Palmas, varies with the season, and has been found as much as one hundred and eighty miles; but, in its subsequent course to the eastward, it