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COASTS AND PORTS

OF THE

BAY OF BISCAY.

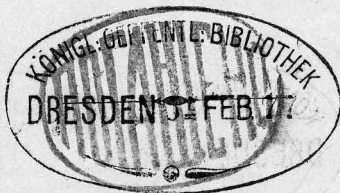
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ADVERTISEMENT.

The NORTH COAST OF SPAIN, containing a detail description of the coast from Cape Ortegal to the Bidasoa River, has been compiled from the *Derrotero de la Costa Septentrional de España*, by Don Pedro Prudavets y Turdury; the *Sailing Directions, West Coasts of France, Spain, and Portugal*, by Staff Commander James Penn, R. N., together with the most recent charts and notices published. Extracts have been taken from the latest British consular reports; Urquhart's *Dues and Charges on Shipping in Foreign Ports*; the *American Encyclopædia*; the *Encyclopædia Britannica*; the *British Commercial Dictionary*; the *Imperial Gazetteer*, and such other works of travel as were available.

The WEST COAST OF FRANCE, containing a detail description of the coast from the Bidasoa river to Melgorne point, has been compiled from the *Pilote des Côtes Ouest de la France*, by A. Bouquet de la Grye; the *Pilote de la Manche, Côtes Nord de France*, by Captain Thomassin, of the French Navy; the *Derrotero de la Costa Occidental de Francia*, &c., by Don Gonzalo de Murga; the *Sailing Directions, West Coasts of France, Spain, and Portugal*, by Staff Commander James Penn, R. N., together with the most recent charts and notices published. Extracts have been taken from the latest United States and British consular reports; the *Répertoire de Législation*, &c., by D. Dalloz, Sr.; the *Atterrage de Brest*, by Captain H. de Roujoux, of the French navy; Urquhart's *Dues and Charges on Shipping in Foreign Ports*; the *American Encyclopædia*, the *Encyclopædia Britannica*, and such other works as were available.

R. H. W.

U. S. HYDROGRAPHIC OFFICE,
Washington, D. C., February 10, 1876.

NOTE.

The courses, bearings, and trend of the land are *true* unless otherwise mentioned.

The direction of the winds, as given, is the point from which they blow; and of the currents, the point toward which they set.

Distances are given in geographical miles and cable-lengths; the latter are assumed to be 100 fathoms.

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