

GASPÉ OF YESTERDAY

SAILING DIRECTIONS

The Mariner's Bible for the year

1829

References for shipping bound to

Gaspesia

1829

SAILING DIRECTIONS

FOR THE

GULF AND RIVER**St. Lawrence,**

FROM THE

**ENTRANCE OF THE GULF OF ST. LAWRENCE
TO QUEBEC AND MONTREAL;**

GIVING

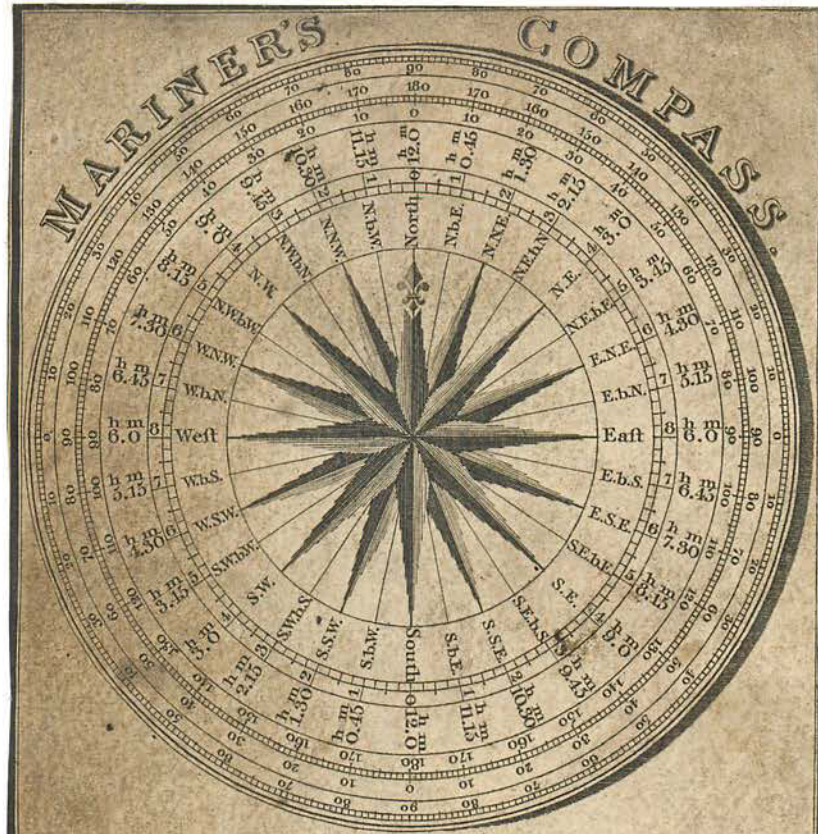
A PARTICULAR DESCRIPTION

OF ALL THE

**HARBOURS, ISLANDS, ANCHORAGES, ROCKS,
SHOALS, AND OTHER DANGERS.**

CHIEFLY COMPILED

**FROM THE WORKS AND SURVEYS OF
DES BARRÉS, LAMBLY, LANE, CAPTAIN KIRBY,
AND OTHERS;****By WILLIAM BLACHFORD, HYDROGRAPHER.****London:****PUBLISHED BY R. & W. BLACHFORD,****CHARTSELLERS****TO THE ADMIRALTY, AND HONORABLE EAST INDIA COMPANY,
AT THEIR NAVIGATION WAREHOUSE,
116, MINORIES.**



A TABLE OF THE ANGLES

which every Point & Quarter Point of the Compass makes with the Meridian.

NORTH		POINTS	o	'	"	POINTS	SOUTH	
		0	0	0	0	0		
		1	2	48	45	1		
		2	5	37	30	2		
N.b.E.	N.b.W.	3	8	26	15	3	S.b.E.	S.b.W.
		4	11	15	0	4		
		5	14	5	45	5		
		6	18	52	30	6		
N.N.E.	N.N.W.	7	19	41	15	7	S.S.E.	S.S.W.
		8	22	30	0	8		
		9	25	18	45	9		
		10	28	7	30	10		
N.E.b.N.	N.W.b.N.	11	30	56	15	11	S.E.b.S.	S.W.b.S.
		12	33	45	0	12		
		13	36	33	45	13		
		14	39	22	30	14		
		15	42	11	15	15		
N.E.	N.W.	16	45	0	0	16	S.E.	S.W.
		17	47	45	45	17		
		18	50	37	30	18		
		19	53	26	15	19		
N.E.b.E.	N.W.b.W.	20	56	15	0	20	S.E.b.E.	S.W.b.W.
		21	59	3	45	21		
		22	61	52	30	22		
		23	64	41	15	23		
E.N.E.	W.N.W.	24	67	30	0	24	E.S.E.	W.S.W.
		25	70	18	45	25		
		26	73	7	30	26		
		27	75	56	15	27		
E.b.N.	W.b.N.	28	78	45	0	28	E.b.S.	W.b.S.
		29	81	33	45	29		
		30	84	22	30	30		
		31	87	11	15	31		
East	West	32	90	0	0	32	East	West

RIVER ST. LAWRENCE.

THE RIVER ST. LAWRENCE is, at its entrance, divided into two passages by the Island of Anticosti, which are called the North and South Channels; the former is, at its narrowest part, full 8 leagues asunder, and the latter is 13 leagues; both channels have deep water, for in some parts no bottom has been found with 180 and 200 fathoms of line.

The St. Lawrence extends from Quebec to the City of Montreal, from which it is distant 155 miles, and from the Island of Bic 90 leagues; it is navigable to the Rapids of Richelieu for vessels of 600 tons; the impediments are few, and those very easily surmounted. The banks of the river are in a high state of cultivation, and adorned with numerous towns and villages, most of which are built around, and adjacent to a church, which commonly makes a handsome appearance, and is generally a stone edifice; while single houses and farms keep up a regular kind of communication.

The River St. Lawrence is not navigable from the early part of December to the middle of April, on account of the severity of the frosts; during this period, its upper part, from Quebec to Kingston, in Upper Canada, and between the lakes, with the exception of Niagara and the Rapids, is frozen over; but below Quebec, although the river is never wholly frozen, yet the strength of the tides continually detach the masses of ice from the shores, and such immense bodies are kept in incessant agitation by the flux and reflux, that navigation becomes impracticable. At the beginning of May, the ice is either dissolved or carried off by the current.

ANTICOSTI.—This island lies nearly N.W. and S.E. being 36 leagues long, and of irregular breadth; about the middle it is 9 leagues wide, but its N.W. part is not above 9 or 10 miles broad. Two leagues S.E. from the west end of the island lies Cape Henry, the west side of Grand Bay, (called also Ellis's Bay); Cape Eagle forming its eastern boundary, bearing N.W. and S.E. of each other, distant 3 miles. This bay is $2\frac{1}{2}$ miles deep, and has good anchorage for small vessels in from $2\frac{1}{2}$ to 4 fathoms. In running down from the west end of the island, you should not come into less than 10 fathoms; the breakers will then be visible on the shoal, which lies a quarter of a mile from the beach;

and when you are abreast of Cape Henry, you may haul into 6 fathoms, towards a long flat spit of sand, which lies S.E. from the Cape; run along this spit, and round its S.E. end in 4 fathoms, at low water, you will then find yourself $1\frac{1}{2}$ mile from the houses at the northern part of the bay. Here the bay is about one mile across; small vessels may anchor further in, sheltered from S.W. and even S.S.W. winds; but the outer anchorage will be exposed, and open to those from the S.S.W. round to the S.E. There a supply of provisions is constantly kept for the use of unfortunate seamen who may be wrecked on the island. The reef which runs from the west point of the island extends little more than 2 miles, and vessels at that distance may cross it in 10 fathoms with safety; but it is very narrow, and not more than three casts of the lead can be got upon it in crossing.

From Grand Bay to the S.W. point of the island, the shore is all bold, and so steep there can be no surety in the lead; but you may stand on the deck and see all the dangers about the beach, for there is not a reef or rock one quarter of a mile from the shore. A little to the N. Westward of the S.W. point of the island is a considerable river, called Seal or Jupiter River; its entrance may be distinguished by some white cliffs.

From the S.W. point to the South point, the land is all bold, and may be approached within one mile, there being no danger whatever; but there is no anchorage. Off the south point of the island is a reef of rocks. To the westward of the south point there is an inlet, called Little Jupiter River or Shallop Creek; here also is a depot of provisions, kept for the shipwrecked mariner, similar to that at Grand Bay; this creek is small and shallow, having only sufficient water to float a boat at low water. There is a small place to the westward of Shallop Creek, where a vessel may anchor, with a N.E. wind, on a spit of sand that runs from the east side of the river, in 4 fathoms; a cable's length outside of this, are 20 fathoms, and a little farther off 50 fathoms.

The east end of Anticosti is flat for 2 miles off. Directionboards have been placed at different parts of the island, in order to assist persons who may have the misfortune to be wrecked, in finding the two provision depots above-mentioned. One of these boards is placed at the west end of the island, marked "Two leagues East to the Provision Post." Another to the S. E. of Grand Bay, marked "Four leagues West to the Provision Post." A third fixed on the pitch of the S. W. point, marked "Ten leagues West to the Provision Post." A fourth placed in a little cove to the eastward of the S. W. point, marked "Ten leagues East to the Provision Post." Half way between this board and Shallop Creek stands another, marked "Six leagues East to the Provision Post." And near the east end of the island stands another, marked "Seven leagues West to the Provision Post." The boards are nailed to trees near the beach, whose branches are cut off to render the writing visible.

There are no inhabitants on the Island of Anticosti, except at the two places above-mentioned. This island has hitherto been considered dangerous to vessels bound to Quebec; but, with care, it will not be found so, for so soon as you can see the land, you may advance towards, and sail freely along it; by which you will always get faster to the westward with foul winds, than you can do in the offing. There can be no danger of getting embayed, and the floods are regular near the island. Mr. Lambly, in a fast sailing schooner, frequently laid to during the night with westerly winds, and always found himself to windward of the place in the morning; of course, ships beating will always gain ground.

The tides flow, on the full and change days, till eleven o'clock, and rise 10 feet with spring, and 4 with neap tides.

SOUTH CHANNEL to the ISLAND OF BIC.

The coast of the district of Gaspé is high, bold, rugged, steep-to, and totally destitute of harbours. About 4 leagues to the northward of Cape Gaspé, is a small settlement at Griffin's Cove or Bay; several rivulets fall into the sea between this and Cape Chat, but there are none of importance. There is a small settlement at St. Ann's, about six leagues E. N. E. from Cape Chat, where a few families reside, who are always ready to afford the mariner assistance if required; but the little river of St. Ann's, as well as that near Cape Chat, are both barred at the entrance, and afford very little advantage to shipping; the latter, called Cape Chat River, becomes almost dry at low water, except one spot, where ten feet water may occasionally be found, these rivers are therefore little frequented.

CAPE CHAT is a remarkable headland, known by a short Sugar Loaf Hill upon it; it is the most northerly point of land (by compass) on the south side of the River Lawrence, but the land that surrounds it, as well as that behind, is much more elevated. From the N. W. end of Anticosti to Cape Chat, the bearing and distance are W. by S. 30 leagues: and from Cape Chat to the opposite shore at Cape Deamon, the distance is only $8\frac{1}{2}$ leagues: these Capes bearing from each other S. S. E. and N. N. W.

The land about Cape Chat has a remarkable appearance, the mountains being broken, notched, and irregular at their summits: this is a certain and a good mark for the River St. Lawrence, for there is no land like it to the westward.

From Cape Chat to Matins or Matane River, the coast trends W. $\frac{1}{2}$ S distant nearly 11 leagues; the coast between them is indented with three places like bays, but no shelter on any part of the coast for anchoring, the shore is all bold and rocky. The soundings between them beyond the depth of 15 fathoms, are all sand, but within that depth all hard and foul. In 15 fathoms water you will not be half a mile from the rocks, and in some places close to them. The water deepens very fast from 15 fathoms, so much so, that a mile and a half from shore you will have 50 and 60 fathoms, with fine clean sand, and somewhat farther off no ground at 100 fathoms.

The tide flows by the shore till twelve o'clock, nearly at Cape Chat but the tides in the River St. Lawrence are very much influenced by the winds. Strong easterly winds make them flow much stronger and rise much higher, while westerly winds will have a contrary effect; common springs will rise 12 and 14 feet, neap tides 8 feet. The shore is all very barren quite up to Matane, and nothing to be got from it but wood and water.

MATANÉ is a small river of little use, except to small vessels. When abreast of this river, and not more than three or four miles from it, you will see several houses, and a bluff cliff standing by itself close

to the west side of the entrance; if desirous of entering, bring the said bluff S.S.E. and a lead-coloured house will be just open to the eastward of it: keep it so, and run for the river; this mark will lead between two banks, which dry at low water, and over the bar, which has only 6 feet water on it at low water; the two banks lie not a half mile from the shore; small vessels sometimes run down along the land, and go to the southward of the westernmost bank; the two banks sometimes shift by the violence of the upland water from the mountains, in the spring of the year, when the snow melts, at which time the current runs very strong out of the river. Ships may procure pilots or provisions here, if in want or in distress, when, with a pilot and high water, they may haul close round the west side of the entrance, and lie alongside the sand bank in 14 feet at low water. Tide flows at Matane till three-quarters past twelve o'clock full and change.

One or two leagues to the eastward of Matane, and three miles from shore, the Paps of Matane bear S.W. $\frac{1}{2}$ W. they stand in-land to the westward of the river, and this is the best bearing to distinguish them in; Mount Camille will then bear S.W. by W. $\frac{1}{2}$ W. distant 14 or 15 leagues; this mountain appears to the northward of all the land, then in sight, in the form of a circular island.

The course from Matane to the coast opposite Mount Camille, is from W. to W. by S.: between them, and 8 leagues to the westward of Matane, lies Little Mathis Cove; it is a place where small vessels may find shelter from westerly winds, in two or three fathoms at low water; in going in, give the east end of the reef a berth of 100 yards, or cross it in three fathoms, and haul to the westward and anchor in the middle of the cove. The reef runs one mile, nearly, to the eastward from the land, and from it to the shore or south land, the distance is near two miles, but there is a reef between, and all is dry to the southward of the second reef. The coast is all barren from Matane to this place.

Two leagues and a half S.W. from Little Mathis is Grand Mathis, a small cove with a river on the S.W. side, of no use to ships, as the cove nearly dries at low water, however, small vessels may anchor there with S.W. winds in 3 fathoms at low water, but with westerly winds they will have no shelter.

The RIVERS MATHIS.—The Little Mathis is known from Grand Mathis by its having a round bluff rock lying S.E. from the north reef, distant $1\frac{1}{2}$ mile; a little to the eastward of the bluff rock stands a small hill on the mountain, in the form of a sugar loaf. Grand Mathis has a large rock standing in the middle of the cove; Little Mathis has none. You must be within 2 or 3 leagues of the shore to make the cove out, for the points of land and the reefs, which form the coves, are very low.

The sounding from Matane to Grand Mathis extends further to the northward off the Mathis's than off Matane, having 35 fathoms water, with sand, 4 miles from shore, and from 4 to 6 miles off, you drop into 60 or 70 fathoms. The north edge of the bank is very steep quite up to Green Island. Within 10 fathoms water the ground is all hard and foul, and very bad landing with a boat, except in fine weather, at the coves at Little and Grand Mathis.

The coast between the Mathis's is very full of rocks: in some places they run near half a mile from shore. Three miles to the westward of Little Mathis is Death Cove, a small place where the pilots' boats find shelter with easterly winds, but dry at low water. Tide flows at Mathis till one o'clock, full and change.

CAPE GASPÉ to CHALEUR.

Cape Gaspé lies at the distance of 6 miles to the southward of Cape Rosier; and Point Peter, or Flat Point, lies 6 miles to the S. by W. $\frac{1}{2}$ W. of Cape Gaspé. At the distance of about 5 miles S.S.E. from Cape Gaspé, is a small fishing-bank, with 15 fathoms over it, sometimes called the Norwich Bank, around which there is, at a short distance, a depth of 58 and 60 fathoms.

The entrance of Gaspé Bay is formed by Cape Gaspé and Point Peter. In this bay, at the distance of 11 miles N.N.W. from the entrance, within a point on the southern side, near its head, there is an excellent anchorage in from 9 to 12 fathoms water, sheltered from all winds. Here the river divides, one branch running N.W. by N. the other, or S.W. branch, W. and S. Westerly. There is, also, good anchorage with westerly winds off Louisa's Cove, on the western side of the bay, at about 6 miles N.W. by W. from Cape Gaspé, in 9 or 10 fathoms. Throughout the bay there is deep water; nearly 50 to 40 fathoms in the middle, and 20 very near the shore on the eastern side: on the western side it shoalens more gradually towards the coast. The shores of the bay are elevated, and the settlers upon them nearly all fishermen. The tide flows until three o'clock, on the full and change.

DOUGLAS TOWN is at the entrance of the River St. John, on the S.W. side of the bay. On the opposite shore of the same river is the site of the town of Haldimand.

From Point Peter, off which there is a little islet, called Hat Island, the bearing and distance to Bonaventure Island are S. by W. $\frac{1}{2}$ W. 6

miles. Between lies the bay called Mal or Cod Bay, which is nearly 5 miles in width. Very near the southern point of Mal Bay is Percée, a remarkable rock, rising about 200 feet out of the water, and of about 1200 feet in length, in which there are three arches, completely wrought by nature; the central one is sufficiently large to admit a boat under sail to pass through it with ease. From this rock, along Mal Bay, to Point Peter, there is an excellent beach for fishing, part of which is named La Belle Anse, or Lobster Beach: close to this place is the house of the late Governor Cexe. The village called Percée, is situated on the rising ground that forms the southern point of Mal Bay, inhabited principally by fishermen; among these is a gaol and court-house. In front of it the beach is convenient for the curing of fish, and off it are some of the best banks for catching them.

The ISLE OF BONAVENTURE lies at about a mile and a quarter from the shore opposite to the Point; it is little better than a barren rock, but yet a few persons are hardy enough to winter there, for the sake of retaining possession of the fishing-places they have occupied during the summer. There is a passage between the island and the shore with 16 fathoms water. The bearing and distance from Bonaventure to Cape Despair are S.W. by W. 8 miles, and thence to the north end of Miscou Island S.W. $\frac{1}{2}$ S. 26 miles. Nearly S.S.E. 2 miles from Cape Despair, lies the *Leander Rock*, over which is a depth of 16 or 18 feet water. As this rock lies in the fairway of ships coming from the northward, with northerly winds, for Chaleur Bay, it should be avoided by giving the Cape a berth of 3 miles.

The bearing and distance from Cape Despair to Point Macquereau or Mackarel Point are W.S.W. $\frac{1}{2}$ W. about 7 leagues. Between these points lie the two coves called Pabos and Petit Pabos, or Pabou and Little Pabou. On the western side of the entrance of Pabou Harbour is a small village; and, on the opposite side, on a projecting point, stand the summer habitations of the fishermen. Several streams descend into this harbour from a numerous chain of small lakes to the north-westward. Next to the westward of Pabou is the township and inlet of Port Daniel, where vessels may find convenient shelter during westerly and N.W. winds.

CHALEUR BAY.—Point Macquereau and Miscou Island form the entrance of Chaleur Bay, and bear from each other S. $\frac{1}{2}$ E. and N. $\frac{1}{2}$ W. distant $4\frac{1}{2}$ leagues. From the entrance of Chaleur Bay to that of Ristigouche Harbour, which is at its head, the distance, on a W. and N.W. by W. course, is 22 leagues. The bay is of moderate depth near the shore, on both sides, and has, towards the middle, from 45 to 20 fathoms water.

Nouvelle Harbour lies about 14 miles W. by S. from Point Macquereau, where are a church and several houses. The Town of New Carlisle, the principal town of Chaleur Bay, is situate in Coxe Township, on the north shore. It is so laid out as to become hereafter a compact and regular little place. The houses are built of wood: it has a church, a court-house, and a gaol. The situation is very healthy, and the surrounding lands some of the most fertile in the district. In front is an excellent beach, where the fish are cured and dried. In the Township of Hamilton, on the west, is the village of Bonaventure, containing a church, and several houses standing on level ground. It is entirely dependent on the fishery, and appears to be in an improving condition.

From Bonaventure the land turns N.W. by N. towards Cascapedia Bay, along an iron-bound shore, and having several rivulets of fresh water; within this bay is anchorage, in 4, 5, and 6 fathoms water, this is in the Township of Maria; the head of the bay is shoal, into which the Great Cascapedia River empties itself.

In RISTIGOUCHE HARBOUR, at the head of Chaleur Bay, there is good anchorage in from 8 to 12 fathoms, land-locked from all winds; but it is so difficult of access, that it should not be attempted without a pilot. The tide flows here, on full and change, until three o'clock, and its vertical rise is $6\frac{1}{2}$ or 7 feet.

Vessels bound into Chaleur Bay should make for the Island of Miscou, which they can round by the lead, for it shoalens gradually from 20 to 3 fathoms, the latter depth being near Miscou Point; should it be foggy, which in summer is frequently the case, it will be adviseable to steer from thence towards the northern shore, when you will most probably fall in with Nouvelle Harbour; here stands a church upon some rising ground to the northward of the town or village, which is built along the beach and lies low. Proceeding up the Bay of Chaleur from hence, you will pass round a low point and reach Carlisle; this is somewhat similar to Nouvelle, for the town stands on a low point and has a church above it, both are near the beach.

Having got abreast of Carlisle, if you are bound across NIPISIGHT ROADS or St. Peter's, then, by keeping on the northern shore as thus directed, you will readily know how far you have proceeded up the bay; and may then haul across, with greater certainty, for the land, between Carquet Point and Cape Idas, which you may approach by your lead without the least danger; the land on the northern shores of Chaleur Bay is in a high state of cultivation, when compared with the southern shores, and this, perhaps, is the principal cause why the fogs

that obscure it are less heavy on the former than on the latter. From Cape Idas to Nipisight Roads, the shore is clear of all danger, and when the weather is dark or foggy, you may safely run along the land by your lead, only observing to come no nearer than 5 fathoms water, for in that depth you will be only 3 miles off the land. From abreast of Cape Idas, steer W. by S. about 9 miles; you will have from 5 to 7 fathoms all the way clear of all danger, and get good anchorage; in opening the bay, you will see Mr. Miller's house and store standing on Carron Point, on the larboard hand, and appearing like an island; there is a large grove of trees to the southward of the house: and the open space between that and Mr. Sutherland's gives it that appearance; steer for the house and store on Carron Point until you get about 4 miles distant from it, then bring Mr. Miller's house on Carron Point to bear S.W. and anchor in from 7 to 5 fathoms, where you may heave your ballast and take a pilot.

The Tatigouche or Little River is only navigable by canoes; the middle river is deep, but bars run across the channel in many places: the banks on each side, from the village to Carron Point, dry at low water.

TIDES.—It flows full and change at three o'clock, and the water rises on the inner bar 8 feet, on the outer bar 5 feet, and in the harbour 8 feet, with regular springs, but it is much influenced by the winds which prevail in the Gulf of St. Lawrence; in summer time no vessel should load down to more than 13 feet, and then the bar should be attempted with the first of the springs.