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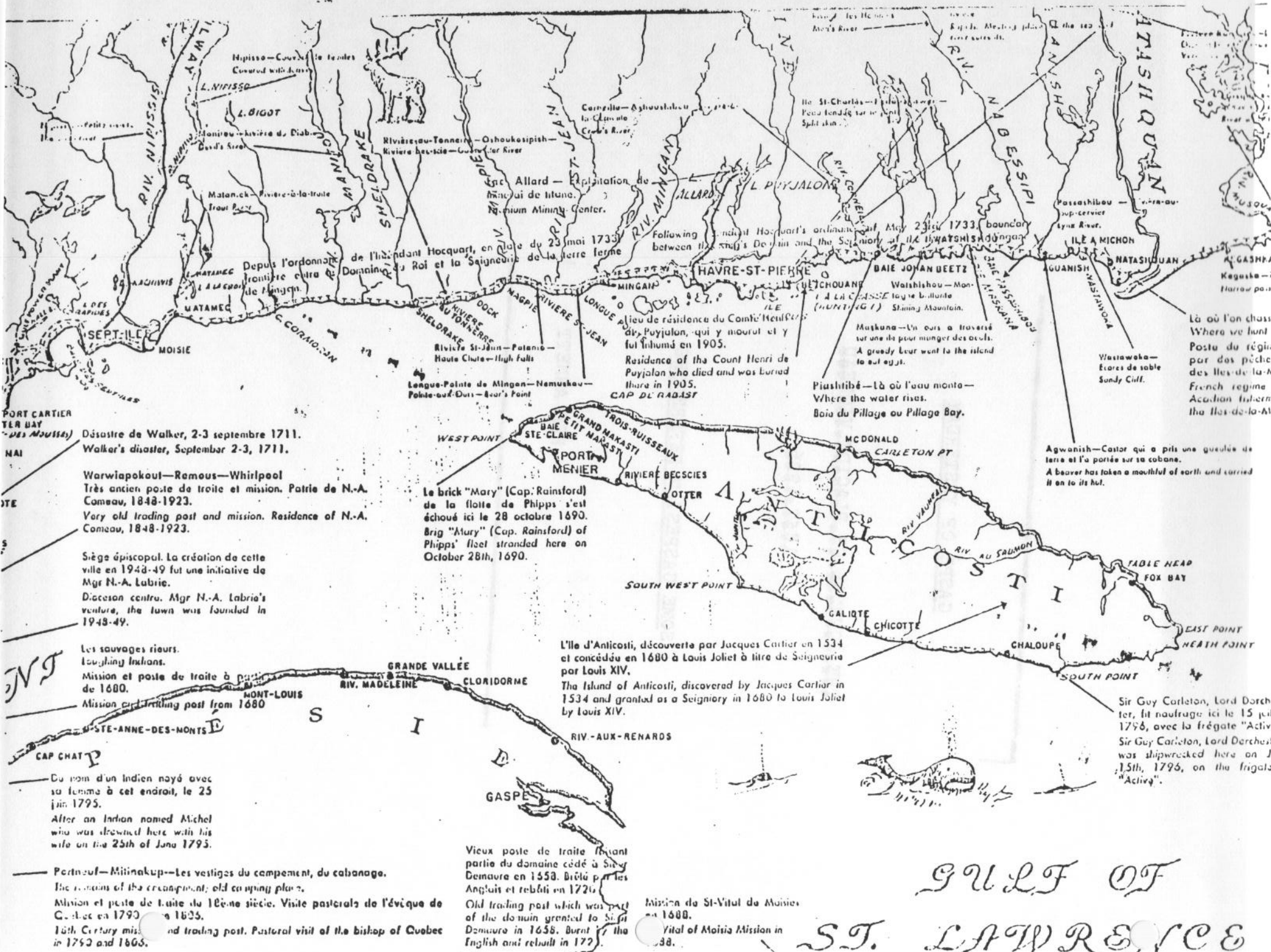
GASPÉ OF YESTERDAY

*** THE JOURNAL OF PLACIDE VIGNEAU ***

1857-1926

SOME GASPESIAN REFERENCES

KEN ANNETT



PORT CARTIER TER BAY (DES MOUSSES)
MAI
 D sastre de Walker, 2-3 septembre 1711.
 Walker's disaster, September 2-3, 1711.

WARWIAPOKOUT—REMOUS—WHIRLPOOL
 Tr s ancien poste de traite et mission. Patrie de N.-A. Comeau, 1848-1923.
 Very old trading post and mission. Residence of N.-A. Comeau, 1848-1923.

SI GE  PISCOPAL. La cr ation de cette ville en 1948-49 fut une initiative de Mgr N.-A. Labrie.
 Diocesan centre. Mgr N.-A. Labrie's venture, the town was founded in 1948-49.

LES SAUVAGES RIERS. Laughing Indians.
 Mission et poste de traite   partir de 1680.
 Mission and trading post from 1680

CAP CHAT P
 Du nom d'un Indien noy  avec sa femme   cet endroit, le 25 juin 1795.
 After an Indian named Michel who was drowned here with his wife on the 25th of June 1795.

PORTNEUF—MISINAKUP—LES VESTIGES DU CAMPMENT, DU CABANAGE.
 The remains of the encampment, old camping place.
 Mission et poste de traite du 16 me si cle. Visite pastorale de l' v que de Qu bec en 1793 et 1865.
 16th Century mission and trading post. Pastoral visit of the bishop of Quebec in 1793 and 1865.

Le brick "Mary" (Cap. Rainsford) de la flotte de Phipps s'est  chou  ici le 28 octobre 1690. Brig "Mary" (Cap. Rainsford) of Phipps' fleet stranded here on October 28th, 1690.

L' le d'Anticosti, d couverte par Jacques Cartier en 1534 et conc d e en 1680   Louis Joliet   titre de Seigneurie par Louis XIV.
 The Island of Anticosti, discovered by Jacques Cartier in 1534 and granted as a Seigniory in 1680 to Louis Joliet by Louis XIV.

Vieux poste de traite faisant partie du domaine c d    Sieur Demoura en 1558. Br l  par les Anglais et reb ti en 1720.
 Old trading post which was part of the domain granted to Sieur Demoura in 1558. Burnt by the English and rebuilt in 1720.

Mission de St-Vital de Moisie en 1680.
 Vital of Moisie Mission in 1680.

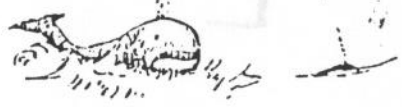
Agwanish—Castor qui a pris une gousille de terre et l'a port e sur sa cobane.
 A beaver has taken a mouthful of earth and carried it on to his hut.

Piashtib —L    o  l'eau monte—Where the water rises.
 Baie du Pillage ou Pillage Bay.

Le lieu de r sidence du Comte Henri de Puyjalon, qui y mourut et y fut inhum  en 1905.
 Residence of the Count Henri de Puyjalon who died and was buried there in 1905.
CAP DE RADAST

L    o  l'on chasse
 Where we hunt
 Poste du r gion
 par des p che
 des lacs de la A
 French regime
 Acadian habitem
 the lacs de-la-A

GULF OF
 ST. LAWRENCE



SELECTED GASPESIAN REFERENCES FROM THE JOURNAL OF PLACIDE VIGNEAU

THE AUTHOR AND HIS JOURNAL

Placide Vigneau was born in the Magdalen Islands at House Harbour (Havre-aux-Maisons) on August 29th., 1841. While he was yet in his teens there occurred a rather remarkable migration of people from both the Magdalen Islands and the District of Gaspé to the Mingan area on the North Shore of the Gulf of St. Lawrence. They were drawn there not only by the abundant sea fishery but by that of the North Shore rivers such as the St. John, Magpie, Mingan, Romaine and Natashquan that teemed with salmon, in season. The pioneer settlements of Pointe des Esquimaux, Mingan and Longue Pointe faced seaward to the arc of sheltering islands of the Mingan Archipelago, beyond which, across the Mingan Passage, lay the great Island of Anticosti. This was the stage from which, over a long and active life, Placide Vigneau recorded regularly in his remarkable JOURNAL his observations and comments on the human and natural life of the North Shore. He was a keen observer of men and events. His JOURNAL was subsequently published and can be found in its entirety in the REPORTS OF THE QUEBEC ARCHIVES. A fascinating documentary, it contains a number of references of particular interest to Gaspeians. While any selection of items is necessarily subjective, it is hoped that the following extracts will be of interest and that they may whet the appetite of the reader to read the original JOURNAL.

- 1853-1857 Vigneau noted that during this period several Jersey firms and a number of Gaspesian families had set up fishing establishments on the North Shore.
- 1858 Reference to Captain Thomas LeGros and his schooner, MARGUERITE.
- 1860 Stated that Charles Lebrun, a native of Jersey, a Protestant had abjured and been baptised a Catholic. Reference to the schooner, MERMAID, Captain Jos. Marin of Griffon Cove, Gaspé.
- 1861 Joseph Beaulieu of Maria, Bay Chaleur, came to the North Shore as Government Fishery Officer. Shipwreck, in November, of the NORTH BRITON, Allan Line, Montreal Ocean Steamship Co., at Mingan. Clarence Hamilton of New Carlisle, Bay Chaleur, who had an important fishing establishment at Mingan, salvaged cargo from the wreck worth more than £ 2000.
- 1863 Abjuration and baptism as a Catholic of the Jersey Protestant, Pierre LeMarquand. The LeMarquand family of Jersey was well known in Gaspesia.
- 1866 References to Peter LeGros, son of Captain Thomas LeGros; to the LeGROS fishing establishment at SHELDRAKE; and to a LE GROS ship, the Brick, SHAMROCK.
- 1867 H.G.Perchard of Gaspesia arrived on the North Shore as the first Collector of Customs.
- 1868 A photographer of Bay Chaleur, Mr.Byden, the first to work on the North Shore, spent 15 days at Longue Pointe. Mr.McGee of Port Daniel, Bay Chaleur began what would be a long career as Collector of Customs on the North Shore. The schooner, OCEAN BRIDE, bought at Gaspé from Jones by Samuel Doyle and Charles Ahier. Doyle had migrated from Nova Scotia to the Magdalen Islands and from thence to the North Shore. Ahier, a native of Jersey, had come to the North Shore in 1867 in the employ of LeGros.

- 1869 Charles and William Lebrun bought the schooner, SEA STAR.
- 1870 Mr. McPherson of Gaspesia served as Collector of Customs-
temporary replacement for Mr. McGee - " un tres bon vieux"
(this was probably Mr. William McPherson of Port Daniel
who was mentioned by J.M. LeMoine in his Gaspé writings)
Captain LeMarquand sold his schooner, ATTEMPT, to a Gaspé
man (not identified)
- 1871 Arrival on the North Shore of Donald B. McGee, son of
the Collector of Customs, Mr. McGee. He settled there.
- 1872 First Packet service established between Gaspé and the
North Shore by the schooner, ORION, Captain Adams of Gaspé.
Departure of several North Shore schooners for Gaspé to
buy salt needed by the fishery.
- 1875 Shipwreck of the Gaspé Packet schooner, HARO, at English
Bay, Anticosti Island.
- 1876 Peter LeGros, native of Jersey, in business on the North
Shore from 1866, sold all his holdings to Mr. Leboutillier
of Gaspé. LeGros remained on as agent for Leboutillier
during the fishing season - Mrs. LeGros took up residence
at Gaspé.
- 1877 Arrival on the North Shore, from Scotland, of the Rev.
Duncan Gillis, as replacement for the Catholic Priest,
Father Perron.
Duncan Gillis, born in Scotland in 1841, had studied
philosophy and theology in Paris, France, at St. Sulpice.
He had been ordained Priest in 1867. Very learned and
bilingual. Served as Curé at Pointe aux Esquimaux until
1882 when he moved to Gaspesia and the Parish of St.
Patrick, Douglstown.
The steamship, DRUID, with the former Commander Fortin on
board on the North Shore on a fact-finding trip. Fortin,
pioneer of the Fishery Patrol in the Gulf of St. Lawrence
had resigned from that Service in 1866 on his election
as Member of the Legislature of the County of Gaspé.

1878 Charles Ahier, co-owner with Samuel Doyle of the schooners, OCEAN BRIDE and D.H.P., replaced Peter LeGros as agent for Mr. Leboutillier of Gaspé. Peter LeGros went to live at Gaspé.

1884 The patrol ship, LA CANADIENNE, Commander William Wakeham of Gaspé, brought in tow a 70 foot whale found near English Bay, Anticosti Island. Commander Wakeham gave the whale to Placide Vigneau. It produced 1410 gallons of oil. The price of whale oil then current was 31 cents per gallon.

In November, Alfred Flowers, 17 years of age, son of Philip Flowers, drowned near Clear Water Point from the schooner, PIONEER of Charles Lebrun. The schooner had been returning from Betchewun with firewood.

(Philip Flowers, a native of New Carlisle, Bay Chaleur, married Jane Law of New Carlisle, daughter of Allan Law, Sr. Shortly after their marriage the couple moved to the North Shore where their descendants continue to live. A brother of Jane Law Flowers, Captain David Law of New Carlisle, was in the coasting trade from Bay Chaleur to the North Shore)

1885 Edward Doyle of Magpie, his son Edward Jr., and John Syvret drowned when their craft foundered in a North Shore gale. Pieces of their boat later washed ashore at Mingan.

The Collector of Customs, Mr. McGee, seized the schooners, MARIE-ANN and STE. ANNE for carrying contraband liquor from St. Pierre and Miquelon. The schooners were sent to Gaspé and the owner heavily fined.

1891 John Girard, an 81 year old bachelor hunter, who had lived in a cabin on St. Charles Island from 1857, embarked on the Packet to return to his native Gaspé. His cabin had burned down in 1890 and all his possessions had been lost.

1892 Arrival on the North Shore of the steamship, OTTER, Captain Temple. The former Master, Captain May had taken command of the CONSTANCE, assigned to patrol the Gulf of St. Lawrence to check the flow of contraband liquor from St. Pierre and Miquelon.

Father Bossé, Catholic Priest on the North Shore for ten fruitful years, left for the Parish of St. Charles de Caplan, Bay Chaleur.

1892 The North Shore business of Charles Leboutillier of Gaspé having failed, his holdings were acquired by the PETROLEUM OIL TRUST CO. and Mr.H.Foley, a native of Anse à Louise, Gaspé, took up duty as the agent of that company.

1895 Reference to the patrol vessel CONSTANCE, Captain May, with Mr.McGee, Collector of Customs on board, conducting searches along the North Shore for caches of contraband liquor.

1896 Purchase of Anticosti Island by M.Menier, wealthy French chocolate maker, for \$160.000. It was bought from an English syndicate that had held it for the past 15 years. Mr.Stockwell was a principal of that English syndicate.

1898 Reference to Thomas Vibert.

1899 Three transatlantic steamships attempted winter navigation in the Gulf of St.Lawrence. The terminus was Paspébiac, Bay Chaleur.

The ship ST.OLAF, Captain LeMaistre, a Jerseyman, replaced the ship, OTTER.

1900 Charles Ahier, who had been on the North Shore since 1856, retired to Montreal with intention of visiting his native Jersey. He had been an associate of Samuel Doyle, agent of Leboutillier of Gaspé, and for 15 years had his own business. His wife, Jane Galienne Ahier, had died prior to 1900.

On November 21st., the ST.OLAF was lost in a snowstorm and violent gale on Ile de la Boule. The crew of 22 were all lost. The body of a girl, buoyed by a life-belt, washed ashore.

1901 The death of two noted Jerseymen of the North Shore noted - Captain Pierre LeMarquand at age 83 and Charles Lebrun at age 68.

1904 Death of John Maloney, a native of Malbay, Gaspé, bachelor, aged 70. Maloney, who resided at Romaine River, was found dead in his bed by Indians of that locality who turned over to authorities his bank book showing a balance of \$2400. His brother, Charles, of Mingan, took the body there for burial.

1905 Captain Robert Miller of Gaspé died at Natashquan on board his schooner, NELLY MORROW. He had not been well for some weeks but, in the tradition of the sea, had carried on. From the start of the Packet service between Gaspé and the North Shore, Captain

1905 Miller had always carried the mail, alternating with Captain Adams of Gaspé.

In October, M.Tetu, Superintendent of the North Shore Telegraph Line bought from Mr.Viel the property of the Widow Hamilton at Longue Pointe.

Mr. Viel is identified as the son-in-law of the Widow Hamilton.

The STEAM WHALING CO., with Mr.Scott as a principal, began whaling operations from its base at Seven Islands. A small steamship, the FALKEN, equipped with a cannon firing explosive shells was used.

(No doubt watched over by the sceptical ghosts of the old Gaspé whalers who had long ago pursued whales in these waters with harpoon and lance from frail whaleboats !)

The North Shore holdings of the PETROLEUM OIL TRUST CO, were acquired by Mr.Carpenter. Mr.H.Foley remained as agent.

(Mr.Carpenter will be recalled as the moving spirit behind the building of the railway from Paspebiac to Gaspé Basin.)

The Widow Hamilton left the North Shore in October to live with her son in British Columbia. She had been married at Longue Pointe where she had resided since 1858.

1906 The schooner, SEA STAR, in Packet service from Gaspé to the North Shore.

Commander Wakeham had a new, improved, patrol vessel, PRINCESS.

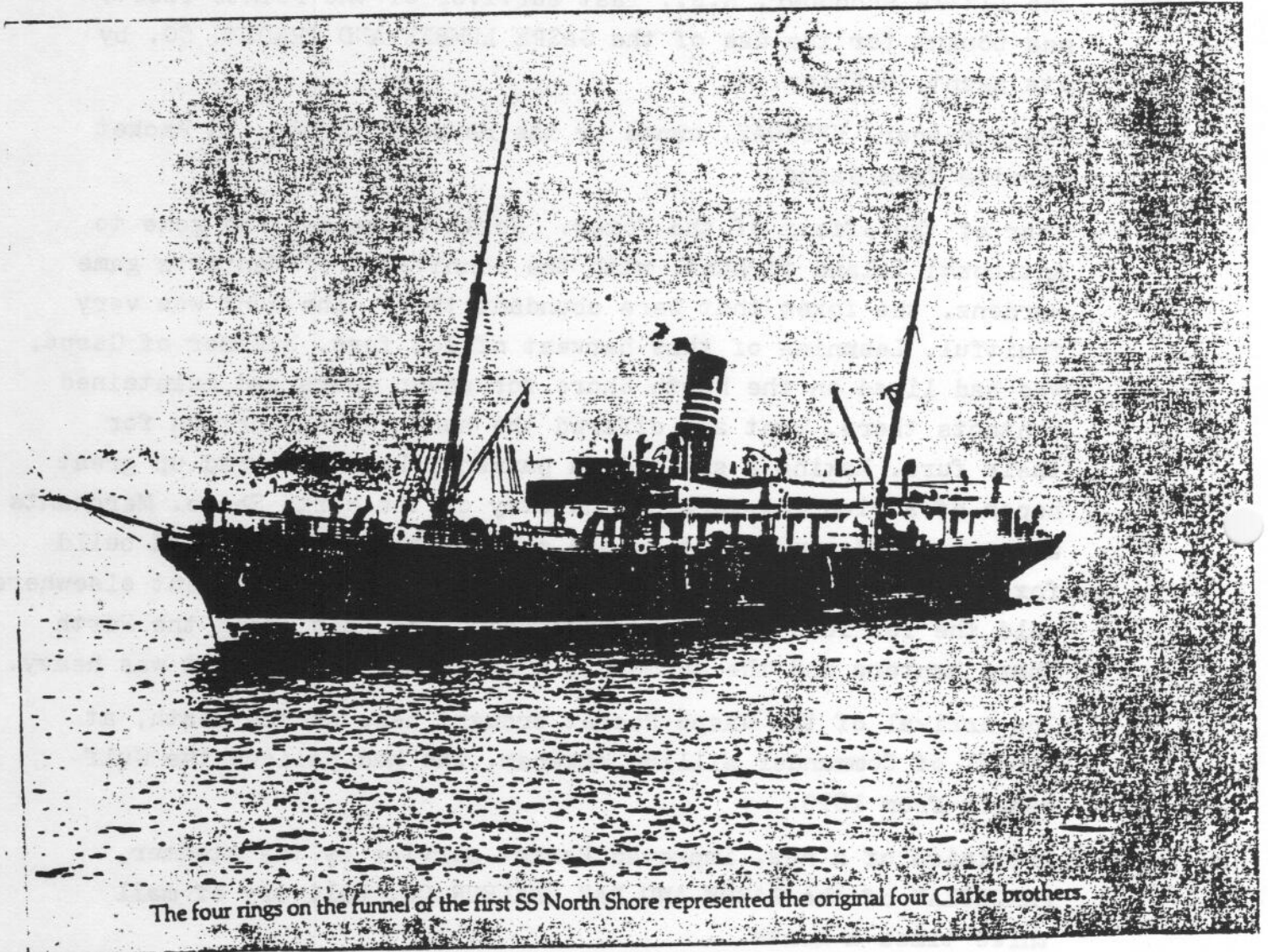
Mr.Hamilton of Bay Chaleur a temporary replacement for Mr.McGee as Customs Officer. He was a brother of the late Mr.Hamilton of Longue Pointe.

The schooner, FLORIDA, of Gaspé, Captain Languedoc, sank off East Point, Anticosti Island, during the great storm of September 7-8. The vessel was outbound from Sydney, N.S. with a load of coal. Captain Languedoc and one crewman reached shore at Petit Mecatina in a ten foot boat. Two others of the crew, who were last seen on a raft, perished.

1907 Mr.McGee of Port Daniel, Bay Chaleur, retired as Customs Officer after 35 years of service.

The schooner, H.B., an old vessel built in 1883, in service as the Gaspé Packet.

- 1907 Reference to George Flowers as the mailman to Sheldrake.
(Presumably a son of Philip and Jane Law Flowers)
- This year marked the 50th year of Placide Vigneau's JOURNAL.
- 1909 The little schooner, H.B., last survivor of the Pointe fleet,
was bought for the use of the GASPE LUMBER AND TRADING CO. by
its agent, H.Foley.
- 1911 The schooner, URUGUAY, owned by the House of Robin, in Packet
service from Gaspé.
- 1913 Year of the Affair of the Foxes. North Shore men had gone to
Anticosti Island to hunt, with the connivance of Menier's game
wardens, the foxes that were abundant there. The hunt was very
fruitful. Learning of this harvest of fox furs, W.Baker of Gaspé,
who had lived on the North Shore for seven years and maintained
contacts there, went and offered the hunters high prices for
their furs. Making a small down payment, Baker stirred up great
hopes of a rich fox-farming industry on the North Shore. Merchants
advanced goods on credit to men engaged to clear land and build
fox farms. But, in the words of the JOURNAL, " Baker went elsewhere,
sold the fox furs and never returned". The loss among the North
Shore hunters and the merchants who had advanced credit was heavy.
- 1915 The arrival of the Gaspé Packet brought news of the death, at
Gaspé, of Commander William Wakeham, who had policed the Gulf
waters from 1879.
- 1917 Provision of a new, improved Packet service by the steamer,
PERCESIAN of the GASPE AND BAY CHALEUR CO. Delivery of mail
three times a month.
- 1918 Death of the prominent merchant, H.Foley. A native of Anse à Louise,
Gaspé, he came to the North Shore in 1892. Eventually he established
his own business with an annual turnover of some \$100,000.
- 1919 The patrol cruiser, MARGARET, Captain LaCouvée of Gaspé, on
the North Shore.
- 1920 Packet service provided by the MARINAC of Gaspé
- 1921 Reference to a new mail boat, Clarke's, NORTH SHORE.
- 1923 The Clarke steamer, GASPESIAN, well-known to Gaspesians, in
service to the North Shore.



The four rings on the funnel of the first SS North Shore represented the original four Clarke brothers.