

all the way; but the northern side has the South Rk. and Goose Id. Reef, both of which are dangerous and must be avoided. The mark to clear the South Rk. is, the whole of Crane Id. open to the S.W. of the large reef off Goose Id.

In standing towards Goose Id. Reef, do not get into less than 10 fms.; but when you have got above that reef, you may stand towards Goose Id. to 7 fms., for it is bold-to, and the soundings are regular. When you have passed the Hospital Rk., to the eastward of a farm-house, and close to the L.W. mark, vessels may, if necessary, be safely run on shore, for the beach is for 2 m. all soft mud.

The Beaujeu's Bk. has a white buoy on a patch lying eastward of its east end, having 4 fms. between it and the bank, and another white buoy on a knoll of 18 ft. near its west end; opposite the former buoy is the red buoy on Goose Id. Shoal.

To clear Beaujeu's Bk., if with a large ship, proceed at half-flood, and when to the southward of Goose Id. Reef, bring the Stone Pillar Lt.-ho. its own breadth open to the south of Goose Id. Reef, bearing N.E. $\frac{1}{2}$ E. Steer S.W. $\frac{1}{2}$ W., with those marks astern, and they will lead up to the white buoy on the patch eastward of the Beaujeu Bk. Pass the buoy to the southward, steering S.W. $\frac{1}{2}$ W. until Crane Id. Lt. bears W.N.W., then steer west, 4 m. past the black buoy off St. Thomas's Bk. and you will get the Belle Chasse Lt. W.S.W. right ahead, and the South Channel clear.

ANCHORAGES.—Ships may anchor all the way from Pillar to the east end of Crane Id., in 7 fms., the ground clean and good; there is also good riding off the body of Crane Id. in 8 fms.; but the best roadstead in the river, with easterly winds, is a mile to the westward of Crane Id. Vessels bound down the river, when advanced as far as the Pillars, if caught by strong easterly winds and bad weather, had always better run back to this place than ride below it, at the risk of losing their anchors.

From Crane Id. to Pt. St. Valiere the course will be about W. by S. $\frac{1}{2}$ S., and the distance 12 m. In pursuing this track you will have to pass the flat mud-bk. off St. Thomas's Church, the Wye Rks., the small bank of Grosse Id., and the Belle Chasse Islets. (For a description of these dangers, see p. 76.) In proceeding from Crane Id., you may keep the island on board, for it is steep-to; run on in from 7 to 10 fms., and S.W. by W., distant 2 m. from the southern part of Crane Id., you will meet with the northern extremity of St. Thomas's Flat, which runs out nearly 2 m. from the mainland, and dries at L.W. In rounding Crane Id., steer W. by S. or stand towards it into 7 and 6 fms., soft muddy ground; and when St. Thomas's Church comes S.E. $\frac{1}{2}$ E., you will be abreast of the point, and may steer up W.S.W. $\frac{1}{2}$ W. Having got above this flat, you will be abreast of the Wye Rks.

The Wye Rks. lie about $\frac{1}{2}$ of a mile from the shore. Keep in not less than 6 fms., and you will at all times go clear of them; the long mark from the westward is, to keep Belle Chasse Ids. always open to the southward of Pt. St. Valiere.

When you have arrived above Margaret's Id., you should stand to the northward, but not into less than 6 fms., on account of the bank which runs from Grosse Id.; nor go nearer to Reaux and Madame Ids. than 7 fms., for both these latter shallow as you approach them. The south side of the channel is bold all the way to Belle Chasse Id., having 8 fms. near the shore, and 7, 8, 9, and 5 fms. quite across; the ground clean, the stream moderate, and the anchorages all along good.

Should ships have the misfortune to part their anchors, either above or near Madame Island, it being H.W., and the vessel's draught not too great, they will find a good cove at the W. end of Goose Id., where they may safely run on shore, the ground being all soft mud. In this cove are 14 ft. spring-tides, and 9 neap.

Should they part near Crane Id. they may safely run on shore on Goose Id., above the Hospital Rk.

Should they part in the Traverse, they may run into Kamouraska, observing the marks given in page 86.