

river's mouth, and up it again on the north side about a league and a half in depth. We found an oak region of fine appearance on the heights. We followed the said tract of land and found it led to large swamps adjoining the lake. The next day we went up the river about half a league further and found another oak region which led us to the River au Sables. After that we visited the River Senaranc; we found all round the hills an oak region of fine appearance. We also explored the river "Du Rocher" where we found a few oak trees of very bad and nearly all of doubtful appearance.

In this visit to the rivers au Sables and Senaranc one might find enough timber to cut for two vessels of sixty guns at least. We have marked some of the trees, not having marked all because of there being so many.

Done at Lake Champlain on the last day of August, 1750.

JOSEPH CORNIX,
PIERRE HUBERT.

After dismantling "L'Original," even to her masts, it would appear that probably efforts were made to raise her, by patching the holes, and thus an extremely high tide floated her off the reef and drifting away some distance, while sinking at the same time, touched bottom in about ninety feet of water, some four hundred yards out, opposite to where is now Allans, Rae & Company's wharf, lying fore and aft across the river, bow pointing to Quebec shore and listed over to the southwest.

As this wreck or "anchor nest" had become an obstruction to navigation, by reason of the number of anchors caught and lost in it, the Quebec Harbour Commissioners in 1878 decided on its removal, and the contract for blowing her up was given to Messrs. Nobel & Co., of Ardeer, Scotland, the celebrated manufacturers of explosives, through their Quebec agents, at whose disposal the commissioners placed their powerful "lifting barge" under command of Captain Claude Giguère,¹ an experienced operator in all kinds of wrecking work and raising of sunken timber.

He found by sounding with a long pole, that the sand had accumulated level over her deck on the southwest side, leaving the northeast or lower side clear to the keel; the sand bank rising again a few feet from her to a height of some twenty feet or more, like a snowdrift, all of which was corroborated by the diver at his first descent.

Owing to the strength of the swift current, diving work could only be performed for about one hour at slack water, that is at the top of high and bottom of low tide. The mode of removing her was by exploding, with electric battery, charges of from 100 to 150 pounds, and less when necessary, of dynamite under her keel and where needed. Before exploding the large charges, the barge, which was always anchored fore and aft

¹ Captain Giguère died on 24th April in 1894.