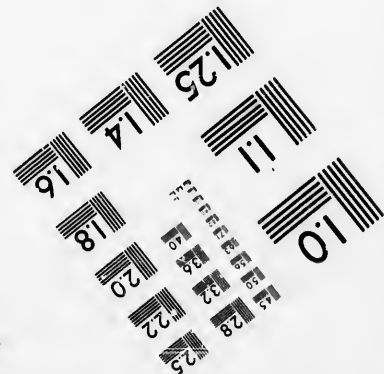
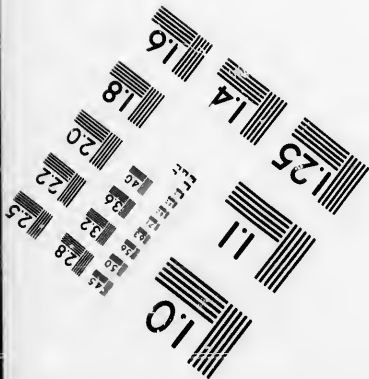
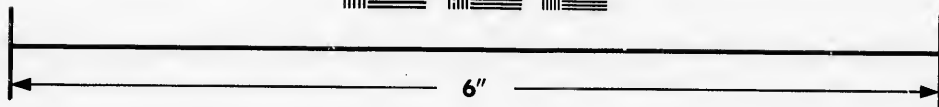
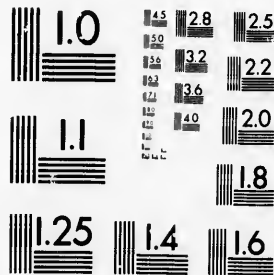


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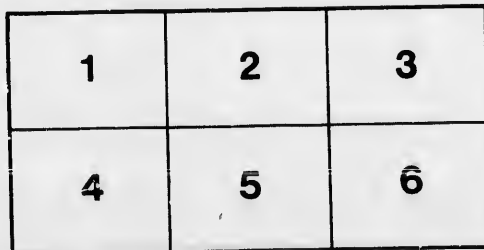
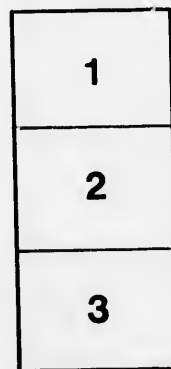
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**A CHART**  
**OF**  
**LAKE ERIE,**

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Snake Hill the Point above Fort Erie, is a low sand hill that formerly had military works upon it that commanded the Fort,  $1\frac{1}{2}$  miles above this is another called Palmer's Point running about half a mile into the Lake, and makes the approach into Fort Erie Roads, very dangerous in the night, the shoal of Rocks runs from Palmers point S. by E. and to the westward they have a bold appearance and approach of 5 fathoms of water close too. The leading marks for clearing this point in coming from the Westward is to steer from Point Abino E. N. E. which will bring the City of Buffalo right ahead, when you will not have less than  $5\frac{1}{2}$  fathoms, until the lower Wharf commonly called the N. W. Wharf at Fort Erie is just open with Snake Hill, and then

steer in mid channel with Black Rock ahead with the water gradually shoaling, until you get into  $2\frac{1}{2}$  fathoms anchorage, abreast of the N. W. wharf, in going out of Fort Erie Roads steer S. W. by S. for a point of flat table land on the American Shore keeping this point right ahead until the N. W. Wharf and store are shut in by Snake Hill by this course you have a good 5 fathoms channel, then alter your course to W. S. W. and the water will gradually deepen to 9 & 10 fathoms off Point Abino which is 9 miles from Fort Erie, and when you may be said to be completely out of the current although the effect is seldom felt above one mile above Palmers point, Point Abino is formed by an uneven Sand Hill with trees which give it the appearance of notches in the land, in coming from the W'd. the E. side of this point affords good shelter for vessels from the westerly winds laying sheltered with the winds from W. S. W. or S. W. to S. E. at  $3\frac{1}{2}$  fathoms sandy bottom close under the point and with the point bearing W. by S. in 5 fathoms water with strong Blue Clay. From Pt. Abino about 2 cables length to the S.S.E. is a ridge of rocks some of them shewing themselves above water. From this point the course is W. by N. to Grand River Bluffs, distance 26 miles, 9 miles to the W'd. of point Abino is a remarkable Hill called sugar loaf, it is a good land mark in the night as it is easily seen and vessels coming down generally heave too off it for the night or till near daylight, there is a small bay to the E'd. of it useful only for Durham Boats and Batteaux, 5 miles to the W'd. of sugar loaf Hill is Morgan's point this is low land with trees to the extremity of the point and a rocky shoal running out some distance and affords shelter for Boats. The lower Grand River Bluff or Point Selkirk is a bold looking point and

to the E'd. affords good shelter for vessels with the wind at W. S. W. but should the wind come from the S'd. it is dangerous getting under weigh from the heavy swell and being rocky in shore, off the outer edge of the point abreast of some small firs a shoal runs off edging to the W'd. joins Mohawk Island which forms the East port of Mohawks Bay a very good shelter for the shipping on Lake Erie.

Mohawks Island which gives shelter to the bay is very small, to the S. and S. E. it is connected with rocky shoals that runs out between 2 and 3 miles into the Lake, about  $\frac{1}{4}$  of a mile from the Island to the S. is a narrow channel for small vessels with 4 fathoms but is only safe in fine weather, the greater part of the rocks to the S. have little more than 2 or 3 feet water on them E. from the Island in 3 fms water is a rock with only 6 feet water on it, in going into the Bay from the E'd give point Selkirk a good berth and steer for Mohawk Island in 5 fathoms water until the high Clay Bank in the bite of the Bay is well open when the Easter most part of the Bank is well on the starboard bow the water will gradually shoal to 3 fathoms then steer for some firs on the W. end of the clay bank which will lead you nearly into mid channel giving the Island the best berth, on this course the water shoals gradually until abreast of the Rocks off the E. end of the Island when you have 10 feet for 2 casts then 12 for about 2 cables length then 10 feet again for a short distance and then deepen suddenly into  $2\frac{1}{2}$  or 3 F'thms. The best anchorage is in  $4\frac{1}{2}$  f'thms with a small store under the point of the Bay, W. Point Selkirk, S. by E. and the centre of the Island S. S. E. This bay has most excellent holding ground of Red Clay and is perfectly open to S. W. winds, the vessels ride generally with little strair



on their Cables, the back swell having so much effect, the westernmost part of this bay called Mohawk Point is rather high land and is placed on a solid bed of rocks.

And directly under the point near the store house is a small bay which forms an excellent Harbour for small Boats  $\frac{1}{2}$  a mile in the Bay and directly abreast of the House lays a shoal with  $2\frac{1}{2}$  Fathoms of water on it and when it blows fresh from the westward, the sea breaks very heavy on it in three successive rolls which makes it rather dangerous for boats going off, to the vessels if unacquainted with the inner channel which lays to the Northward and very near abreast of a small Rocky point in a line with the shoal. In going out of the bay to the W'd. there is no danger the Point of the Island and main land is pretty bold and the channel is 1500 Yards wide in the bite of the next bay to the Westward is the entrance of the Grand River and is  $2\frac{1}{2}$  miles from Mohawk's point, here are the Store Houses and temporary Dock Yard for repairing the Vessels on Lake Erie, the entrance of this River is at times nearly blockaded up by a shifting sand Bar, and before you can either venture in or out, it is necessary to place the buoy afresh there is seldom less than 5 feet water in the spring, and fall, sometimes 7 feet, the following bearings were taken about half a cables length from the Bar to the S'd. of it, Upper Grand River Bluff W. 30 South Mohawk's Point outer extreme E. 25 S. West point Grand River N, E. Establishment centre House on with easternmost point of Grand River N. E. by E. the ground is red clay with sand at top and very good holding ground the entrance of the Grand River is very narrow with a current affected very much with the wind for 3 miles up but above that always runs down about 2 Knots. The

point of land to the west'd of Grand River Bluffs has very dangerous shoals of rocks from it S. S. E. for 3 or 4 miles to clear them, in coming from the W'd. you must keep Mohawk Island on with the clay land in the bite of Mohawk bay until the houses at the Grand River are well open. The vessels unacquainted with the Lake are very apt to keep in with the land until Mohawk Island opens to the S'd. of point Selkirk which is sure to bring them on the centre of the shoal from 7 to 4 feet before they have time to haul off, Point Selkirk, Mohawk Point, and Upper Grand River Bluff, are, 3 bold points of land seen in the offing, and called by old Navigators the Grand River Bluffs, and considered excellent land marks to know the distance from Fort Erie. In Coasting from Upper Grand River Bluffs the approach is rather dangerous for any thing but boats, as far as Turkey point which is 36 miles here is formed Long Point Bay with good holding ground but open to the E. winds in the West Part of the Bay is formed a small Harbour called Deep Hole with a narrow channel into it, having 5 fathoms water it is surrounded with swampy Ground, and is 9 miles from Turkey point. Long Point runs out from Turkey Point S. E. by S. 22 miles and is formed of low sandy ground with no trees within one mile of the end of the point, it is dangerous approaching it in the night from the difficulty of seeing it, but by attention being paid to the lead, the danger may be avoided, as within three miles of it, the deepest water is to be found, to the E'd of the point is good anchorage in the Lake [*in six Fathoms under the Big Bluff,*] in shaping a course up the Lake from Mohawk Bay steer S. W. by W. for 26 miles which clears Long Point 2 miles to the S'd. the general soundings are 10 12 14 15 19 and 24 Fathoms when near the point the ground is soft blue clay From the

Upper point or Gap of Long Point and near the centre of the Lake lays a small sand shoal having only  $4\frac{1}{2}$  Fathoms water on it the following bearings were taken from it outer extreme of Long Point N. E. 24 miles, upper Gap Long Point N.  $\frac{1}{2}$  E. 13 miles high sand hill centre N, by W. 19 miles. The land along the coast has generally a high appearance with a good settlement called the Talbot settlement, from Long point W. by S. 78 miles is Point Landguord or Round (O) so called from a small Lake inside, a good Harbour for Batteaux, under this point is shelter from a W. S. W, wind in 4 fathoms clay bottom W. by S. 45 miles lays Point Pele this point is low sandy, and runs out  $2\frac{1}{2}$  miles to the South, to E'd is a most excellent harbour for batteaux, formed by a swamp with a very narrow entrance having generally 3 feet water in it, 10 miles from this point lays a range of Islands that cross the Lake through which there are three channels to the River Detroit. Point Pele channel middle Island Channel and Cunninghams Island channel, Point Pele channel has been least known on account of the supposed danger of Point Pele, in steering through it keep the gap that appears on Point Pele Island ahead until Point Pele N. E. by E. then steer N.  $\frac{1}{2}$  W. until the small Island opens on the N. Point of Pele Island, from this steer W. for Bar Point, the soundings will be shortning gradually from 10 to 5 fathom into the Island and from that to 4 on the N 1-2 W. course and 7 6 & 5 all up the shore till within 3 miles from Bar point, by keeping in the centre of the Channel in going in with the Point Pele, about N. E. there is only  $2\frac{3}{4}$  fathoms and apparently a sand bank is formed as the whole of the other soundings are blue clay, and off the first point to the W'd. of Point Pele lays some sunken Rocks, with 5 or 6 feet of water, nearly  $1\frac{1}{2}$  miles from the shore

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N.N.E. from E. part of the Island which is the largest Island in the channel to the W, of Point Pele Island lays a small patch of Rocks having 6 feet water on them.

Middle Island passage is the one most commonly used it lays in the centre of the Lake, Middle Island is easily known by its appearance, being smaller than the others High and perfectly round, in going through Keep a  $\frac{1}{4}$  of a mile to the S'd of it, and when at the wind Steer W. by N. Cunningham Island lays about 2 ms. to the S. of Middle Island, and between these and the passage, but well over to Cunningham Island lays a rocky shoal connected with it, it has two bushes growing on it, that gives it the appearance of a small vessel under sale, and is by some called Boat Island. There is a narrow Channel to N'd. of Middle Island between it and Point Pele Island, but from a very dangerous reef of table rock running off S. end of point Pele Island it is very rarely used. S. E. from the E. end of Middle Island and N.E. from the E. end of Cunningham Island lays a shoal with 7 feet water on it  $\frac{1}{4}$  mile wide and  $\frac{1}{2}$  mile long from Middle Island Steering N. W. 18 miles lays Middle Sister Island, in Sailing to it you leave a number of Small Islands Called the Birds on the Stb'd hand and on the other hand the St. George's Islands in which lays Mills Cove and put in Bay a most excellent Harbour for shipping, from Middle Sister Island Steer N. W. by N. 12 miles to Bar point.

To come through the Cunningham Island passage steer to the S'd of Cunninghams Island giving it a good birth until the Islands open, on account of a shoal running off the S. point, then Steer, N. W. by N. for Bar point, about 5 Miles to the S. W. of St George's Island lays a sand bank with 5 feet water on it.

Bar point at the entrance of the River Detroit has a

bold appearance of trees to the water's edge, at this point the Bar forms and runs in the shape of a Horse shoe untill it joins point moya situated on an Island opposite by keeping  $\frac{1}{2}$  a mile from Bar point you will find 15 feet water, which is the general depth in the deepest water and then Steer for a patch of Clay bank nearly N. on the Island of Bois Blacke until off the 2d Windmill, then Steering in mid Channell between the Island and main in 4 fms' for  $\frac{1}{2}$  a mile you come to Amherstburg, the best Anchorage is close to the Town in 3 fathoms as on the Island side are a number of old sunken trees that chafe the cables, the current runs here generally 2 knots but is affected by heavy winds.

The Merchant Vessels coming from the E. end of the Lake steer W. S. W which clears Long point about 8 miles and strikes the middle Island Channel, the general soundings are from Fort Erie to Point Abino 4, 5, 6, 6 1-2 7, 8, & 9 fathoms, sand, from Point Abino to Grand River Bluffs 10, 12, 14, 13, and 15 course gravel and black pebbles from G, R, Bluffs to L, Point 15, 24, 22. 19, 16, 22, 14, black sand and sometimes mud, from L. Point to the sand hills 30 miles to the W'd, irregular from 14 to 24 fathoms hard clay mud and sand,



