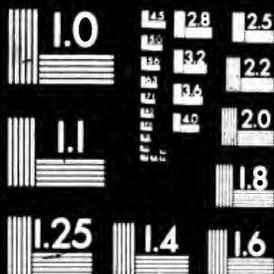


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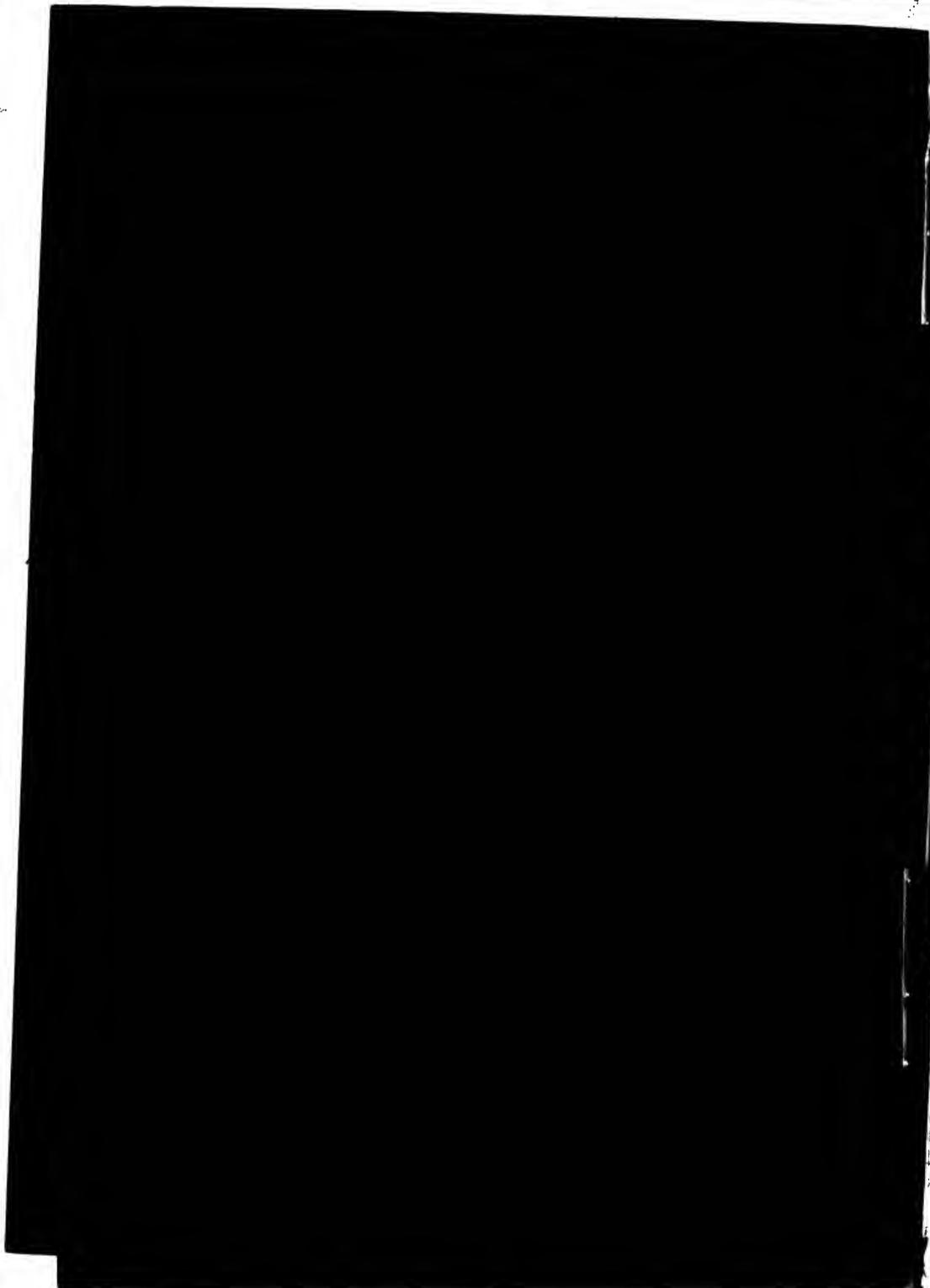
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SAILING DIRECTIONS AND REMARKS

ACCOMPANIED WITH

NAUTICAL CHART



NORTH SHORE OF LAKE ERIE

BY CAPT. ALEX. MCNEELLED,

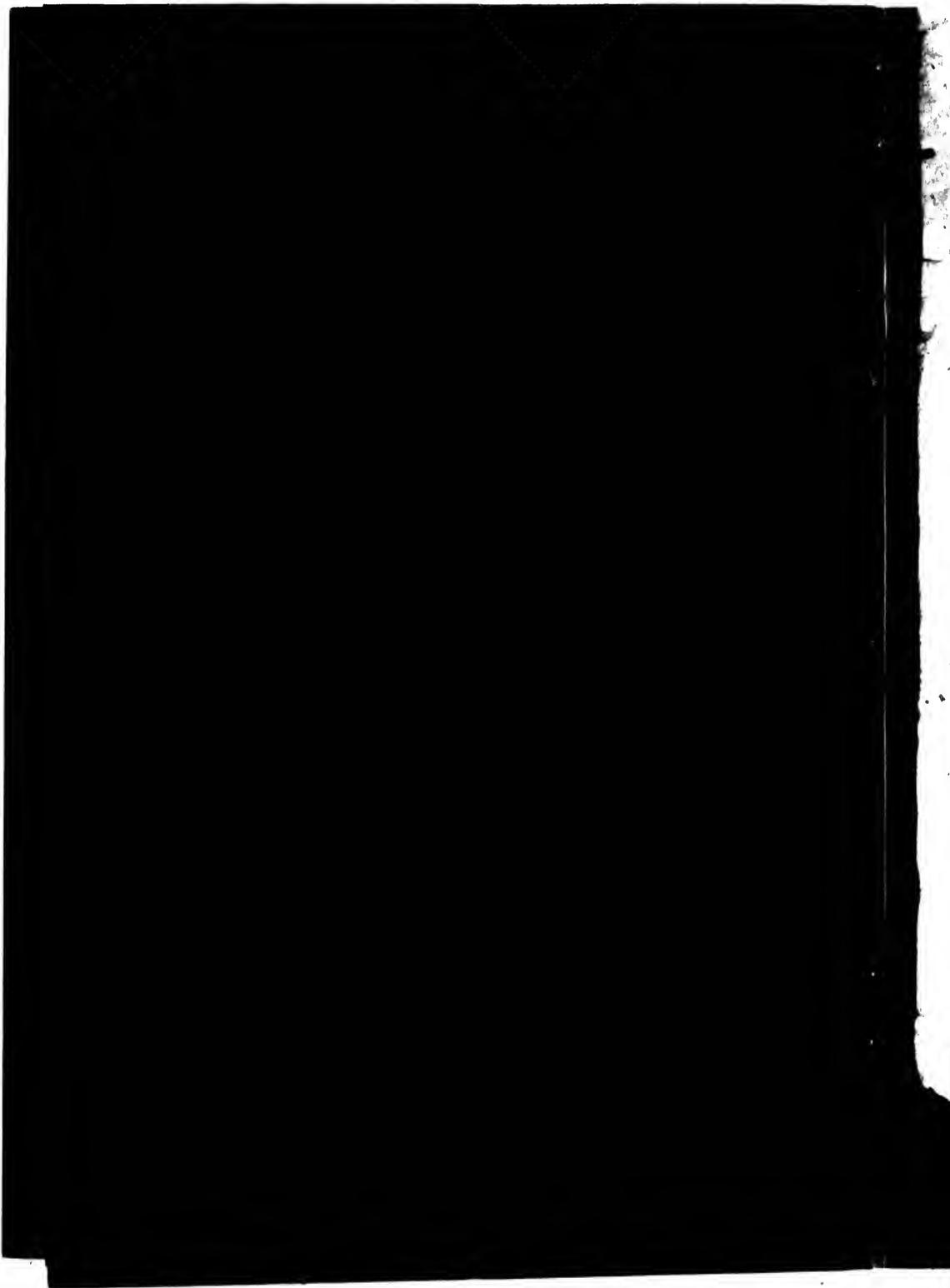
OF PORT HOVR, C. W.

Commander U. S. Navy.

BUFFALO

W. C. BROWN & CO. PUBLISHERS

1851



Presented

To Mr. John Culver

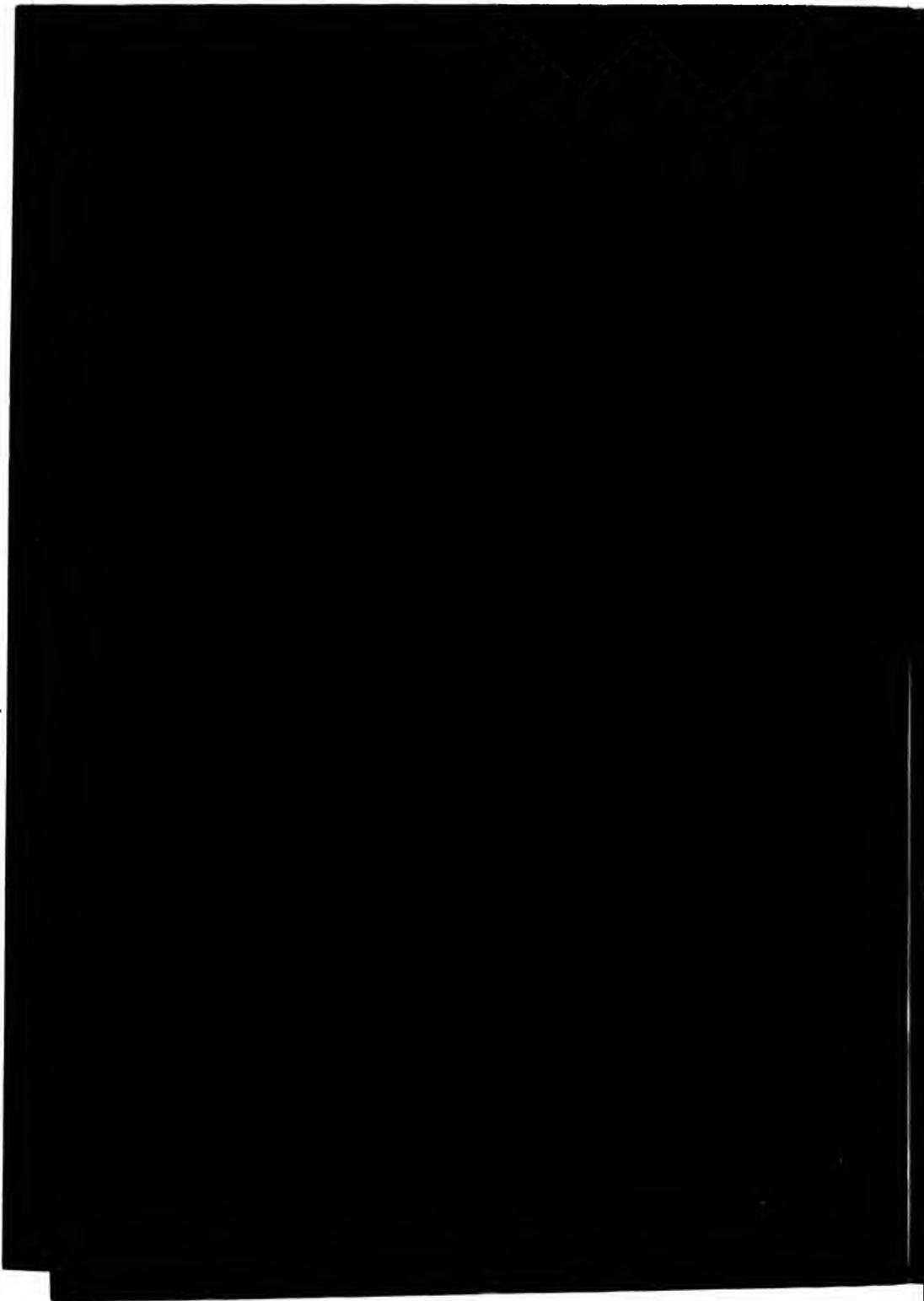
from his old friend

Capt. Wm. M. Newberry

J. Greenold Farm
Woodhouse Ont.

April

1849



SAILING DIRECTIONS,

AND

REMARKS

ACCOMPANIED WITH A

NAUTICAL CHART

OF THE

NORTH SHORE

OF LAKE ERIE.

BY CAPTAIN ALEX. McNEILLEDGE,

OF FORT DOVER, C. W.

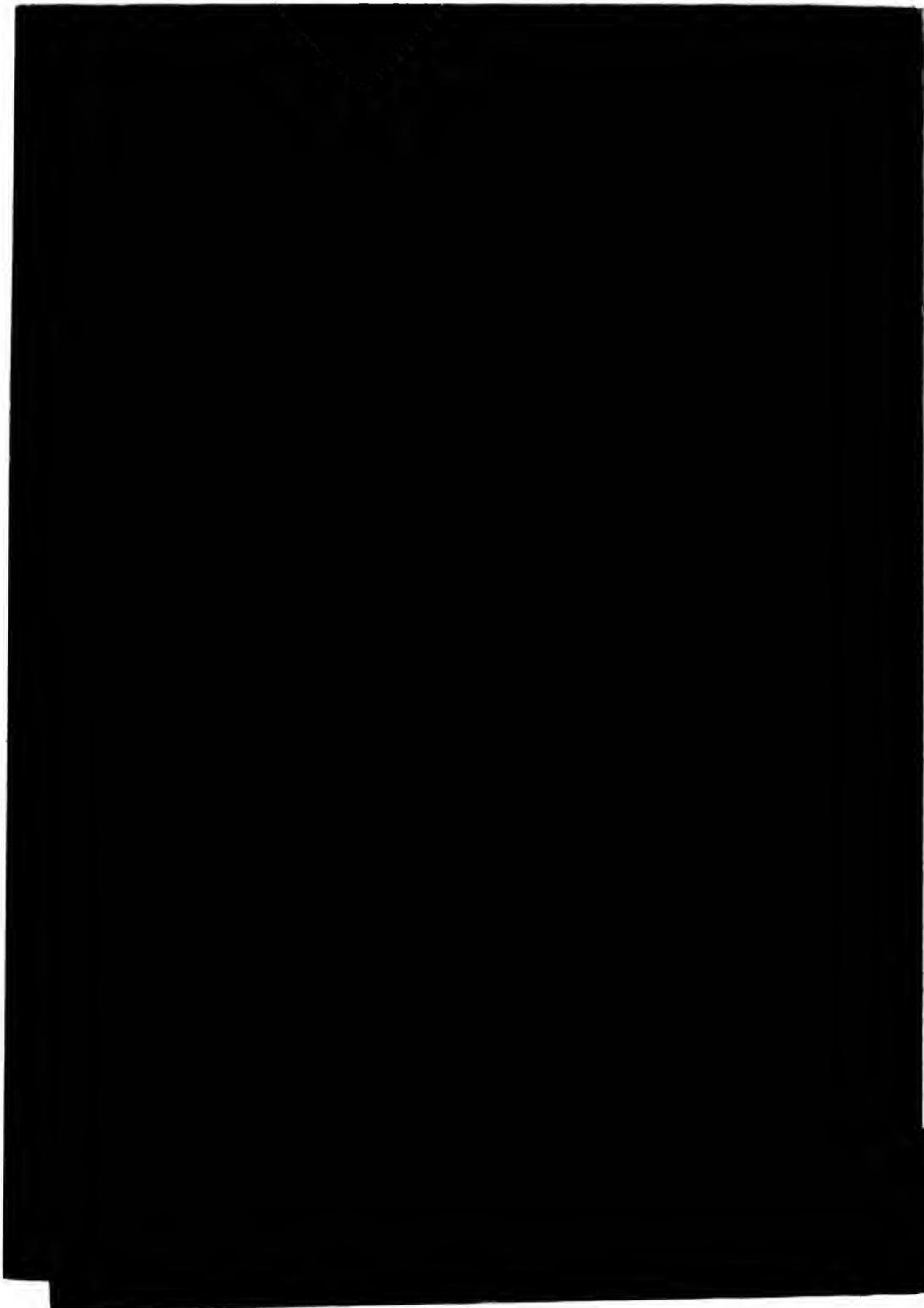
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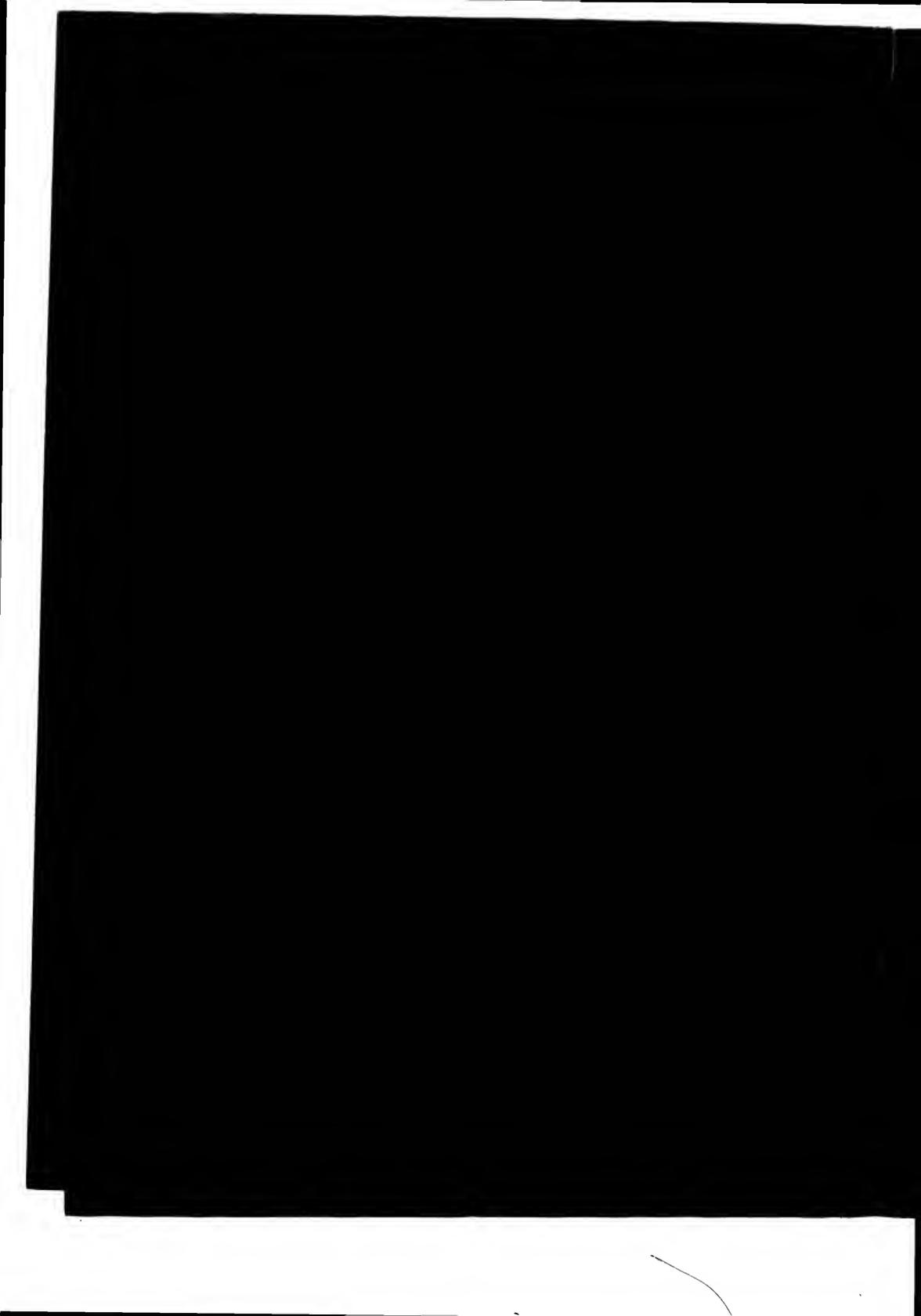
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SAILING DIRECTIONS.

These remarks are accompanied by a chart of the north shore of Lake Erie from below Point Abino up to Point Pelee and the Islands. As the Canada shore is getting more frequented by the numerous vessels yearly increasing on Lakes Erie and Ontario, through the Welland Canal, this will be found a pretty fair guide for any Master to have. As the stranger generally gives the north shore a wide berth, bearing the name of an iron bound shore, and no directions to go by.

The courses and distances, will be found pretty correct for any stranger to go by, and will often ease the mind of the man having the charge.

The courses are all by compass, which is altogether used on the Lake.

There is an easterly variation on the Lake which increases as you go to the west; however, it is not taken notice of, as they all go by their compass courses.

I have often thought it singular that there has not been charts or directions for the Canada shore. All the lake Ontario captains on both sides, and the Erie captains on the American side, are afraid of the north shore, and indeed a good reason they have (however, it is getting pretty well lighted) - a light



house on Point Abino is very much wanted. The next 8 miles west is Gravelly Bay, now called Port Colbourne, but the works will not be finished until next year, when there will be a light house, which will make a double entrance to the Welland Canal, and will be found very useful, according to the season of the year.

The next 15 miles west is Gull or Mohawk Island. There is a lighthouse, built of stone, which is expected to be in operation this spring and will be a revolving light, which will be found very useful for vessels going up or down the Lake. The next four miles NW is the Grand River, now called Port Maitland; the lighthouse is on the west pier.

The next light is Port Dover, about 40 miles W. The lighthouse is on the west pier, and bears from Long Point lighthouse NW, about 25 miles.

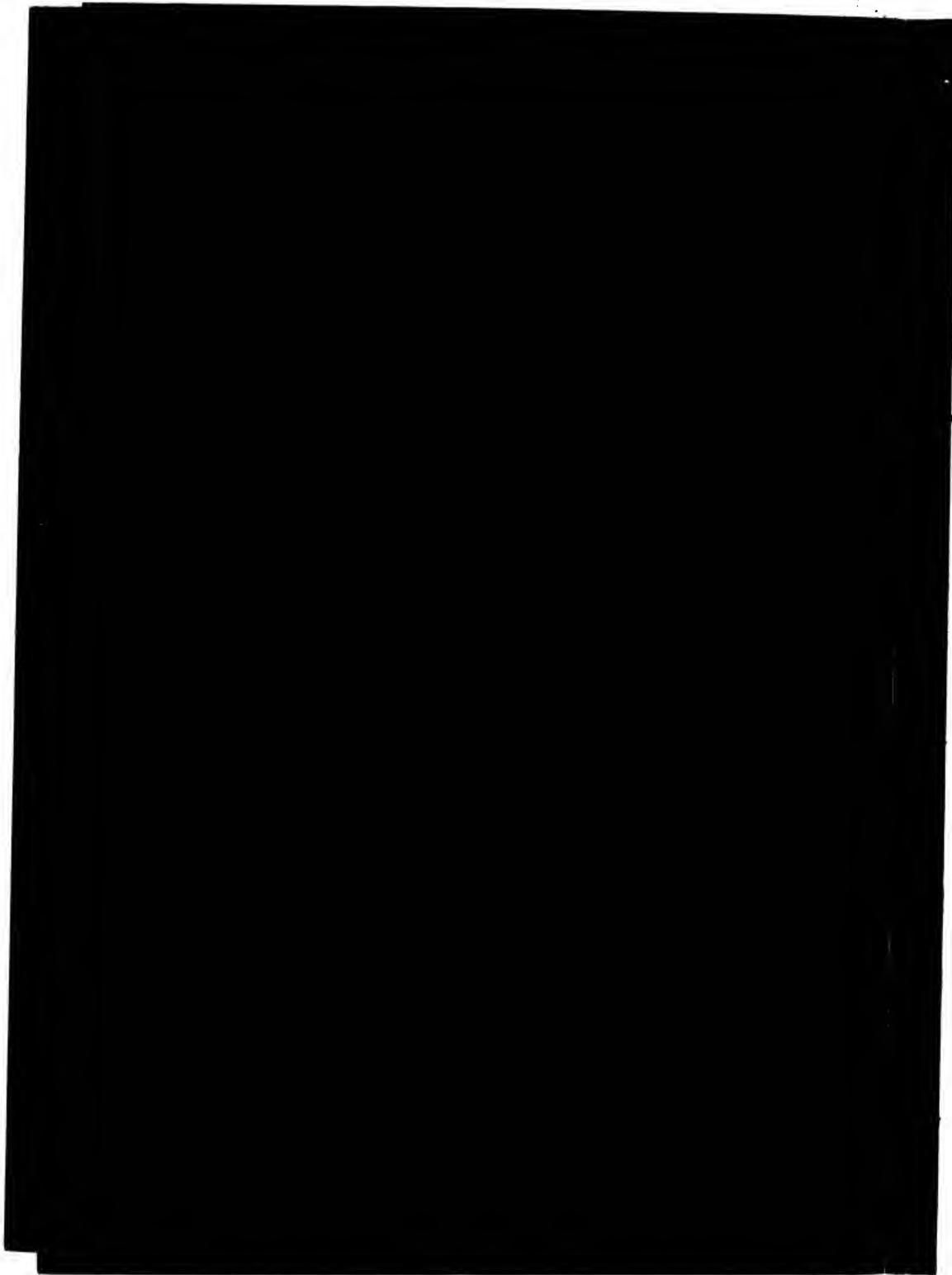
The next is the lightship in the "Cut," about 20 miles to the westward, through Long Point Bay, off Pt. Rowan.

The next is Port Burwell, about 20 miles west. The lighthouse is on the hill, starboard hand going in.

The next is Port Stanley, 20 miles to the west. The lighthouse is on the west pier.

The next, about 40 miles west, is the "Round O," so called by the sailors—the old French name was *Ronde Eau*, or Round Water. This is a good harbor. The lighthouse is on the west pier.

The next lighthouse is on the NE end of Point Pelee Island, about 40 miles SSW. Then you are up to what they call "the Islands."

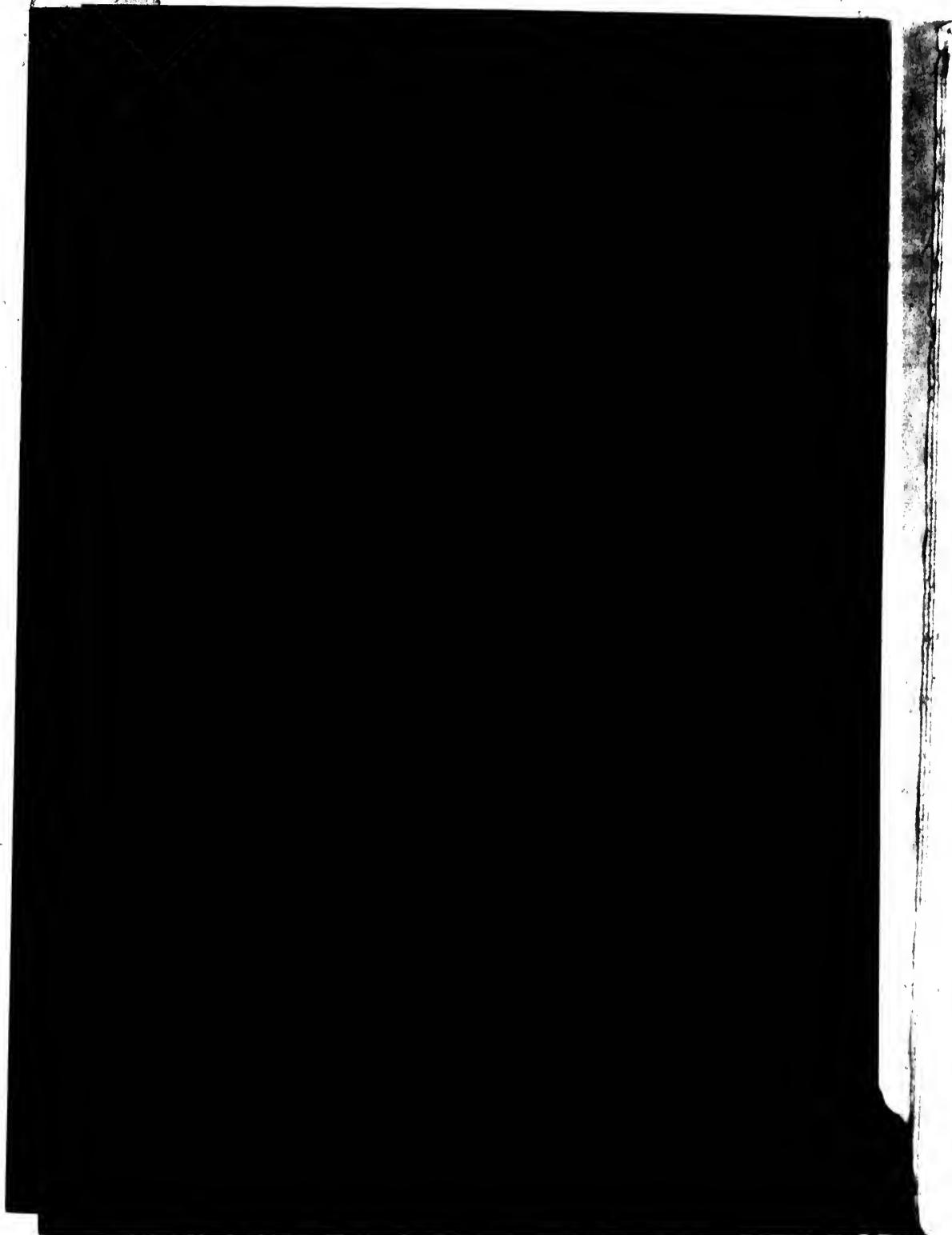


REMARKS.

Vessels leaving Buffalo, bound up the Lake, and meeting with the wind down the Lake, and not got as far up as to fetch the Grand River, not wishing to go back, the only place to run for is the anchorage under Point Abino. In running down, give the Point a reasonable berth, stand on till you bring the house in the upper end of the bay to bear SW by W, then haul up WNW, stand in till you smooth the water. You will have 15 or 16 feet. You can stand further if you choose into 9 or 10 feet and bring the house to bear W by S, and you will be entirely out of the sea.

If you have got up so as to make Grand River; stand for the lighthouse, which is on the west pier. In the spring of the year you will generally find a strong current going out, and it will be necessary for to keep good canvass on the vessel, so as to stem the current—and on entering the pier, have your hands stationed and your main peak ready to dip; also your main sheet manned ready to ease off and haul aft, as occasion requires. By attending to this you will avoid yawing against the pier. The course in is about NNE. It is right to know this, as you can have your sails trimmed according to which way you have the wind.

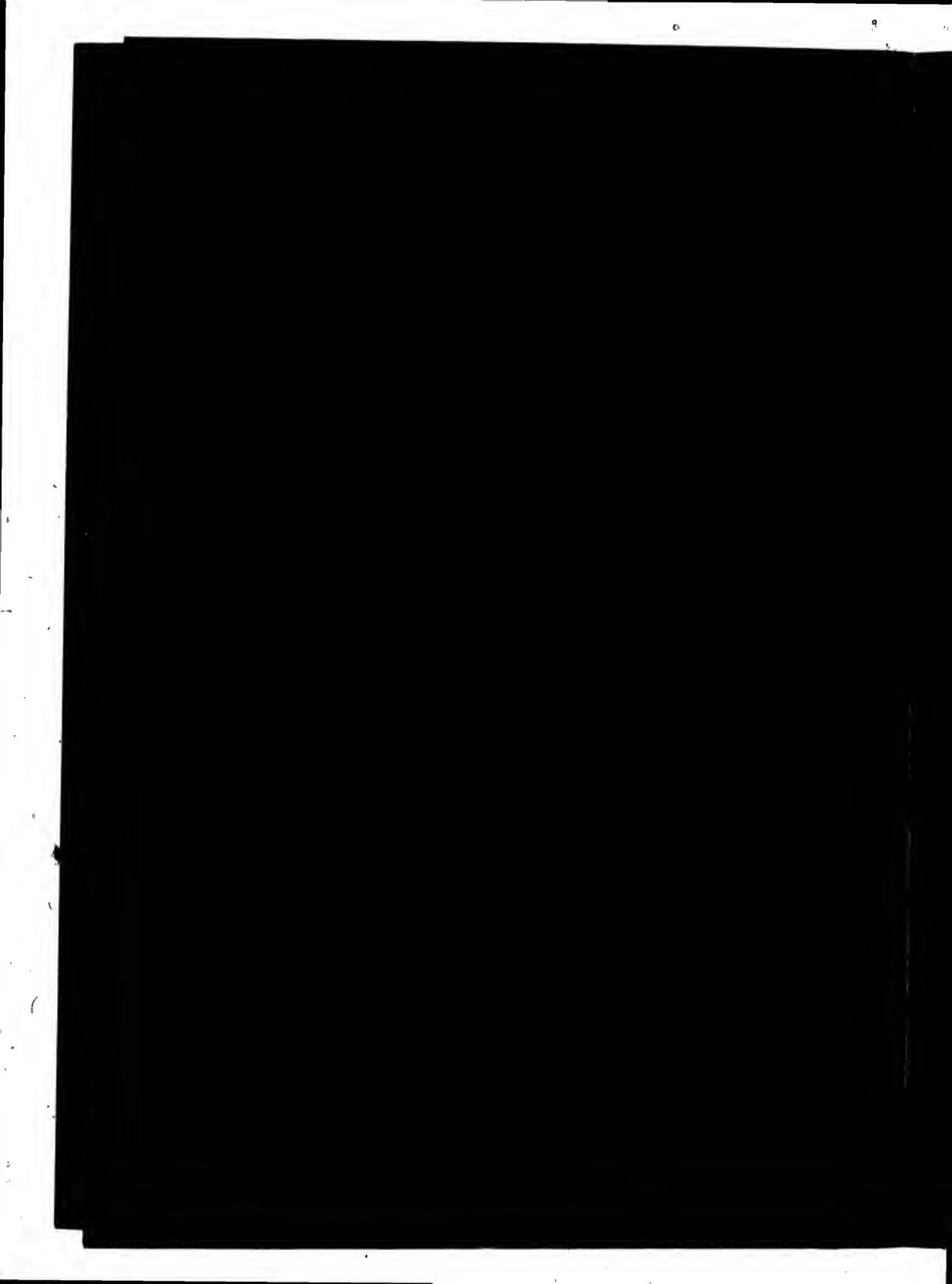
Last spring I was taking a trip in the Shamrock, Capt. R. Fyfield. We were standing in for the river, with a smart leading breeze about NW, there was a splendid new schooner from Cleveland coming in



after us, deeply laden with wheat. He saw the way we had to manouver, as the current was very strong. Just as he entered the pier, his vessel gave a yaw, and came bang up against the west pier by the lighthouse, and stove her larboard bows in above water although she had solid bulwarks forward. It is well enough to mention these things as it will put people on their guard.

If you get up as far as Long Point, and meet with a head wind, and wish to anchor under the Point, off the Big Bluff; round the Point, keeping your lead going, and work up and anchor any where you please, owing to the way you have the wind. But if the weather looks bad, there is often a heavy sea and a groundswell, and likely you will have to leave your anchor. But instead of anchoring under the Point, which will be owing to your own judgment and the looks of the weather, if you could fetch Port Dover, which is a good harbor to run for, the directions are in the description of Dover Harbor; and if you can't fetch Dover, the Grand River is under your lee, and by looking at the sketch, you cannot go wrong—whereas lying at anchor under the Point in heavy weather, is not very pleasant while you have a good harbor under your lee.

The next is the Ctt, about 30 miles west of the Point. If you have got up as far, and meet with a head wind, you can run in and come to anchor by the lightship, either by night or day. The course in is, get the lightship to bear NNW, then stand in, keeping the light a little on your larboard bow. The east shore is the boldest, and by keeping your



lead going you will know when you near the west side, as the water you carry in will be best on the east side of the Cut, and come to anchor any where close by the lightship, in 11 or 12 feet.

But when you get above the Cut, and the wind still ahead, if it don't blow too hard, you can make long stretches, as then you have the whole width of the Lake; and as these winds veer and haul some points throughout the day, you will be able to judge what shore would be the best to be on by the evening, and very likely get a good slant up as far as the Islands.

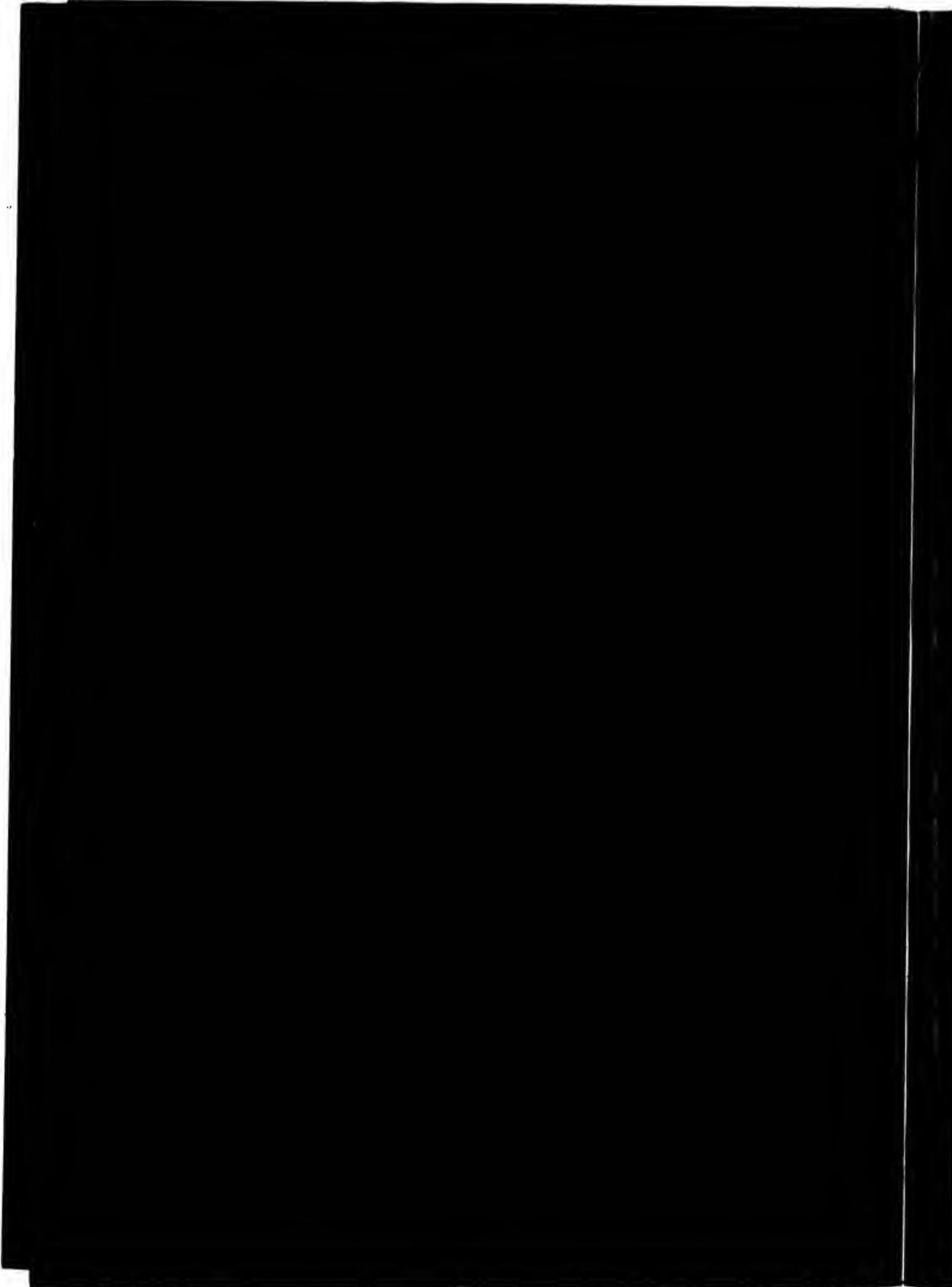
Vessels coming up through the Welland Canal, and about leaving the Grand River, bound up the Lake, as Long Point bears SW about 40 miles, you must be governed by the wind you have, about what course you will steer. Bound up to Port Dover, or through the Bay, get an offing; then steer about $W\frac{1}{2}S$. As long as you see the Grand River lighthouse, you are outside of the shoal, called the "Décomie" Shoal, which bears from the first point, called Hide's Point, NE, about 4 miles, and about the same distance from the shore; but if you shut the lighthouse in by the Point, you will be in danger of striking on the shoal. It is a kind of flat, rocky place, from 4, 5 and 6 feet.

Still standing up, give Peacock Point a reasonable berth. The shoal, you see in the sketch, bears from Peacock Point S by W 7 or 8 miles, and Port Dover bears about WNW; it is about an acre, with rocky bottom—the least is 10 feet, then 11, 12 and

15 feet. Vessels passing over with their centre-board down will strike on it. Some springs I have seen the ice piled on it, even after the Lake was clear.

It used to be an old rule, in running for Port Dover in the night time, before the harbor or lighthouse was built, and it will be well to mention it here, in case of thick weather, &c.—let it be ever so dark, steer west and keep your lead going, now and then, and strike the hard bottom occasionally on your starboard hand; then haul off and get in muddy bottom, and keep so until you see the land right ahead; and when you think you are near enough by your own judgment, you can come to anchor in 2, 2½, or 3 fathoms, and you will be at the anchorage a little above the harbor, with good holding ground. The reef to the eastward of the harbor, which is mentioned in the description of Port Dover, makes a good shelter from a SE blow, and bears from the lighthouse SE 1¼ miles, and about the same distance from the shore and a good channel between, if it were buoyed out. But a buoy on the SW end of the reef, which I learn is soon to be placed there, will be very useful in sailing out or in the harbor.

About 5 miles to the west is Ryerse's Creek, or Port Ryerse. There is considerable flour shipped from this place, and there has been a good deal of money laid out by the owners of the place in building piers and dredging the creek and between the piers, for which they deserve a great deal of credit—but having no shelter, the SE blows often do much



damage to the piers and works, &c. Vessels have formerly loaded at the piers—now they have to load at anchor. There is a pile of stone about the anchorage a little above the piers, that was thrown over by some vessel. That you must guard against—it is right to know this, as in getting underweigh when you are loaded you may save some trouble.

Six miles west is the Long Point Furnace, called Normandale. There has been a good deal of business done here in the iron way. There is a sort of pier, or quay built out with piles and brush and filled in with all the incombustible stuff from the furnace, which makes it pretty substantial. There is 8, 9, and 10 feet at the end.

The next is the "Deep Hole Channel," through to Port Rowan, or the "lightship in the Cut." Entering the channel the first course is about SW, then SSW, keeping your lead going—then haul up WSW, and by looking at the sketch and using your own judgment, you will get through the Deep Hole Channel, to the inner bay. If you are bound for Cope's Landing, or Port Rowan, you will find 6 and 7 feet in either—but the bar inside of the lightship has been filling up these few years, so that no vessel drawing over 4 or 5 feet, can go through the Cut. But vessels from the Lake, in case of rough weather can run in and anchor any place around the lightship.

In the summer of '32, Sir John Colbourne came up, and surveyed the "Cut." There was then a grant of money given, and piers and other works were begun, and in October, '33, there came a heavy



SW blow and swept the works all away—making a clear channel through—being pretty much quicksand. This was the blow in which the steamer Washington was lost on Long Point. Several years after there was a good channel through here. It has been filling up these few years past.

Eight miles west is Clear Creek. There is considerable lumber shipped from here at times.

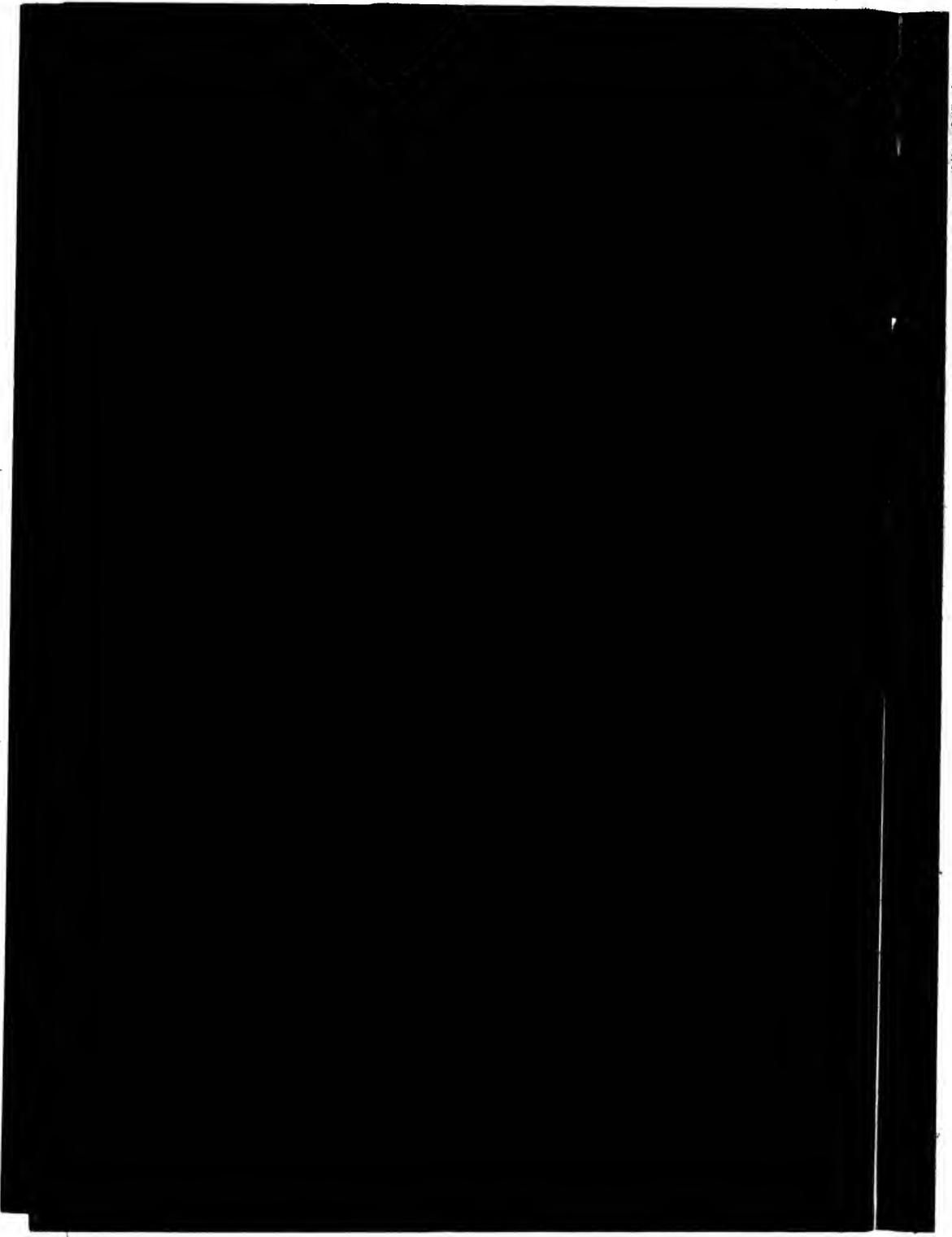
Next is Port Burwell, 14 miles W. There have been piers built here, but owing to the SW blows, which have got the whole range across the Lake, they have gone pretty much to wreck. The lighthouse is on the hill, starboard hand going in. There is a bar outside, in consequence of which vessels will have to load at anchor. There is fine lumber shipped from this place.

About 20 miles west is Port Stanley. There has been a vast deal of money expended here in order to make a harbor, but it cannot be called a good harbor. But there is a fine country back. "Catfish Creek" would have made a good harbor, but the interest was at "Kettle Creek." The lighthouse is on the west pier.

About 40 miles West is the "Round O," generally so called by the folks on the Lake. This is an excellent harbor, and will in time be a place of business, having a fine country back. The lighthouse is on the west pier.

Then about SW $\frac{1}{2}$ S 40 miles is Pt. Pelee, a clear, bold shore, all along.

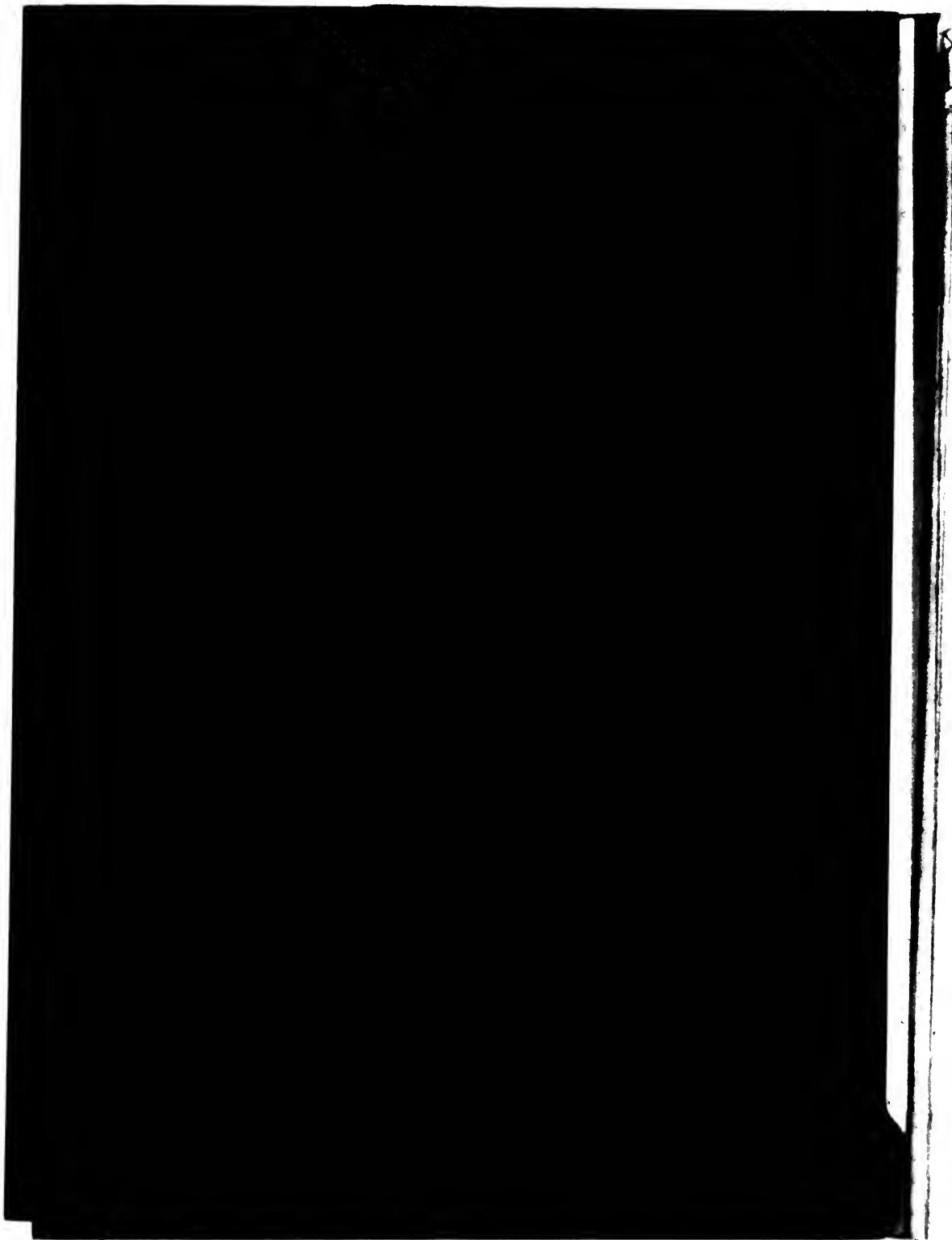
7 miles S by W is Pt. Pelee Island. The lighthouse is on the NE end.



DESCRIPTION OF PORT DOVER.

It is situated about 40 miles west of the Grand River, and bears from Long Point lighthouse NW about 25 miles. It is a very good harbor, and there is great room for improvements inside. The light house is on the west pier ; and from 10 to 11 feet water going in, and 12, 14 and 15 feet further up. The width between the piers is 75 feet. It is sheltered by Long Point, from southwest blows, also from the heavy southeast gales (which have the range of the Lake) by a reef to the eastward of the harbor, which bears SE from the lighthouse about $1\frac{1}{4}$ miles, and about the same distance from the shore, between which there is a channel from 10 to 11 feet, which in time will be buoyed out, as the place improves. The intention is to have a buoy on the SW end of the reef, with a bell on it, which will be of great use and will shorten the distance going out or in, as vessels generally give the reef a wide berth and go a good deal out of their way by keeping to the westward.

Vessels leaving Buffalo or the Welland Canal, bound up the Lake, generally leave with a leading wind, and when they get up as far as Long Point, or before, often meet with SW winds, and beat about, and if acquainted, will endeavor to work up under Long Point and come to anchor off the big bluff, and if they can't fetch, often bear up for the Grand River, and indeed back to Buffalo. When



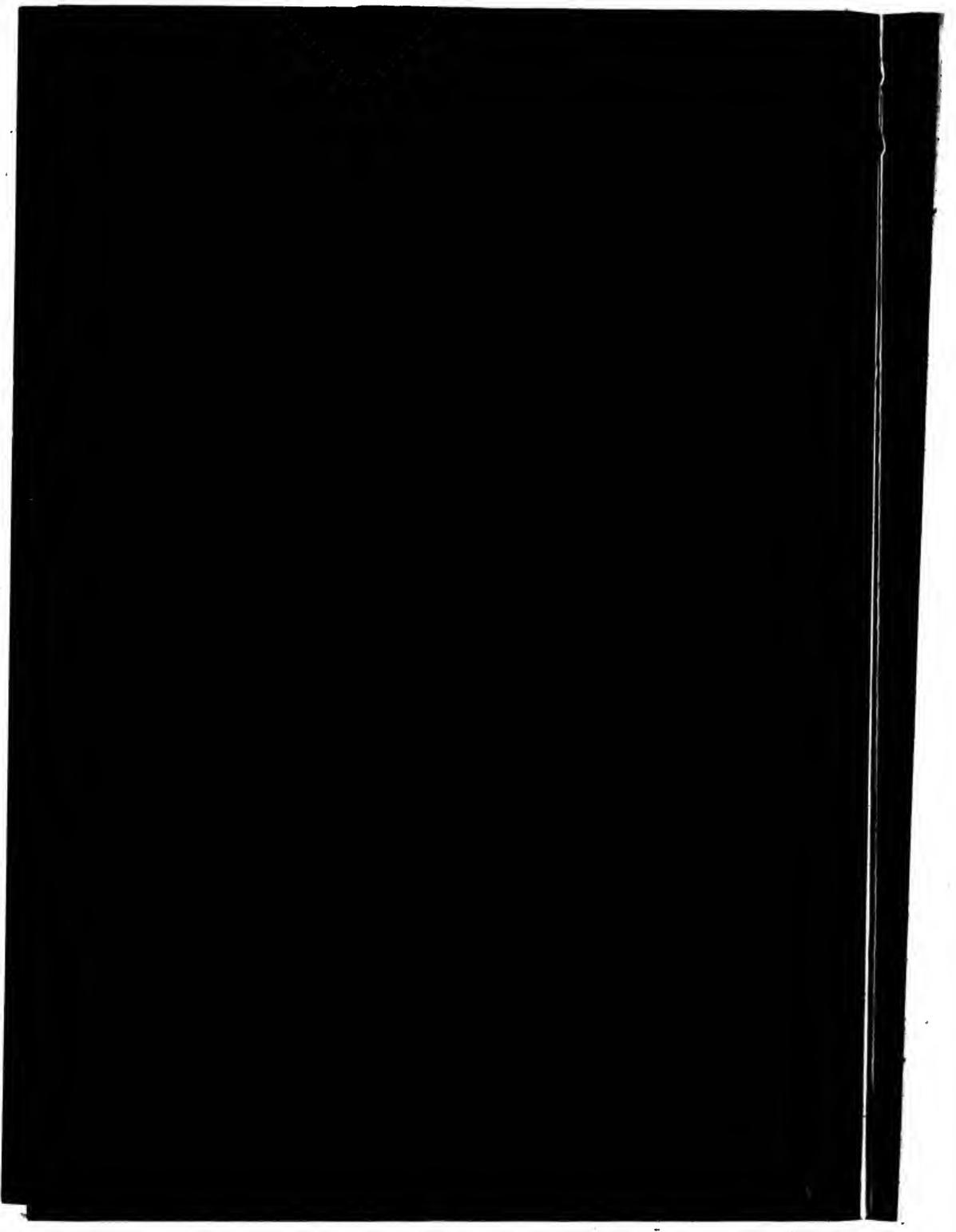
Gravelly Bay is finished there will be another harbor to run for. Vessels in this case will often find it to their advantage to put in to Port Dover. In running for it, get to the westward until you bring the lighthouse to bear NNW—then stand for it, leaving it on your larboard hand.

To the westward of the harbor there is a fine, bold Bay. If you do not wish to go in, you can come to anchor in 12 or 18 feet water, close in, with good holding ground. There is a plank road to Hamilton—head of Lake Ontario—about 36 miles. Two stages leave every morning. Wood and other necessaries can be had here.

WELLAND CANAL.

As the Welland Canal is in the Chart, I will make a few remarks on it. There are some splendid vessels go through from both Lakes. Indeed as fine vessels of their class as there is in the world, and during the present season, two steamboats of over 300 tons have gone to Buffalo, from Montreal direct, passing through the Welland Canal.

The new harbor of Port Dalhousie is finished this spring, so that vessels can go through, and when completed will make an excellent harbor. The works are well done and substantial. All the locks through the Canal are built of square stone, and equal to any I have seen in Europe, as are the



gates, which are well tended. There are 28 locks through to the Grand River.

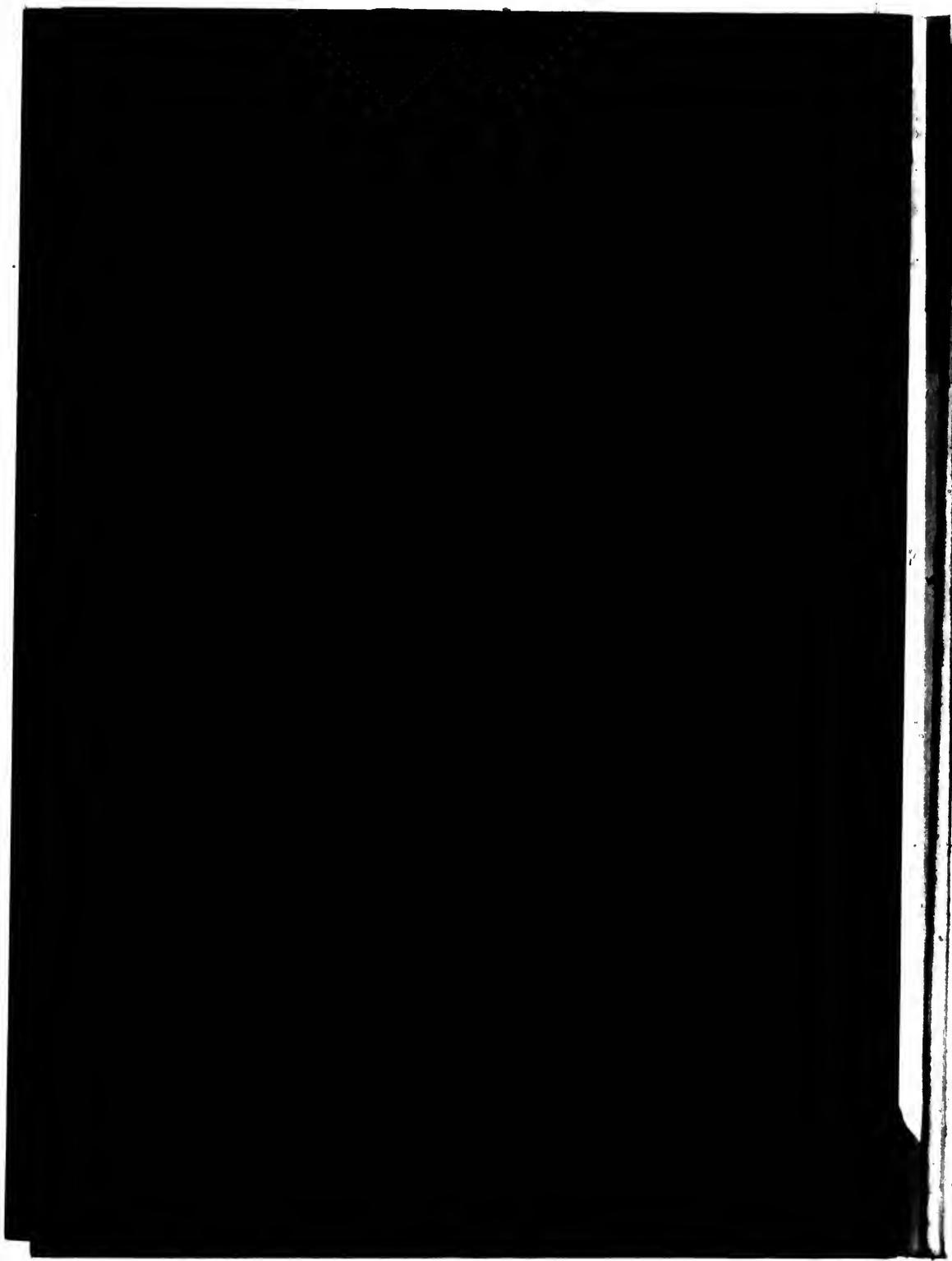
At the junction, through to Gravelly Bay, is building a stone aqueduct, and these works also will be well finished and substantial. It is expected to be opened next year. This will be another good harbor on Lake Erie to run for when occasion requires.

R E M A R K S .

As steamers and sailing vessels are yearly increasing on Lake Erie, it will be found better and safer to make bolder with the North Shore, particularly in the night, as it is getting pretty well lighted, except Point Abino, where a lighthouse is much wanted. Indeed there are some old captains who have been sailing on Lake Erie more than 25 years, to my knowledge, who know little or nothing of the Canada shore—and if they had paid a little attention at times, by stretching over, they would often gain by it, and make quicker trips up or down the Lake, particularly with head winds.

These few years past, the North Shore has been more frequented, and mariners begin to find it to their advantage.

This small work will be found useful, and often its directions may ease the stranger's mind.

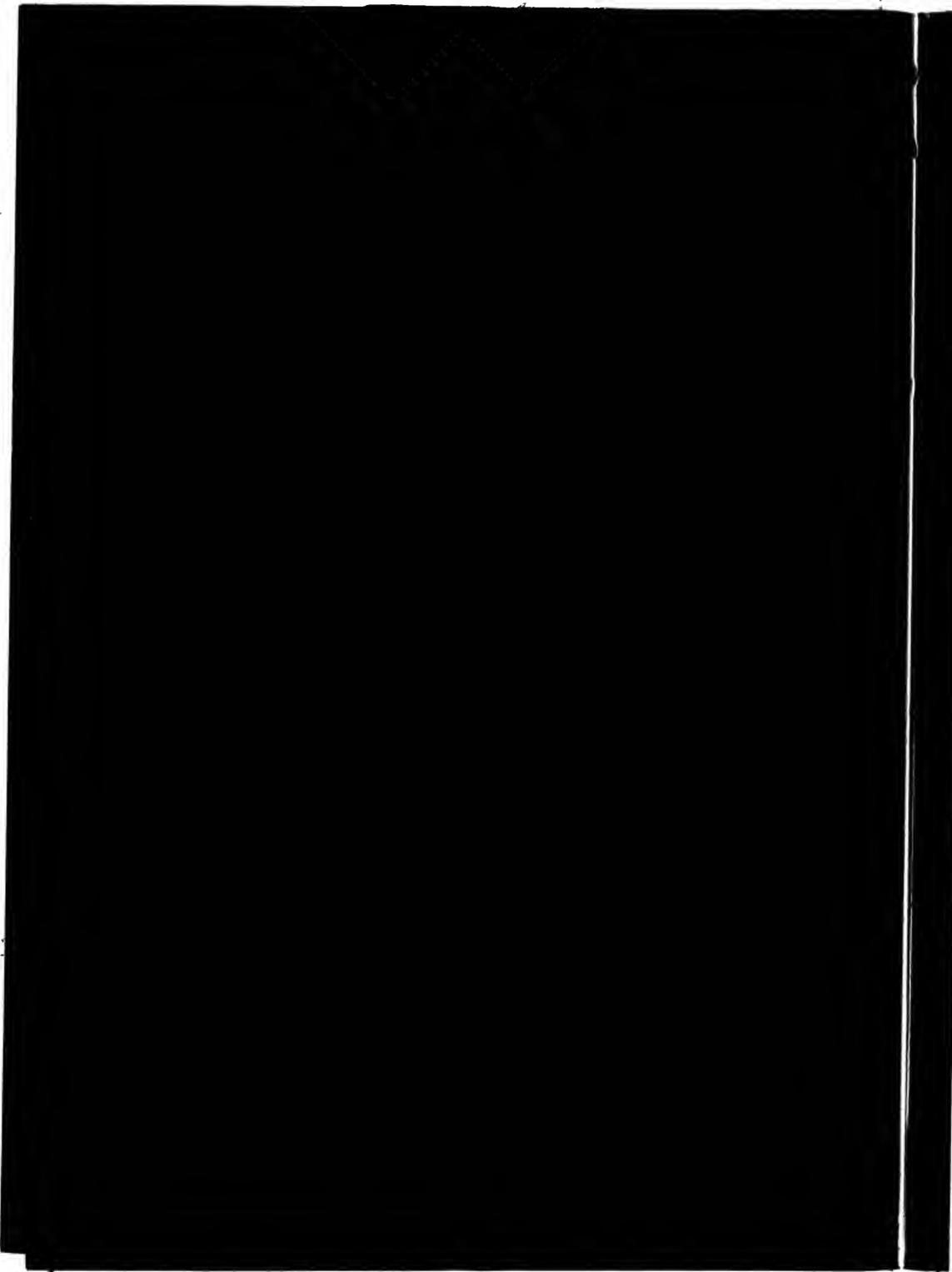


I will make a few remarks, which may be of service to some of the Lake Captains, as many of them have not had much experience, and advice from an old experienced hand will do no harm.

1st. When you are anxious to have a good lookout kept, *you must keep it yourself*. Running for the land, or being anxious to make a light in stormy, hazy, or thick weather, let your officers be never so good, *be at the head of it yourself*, and of course you will pay more attention, having it on your mind and being the responsible man. By attending to this you will often save time, trouble, and, indeed, loss, &c.

In running for a harbor and expecting to make a light and anxious not to lose the run by heaving to or laying off and on, (which is often the case—indeed, I, myself, have had my mind eased at times by doing this :) take your spy glass, which every Master ought to have, and get it to the focus you use in the daytime, and sweep the horizon where you imagine the light or the object is you are looking for, by your calculation. By attending to this, you will often find it some time sooner than you otherwise would, and get into a safe harbor—when on the other hand, you would have to haul off, or lay by until daylight.

When I first came on the Lake, in 1830, from the vast Upper Lakes, I expected there might be a little current going down at times; but there is none until you come within two or three miles of Point Abino, where it commences and increases



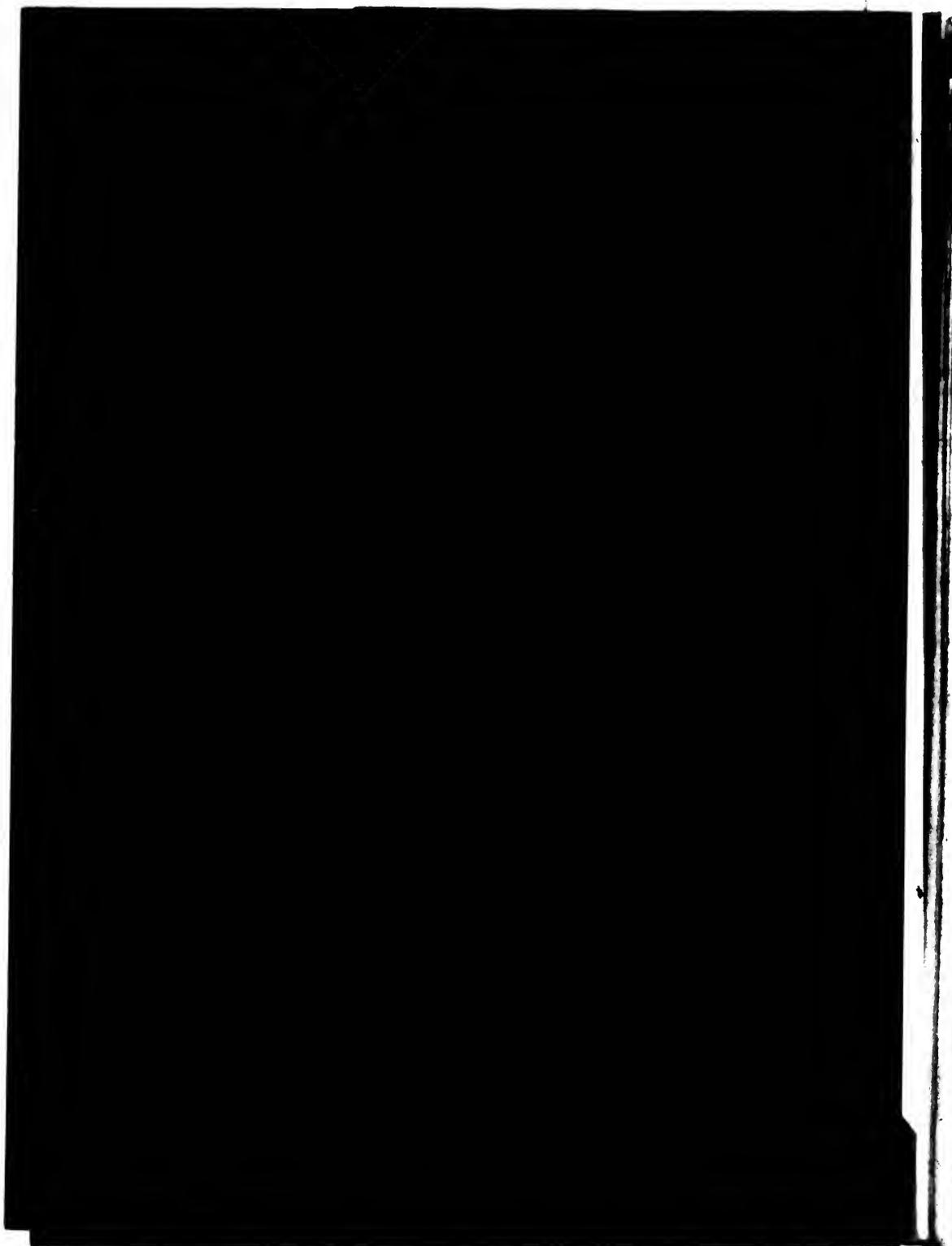
as you go down. But there is a rise and fall, owing to the wind. NW winds raise the Lake.

Before the piers were built at Port Dover, like all these outlets along the Lake, there were sand-bars outside. We used to have a deal of trouble loading. We had a schooner, called the "Lark," that took our flour and lumber off. We often had to get oxen to snake the scow over the bar, and indeed often had to lighten—and at other times we have gone out clear with a full load, and in coming back empty, the water would be fallen so as to oblige us to get oxen and snake the scow over again. And if we were in a hurry at times, we would load the scow in the bay above the creek, which is a bold shore, and haul the flour down to the beach and load off the wagons, or any way that was handiest.

Now, vessels can load inside, at the storehouses. There is 10 and 11 feet water coming in, and 12 and 14 feet up the Creek, but like all these harbors along the Lake, it requires the dredging machine every two or three years, or oftener.

A FEW REMARKS ABOUT
THE SOUTH SHORE.

From Buffalo up it is a fine, plain, bold shore all the way to Sandusky. The course is about WSW. There is a vast contrast between the two shores in several cases. As soon as you leave the Canada



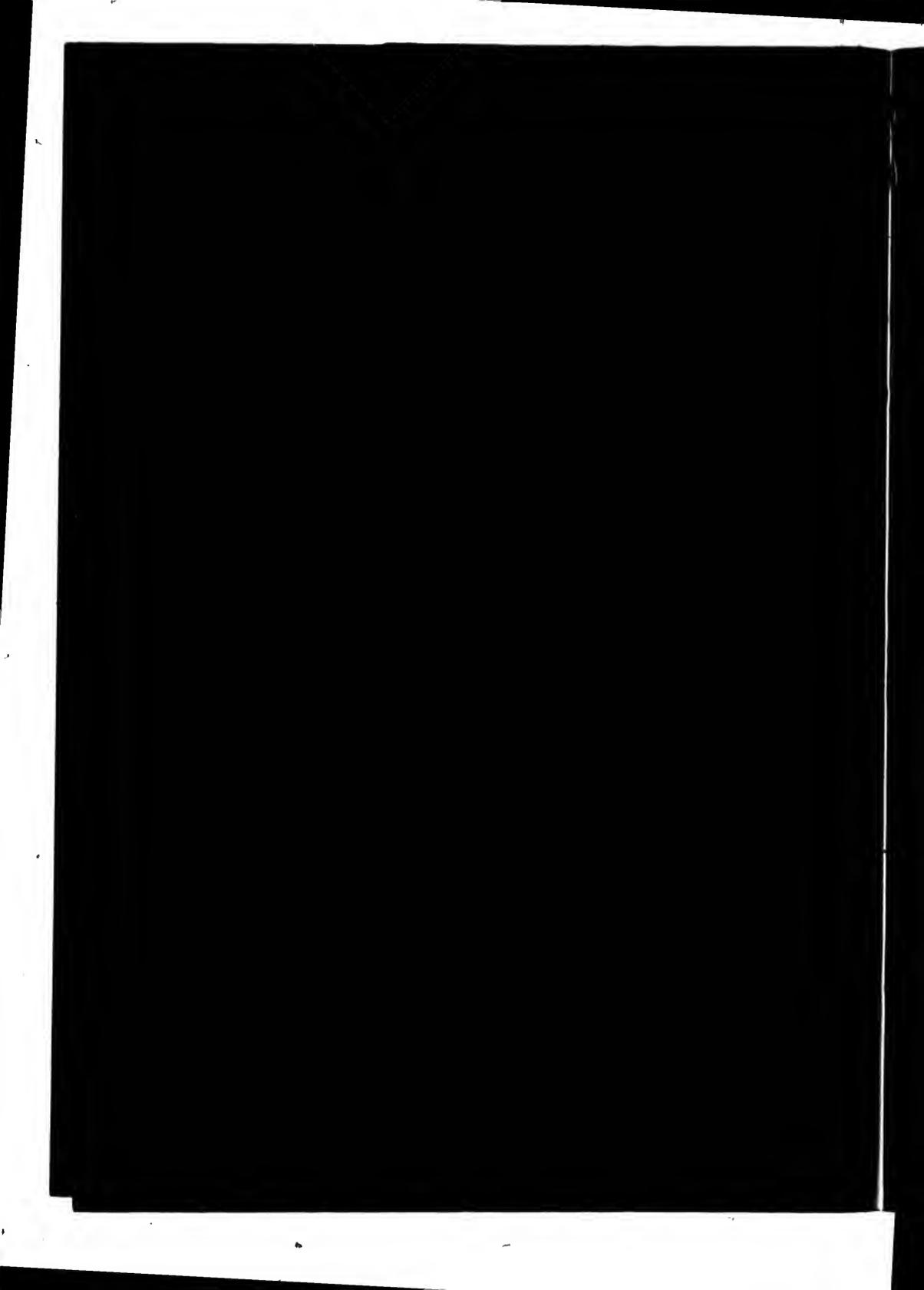
shore and stretch over, you will soon have company, and be surrounded by vessels of all sizes and kinds, and splendid steamers, from 100 to 1200 tons burden—as Jack says, “from a needle up to a sheet anchor,” and some of the finest vessels of their class that there are in the world; and the most of them commanded by smart and able men, as are also the steamers, which are yearly increasing. ~~In the winter~~ Buffalo harbor is entirely too small for its immense increase of commerce. They have been talking about enlarging it, which will have to be done before long. Black Rock could be made a good and secure harbor, and would be found very useful and handy; particularly in the fall of the year, in those tremendous heavy SW gales, as you could run for Black Rock with safety, when you would run great risk in attempting to fetch in at Buffalo. At all the harbors up the Lake, some years back, there was a great deal of money laid out, but they all want a deal of repairs now.

The first up from Buffalo, about 27 miles west, is “Cattaraugus Creek,” but the works are pretty much gone.

Next is Dunkirk, 15 miles west. This place is an open roadsted, or a fine bay, and can be made a fine harbor. There has been a good deal of work done here, but it is going to wreck, owing to the heavy storms from the Lake.

Next is Portland, 12 miles west. This place is pretty much like Dunkirk, but smaller, and has not got the advantages that Dunkirk has.

40 miles west is Presque Isle or Erie. This is



a fine harbor and getting better every year by improvements, being the Naval Station on the Lake.

30 miles west is Conneaut harbor. The works are also out of repair.

12 miles west is Ashtabula and which can be made an excellent harbor. The works at present are much out of repair.

30 miles west is the Grand River, or Fair Port. This is a fine harbor. There has been a good deal of improvement here, but it requires more.

30 miles west is Cleveland—a very pretty and flourishing place, and in time will become a great place of business. The Ohio Canal terminates here and most of the produce from the inland country of Ohio will come this way. Mr. John G. Stockley is building a wharf or pier in the bay, a little to the eastward of the piers, which will answer well for the first class steamers to coal and wood at during the most part of the summer season—and when it is rough weather they can go in, as it may suit. One thing—they will often save a good deal of time by it.

About 27 miles west is Black River.

7 miles west is Vermillion River.

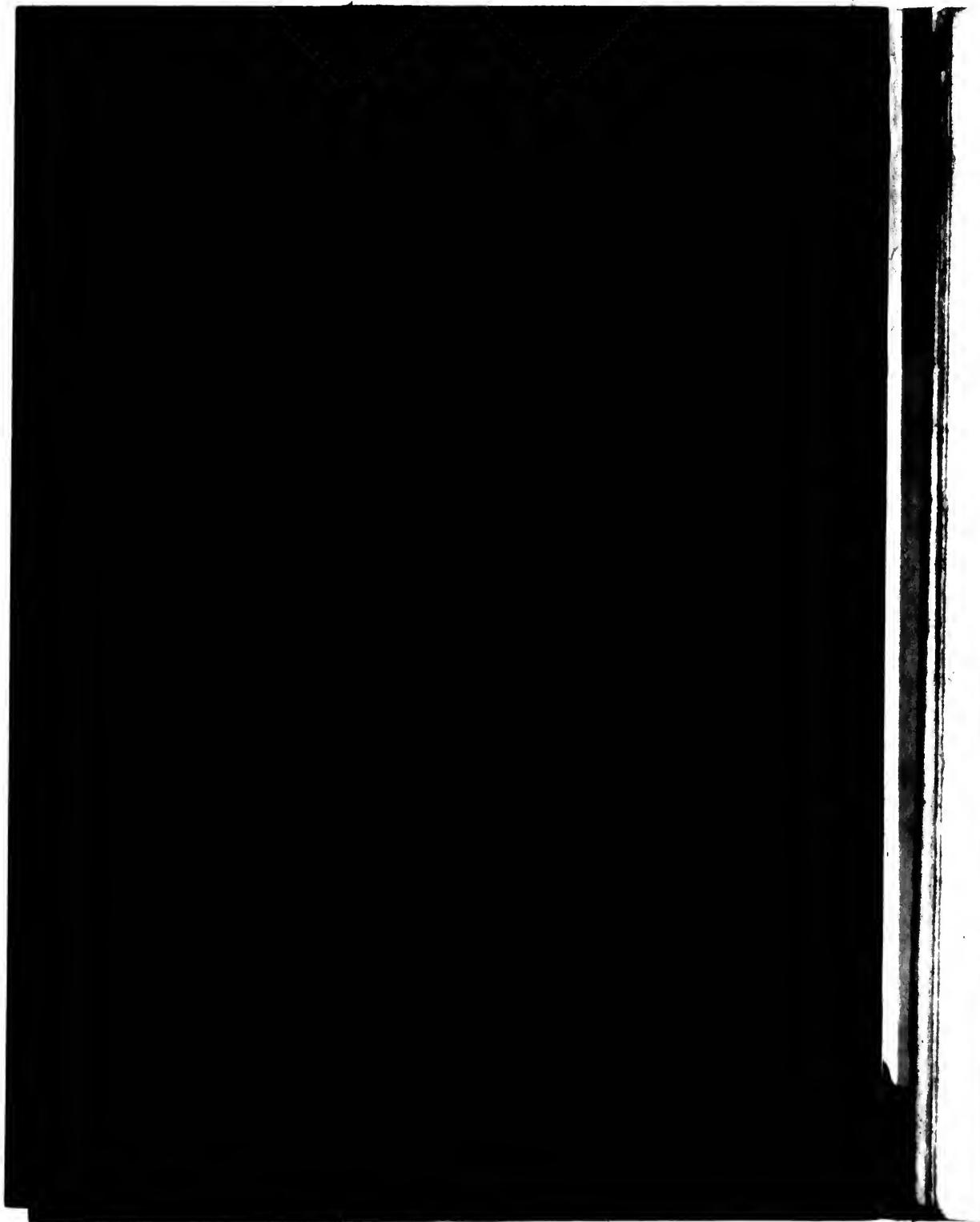
20 miles west is Huron Harbor.

10 miles west is Sandusky Bay.

Last summer I was in all the harbors east of Cleveland.

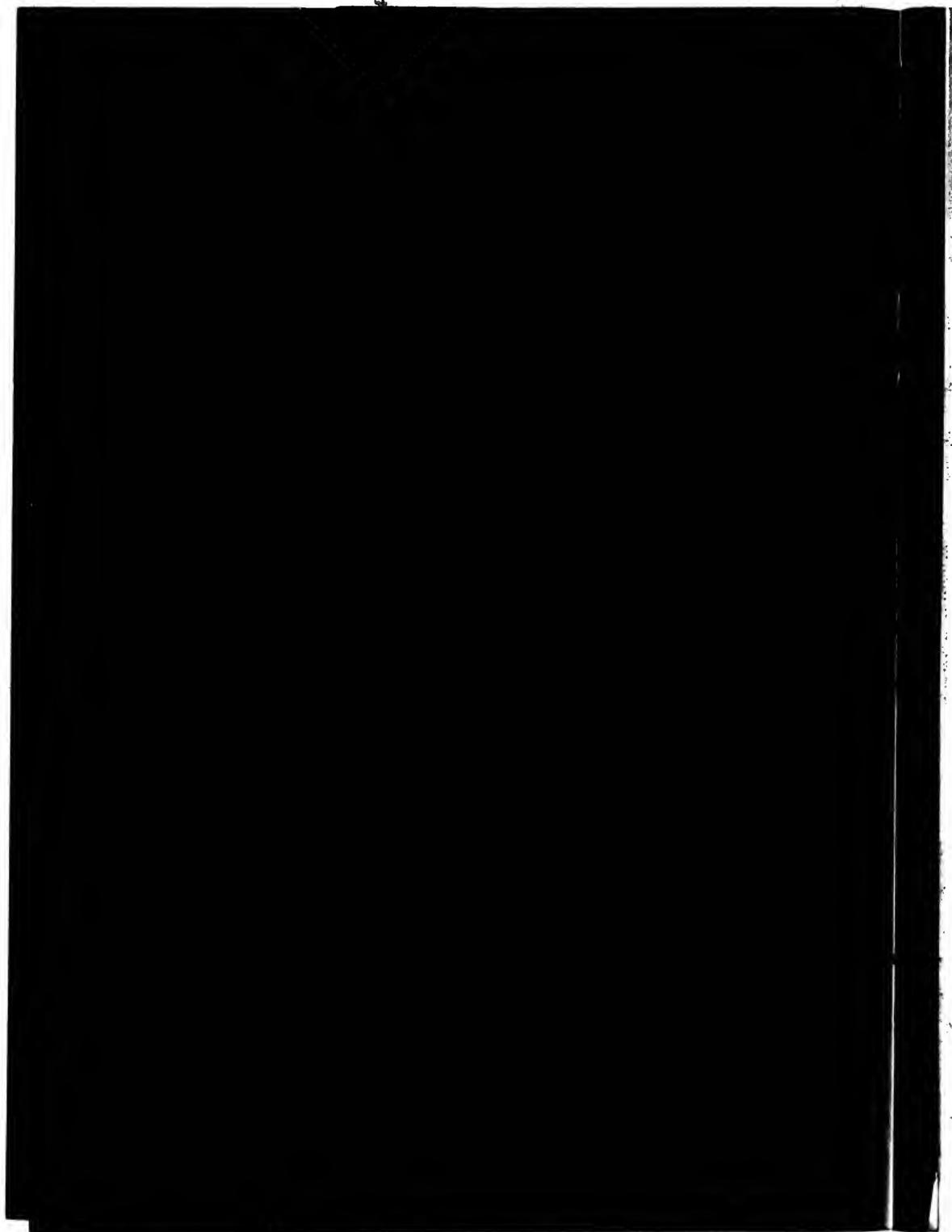
It would have been no more trouble for me to have had the South Shore in the Sketch—and as I mentioned before, it being a fine, clear shore all

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along, I thought it being so well known, it would only be an extra expense.

The first time I began to think about making these remarks and a sketch of the north shore was last June. I was at the Grand River. The wind had been blowing hard down the Lake nearly three days. There was a large fleet left Buffalo before the blow, on the evening of the 12th of June. I was taking a trip up to Toledo in the brig St. Louis, Capt. Kyle, and I think we were about the last that bore up for the Grand River. The captain was an old experienced seaman, and has been about fifteen years sailing on the Lake, but like the most of them, knew little or nothing of the Canada shore, and doubted the propriety of running for the Grand River. However, in the afternoon of the 15th, seeing it looked still wild and blowing heavy in squalls, then under the reefed foresail, close-reefed foretopsail and close-reefed mainsail, and not wishing to be out another night—the brig being light, making a deal of leeway—he up helm (we were then about 10 miles below Peacock's Point) and we got safe in the river in good time—about 6 P. M. The captain was much pleased with the river, and remarked that he would not beat about so long again, as long as there was such a good harbor under his lee. There were about 40 sail—brigs and schooners, and two large steamers, all bound up the Lake. I went on shore, being acquainted in the place. In returning I met Captain Kyle and a number of Lake Captains on the beach, as they generally get together and tell what trou-

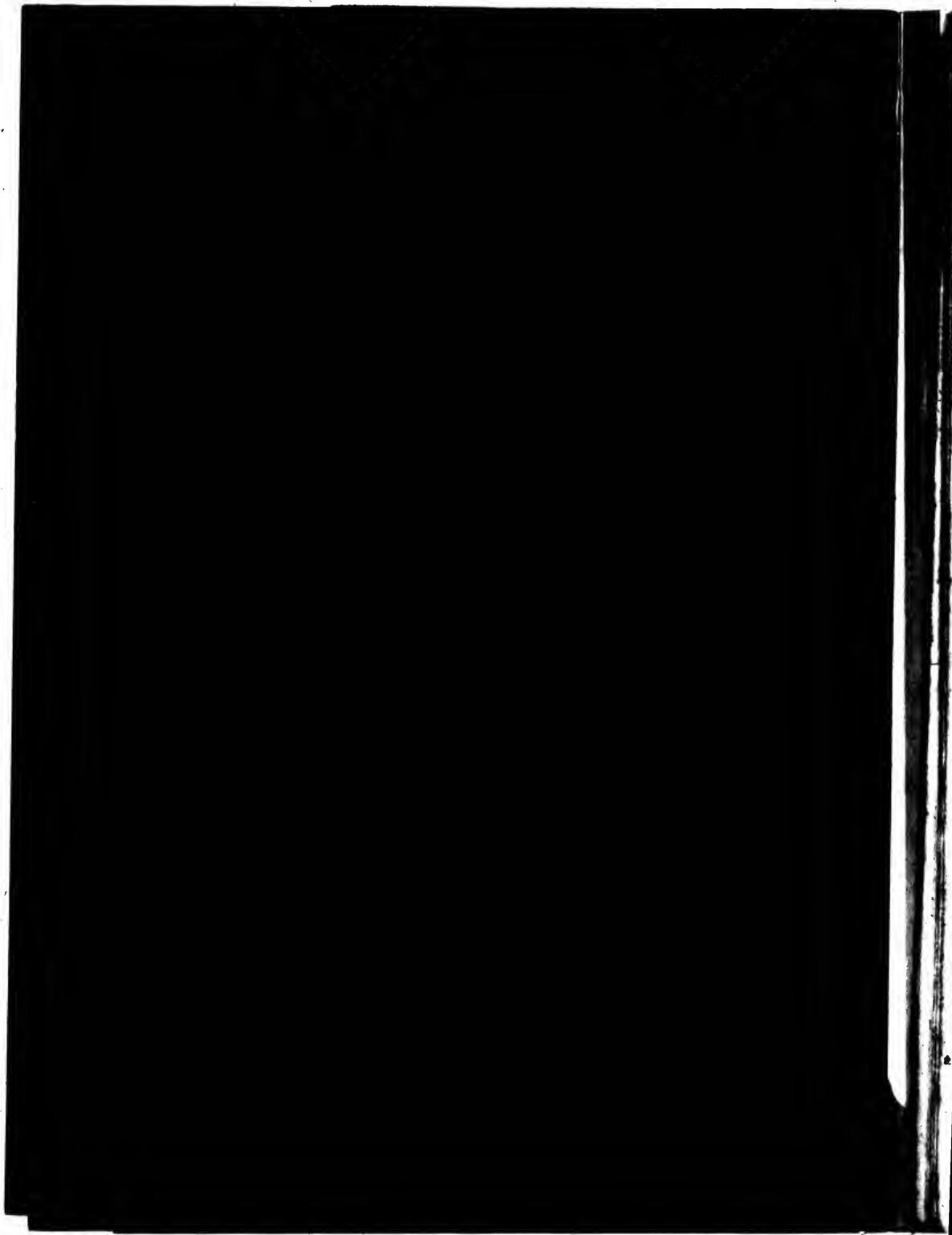


bles they have gone through. Some had lost their anchors under Long Point. Others split their sails, &c. One remarked he saw a place looked like a harbor and a lighthouse, and if he had known any thing about it, he should have gone in. Another made the same remark. Another said it must have been Port Dover. Another said, pointing to me, there's a man can tell you all about Port Dover. I recognized him to be a Cleveland captain I had seen before.

I have been much amused at times, when a number of these captains get together. What long yarns they can tell? and people standing by, listen with all attention, swallowing all down for gospel.

That evening Capt. Kyle and myself had a talk about the Canada side, and he thought I could spend my time very well in making a sketch and remarks about the North Shore, as it was much wanted—and as he said he knew I was pretty ready with the pen, as I had with me some sketches of the different vessels I had been in, with remarks, &c.

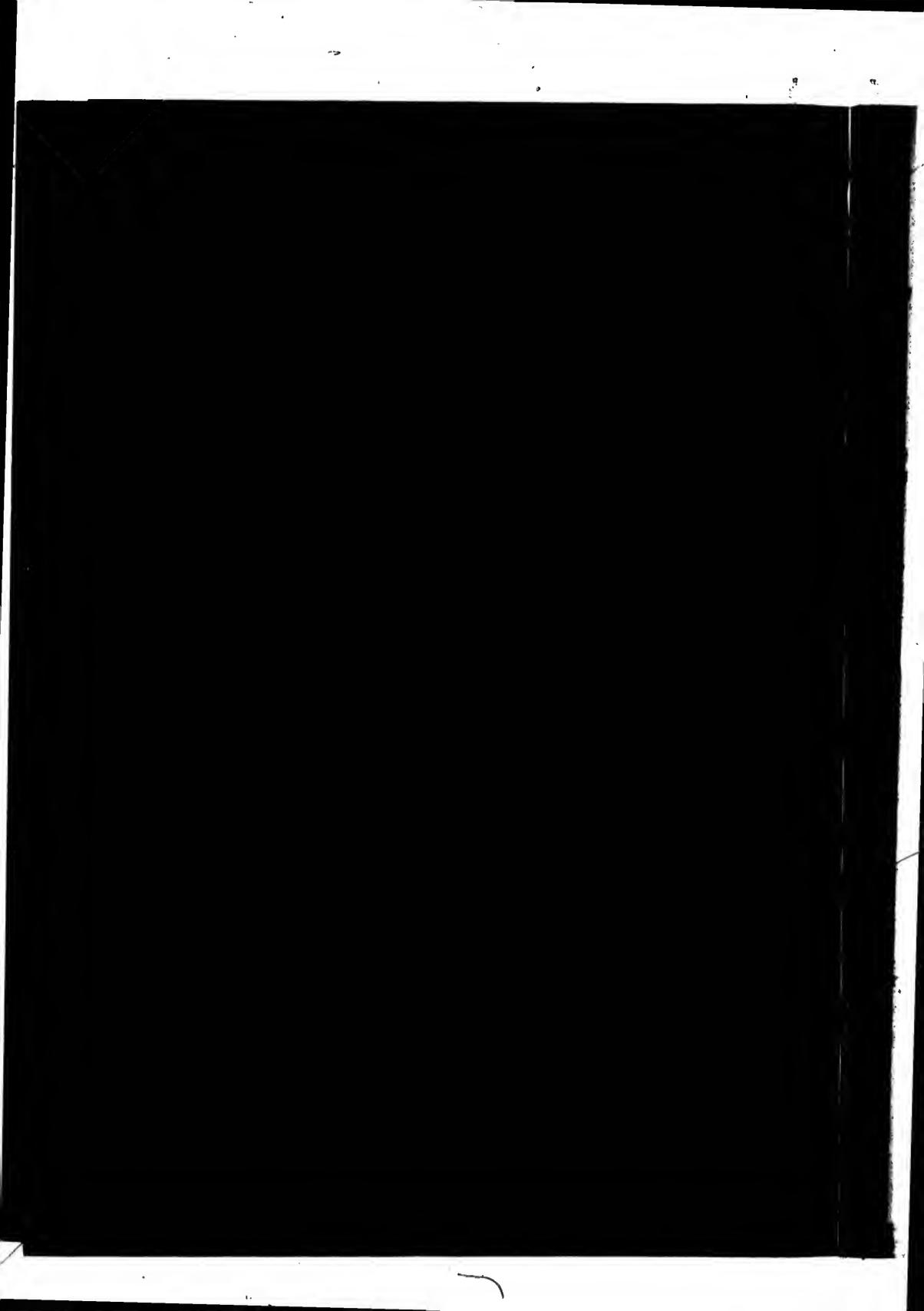
During the night the wind lulled, and in the morning there was a light air off the land, and by 9 A. M. they were all out of the harbor (42 sail;) the two steamers went out before daylight. I changed my mind about going up the Lake, so I stopped and went up to Port Dover in the Steamer Experiment. When I got home I began to think about the sketch, and mentioned to some I thought it would be useful. Same time Mr. Fyfield, who tends the lighthouse, and myself made a buoy with



a small flagstaff on it and put it on the SW part of the reef, which answered very well; but being slung with rope to a big stone, and a hemp buoy-rope, when the fall blows came, of course it chafed off by the rocks and drifted on shore. Indeed, when I was doing business with my brother, from 1830 to 1835, I had an iron nun-buoy on the reef, with a chain and a flat anchor cast on purpose, which was found very useful. Since that nobody has taken until recently any interest in these things, although there has been three, four, and sometimes five vessels owned here at a time. Then there was but one.

During the season I took a trip now and then, and paid a good deal of attention—more so than I had done before. I likewise made a sketch and remarks.

In the fall I was at Grand River. There were several Lower Lake Captains lying there, wind bound. Capt. H. M'Swain wished me to show them the sketch, and likewise told them what I intended doing. So they looked at it and were much pleased, and remarked it would be very useful to the Ontario captains on both sides, as they are all afraid of the North Shore of Lake Erie; and if accompanied by a book of directions and remarks by an old seafaring man, of course would take better—and wished me not to give it up. Capt. Taylor, who used to sail the Shamrock, was one of them, and being acquainted with me, he urged me to go on with it.

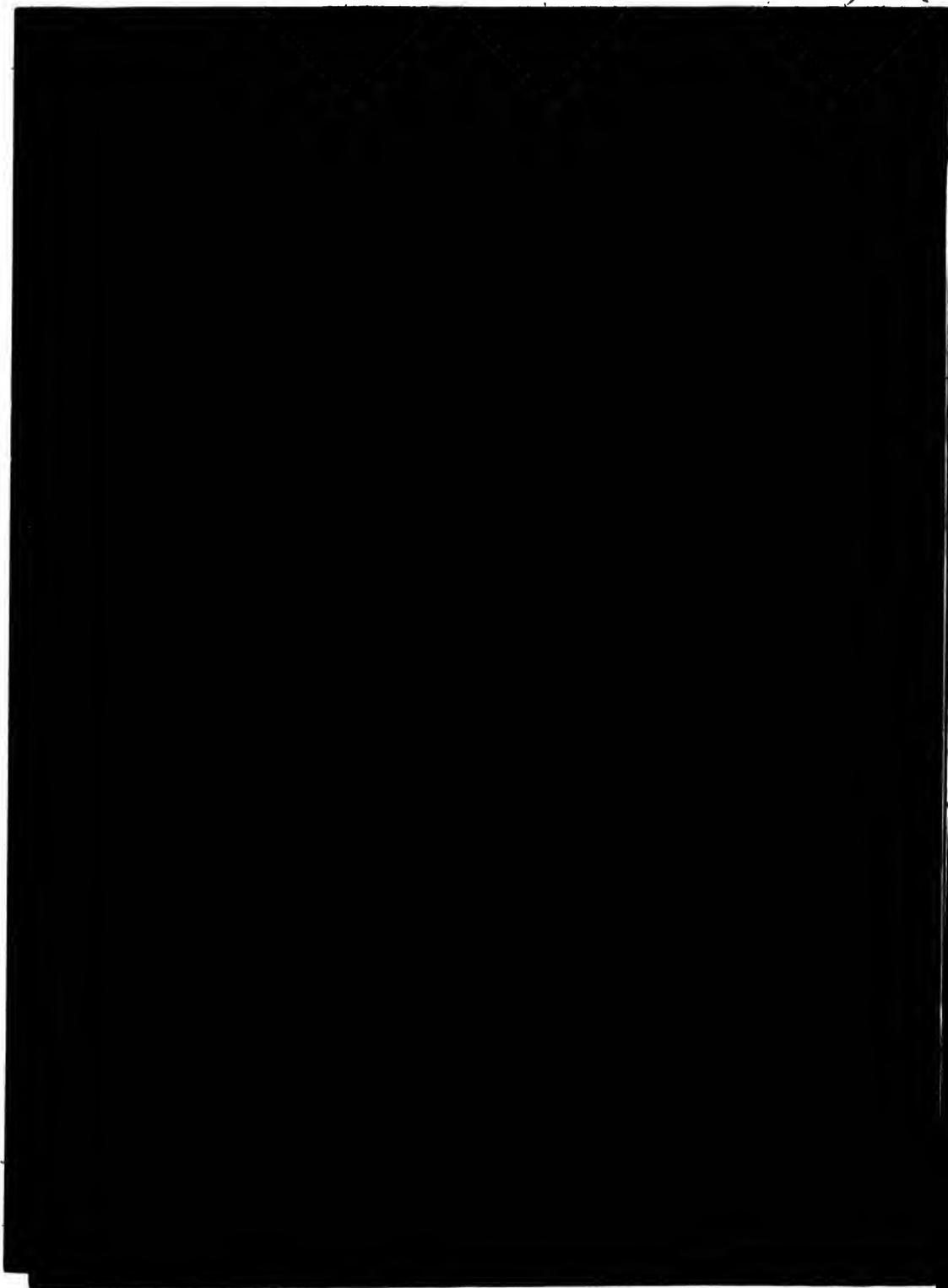


EXPLANATION.

In the Chart there are 54 feet, 9 fathoms marked off Peacock Point—the “Captain’s Dive.” It may as well be explained, as nobody can say but what I have been down at the bottom of Lake Erie.

In May, 1834, I was coming up from Buffalo on the steamer Thames, Capt. VanAllen. We left the night of the 17th. All that day it snowed and stormed in Buffalo, and when we left. Indeed the decks and ropes were covered with snow and ice. Next morning was clear and keep. We went into the Grand River. There being a Government sale two days previous, one of the Dover men purchased the Government boat, a cutter-rigged, clinker-built thing, which they advised me to have towed up. There was on board of her a fire-engine and other articles. Indeed she was stowed full of one truck and another, and a lot of pig iron in the bottom. She towed very well until off Peacock Point when a little sea got up. Capt. VanAllen said to me he had better send one of his men to bail her. I said there was no occasion, I would go myself. So she was hauled up, and I went down by the fore stay. I had not been on board more than five minutes when, all at once, down she went. She must have started some butts or the wooden ends forward, as the last I saw was the pennant at the mast head and me going down with her. There was a rope from each quarter of the steamer, but

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they must have snapped like pipestems, as she went to the bottom on her even keel, as we ascertained afterwards. I was caught somehow by my left ankle, and went to the bottom with her. However somehow or other, I got clear and came up in a hurry. They were all in confusion on board the steamer, and some time elapsed before they got the boat down. When they picked me up the boat was half full of water, having no plug in. The two men were so confused they did not take notice of it until I told them. I took my handkerchief and stopped the hole. When I got on board, Capt. VanAllen was very kind, also Mr. Maxwell the mate. They had a buoy put out, and I went aft to take the bearings. Although it was in the middle of May, my clothes were all covered with ice.

About the middle of July we took our schooner, the Lark, not having much to do, and went down to the place in hopes to grapple up some things—the engine, &c. We were well prepared. We swept her the second time, and got the schooner and a scow anchored by the spot. The cutter was lying on the bottom on her even keel, for when we began to grapple on to her, the mast, boom, sails, colors, and all came right up. We got several things up, including the anchor, and were anxious to get hold of the engine. Every thing was going on very well, but it began to blow, and we were obliged to leave off.

Since that time no one has ever tried. This was in July, 1834.



R E C O M M E N D A T I O N .

We, whose names are hereunder subscribed, Masters, Mates, and Mariners, navigating the Northern Shore of Lake Erie, and long acquainted with the navigation of that part of the Lake—hereby certify that we have carefully examined a Chart and Sketch of the North Shore of Lake Erie, projected and drawn by Captain ALEXANDER McNEILLEDGE, and read the notes and directions accompanying the same; and we are fully satisfied of the correctness of the said Chart and directions, and the great benefit they are likely to confer on persons navigating the waters of Lake Erie on the Northern Shore—And more especially on strangers not heretofore acquainted with that navigation. And we strongly recommend the work as one likely to prove of very great service to all navigators on that Lake. The long practical acquaintance of Capt. McNEILLEDGE with the subject he has thus undertaken to bring before the nautical and trading public, and his great experience as a seaman and navigator, fully qualify him for the direction and management of such an undertaking, and we strongly recommend the work to the masters and owners of vessels navigating Lake Erie.

PORT DOVER, *Talbot District, Canada West, May 3, 1848.*

DANIEL McSWAIN, *Master Schooner N. G.*

HENRY McSWAIN, *Master Steamer Experiment.*

RICHARD FYFIELD, *Master Schooner Shamrock.*

JOHN O'BRIAN, *Master Schooner Georgiana.*

MOSES McSWAIN, Sr. *Master, a number of years on Lake Erie.*

ROBERT ABBEY, *Master Schooner Scotia.*

JOHN LAWRIE, *Mate Schooner Shamrock.*

ROBERT MERCER, *Master Schooner Favorite.*

JAMES THOMSON, *Master Schooner Susanna.*

MOSES FLETCHER, *Master, a number of years on the Lake.*

WILLIAM FARTHING, *acquainted with the North Shore.*

HENRY VANALLEN, *Master Steamer Canada.*

DAVID K. STEVENS, *Master Schooner North America.*

