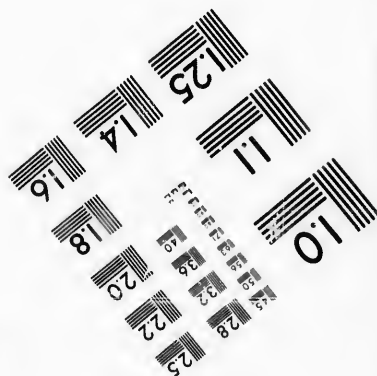
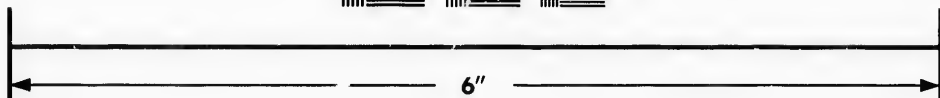
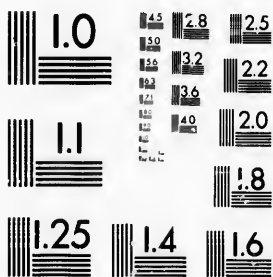


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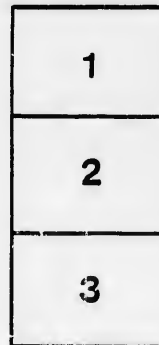
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HINTS

FOR ENTERING THE

RIVER SAGUENAY,

WITH

NOTICES

OF THE

MILL SITES, AND ANCHORAGES.

GOULD, DOWIE, & Co.

LONDON:

GEOLOGICAL SURVEY
OF CANADA
1840.

Printed by J. King, College Hill, London.

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NOTICES
ON THE
RIVER SAGUENAY,
IN THE
ST. LAWRENCE,
AND THE
SAW MILLS, AND ANCHORAGES THEREIN.

TO MASTERS OF MERCHANTMEN.

GENTLEMEN,

Some years ago when Messrs. WILLIAM PRICE and Co. opened their Mill Establishments at *Metis* and *Rimouski*, we published for the information of our friends, Ship Owners, and Masters; instructions for entering the *River St. Lawrence*, and making the Anchorages for those Establishments.

Having lately formed other Mill Establishments, in the *River Saguenay*, and the entrance and navigation of that Grand River being comparatively unknown; we have, by favor of the Lords Commissioners of the Admiralty, been allowed to correct our own sketch of that River, by the very able survey of Captain Bayfield, wherein we have accurately laid down the various Mill Sites, and Anchorages.

52871

We do not however wish this sketch of ours, to supersede the valuable charts of Captain Bayfield, which are published (by authority,) and sold at Messrs. Bates, in the Poultry. Of the series, Nos. 2 and 3, are particularly desirable for this navigation; as well as his general instructions for the *River St. Lawrence*, which no master sailing to that River should be without.

On arriving in the *St. Lawrence*, refer to sheet No. 2, and to pages 38 and 39, in Captain Bayfield's book of instructions. Get a sight of *Bic*, to take a departure for *Point de Bon Desirs*, or any part of the north shore, above *Mille Vaches*.

Should the vessel make *Bic*, late in the day or at night, with the wind fresh from the Eastward, it may be well to shorten sail, and to stand off and on by the lead on the south shore, until daylight.

Mille Vaches shoals are dangerous, but the shore above, is bold. The ebb tide is weak in shore,—flood stronger. The ground is good for anchoring all along between *Mille Vaches*, and *Moulin Baude*. The shelter under the high lands, can be judged of, according to the winds.

Make for the anchorage of "*Moulin Baude*," which is 12 miles above *Point de Bon Desirs*, and 3 miles below the *Saguenay*. A buoy surmounted by a small flag will be placed there, anchor in 8 to 12 fathoms, but with caution, as the water diminishes quickly. Holding ground, is clay and very good, sheltered from winds, S. W. round by North, to N. E.—other winds, as well as the extremes of these, are fair for entering the *Saguenay*.

The Pilots Station will be at *L'Ance à l'Eau* inside the *Saguenay*, a stones throw from *Tadousac*. A look out will

be kept for ships when they are expected, but masters are requested to fire two or three guns as they arrive at *Moulin Baude* and hoist a jack at the main:—and to prevent the chance of delay, had better send to *L'Ance à l'Eau*, either by landing an officer on the beach:—to walk up; or by a boat along shore, to make known their arrival.

Ships need not bring up at *Moulin Baude*, if they have a commanding breeze from any of the points, N. E. round by South, to S. S. W., plenty of day light to spare, and clear weather; but may proceed at once to enter the *Saguenay*, firing a gun occasionally, and hoisting the signal for a pilot. Nothing is to be feared with attention to Bayfield's sheet No. 3 and the leading marks, which are good.

The chief leading mark, is "*Mount Boule*," a high round topped mountain, 8 miles or so up the *Saguenay*, projecting out. Get and keep a full view of the "*Boule*," open from the points, and you may run boldly in, there is no danger.

The entrance into the *Saguenay*, is about a mile wide, between two shoals, lying off either point of entrance, which must be well minded, as there are only $2\frac{1}{4}$ fathoms over them at low water, but by attending to the leading mark, and observing the situation of them on Bayfield's Chart, they are easily kept clear of.

Point aux Vaches, the N. E. point of entrance is to be particularly guarded against, as the ebb is very strong there, and sets directly on the point. *Point Alouette* or *Lark Point*, shoals out nearly 7 miles, and large boulders will be found at low water, it must be carefully minded, on arriving with Easterly winds.

It is important to notice here, that the ebb tide from the *Saguenay*, is very strong, and sets over to *Red Island Reef*, which must be particularly thought of in calms and thick weather.

A wind from the S. W. on the flood is fair for entering the *Saguenay*, but unless the wind is more Southerly, better wait at the anchorage of "*Moulin Baude*," for the Pilot.

If the wind should be fair and commanding, the Pilot will at once proceed with the ship to one of the *Mills* up the *Saguenay*, viz.

<i>St. Jean's Bay,</i>	27 miles up,	or
<i>L'Ance à Peltier</i>	50 " "	or
<i>Grand Bay,</i>	57 " "	or

There are neither rocks nor shoals in the way, and anchorages every few miles; the only shoal to be thought of is one running out in the west point of the entrance in the *Grand Bay*, to keep clear of this make for *Cape à l'Este*, and in entering the Bay keep rather towards the eastern shore.

A vessel can beat into the bay with a N. W. wind, *The Ebb* in the *Saguenay*, though strong below *St. Jean's Bay* or *l'Eterrite*, is weak above that: do not push on too long but make for an anchorage. When you come to anchor, send a rope ashore and make well fast.

If the wind should not be fair for *proceeding up to the Mills* above, when the vessel enters the *Saguenay*, the Pilot will moor at *L'Ance à l'Eau*. There are rings in the rocks to make fast head and stern, dead water, and blue clay for the anchor.

Off *L'Ance à l'Eau* there is a Mill and a large depot of deals kept up, where the ships will commence loading at once; but *with the understanding, that if a fair breeze should spring up* before the vessel has commenced her between deck loading, *she shall cast off immediately, and proceed up to one the mills above*, which with a good breeze will be done in a few hours.

By this arrangement and accommodation, great facilities to the business, both as regards the ships and the establishments will result; a good depot of deals will always be maintained for ships arriving with westerly winds; and no ships will be detained for Cargo. Thus the *Saguenay* will be found by Ship Owners, to be desirable above all other places of trading in the St. Lawrence, for convenience, dispatch, economy, security, and the preservation of their crews.

It is requested that the chart given herewith, may be returned to us on the arrival of the vessel from her voyage.

We are,

Gentlemen,

Yours, very truly,

GOULD, DOWIE & Co.

BARGE YARD, LONDON.

25th March, 1840.

