Code	SUJET
4730-02-67-	GAUMOND, M. - S.D.-W - OEUFS, ILE AUX (S AGUENAY) - NAUFRAGE - REC. ARCH.

SECTEUR: RP

Unité: SERVICE DU PATRIMOIN E SERVICE DES DOSSIERS

Comité :

Année :

DK Da-3

Site : Naufrage de Wilker
Ile-aux-Oeufs

Code Borden : ~~DjDF-4~~

localisation :

Remarques :

Récolté par : Apporté à M.G. en 1961 (?) c

d'entreposage : coll. 1129

Lieu d'entreposage :

DKDA-3
~~DjDT-4~~ (coll. 1129)

Site: naufrage de Walker, Ile-aux-Oeufs

localisation:

Provenance archéologique:

Type: métal

Description du matériel:

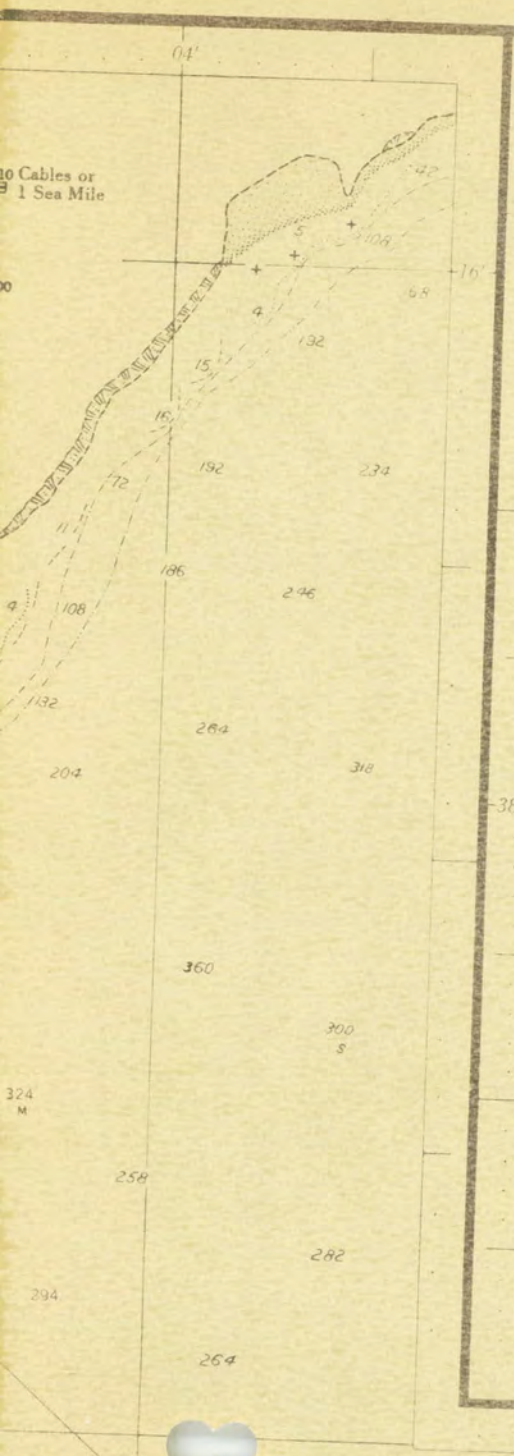
- 2 pontets de fusil

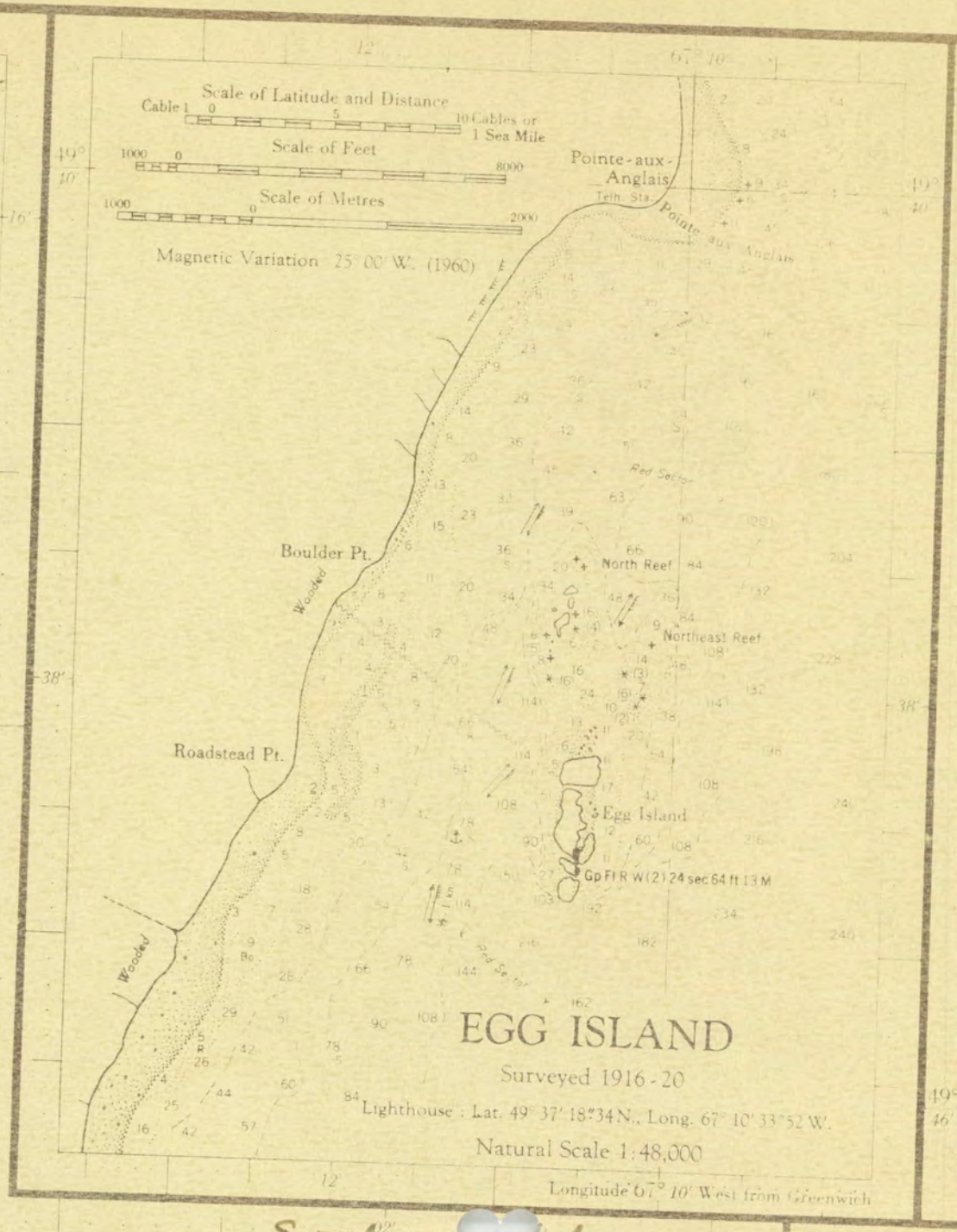
Remarques:

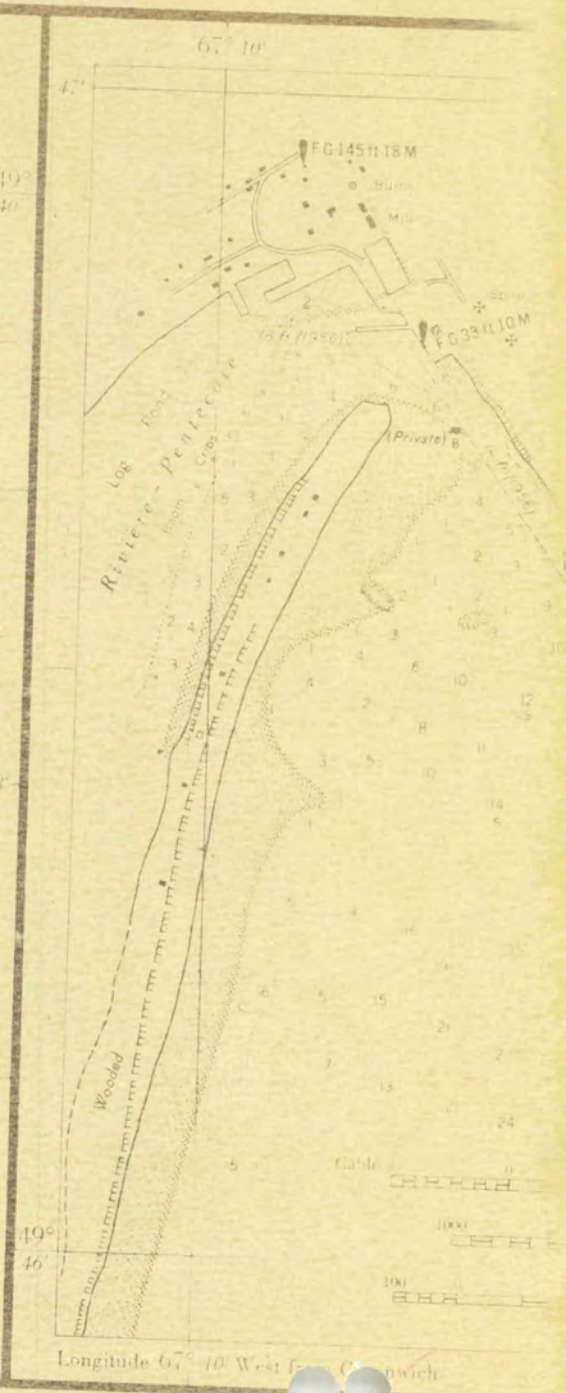
Cise Dubois 2/12/02

Bte no.: 1 bte de 11"x9"

Date: __/__/__







Sondage speeds

A l'Ile-aux-Oeufs

Presse (?) 19/7/61

Guerre froide pour la récupération des débris de la flotte de Walker !

QUEBEC. (par **R. D'A.**)—Une petite guerre froide s'est soudainement déclarée, hier, à l'Ile aux Oeufs, entre deux clans de chercheurs, à la suite de découvertes historiques qui ont été faites près des récifs de la Pointe aux Anglais.

Des équipes de chercheurs ont découvert, dernièrement, des vestiges de la flotte de l'amiral anglais Walker qui avait été anéantie au cours d'une tempête, en 1711. La flotte qui venait attaquer la Nouvelle-France, était allée s'écraser contre les récifs de l'Ile aux Oeufs, qui est située à un mille du rivage, dans le golfe St-Laurent, à mi-chemin entre Baie-Comeau et Sept-Iles. Les colons avaient alors attribué ce naufrage providentiel à une neuvaine qu'ils avaient faite à Notre-Dame-des-Victoires. C'est d'ailleurs ce fait qui est à l'origine de la construction de la petite église de Notre-Dame-des-Victoires, un des plus vieux sanctuaires d'Amérique qui est l'orgueil de la Vieille Capitale.

L'objet de la discorde entre les plongeurs engagés par les résidents de la Pointe aux Anglais et un groupe d'archéologues apparemment de Québec, réside dans le fait que les insulaires veulent à tout prix conserver ce qu'ils appellent leurs biens.

En récupérant les quelques canons et chaloupes qui sont encore sous l'eau, ils pourraient fonder un musée qui serait une attraction touristique appréciable.

Cependant, comme tous ces objets sont enfouis dans les eaux territoriales, le premier groupe qui s'en emparera deviendra automatiquement le propriétaire légitime.

La Sûreté provinciale s'est rendue sur les lieux en cas de bagarre mais n'est pas encore intervenue dans l'affaire.

Trois canons, retirés de ces eaux historiques il y a quelques années déjà, ont été installés près de l'église de Pointe-aux-Pères et au musée de Québec.

Ces trois canons sont le travail de la Société Historique de la Côte Nord dont mgr. Pierre Bélanger est le président. M. G.

Les Six

Manifeste sur l'union politique

BONN, (AFP) — Les chefs d'Etat et de gouvernement des "Six" réunis à Bonn publient une déclaration commune sur leur résolution de développer la coopération politique entre eux.

Ce texte est publié avant la fin de la conférence. La déclaration proclame que les "six" sont résolus à donner forme à

Voir MANIFESTE en page 2

COMMISSION DES MONUMENTS ET SITES
HISTORIQUES OU ARTISTIQUES
SECRÉTARIAT DE LA PROVINCE
5, RUE CHAMPLAIN
QUÉBEC

Le Soleil 4 août 1961

THE UNIVERSITY OF ROCHESTER
RIVER CAMPUS STATION
ROCHESTER 20, NEW YORK

THE CANADIAN STUDIES PROGRAM
OFFICE OF THE DIRECTOR
409 RUSH RHEES LIBRARY

Rochester 20 June '63

20 juin 63

Mr. Albert Gérin-Lajoie
Director, Service d'Archéologie
Ministère Des Affairs Culturelles
Province de Québec

Dear Mr. Gérin-Lajoie,

How I regret not taking time off from the Canadian Historical Association meetings last week to talk to you about my projected underwater archeological expedition to Egg Island. I am, however, encouraged by your interest and kind offer of assistance. I assume that Professor Wade mentioned the brief outline of my intended search for and salvage of the remains of the eight vessels lost in the disastrous 1711 Hovenden Walker assault on Quebec.

In a very tentative way the project envisions a shipborne expedition of between six to twelve divers, all preferably historians or archeologists, that will make a preliminary survey-salvage effort in August 1964 with the majorsalvage effort taking place in the summer of 1965. I have not the slightest interest in retaining anything that might be found but assume that both Provincial and Federal museums would work out some equitable distribution should both governments support the project. I have been in correspondence with various Federal departments but as yet none of them have done more than take cognizance of the fact that I would like to organize an expedition to the 1711 wreck site. If you are interested I can provide you with copies of all this correspondence.

I have made a thorough survey of the pertinent literature and have copies of as much of the correspondence relating to the disaster as is available, including that in the Bibliotheque Nationale and the Public Archives of Canada. I am thoroughly convinced that the major part of the wrecks has not been salvaged, despite the French salvage efforts in theseason following the wreck, and the work done in the 1920's.

I would like to take advantage of your kind offer of assistance and ask that see if you can provide the following items:

1. aerial photos, both oblique and vertical, of theEgg Island and Pointe aux Anglais beaches, andunderwater shelf to ten fathom line
2. water temperature data on the area for the months of July and August.
3. information on the salvage attempt made in the 1920's. Are any of the participants still around?
4. the name of the light house keeper on Egg Island.
5. the name of the paper company (or companies) at Riviere Pentecote
6. the name of anyone at Pointe aux Anglais thatmight have information on or be interested in the wrecks. Of particular would be the location of thW wrecks worked in the 1920's
7. possible industrial firms within fifty or so miles of Egg Island that might loan equipment such as a barge, winch, air compressor, high pressure water pump (gasoline driven), tents, etc.

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Two different Canadian newspapers, one in Montreal and the other in Toronto have indicated considerable interest in supporting a thoroughly organized joint Canadian-American expedition of the sort outlined above and such financial support would of course be essential. I feel confident that support could also be arranged from the National Geographic Society and Smithsonian Institution if American institutional support was considered adviseable.

Now a few candid questions that you may not care to answer fully.

1. Would the Province of Quebec, either the Archeological service or the Museum, be interested in cooperating in a joint venture to Egg Island? What would be the most likely areas of support? Divers, technicians to assist in classifying, boats, equipment, or just official approval?
2. What, in your own opinion would be the Federal agency most likely to participate enthusiastically in such en expedition? Do you foresee any major objections to a triangular Federal-Provincial-American sponsored expedition? Do you have any recommendations as to whom I should write?
3. Do you care to outline what you consider to be the major stumbling blocks to my proposed expedition? Can you propose any alternate ways of approaching the problem?

Perhaps you are wondering what my own interest is in Walker and in underwater archeology. My background includes sea salvage work with the U.S. Navy, Beach master with the amphibious forces, sailing master at the U.S. Naval Academy, ocean racing, skin diving in the Caribbean, an interest in and publications on maritime history. I am planning a book on the Walker expedition and am deeply interested in seeing the historian make greater use of the new techniques in underwater archeology.

Looking forward to your reply and advice, I remain

Cordially yours,

Edward Towle

Edward L. Towle
Assistant Professor of
History

18 avril 63

Quebec April 18, 1963.

Mr. Charles F. Hayes, III,
Rochester Museum of Arts and Sciences,
657 East Avenue,
Rochester 7,
New York,
U.S.A.

Dear Charles:

I want to thank you for your very pleasant reception when I called upon you March 25th.

My visit to the Rochester Museum of Arts & Sciences proved a very enlightening experience.

Furthermore my thanks for your prompt attention in having the publications of the Museum, the Lewis H. Morgan Chapter, the New York State Archeological Association and the Rochester Museum of Arts and Sciences collected and sent on to me. These publications represent a valuable addition to our budding library. I hope we may be included in the Museum mailing list so that we may continue to acquire material of this high quality.

Hoping to see you on the Carinthia this coming summer, I remain,

Gratefully Yours.

AGL/gr

Albert Gérin-Lajoie,
director,
Archaeological Service,
5 Champlain St.,
Quebec, Qué.

22 février 62

SERVICE D'ARCHEOLOGIE

Quebec, February 22, 1962.

Rochester Museum of Arts and Sciences,
Public Relations Division,
657 East Avenue,
Rochester,
N.Y.

Gentlemen:

The province of Quebec has finally entered the archaeological field by the creation of the service which I have the honor of directing.

However, we find we stand sadly in need of pertinent publications for what will be our technical library.

May we receive a copy of the catalogue of publications issued by your museum so that we may order what we feel basic to our needs.

Thanking you for your attention to this request, we remain,

Yours truly.

AGL/gr

Albert Gérin-Lajoie,
Directeur,
Service d'Archéologie.

Quebec August 23, 1963.

Mr. Edward L. Towle,
Assistant Professor of History,
University of Rochester,
Rochester 20,
New York.

Dear Mr. Towle:

Your letter of August 19th, by paragraphs:

1- The light house keeper: I could try to see him and pump him. This might be more profitable than a letter from rich Americans. Reports from fishermen: the aerial photographs show damn little activity in this field.

2- Re: industrial activity: The Iron Ore Company of Canada run a big operation in land based on Seven-Islands and have shown interest in local history.

3- If I can get out there I will try and chase up Arthur Langlois or his descendents.

4- This is dangerous since one of that ilk is a maverick.

23 août 63

5- In view of Ottawa's failure to rise to the bate, I can't wait this should get huffy.

6- Upon my next visit to Montreal will track down a lead I have for a Scuba type who drove in the gluf.

7- Have I got news for you: there is and has been a year-around-rode to Seven-Islands for 8 or 9 years now (see tourist map enclosed). Furthermore, Sept-Iles Express Inc., with offices

at 1250, rue Borne, Québec run a daily service to and from Seven-Islands with stop at Pointe aux Anglais.

Comments.

A- The local firm could take care of this.

B- Iron Ore remains possibility for this and for C.

D- The needs for this is lessened with the presence of good road facilities.

8- I shall have to work for the Xerox prints to answer this one.

Urgent.

If more photographs will be required for heaven sakes rush it so I can plan to incluse it in next year budget.

I will check on the "morgues", but having worked for a couple of Quebec newspaper, I have no illusion about the contents of their morgues.

Your last paragraph, I didn't think there was any other publication beside a few wild claims in the Press every 4 or 5 years. The whole thing is loaded and I will see what can be gotten out of it. Achtung Minen.

So long for now,

Yours Truly.

AGL/gr

Albert Gérin-Lajoie,
director,
Service d'Archéologie.

Quebec August 14, 1963.

Professor Edward L. Towle,
Assistant Professor of History,
University of Rochester,
Rochester 20, N.Y.

Dear Sir:

Further to my two letters, a reply to your three questions, page two of yours of June 20th 1963.

1° For the time being official approval, technician and lab. facilities, plus part time divers (with an eye to training and archaeological techniques). The Museum is out because it is being made over into an Art Museum.

2° Due to present climate the less is said about Fereral-Provincial arrangements, but there is nothing against American-Quebec arrangements, on the contrary.

3° The only stumbling block might be the Salvage laws. However I think we can get around this by having us appointed deputy-keepers of the wrecks and their contents.

I will have 20 or so vertical photographs for you within the week, scale 1320' feet to the inch. Water temperature data shoulb be available within two weeks.

14 août 63

Good-bye for now and hear from you soon.

AGL/gr

Albert Gérin-Lajoie,
director,
Service d'Archéologie,

19 August 1963

M. Albert Gerin-Lajoie
director, Service d'Archeologie
Ministere des Affairs Culturelles
Province de Quebec, Canada

Dear Sir:

Your helpful letters of August 8, 9 and 14 have been received and I shall try to provide you with the information needed. Naturally, I am pleased that you have been able to arrange to "cooperate". I think we have a very interesting and hopefully fruitful project underway.

First: I was pleased to get the name of the Egg Island light-house keeper. I will be glad to write him (in French) unless you think that he might be more receptive to a letter from your hand. What I want to know is all that he can tell us about local legend concerning the wreck sites, especially the locations of bottom snags reported by fishermen, and the sites where storms have occasionally washed up old timber etc. Back in the Thirties one storm definitely produced some wreckage from the Walker ships. Let me know your advice on this matter of writing M. Dugas.

Second: I am writing the International Paper Company at Riviere Pentecote concerning the possibility of borrowing equipment and asking their advice in the solicitation of similar assistance, perhaps even from the Seven Islands area although this is some 70 miles to the North and less convenient. Do you have any further advice in this area of soliciting logistic support from nearby industrial activity? Would you know whether August is their busy month?

Third: As to the salvage attempt of the 1920's. Let me quote from my only source on this matter, the introduction to a book by G. Graham in the publications of the Champlain Society, The Walker Expedition to Quebec, 1711 : (pp. xiv)

"...we know definitely that three of Walker's ships went ashore below the barrier shoal of Pointe aux Anglais; in addition to timbers, past explorations have produced five cannon, several anchors and pieces of armor, a copper plaque inscribed with Queen Anne's coat of arms, and a ship's bell weighing about thirty pounds. A former resident of the village behind Pointe aux Anglais, Arthur Langlois (who was present when some of the cannon were raised between 1920 and 1935), reports that skulls and bones are still occasionally thrown up by the waves, grim relics perhaps of Marlborough's army."

NOTE: I am sending you, under separate cover, some xerox prints of some of the more pertinent passages in the standard sources relating to this expedition of Walker. I am sure most of the sources are available to you but this may save you time looking some of them up.

Fourth: Would you happen to have a clerical friend that is interested in archeology? It might pay to get in touch with whoever the parish priest is at Pointe aux Anglais and see what he can tell us about local knowledge of the wreck sites. I have my own hunches and calculations in this matter but the more precisely we can pin point the location the less lost time in searching for the wrecks themselves.

Fifth: I will also send to you xerox prints of some of the corresposdence I Have had with the Federal authorities to date. Your suggestion for

Quebec-American cooperation seems all right but will, I am sure, not be received with any great enthusiasm in Ottawa. C'est dommage!

Sixth: Can you put me in touch with anyone that has worked the lower St Lawrence with SCUBA gear. I would like to get some advice on submersion times, etc. I am already working on the meteorological data, tides, etc.

Seventh: I recently was informed that a summer road to Seven Islands just was completed and one could get to Pointe aux Anglais by truck. I would like your comments on a possible alternate approach to the wrecks. One could, with two trucks and a jeep, plus a towed(trailer) aluminum service boat carry diving gear, markers, survey equipment, tents, etc to the mainland shore near Egg Islands and set up a base camp. this would include submersion tanks for artifacts, living quarters etc. Then, if a work boat could be borrowed, leased or (ideally provided by the government), and a small barge from one of the paper companies(or fabricated from material provided by them) then I think the actual work of the expedition might be carried off more effectively than under my original plan of an all boat approach.

Your comments would be appreciated here. Would you have any idea as to where we might obtain

a. the use of or space in two trucks to get gear up to and back from Pointe aux Anglais?
b. the use of a work boat if we approach Egg Island by land (I shall approach the paper companies on this matter)
c. the loan of a sixteen or 17 foot aluminum square transom, flotation equipped, outboard powered service boat. I shall approach the boat companies on this but I am not very hopeful)
d. I believe I can provide a four wheel drive jeep-truck(small)

Eighth; What are the steps whereby one arranges to be appointed deputy keeper ofwreck? Would M. Goudreau, District Marine Agent, DOT, Quebec, know? He already knows of my intended project...see the xerox prints of Herbert's letter to Mason Wade(who wrote at my request to the National Parks Branch of the Dept of Northern Affairs.

I am looking forward to the photographs although I am not too sanguine about the information that can be gleaned from them.

Might I suggest that you give the Quebec newspapers a call and ask them to check their "morgue" or clipping files relative to Walker, etc.

Please note also the footnote on p. xii of the Graham edition of the Walker Expedtion memoir. It makes specific reference, among others, to the work of the Société Historique de la Côte Nord and the interest of a M. Leon Gagnon, and Monseignor René Belanger in the Walker wrecks. Is this society still alive? Does it still or did it ever publish a journal that might have some stuff in it on the wrecks. I can find nothing on it here and our library is pretty adequate for Canadiana. If either of the two above men can be traced perhaps their recollections might be helpful.

All the best....

Edward L. Towle
Assistant Professor of History

Quebec August 9, 1963.

Professor Edward L. Towle,
Assistant Professor of History,
University of Rochester,
Rochester 20,
New York.

Dear Sir:

Further to mine of yesterday, the light house keeper on Egg Island: 1° Ange-Henri Dugas, Ile aux Oeufs, Comté de Saguenay, P.Q.; 2° The paper company at Rivière Pentecôte: Canadian International Paper Company.

9 août 63

Could you supply me with more information: date, names, on the salvage attempt made in the 1920's. This will give me a start.

Yours truly.

AGL/gr

Albert Gérin-Lajoie,
director,
Service d'Archéologie.

Quebec August 8, 1963.

Professor Edward L. Towle,
Assistant Professor of History,
University of Rochester,
Rochester 20,
New York.

Dear Sir:

I am very sorry to be so late in replying to yours of June 20th. Holidays and a put-off moved by the ministry have thrown all schedules out of kilter.

I have just this day got for now autorisation to "cooperate". I think this might blossom.

I am going to work on the 7 items at the bottom of page one of your letter. More on this within ten days. I cut here to get this of today.

8 août-63

Yours truly.

AGL/gr

Albert Gérin-Lajoie,
director,
Service d'Archéologie.

Québec, 28 juin 1963.

M. Guy Frégault, sous-ministre,
Ministère des Affaires Culturelles,
Hôtel du Gouvernement,
Québec.

28 juin 63

Monsieur le sous-ministre,

Ces jours derniers, je recevais la lettre dont j'inclus copie.

Il ne semble pas qu'à la date de la rédaction, soit le 20 juin, le professeur Towle ait réussi à intéresser le gouvernement fédéral. Peut-être pourrions - nous, en prenant l'initiative maintenant, remplacer le fédéral dans ce projet, lequel concerne directement notre histoire et ce, sur notre territoire.

Par contre, une participation du National Geographic Society et du Smithsonian Institution garantirait un très grand rayonnement à ces travaux, tout comme la participation d'un journal montréalais sur le plan local.

Avec votre permission, je vais tâcher de trouver réponse aux questions du bas de la première page de la lettre de M. Towle.

En ce qui regarde le Service d'Archéologie, il existe certainement plusieurs façons pour nous de coopérer à la bonne réussite d'un tel projet.

Veuillez agréer, monsieur le sous-ministre, l'expression de ma considération distinguée.

AGL/gr

Albert Gérin-Lajoie,
ddirecteur,
Service d'Archéologie.

Ministère des Affaires culturelles du Québec

26 aux Ouvs Vol 32
folio 123 à pages
folio 151

In M. Georges Roy
La ville de Québec sous le régime
français. p. 59-60

LA DECLARATION DE M. MARGANE DE LAVALTRIE.

Sur le Naufrage de Walker en 1711

" Aujourd'hui, le 17 octobre 1711, trois heures de relevée, par devant nous Paul Dupuy, conseiller du Roi et son lieutenant particulier civil et criminel au siège de la Prévôté et Amirauté de Québec, faisant par ordre de sa Majesté les fonctions de lieutenant général au siège, en notre hôtel, et en présence du procureur du Roi, est comparu François de Margane, sieur de Lavaltrie, officier servant au fort de Pontchartrain de Labrador, lequel a dit et déclaré que le premier de ce mois, étant arrivé à l'île aux Oeufs, distante de cette ville de soixante-dix lieues il aperçut apparence de naufrage, ce qui l'obligea de débarquer à terre où il trouva sur le sable quatre hommes morts qu'il reconnut être des Anglais, qu'il découvrit en même temps quantité de pistes d'hommes qu'il suivit avec ses gens pendans l'espace de deux lieues, dans lequel chemin ils ne trouvèrent que deux hommes qui marchaient sur le sable qui lui firent connaître par leur appel qu'ils étaient Français et les ayant approchés ils les reconnurent pour être de l'équipage du nommé Vital Caron, maître de barque, lesquels gardaient du butin et en ramassaient d'autre, qui consistait en habits, couvertures, bas, chemises et autres dépouilles qu'ils leur firent voir, et leur dirent le naufrage qui était arrivé à la flotte anglaise qui venait assiéger cette ville, à quoi n'ayant pas voulu s'en tenir ils furent eux-mêmes sur le lieu où lui déclarant aperçut sept vaisseaux anglais sur la pointe de la terre ferme, du côté nord, proche la dite île aux Oeufs, desquels il y en avait

un tout brûlé deux autres à demi brûlés et trois autres à la côte dont l'un tient avec deux ancres et un autre qui en a trois dans sa rouche et le septième vaisseau qui flottait à toutes les marés étant sur ses ancres lequel il croit plus gros que le Héros qui est de présent en la rade, les autres étant moins gros mais cependant qu'il estime du port d'environ trois ou quatre cents tonneaux chacun beaucoup d'apparence, et que le plus gros qui est sur ses ancres, a son premier pont emporté et la ferrure de ceux qui sont brûlés est sur le lieu; qu'il croit que des dix vaisseaux il n'y a que le plus gros qui puisse être raccommodé; qu'ils ont vu en outre sur le bord de l'eau environ quinze à seize cents corps morts desquels il y avait environ une vingtaine de femmes, partie desquelles avaient des enfants à la mamelle, qu'ils ont aussi vu sur la grève des chevaux, des moutons, des chiens et des volailles, quantité de bâts pour les chevaux de charge, trois ou quatre cents grosses futailles cerclées de fer dont il ne sait si elles sont pleines, beaucoup de brouettes, même une barrique de vin et une barrique et demie d'eau-de-vie de laquelle lui déclarant a bu plusieurs fois avec les dits deux hommes du dit Caron, qu'il y a aussi à la côte des câbles, ancres, voiles, planches et madriers de chêne, bois écarri, des pelles, des pics, pioches, chênes, fiches et ferrailles dont il a vu des morceaux de trois pieds de haut, et que les dits deux hommes lui dirent que le dit Vital Caron avait enlevé la charge de deux charrois de butin qu'il avait emmené avec lui aux Sept-Iles pour en faire le partage entre les gens de son équipage

composé de vingt-cinq hommes et qu'il y avait un de ces hommes qui avait trouvé vingt écus blancs dans la poche d'un des naufragés, et un autre une montre d'argent, que toutes ces choses et son devoir lui ont fait abandonner son voyage et les profits qu'il aurait pu faire comme les autres à sauver des effets du dit naufrage, pour venir en cette ville en apporter la nouvelle et en faire sa déclaration, ce qu'il a fait avec toute la diligence possible, s'étant rendu en quinze jours malgré les mauvais temps qu'il a eu pendant son voyage, qui est tout ce qu'il a dit savoir; demandant au surplus qu'il lui soit accordé les droits qui appartiennent au dénonciateur, et a signé à l'original avec nous les jour et an susdattés."

Source: Archives de la province de Québec.

Naufrage de Walker à l'île aux Oeufs. 1711 1-

in Les annales de l'Hôtel Dieu de Québec

Juchereau de S. Ignace. pp. 371 sq.

On envoye du monde au Anglais pour en tirer ce qu'on pourroit.

Tous ceux qui avoient vû le débris(6) des Anglois avoient p.371
assuré qu'il y avoit dequoy charger plusieurs navires de tres bons effets. On crût devoir y envoyer pour profiter de leurs dépoüilles, et Monsieur Duplessis, comme receveur des droits de Monsieur l'Amiral,(7) avec Monsieur de Monseignat,(8) agent de la ferme,(9) frêterent ensemble une barque, et gagerent environ trente ou quarante hommes, à qui ils donnerent un aumônier et bonne provision de vivres, pour aller passer l'hyver dans cet endroit, p.372
afin que des le printems ils tirassent tout ce qu'ils pourroient de cet amas confus de toute sorte de choses. Ils partirent fort tard l'automne de 1711 et revinrent en 1712, au mois de juin, avec cinq bâtiments extrêmement chargez de butin. Ils trouverent là un spectacle dont le seul récit fait horreur. Plus de deux mille cadavres nuds sur la grêve qui avoient presque tous des postures de désesperez(1) les uns grinceoient les dents, les autres s'arrachoient les cheveux, quelques uns étoient à demy enterrez dans le sable, d'autres s'embrassoient. Il y avoit des femmes jeunes et délicates; ils en virent jusqu'a sept qui se tenoient par la main et qui apparemment avoient péri ensemble.(2)

Il se trouve des femmes dans ce naufrage.

On pourra s'etonner de ce qu'il s'est trouvé des femmes dans ce naufrage, mais il faut sçavoir que les Anglois se tenoient si assurez de prendre ce païs-cy qu'ils en avoient deja distribué les gouvernements et autres employs. Ainsy, ceux qui devoient les remplir amenoient leurs femmes et leurs enfants, afin de s'établir en arrivant. Les François prisonniers qui étoient dans la flotte y virent quantité de Dames et de Demoiselles qui suivoient leurs peres ou leurs maris; il y avoit aussy grand nombre de familles entieres de gens du commun qui venoient pour prendre des habitations.(3)

Non seulement la vuë de tant de morts leur paroissoit affreuse, mais l'odeur qui en sortoit étoit insupportable, et quoy que la marée en emportât tous les jours quelques-uns, il en restoit toûjours assez pour infecter l'air. Ils en trouverent qui s'étoient mis dans le creux des arbres, d'autres qui s'etoient fourez dans les herbes; quelques-uns avoient été enterrez par un petit nombre d'hommes, dont nos gens virent les pistes pendant deux ou trois lieuës, p.373
ce qui leur fit croire qu'ils avoient été rejoindre un peu plus bas les navires qui avoient échappé du naufrage. Ils se persuaderent aussy avec raison que ceux à qui on avoit donné la sépulture étoient des personnes considérables. Il falloit qu'il y eût dans cet armement de vieux officiers, car on trouva des commissions signées du Roy d'Angleterre, Jacques deuxiême, qui étoit refugié en France des l'année 1689.(1) Il y avoit aussy des catholiques, parce que parmi les hardes de quelques-uns il s'y trouva des images de la sainte Vierge.

On arpporta dela des anchres d'une grosseur surprenante, des canons, des boulets, des chaînes de fer, des habits fort étofez et en grand nombre, des couvertures, des scelles de chevaux magnifiques, quelques épées d'argent, des tentes bien doublées, des fusils en abondance, de la viasselle, des férures de toutes les sortes, des cloches, des agrez de vaisseau en quantité, et une infinité d'autres choses dont le détail seroit ennuyeux.(2) On en vendit pour cinquante mille livres; tout le monde couroit à cet ancan, chacun vouloit avoir quelque chose des Anglois.(3) Les hommes que l'on avoit envoyez à ce naufrage laisserent beaucoup plus d'effets qu'ils n'en purent enlever, parce que cela êtoit si avant dans l'eau qu'il leur fut impossible de tirer tout ce qu'ils virent. Un officier en rapporta encore deux ans apres pour douze mille livres, sans compter tout ce qu'on avoit ôté de la avant qu'on eût averty de ce débris.4 Cela fut toujours suffisant pour nous convaincre que nos ennemis avoient beaucoup perdu, pour augmenter l'esperance que nous avons qu'un tel malheur les empêchera d'entreprendre jamais la prise du Canada, et pour affermir nôtre confiance en Dieu.

on rapporte du débris quantité de choses, dont on fit un ancan.

Notes

— Page 371;
(6) Débris, ruine, naufrage.

(7) Georges Regnard, sieur Duplessis, sixième seigneur de Lauzon (page?) avait été nommé en 1698 receveur de l'amirauté (Archives du Canada. Correspondance générale, Vol. 16. 27 octobre 1698.)

(8) Charles de Monseignat, ancien secrétaire de Frontenac, était resté au Canada après la mort de son maître. Il est l'auteur de la relation du siège de Québec par Phipps qui fut envoyée au roi, avec les derniers bateaux de 1690.

(9) Agent du roi pour l'affermage des droits et revenus appartenant à la couronne.

— Page 372;
(1) Les chiffres des naufragés varient avec les auteurs et quelquefois avec le même auteur. Plus haut l'annaliste donnait celui de 3000 (page 366). François de la Valtrie, dans sa déposition, enregistrée à la Prévôté de Québec, (page 365), affirmait avoir vu "de 16 à 1700 corps morts". L'annaliste est assez proche de cette donnée d'un témoin oculaire.

(2) Dans le nombre des morts, La Valtrie vit encore une vingtaine de femmes "partie desquelles avaient des enfants à la mamelle")loc. cit.)

(3) On trouva du reste, dans les cabines des vaisseaux abandonnés une proclamation signée du général John Hill, commandant en chef des troupes de Sa Majesté britannique en Amérique et du corps expéditionnaire de Québec (page 367), que Walker avait fait imprimer à Boston "en assez mauvais français, à dessein de les répandre dans les répandre dans les Habitations, pour y soulever le peuple". Charlevoix qui avait mis la main sur un exemplaire de ce manifeste nous a conservé le texte (Op. cit.; Ed. in-12, Tome IV, pp.82-87).

— Page 373;

(1) Jacques II, détrôné par Guillaume d'Orange en 1658 (page 251). Louis XIV lui avait assigné comme résidence le château de Saint-Germain-en-Laye, où il mourut en 1701. Nous savons que le corps expéditionnaire recruté en Algleterre comptait des soldats des armées de Malborough qui avaient combattu à Audernarde et à Malplaquet.

(2) Ce détail se trouve dans la déposition de François de La Valtrie citée plus haut.

(3) Les Québécois qui s'étaient précipités à la chasse des épaves furent frustrés de leurs espoirs de s'enrichir. En vertu d'un arrêt du Conseil d'Etat du 10 mars 1691, enregistré à Québec le 14 octobre 1711, par le Conseil supérieur,-- justement pour prévenir le pillage des vaisseaux anglais.-- toutes les dépouilles des vaisseaux ennemis échoués sur les côtes du royaume, ainsi que les sommes qui auraient été réalisées par la vente de ces épaves, devaient revenir au roi. Tout ce qui fut tiré et rapporté des vaisseaux de Walker fut donc repris aux particuliers et mis en vente, et le produit de l'encan rentra dans le trésor royal.

(4) Débris, ruine, naufrage.

Les Annales de l'Hôtel-Dieu
de Québec, 1636-1716.

Par Mère Jeanne-Françoise Juchereau de St-Ignace.

Aug. 22. Since yesterday at noon to twelve a clock to day our course was north west and by west, distance 34 miles, the wind between the south and east.

Aug. 23. We had rainy and foggy weather with a very fresh gale at east. At eight at night we found by our logg to have run since yesterday at noon 45 miles west. At this time the admiral lay'd by for fear of falling foul on one side or other of the river, for it was then so excessively dark we could not see from one end to the other of our vessell. At half an hour after ten we saw land to leeward of us, and as soon as we were convinc'd it was so (for we all imagin'd to be several leagues distant from it) we made with the utmost expedition all the sail we could to gett clear of it, but finding we could not we were forc'd to come to an anchor near l'Isle aux Œufs in seven fathom water with a shoal of rocks on each quarter within a cable's length of us, which we plainly perceiv'd by the waves breaking over them in a very violent manner. Till the minuit we came to an anchor it rain'd very hard and blew a perfect storm directly on shore, when of a sudden it fell quite calm. If it had continu'd with the great violence it did before we came to an anchor, our anchors could not have held and we should have all been lost. For the wind and the vast seas which ran would have broke our ship in moment in ten thousand pieces against the rocks; and betwixt them and the shore 'twas at least five miles. At two in the morning the wind shifted to the north. At four we weigh'd our sheet anchor; and at five a fresh gale coming fortunately off the shore from the west, we cutt our small and best bore cables and sail'd off. All the night we heard nothing but ships fireing and showing lights as in the utmost distress, so that we could not but conclud that the greatest part of our fleet was lost; and indeed there were not ten ships in the whole that were not in danger of being cast away.

Aug. 24. The *Leopard* with several sloops were sent in to bring off the men and provisions that were sav'd from the wracks. In the afternoon we had an account that we lost ten sail, viz. eight transports with soldiers, one loaded with corn, and a sloop belonging to a suttler. All this day the wind was contrary at south west, so we ply'd from one side the river to the other.

Aug. 25. The admiral call'd a Council of war of all his captains aboard the general to have their opinion whether we could proceed with any safety. They all unanimously agreed that it was not practicable to go up the river with this fleet so late in the season without pilates, every one of those we had declaring they were not capable of takeing the charge of any one of the men of war; so that the general and admiral

resolv'd forthwith to return, quitt the Quebec expedition and endeavour to reduce Placentia. And having given orders to the *Leopard* with three brigantines and sloops to bring off some of our men who went into the woods, and all the provisions he could, and then to follow us to Spanish River in the island of Cape Breton, about seven in the evening we bore away with all the rest of the fleet for the bay of Gaspé.

Aug. 26. The admiral sent away the *Mountague* to stop the *Devonshire* and *Humber*, and the *Sapphire* to Boston with letters to recall Nicholson, and to acquaint the governours Dudley and Hunter of our misfortune.

Sept. 4. We came to an anchor in the mouth of Spanish River in the island of Cape Breton.

Sept. 5. We were employ'd in takeing an account of our provisions in order to make an equal distribution of them, and in makeing an enquiry through all the fleet for pilates to Placentia.

Sept. 6. The *Leopard* join'd the fleet with the sloops left with him to bring off the wracks, and eight of the New England transports which did not see us when we bore away or return'd. There join'd us likewise with him the *Kingston* man of war, who being assur'd by Captain Culliford of the *Humber*, the 20th of the last month off of Cape Breton, that our fleet was then at Quebec, he took our fleet in passing by us in the lake of St. Laurence for the French fleet, therefore stood from us; and if he had not fortunately mett with the *Leopard* at his returning out of the mouth of the river, he would have made the best of his way to Quebec. He brought an account from Boston, from whence he parted the 12th August that Captain Southack, commander of the *Province Galley*, would be ready to sail from thence in eight dayes with the brigantine hir'd for the transportation of the artillery stores from Annapolis; that the provisions to be provided in New England could not be sent away before the first of October; and that Colonel Hunter would send as soon as possibly he could the remaining part of the provisions he was order'd to provide to New London, from whence the admiral said he would take care they should be convoy'd to us. He brought us likewise the copys of two letters from Monsieur Costebelle, governour of Placentia, to Monsieur Pontchartrain, wherein the receipt of a letter from him of the 15th of February last was acknowledg'd, giving an account, that preparations were makeing in England for an expedition against them and Canada; and that these preparations consisted of seven men of war and three thousand men; that just before the dates of his letter which are of the 22nd and 23rd of July last, he had intelligence by several fishing sloops belonging to New England taken and brought into Placentia that

our fleet was arriv'd at Boston. Then having given a tolerable exact account of our force both by sea and land and what we were to be join'd by from our American coloneys, he proceeds to give much the same account we had at Boston of the strength of Quebec: how prepar'd they were there to receive us. But that their cheif defence and what they depended most upon was the difficult navigation of the river, which he hop'd would defeat us; that he had sent his Excellency's letters by a sloop to Monsieur Vaudreuil, who had already invited all his Indian allies to come to Quebec to a feast he would there prepare for them of English flesh; that he (Monsieur Costebelle) had for some time expected to be attack'd, therefore had made preparations accordingly, and did not doubt but to give a very different account of Placentia to what the governour of L'Acadie did of Annapolis; that the regular troups, the militia and fishermen at Placentia would make above 2000 men; however he begs he would order that the three companies taken at Annapolis might be sent him, as also some provisions which he should be in extream want of, the greatest part of those that were coming to him from Quebec being lost in sloops coming down the river of St. Laurence; that he had sent Monsieur la Ronde to Boston (under the pretence of settling an exchange for prisoners) to observe what preparations were makeing there, and disswade the government from giving us any supplys of men or provisions. With the copys of these letters there was one from the ingeneer of Placentia directed likewise to Monsieur Pontchartrain wherein he assures him that the forts and redoutes there were in a very good condition and capable with the forces they had to make a long defence; that all the inhabitants of L'Acadie by the ill usage and great severity they mett with had taken up arms and block'd up our fort there; that he understood they had a great opinion of him; therefore he beg'd he would order him thither, and he did not question but he would in a very little time drive us out of that country. The *Kingston* man of war had these letters from the *Warwick* off of Cape Breton, who was going with them to the governour of New England according to orders he had receiv'd to carry or send him all news of consequence he should meet with. They were taken in a merchant vessell going to France by two of our privateers.

Sept. 7. The general and admiral call'd a Council of war of the sea and land officers to lay before them our present state and to have their opinion how we should proceed further. As soon as the Council had examin'd the account of our provisions and found it would only serve for eleven weeks at short allowance, they all unanimously agreed (I'm inform'd) that without risquing the loss of both fleet and army there was

no other course to be taken but returning from hence directly home to England. Whereupon, the 8th, the agent victuallers were order'd to make an equal divident of the provisions that in case of separation each vessell might have wherewithall to carry him home. The artillery stores provided at Boston and put aboard the British transports were order'd to be put aboard the New England vessells in order to be sent to Annapolis; and to garrison that place and releive the New England troups and marines there 350 men with officers in proportion were appointed to be detach't out of our forces.

Sept. 9. The master of a sloop from Quebec bound to Placentia with provisions was brought in here. He said he left Quebec the 22d of the last month, that they had been working at the fortifications of the town all the summer; that they had perfected the inward rampart which was ruin'd, and that they had made a strong retrenchment from Beauport to the town, the only proper place for landing at; that Monsieur Vaudreuil was at Montreal fortifying that place; that there were 1000 regular troups in Canada, and above 10,000 militia; that hearing nothing of us when he came away, they did not expect we could visit them this year; and that they had no account at Montreal the 16th of August that our troups were advanceing by Chambly.

Sept. 10. The *Enterprize* and *Triton* men of war join'd us here from Virginia, they brought no other news than that Colonel Spotswood, governour of that place, had sent 900 barrils of pork to New York to be sent from to us. This day it was resolv'd to send the *Leopard* man of war to England to inform the government of our misfortune and that we were coming all home. (C.O. 5, vol. 898, No. 15 i).

An account of the men and vessells that were lost and shipwrack'd neare les Isles aux Œufs in the River of St. Laurence the night of the 23d. August 1711.

Lost of Generall Seymour's Regiment: 2 majors, 3 capts., 4 ensigns, the quartermaster Surgeon and 10 sergeants, 18 corporalls, 13 drums, 167 private men and 20 women.

Lost of Colonel Windress's: one major, one capt., 4 lieuts., one ensign, 14 serjeants, 8 drums and 231 men.

Lost of Colonel Kane's: Lieutenant Colonel Barton, Capt. Twisden, 3 lieuts., 2 ensigns, Chaplain Woodside, 6 serjeants, 4 drums, 134 private men and 15 women.

Lost of Colonel Clayton's: Capt. Charlton, Capt. Pinder and Capt. Thomas.

	Totall.
Lieut. Colonel	1
Majors ..	3
Capts.	10
Lieuts. ..	7
Ensigns ..	8
One surgeon ..	
One chaplain ..	
Serjeants ..	34
Corporalls ..	18
Drums	27
Private men ..	597
Women ..	35
	740

The names of the transports lost.

	Tunnage.
The *Colchester* ..	530¾
Nath: and Elizabeth ..	297¾
Samuell and Ann ..	225
Marlborough	218¾
Isabella	326½
Chatham	150
John and Sarah[1] ..	
Smirna Merchant ..	364¼

A vessell of 120 tun with provisions

a sloop belonging to a Sutler.

(C.O. 5, vol. 898, No. 15 ii).

35

Colonel Richard King to St. John

On board the *Windsor*, in the mouth of Spanish River, in the island of Cape Breton, in N. America, September 11, 1711.

Sir, The inclos'd abstract of my journal will give you an account since my last of our passage up the river of St. Laurence as far as les Isles aux Œufs, of the misfortune we mett with there, our return upon it hither, what intelligence we have mett with, and the resolution we are at last come to of returning directly home from hence without attempting even to reduce Placentia for want of provisions. I flatter'd my self so much with the hopes of succeeding on this expedition so truly advantagious to England and so heartily desir'd and put into that forwardness and good method by you, that I can't express the greatness of my concern for the dissapointment, nor the uneasiness it gives me to think what a loss it will prove to our poor American coloneys; how much it will contribute to depopulate their frontiers, to diminish their trade, and discourage all people, by the constant wars they must now be oblig'd to maintain, from settleing among them or improving the lands. And what is still a more melancholy reflextion, that they dare hardly expect any releif for the

[1] The *John and Sarah* was not lost; see p. 35, *n.* 1.

future, when they see this great effort England made to succour them thus ruffled and defeated, notwithstanding a general conducted it who did all that was humanely possible to make it successfull. This is what was obvious to all, and a justice that must be done him upon all occasions to his Queen, his country and friends. Since it's determined we are to return, I hope in a very little time after you receive this, I shall have the honour of waiting on you in London; therefore I must beg leave to defer till then of informing you of all the minute causes of our misfortune. In the mean time I hope you'll grant me the continuance of your friendship and protection, my only support and dependance. I am, [etc.] Rich. King.

[P.S.] I sent you by Captain Culliford of the *Humber* an account of our proceedings from the time we left Plymouth to the 15th of August when he parted from us, which I hope you'll receive by the latter end of this month as also two plans I sent with him. [Endorsed] Rd. 6 Oct., per Colonell Clayton. (C.O. 5, vol. 898, No. 15).

HILL CORRESPONDENCE

36

General Hill to Lord Dartmouth

On board the *Windsor* at sea, July 31, 1711.

My Lord, Sir Hovenden Walker having thought fitt to send home the *Devonshire* and *Humber* from this place, I take that occasion to acquaint you with our safe arrivall in Nantasket Road the 24th of the last month [June], with all the men of warr and transports, except one which had two companys of Colonel Disney's regiment and their cloathing on board, that lost company with the fleet before wee gott the length of Scilly. The troops landed in much better condition then wee expected, after a voyage of eight weeks, and those which had been embarqued the longest were in as good health as the others; I referr you to the admirall for a particular account of our passage, and to the inclosed copy of that part of my journall which relates to our transactions with the government and inhabitants of Boston, concerning provisions etc., which have been attended with more difficultys and disappointments than are proper to transmitt to you at this distance.

Labrador is a significant stage in the reduction of the wilderness. Already a rough, pioneer road twists through woods and muskeg from Sept Iles as far as the neighbouring mill town of Shelter Bay, some thirty-five miles below the scene of the Walker disaster. But from Quebec City there is no road to Ile aux Œufs, which can be reached only by 290 miles of river, or somewhat more expeditiously by air.

Early in September, 1952, I flew a regular plane route from Quebec to Baie Comeau; thence flying at about 800 feet a small seaplane took me north-westward along the coast of the St. Lawrence River. After Pointe des Monts the shore line bends almost northward, and with clear visibility unfolded itself as sharply in perspective as the hydrographic chart that lay beside me in the cockpit. Far ahead, Pointe aux Anglais, a gently curving peninsula of sand and stones, projected into the river like a breakwater, guarding against north-east gales a quiet haven of waters around Ile aux Œufs, some two miles to the southward. Indeed, as I discovered subsequently, an anchorage does exist—too restricted for large vessels, but ample for smaller craft such as fishing vessels, which may find safe refuge between Ile aux Œufs and the mainland. Here, fishermen from Pointe aux Anglais, and even from Pentecôte and Trinity Bay, still congregate in season to search along and beyond the rocky walls of the island for herring, cod and halibut.

We circled low over Ile aux Œufs—a formidable, narrow slab of granite about three-quarters of a mile in length. The *St. Lawrence Pilot*[1] describes the island as bare of trees; but it is well wooded, although the timber is small and scrubby, clinging precariously to heavily scarred granite faces, upon one of which—at the southern end—is perched an octagonal white lighthouse. Before the lighthouse was built in 1870 there were no inhabitants on the great rock. (There is no fresh-water supply, and very little soil, although zealous lighthouse keepers manage to maintain a small garden.) So the birds flocked there in large numbers and hatched their eggs in splendid security. Hence, no doubt, the origin of the name: *Ile aux Œufs*. The southern end and western side of the island are especially bold,

[1] London, 12th edition, 1943; Ottawa, 5th edition, 1929.

sloping off into considerable depths of water that provide a navigable channel 600 yards wide at the narrowest part.

Less than half a mile north of Ile aux Œufs lies North Reef, which at first appearance—this being the time of high tide—seemed to consist of a group of large rocks; on returning, however, during the ebb, the whole had emerged from the water to form a single, long, low reef a third of a mile in length. Midway between North Reef and Ile aux Œufs a foamy flurry clearly visible from our plane indicated one of the numerous, isolated reefs which are exposed only at low water. In the channel between this reef and Ile aux Œufs there is barely three fathoms of water, and here, partially protected by North-East Reef it is conceivable that two of Walker's warships, the *Windsor* and the *Mountague* found precarious anchorage for the night, escaping destruction by a miracle. North-east Reef is one of a cluster of rocks, barely awash at low water, more than half a mile north north-eastward from the northern point of Ile aux Œufs. Some of its rocks show at low water, but with the tide near-high, only after careful scrutiny could I detect from the air the white foamy traces which indicated the presence of danger.

Turning northward again, we closed on Pointe aux Anglais where plumes of white spray emphasized the presence of a long irregular shoal of giant boulders, some six hundred yards in length, thrusting outwards almost at right angles from the sandy shoreline. An examination of the evidence, both written and material, suggests that the majority of the wrecked transports were unable to double Pointe aux Anglais, and either struck or went ashore to the north of this barrier. According to the evidence presented by the Sieur de Lavaltrie (the first to bring news of the disaster) before the Prévôté et Amirauté of Quebec, witnesses who had been busy garnering booty told him that they saw seven English ships 'on a point on the main land of the North Shore close to the said Ile aux Œufs' (See Document No. 65). Since Pointe aux Anglais on the mainland only received its commemorative name some time after 1711, it was proper at the time to describe the scene of the disaster as approximate to a spot on the map that was well known. Certainly, no remains of any sort have ever been discovered on or

about the reefs near Ile aux Œufs, although admittedly deep water and strong tidal streams would make salvage difficult, if not impossible.

On the other hand, we know definitely that three of Walker's ships went ashore below the barrier shoal off Pointe aux Anglais; in addition to timbers, past explorations have produced five cannon, several anchors and pieces of armour, a copper plaque inscribed with Queen Anne's coat of arms, and a ship's bell weighing about thirty pounds.[1] A former resident of the little village behind the Pointe, Arthur Langlois (who was present when some of the cannon were raised between 1920 and 1935), reports that skulls and bones are still occasionally thrown up by the waves, grim relics perhaps of Marlborough's army. In his opinion, other ships may have been wrecked further down the coast; various bits and pieces have appeared from time to time, but no such identifiable evidence as cannon or anchors. It could be, of course, that the contents and armament of the well-grounded ships were removed by the Quebec authorities during salvage operations in 1712.

In August and September the prevailing winds are between west and south-west, and they are usually accompanied by clear and sunny weather. But like Admiral Walker we experienced the sudden veering to south-east and east, overcast skies, with gradually lowering clouds, belts of rain and the approach up-river of a slowly moving curtain of fog, for fogs rarely fail to accompany a strong east wind of any duration. One afternoon we watched the drift of smoke from the mill in

[1] Two of the cannon are at the Eudist College at Bathurst, New Brunswick, two at the Rectory in Father Point, Quebec, and one in Chicago, a gift to Colonel McCormick, whose *Chicago Tribune* is produced from 'North Shore' pulpwood. The Abbé Huard, who visited Pointe aux Anglais at a time when various relics were being salved, describes how a large and beautiful clock was offered for sale, 'qui n'a pas souffert d'un séjour de près de deux siècles au fond de la mer' (V.-A. Huard, A.M., *Labrador et Anticosti* (Montreal, 1897) p. 110.) Long before the establishment of the present active Société Historique de la Côte Nord at Baie Comeau, the more striking souvenirs of the disaster, including the bell and coat of arms, were placed in the Seminary Museum at Chicoutimi on the south shore. Unhappily, the Seminary was burned down in 1912. The Société Historique de la Côte Nord possesses, apart from minor relics, a useful library and several early maps of the St. Lawrence, two of which have been copied for this volume by M. Léon Gagnon, a member of the society, whose president is the hospitable Monseigneur René Belanger.

Shelter Bay, hoping against hope that it would back round the compass, for only a returning westerly would clear the clouds and release our little seaplane from its narrow berth well up the Rocky River. But soon the mill and other familiar landmarks disappeared from sight; only the noise of grinding machinery told us that a mill still worked somewhere far off in the murk. Estimates of distance based on hearing can go awry in a fog. On the river itself, even the seaman's or fisherman's ear is no reliable instrument for gauging position based, say, on the sound of breaking surf on a rocky shore. In the language of the *St. Lawrence Pilot*: 'The only safe guide is the constant use of the lead'.

It was in such weather, 'the wind blowing very fresh between E.S.E. and E. by N., the fog very thick' that Admiral Walker on the night of August 22/23 (according to the Old calendar) lost seven of his troop transports. Had the gale which was blowing him almost directly on-shore continued, it is doubtful if many could have survived. That the bulk of his fleet was saved from complete destruction was owing to what has been termed 'a Providential lull', followed by a shift of wind. According to the *St. Lawrence Pilot* strong winds seldom veer very quickly from one quarter of the compass to the other, but usually fall calm, and are then followed by a wind in the opposite direction. This mysterious process proved, indeed, to be Walker's salvation, for it was no light evening off-shore breeze that eventually came to his aid. 'About 2 this morning, it fell stark calm, the Wind (that which was) shifting to the N.N.W. continuing very little till 4 a-clock; then blew so hard with squals at S.W. by W. that it put us under our Courses . . .'

Fog and wind help to explain Walker's predicament; within recent times even more astute seamen than Walker have not avoided disaster in similar circumstances. All the instruments of the twentieth century have not prevented ships from going ashore in gale and fog. In the St. Lawrence River the presence of variable currents can make navigation even for steam-ships an additional hazard. Some twenty-five years ago, a freighter laden with pulpwood left Anticosti Island in the early summer and set a course from North-West Point up the centre of the

river so as to pass mid-way between Pointe des Monts and Cap Chat. This ship went slightly off course, and fell in with the strong ascending north-west current which deflected her sufficiently to put her aground a few miles north of Pointe des Monts. The captain of an Atlantic liner recently told me that he never trusted to the book in calculating St. Lawrence currents; the latest official text, in his opinion, was no defence against capricious change. Hence, he preferred to navigate by coast line, keeping a course seven miles off the south shore.

But whatever may be said in defence of Walker's seamanship, it is clear from the introduction to his *Journal* (1720) that he had continued to suffer inner torments ever since the fateful August night of 1711. This misery, often touched with acute bitterness (as the writing indicates) had not dissolved with the years, and it was certainly aggravated by his peremptory dismissal from the service in 1715, without any charges being laid. Indeed, his treatment at the hands of Admiralty and government seems unnecessarily harsh, considering the tacit condonation of his failure following his return, and it helped to create something very like a persecution complex. For the next few years he was building ever higher the defences of his conduct, although some of his contemporaries were by no means certain that his leadership of the expedition had very much, if anything, to do with his subsequent misfortunes at home.

Walker's mind seems to have revolved almost unceasingly around the decision to turn back from Quebec. With a pinch of Phips' good luck, might he not have succeeded, despite the loss of seven transports, and with greater forces than Phips still at his disposal, have captured the town? Admittedly, it was not the best season for navigating the St. Lawrence, although in 1690 Phips had sailed even later than Walker; but Phips' fleet on the return voyage from Quebec had been dissipated by storms. Yet the Council of War which weighed the possibilities on August 25, the day after the disaster, seemed little concerned with problems of weather; its final judgment expressed anxiety chiefly on the capacity of the pilots to complete the journey to Quebec in safety. When one remembers the cautious and systematic approach of Admiral Saunders in 1759, the

doubts are understandable. Even before Saunders had entered the river, James Cook and his well-equipped colleagues were busy 'with boats man'd and arm'd' taking soundings and fixing buoys. Not one of Walker's New England pilots could say, as did Cook on June, 11, 1759, that he was 'satisfied with being acquainted with ye channel'. The French pilot Paradis, impressed from the captured sloop *Neptune*, appears to have had a good understanding of St. Lawrence navigation; he was certainly not guilty of treachery, and probably deserves no credit for patriotic malingering, such as Mère Juchereau was to offer in her *Histoire de l'Hôtel-Dieu de Quebec*. He accepted a bribe to lead the fleet to Quebec with the promise of substantially more to come. In any event, Walker was never sure of him; he seems not to have relied on him both before and during the emergency, and he subsequently abandoned him without further payment of any sort.

Walker's own principal worry was neither weather, nor pilots, but provisions. The disaster that had overtaken his ships during the night of August 22–3 had shaken him; but in retrospect he argued that this misfortune might have been a hundred times enhanced had they reached Quebec in safety, with rations that could be counted in weeks rather than months. What if the New England militia failed to open the inland route to Montreal; and even in that happy event the overland journey from the Hudson River was dangerous and painfully slow in winter weather. There is substance in the argument. Almost fifty years later, General James Murray's isolated garrison in Quebec nearly succumbed to cold and starvation as their supplies dwindled away. Even supposing the French capital had succumbed to the invaders, would Walker have been any better off than Napoleon in Moscow? The region about the citadel was snowbound and barren; undoubtedly the French would have destroyed or removed their provisions. At the most Walker's provisions would have lasted only eight or nine weeks, and no relief by sea could be expected for at least eight months, since the *Feversham* and three storeships laden with food supplies were to founder off Cape Breton on October 7 with almost all hands. Providence, he wrote in his

Introduction, had arranged the disaster to save the expedition from more fearful catastrophe: ten to twelve thousand men would have perished from cold and hunger in Quebec.

> I must confess, the melancholy Contemplation of this (had it happened) strikes me with Horrour: For how dismal must it have been to have beheld the Seas and Earth lock'd up by Adamantine Frosts, and swoln with high Mountains of Snow, in a barren and uncultivated Region, great numbers of brave men famished with Hunger, and drawing Lots who should die first to feed the rest, without the least appearance of Relief?

The prospect of a winter in Quebec—untouched by melodrama—must have weighed heavily with any experienced and well-balanced commander. Walker's nerves had been shaken before the expedition left Boston; thereafter his ability to make major decisions without endless consultation diminished progressively as the fleet moved into the Gulf and thence up-river. Lacking provisions, without pilots and without competent leadership, the expedition had turned into a gigantic gamble long before it reached the River St. Lawrence, with the odds weighted heavily against success.

Admiral Walker's *Journal* still makes an occasional appearance in booksellers' lists, but it is approaching the status of a rare book. In the course of writing his own brief account of the expedition some time after 1880, Faucher de Saint Maurice found it almost unprocurable.[1] In one sense the *Journal* is an unvarnished tale; the author, of course, seeks to plead his cause, but there is no attempt to suppress evidence. Indeed, Walker's own naïve admissions have the effect of diminishing rather than enhancing his stature as a commander. Even had he possessed the guile, Walker lacked the subtlety to make out a convincing case for himself. The Appendices to the Journal are a mixed assortment of correspondence, orders, instructions, etc., which serve to support the main facts of his tale.

In addition to the Walker Journal with Appendices, I have included in this volume various Colonial Office documents

[1] 'L'Expédition de l'Amiral Walker' in *Les Iles. Promenades dans le Golf Saint-Laurent* (9th ed., Montreal, 1886?); the same essay with slight variations is contained in his *Joies [et] Tristesses de la Mer* (Montreal, 1888).

from the Public Record Office (chiefly C.O. 5) such as the journals and some of the correspondence of Brigadier-General Hill, the commander of the expeditionary force, Colonel Richard King, his quartermaster-general, and Colonel Samuel Vetch, governor of Annapolis Royal and Nova Scotia, who accompanied the fleet ostensibly as a veteran pilot rather than a soldier. Many of these Colonial Office documents have been printed at length or in abbreviated form in the *Calendar of State Papers, Colonial, America and West Indies*, vol. XXV (1710–June, 1711) and vol. XXVI (July, 1711–June, 1712). Many important letters, among them several written by Walker to St. John (which the Admiral was unable at the time to lay hands on) have turned up in State Papers, Domestic, Naval (S.P. 42, vol. 68); others are available in the Secretaries' Letter Books (S.P. 44, vols. 110 and 111). Among other relevant official sources are the Entry Books, Military (S.P. 44, vols. 173–5), and Entry Books, Naval (S.P. 44, vols. 213–20). Additional useful items have been found in State Papers, Domestic, Naval and Military (S.P. 42, vols. 8–10, 13–14; S.P. 41, vols. 3–5) and among the Treasury Papers (T. 1, chiefly vols. 132–4, 139 and 175). On the whole, these supplementary letters and papers fill the gaps in Walker's account with almost jig-saw precision. A few of them I have included as footnotes to the Journal Appendices, because they obviously belong to the series of Walker–St. John letters as originally published by the Admiral; the remainder, unless absorbed in the body of my Introduction, have been included among the documents (Parts II–IV) of this volume.

Little material of significance to my topic was to be found in the Admiralty Correspondence (Ad. 1 and 2), also contained in the Public Record Office. The large haystacks of Captains' Letters revealed only occasional needles, because on an expedition of this sort all correspondence passed through the admiral in command. Hence, the only really useful despatches were contained in the files of captains whose ships, like the *Leopard* or *Enterprize* were detached on special service.

I have included two documents from the Archives des Colonies in Paris (Dépêches, Iles de l'Amerique, Colonies

Le naufrage eut lieu le 22 aout 1711

Le 17 octobre 1711, M. Margane de Laval tire déclare que 7 vaisseaux anglais s'étaient jetés sur les récifs de l'île aux Oeufs et qu'il y avait là un butin considérable.

A la fin d'octobre 1711 des barques partirent de Quebec avec une quarantaine d'hommes. Cette expédition revint à Quebec au mois de juin 1712 avec cinq navires chargés de canon, de boulets, de chaines de fer, d'habits de couvertures de selles de chevaux d'épées de fusils de vaisselle de cloches, d'agrès et d'une infinité d'autres objets de toutes sortes et de toutes valeur. Les dépouilles furent vendues à Quebec à l'encan.

Tiré de P. G. Roy. La Ville de Quebec sous le régime Français Vol II p. 63

Voir la declaration de Margane de Laval tire p. 59
300 - 400 tonneaux

Nom des bateaux coulés

Isabella Ann Catherine	200 hommes	Canons
Samuel and Ann	160	?
Nathaniel and Elizabeth	188	?
✓ Le Mal Forough	150	?
Le Chatham	102	?
Le Colchester	254	?
Le Content		?
Le Smyrna Merchant	246	

Voir Faucher de S. Maurice Les Joies et les tristesses de la Mer

p. xi

Cavion 1952

En tournant de nouveau au nord, nous approchames Pte aux Anglais où des plumes of white spray fait ressortir la présence d'une longue ligne irrégulière de boulders géants, quelques uns long de 600 verges, thrusting outwards presque à angles droit de la plage sablonneuse. Un examen du témoignage ~~et~~ écrit et matériel, suggère que la majorité des transports coulés ne furent pas capables de doubler la pointe aux anglais, et ~~frappèrent~~ ou s'échouèrent ~~sur~~ cette barrière au Nord. Selon le témoignage offert par le sieur de Lavaltrie (le 1er à apporter des nouvelles du désastre). devant la Prévoté et Amirauté de Québec, des témoins qui étaient très occupés garnering booty lui dirent qu'ils virent 7 Vaisseaux Anglais " sur une pointe sur la cote Nord près de la dite île aux Oeufs.

Depuis Since Pusque. la Pointe aux Anglais n'a reçu son nom commemoratif quelque temps après 1711, il était justifiable ~~de~~ à cette époque de décrire la scène du désastre comme proche d'un point sur la carte qui était bien connu. Certainement, aucune traces d'aucune sorte n'a jamais été découverte sur ou ~~dans les environs de l'île aux Oeufs~~ près. des récifs de l'île aux Oeufs cependant à cause de l'eau profonde et des courants de marée ~~fort~~ rendrait ~~le~~ recuperage difficile sinon impossible.

D'un autre côté, nous savons de façon définitive que 3 des vaisseaux de Whipps s'échouèrent au bas de ~~de l'écueil~~ la barrière de l'écueil de la Pointe aux Anglais, "below the barrier shoal off P.A.A."

In addition to timbers, des explorations passées ont récupéré 5 canons, plusieurs ancres et des morceaux d'armures, une plaque de cuivre gravée des Armes de la Reine Anne, et une cloche de vaisseau pesant environ 30 livres. *

* 2 des canons sont au collège Euclide de Bathurst New Brunswick, 2 au Rectory à la Pointe Au pere, Quebec, et un à Chicago, un cadeau du Colonel McCormick, dont le Chicago tribune est fait avec la pulpe de la Cote Nord. L'abbé Huard, qui visita la Pointe aux Anglais à une époque quand les différentes religieux furent rapatriés, décrit comment une grand et belle ~~cloche~~ horloge fut offerte en vente "qui n'a pas souffert d'un séjour de près de 2 siècles au fond de la mer" (V.A. Huard, A.M. Labrador et Anticosti Montréal 1897 p. 110) Long temps avant la fondation de l'actuelle active société Historique de la Côte Nord à Baie Comeau, les plus striking souvenirs du désastre comprenant, la cloche et les armes ~~de~~ coast of Arms furent placés dans le Musée du Seminaire de Chicoutimi. Malheureusement le Seminaire brula en 1912. La Soc. Hist. de la Côte Nord possède, en plus de reliques moins importantes, une bibliothèque et ~~plusieurs~~ cartes anciennes du S. Laurent. dont 2 ont été copiées pour ce volume par M. L. Gagnon un membre de la Société. dont le président est Mgr Belanger hospitalier.

1r 5880
2640

3640 6000 pi heure
60
100 pi minute
100 | 60
10 | 1.6
400

Les recherches.

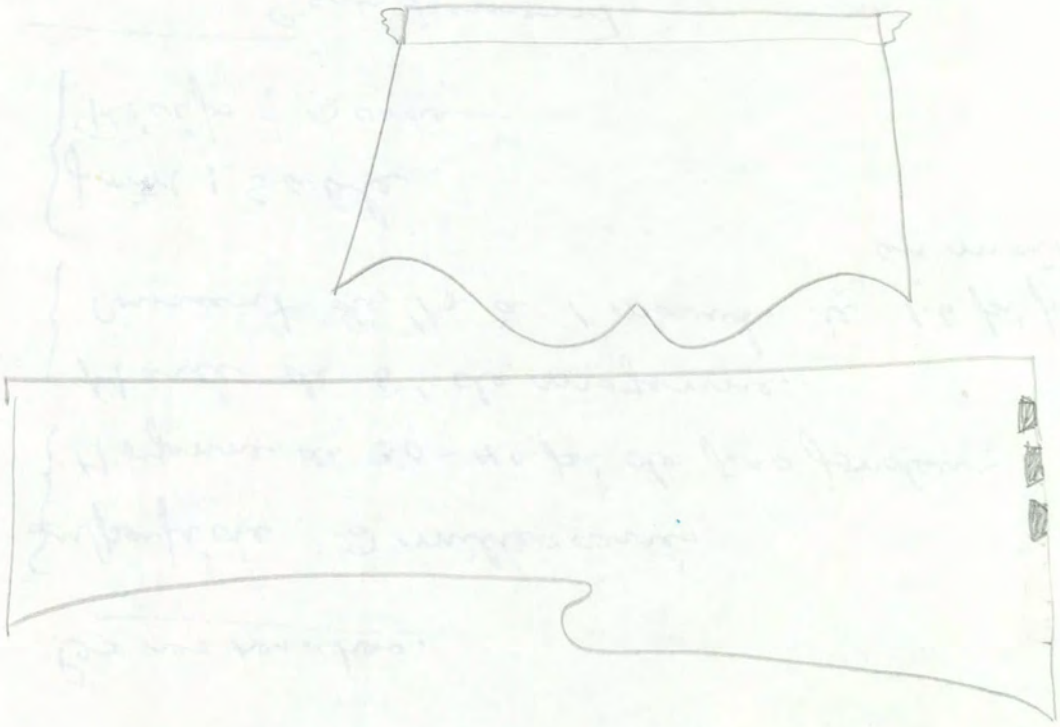
- Superficie 2 milles carrés
  Moyenne de 30-40 pi de profondeur
- Marée de 5' de moyenne.
  Courant de 1/2 à 1 noeud. ie 1.6 pi par sec en montant
- fond : sable
  Récifs - roche

Equipement
quai à la pointe aux Anglais
chaloupe - plongeurs
bouées.

but
repérer les coques si possibles
Récuperer - les bois ouvrés
Récuperer | armes / ustensiles du XVIII siècle

8 transports coulés.

	Perte en hommes
- Isabella Anne Katherine	192
- Smyrna Merchant	200
- Samuel and Anne	142
- Nathaniel an Elizabeth	10
- Marlborough	130
- Chatham	60
- Colchester	130
- Orient	tous sauvés.



Un ancien habitant du Betel village en année de la fête aux Anglais. Arthur Langlois (qui était présent quand quelques uns des canons furent hissés à terre entre 1920-1935) rapporte que des crânes et des os sont apparus thrown up par les vagues à l'occasion, grim relics peut être de l'armée de Marlborough's. Dans son opinion, d'autres vaisseaux ont pu couler plus loin further down the coast. Various bits and pieces apparaissent de temps en temps, mais non des témoignage identifiable comme des canons et des ancres.

11 heures à 7 heures

Vol XXXII Champlain Society 48 1-

The Walker Expedition to Quebec, 1711
1953

p. XI "Certainely, no remains of any sort have ever been discovered on or about the reefs near Ile aux Oeufs, although admittedly deep water and strong tidal streams would make salvage difficult, if not impossible."

p. 253

Provisions abord the Several transports etc according to computation is,

Wine Gal.	Rum Gal.	Oil Gal.
3502	12.962	—

p 330 - ... "We were forced to come to an anchor near l'Isle aux Oeufs in 7 fathoms water with a shoal of rocks on each quarter within a cable's length of us, which we plainly perceived by the waves breaking over them in a very violent manner" aug. 73
... we lost 10 sails, eight transports with soldiers, one loaded with corn, ...

Pavillon de Québec sous le régime français
in P. G. Roy Vol II p. 63

Copie I

LES DEPOUILLES DE LA FLOTTE DE WALKER.

La déclaration faite par M. Margane de Lavaltrie devant l'Amirauté de Québec, le 17 octobre 1711, que sept vaisseaux anglais s'étaient jetés sur les récits de l'Ile aux Oeufs et qu'il y avait là un butin considérable, donna l'idée aux marins de la capitale de se rendre dans ces parages afin de retirer de ces navires tout ce qui pouvait s'enlever.

Mais, sous le régime français, les dépouilles des naufrages revenaient au roi ou au grand amiral de France. L'Ile aux Oeufs se trouvait cependant dans les limites du domaine d'Occident et les fermiers du domaine prétendaient avoir des droits sur les objets abandonnés.

M. Georges Regnard Duplessis, receveur des droits de Monsieur l'amiral, et Charles de Monseignat, agent de la ferme du domaine d'Occident, s'entendirent pour envoyer des barques sur le lieu du naufrage.

Ces barques partirent de Québec à la fin d'octobre 1711 avec une quarantaine d'hommes. Comme tous ces hommes devaient passer l'hiver à l'île aux Oeufs un aumônier les accompagna.

L'expédition organisée par MM. Duplessis et Monseignat ne revint à Québec qu'au mois de juin 1712. On avait chargé cinq navires de canons, de boulets, de chaînes de fer, d'habits, de couvertures, de selles de chevaux, d'épées, de fusils, de vaisselle, de cloches, d'agrès et d'une infinité d'autres objets de toutes sortes et de toutes valeurs.

Toutes ces dépouilles furent vendues à l'encan à Québec même et rapportèrent une jolie somme.

L'amiral de France ni les fermiers du domaine d'Occident ne retirèrent profit de leur expédition.

Le 14 octobre 1711, précisément trois jours avant la déclaration de M. Margane de Lavaltrie à l'Amirauté de Québec, le Conseil Souverain ou Supérieur avait enregistré l'arrêt rendu au Conseil d'Etat de Sa Majesté, du 10 mars 1691, par lequel entre autres choses les vaisseaux et effets des ennemis de l'Etat qui échouent aux côtes du royaume sont déclarés appartenir à Sa Majesté seule.

M. Clairambault Daigremont, faisant les fonctions de contrôleur de la marine, réclama, au nom du roi, le prix de tous les effets provenant des vaisseaux de Walker qui avaient été vendus à l'encan de Québec.

Le 3 novembre 1712, le lieutenant général de la Prévôté et Amirauté de Québec ordonnait donc aux sieurs Monseignat et Duplessis de rendre incessamment compte des sommes qu'ils avaient reçues provenant de la vente des effets qui avaient été sauvés, pour être remis entre les mains du commis du trésorier général de la marine.

MM. de Monseignat et Duplessis, désolés de perdre un si beau butin, appelèrent de la sentence du lieutenant général de la Prévôté et Amirauté au Conseil Souverain ou Supérieur. Celui-ci le 8 novembre 1712, mit l'appellation au néant et ordonna que la sentence dont était appel sortirait son plein et entier effet.

MM. de Monseignat et Duplessis qui s'étaient donné tant de peine pour leur expédition de l'île aux Oeufs en furent donc pour leurs frais. Sa Majesté en retira, seule, tout le bénéfice.

in La ville de Québec sous le régime français
Pierre Georges Roy. Vol. II p. 65
Québec 1930

Copie I

QUEBEC AURAIT-IL PU REPOUSSER WALKER?

Avec les moyens et les troupes qu'il avait à sa disposition le gouverneur de V audreuil aurait-il pu repousser l'attaque de l'amiral Walker avec le même succès qu'avait eu le gouverneur Frontenac en 1690?

Nous en doutons.

78 navires

La flotte de Walker était autrement redoutable que celle de Phipps. Lorsque cette armada sortit des passes de Nantasket le 30 juillet 1711, elle se composait de soixante-dix-huit navires de haut bord. La liste officielle de la flotte de Walker donne les noms suivants: l'EDGAR, vaisseau-amiral, 70 canons; le WINDSOR, 60 canons; le MONTAGUE, 60 canons; le SWIFTSURE, 70 canons; le SUNDERLAND, 60 canons; le MONMOUTH, 70 canons; le DUNKIRK, 60 canons; le HUMBER, 80 canons; le DOVONSHIRE, 80 canons. Puis venaient les transports: le ROCOVERY, le DELIGHT, l'EAGLE, la FORTUNE, le REWARD, le SUCCESS PINK, le WILLING MIND, la ROSE, le LIFE, le HAPPY UNION, la QUEEN ANN, la RESOLUTION, le MARLBOROUGH (1), le SAMUEL, le PHEASANT, le THREE MARTINS, le SMYRNA MERCHANT, le GLOBE, le SAMUEL, le COLCHESTER, le NATHANIEL AND ELIZABETH, le SAMUEL AND ANN, le GEORGE, l'ISABELLA ANN CATHERINE, le CHATHAM, le BLESSING, la REBECCA, le TWO SHERIFFS, la SARAH, la REBECCA ANN BLESSING, le PRINCE EUGENE, le DOLPHIN, la MARY, le HERBIN GALLEY, le FRIEND'S INCREASE, le MARLBOROUGH (2), l'ANNA, le JEREMIAH AND THOMAS, les BARBARES, l'ANCHOR AND HOPE, l'ADVENTURE, le CONTENT, le JOHN AND MARY, le SPEEDWELL, le DOLPHIN, l'ELIZABETH, le MARY, le SAMUEL, le BASIBç, la GRENADE, le GOODWILL, l'ANNA, le JOHN AND SARAH, la MARGUERITE, le DISPATCH, le FOUR FRIENDS, le FRANCIS, le JOHN AND HANNAH, l'HENRIETTE, le BLESSING, l'ANTILOPE, le MARTHE AND ANNAH, la JEANNE, l'UNITE et le NEWCASTLE. Un peu plus tard, l'ENTREPRISE, de 40 canons, le SAPHIR, de 40 canons, le KINGSTON, de 60 canons, le LEOPARD, de 54 canons, le CHESTER, de 54 canons, et la prise le TRITON vinrent rejoindre l'amiral dans le golfe Saint-Laurent.

Si on compte les équipages de chaque vaisseau de la flotte, Walker devait avoir sous ses ordres plus de 12,000 hommes aptes à se battre.

Combien de combattants pouvait opposer le gouverneur Vaudreuil à cette armée formidable? Quelques milliers de miliciens très mal armés. Dans ces conditions il est certain que si la flotte de Walter s'était rendue à Québec, il eût fallu un miracle pour sauver la capitale et le pays.

Des 12,000 hommes de sir Hovenden Walker combien périrent sur les récifs de l'île aux Oeufs?

8 vaisseaux

Les transports qui vinrent s'éventrer sur l'île aux Oeufs dans la nuit fatale du 22 août 1711 furent l'ISABELLA ANN CATHERINE, le SAMUEL AND ANN, le NATHANIEL AND ELIZABETH, le MARLBOROUGH, le CHATHAM, le COLCHESTER, le CONTENT (non mentionné dans la liste officielle) et le SMYRNA MERCHANT.

D'après Walker lui-même, 220 hommes s'étaient embarqués à bord de l'ISABELLA ANN CATHERINE; 102 à bord du CHATHAM; 150 à bord du MARLBOROUGH; 246 à bord du SMYRNA MERCHANT; 354 à bord du COLCHESTER; 188 à bord du NATHANIEL AND ELIZABETH; et 150 à bord du SAMUEL AND ANN, soit un total de 1420. Si on retranche quelques douzaines d'hommes décédés à la suite de maladies avant le naufrage, on peut sans exagérer porter à 1200 le nombre des noyés et des manquants à l'appel le lendemain du 22 août 1711.

En tout cas, les habitants de Québec eurent raison de se réjouir du naufrage des transports de l'amiral Walker sur l'île aux Oeufs. Il les débarrassait d'un grand danger.

Charts 1212, 1213.

A shoal of large stones extends 3 cables off English Point, and the southwestern side may be approached to the depth of 6 fathoms (11^{m}0). On the southeastern and eastern sides it is very bold, there being 15 fathoms (27^{m}4) at 3 cables and 30 fathoms (54^{m}9) at 6 cables from the 3-fathom (5^{m}5) line.

Egg Island, about 2·2 miles south of English Point, is 7 cables long north and south, narrow, low and of granitic rock, thickly wooded in the eastern part. The southern end and western side of the island are bold.

North Reef, the southern end of which is 4 cables northward of Egg Island, is 3 cables long north and south, narrow and low, but always above water. It is bold towards the mainland, and also towards English Point, from which its northern end is distant 1½ miles.

A reef, drying 6 feet (1^{m}8) at low water, extends southward a quarter of a mile from these rocks, leaving a narrow 3-fathom (5^{m}5) channel between them and Egg Island.

Northeast Reef extends 6 cables northeastward from the northern point of Egg Island. Some of its rocks show at low water. This reef breaks the swell rolling in between North Reef and Egg Island and is a shelter to the anchorage.

Light.—A light (*Lat. 49° 37′ N., Long. 67° 11′ W.*) is exhibited, at an elevation of 74 feet (22^{m}6), from an octagonal lighthouse, 48 feet (14^{m}6) high, situated about a cable from the southern end of Egg Island. The lighthouse has one vertical red stripe and is built over the keeper's dwelling. The light is obscured on the north side of the island through a certain arc.

Anchorage.—Egg Island, with its rocks and reefs, forms a natural breakwater, 1·3 miles long. It inclines slightly towards the coast at its northern end, and with the shoals off English Point shelters the anchorage from northeasterly winds. The northern end of North Reef is distant from the mainland nearly three-quarters of a mile, and the southern end of Egg Island more than a mile, but extensive flats extend from the mainland leaving a navigable channel about 3 cables wide in its narrowest part, which is abreast of the southern end of North Reef.

The best anchorage is southward of this narrow part, where the breadth is 6 cables between the 3-fathom (5^{m}5) lines. Along the inner side of Egg Island and of North Reef, excepting at their northern end, the water is deep, the soundings decreasing gradually towards the mainland. The best depth to anchor in is about 9 fathoms (16^{m}5). The bottom is clay in the deep water towards the island, and sand from the depth of 9 fathoms (16^{m}5) towards the mainland. It is advisable, in order to have as much room as possible with moderate depth of water, not to anchor northward of a line joining the middle of Egg Island and Roadstead Point (a rounded point on the mainland westward of Egg Island). The best position is with the southern end of Egg Island bearing about 120°, and the western side of North Reef about 020°, which is sheltered from the northeast, through north to southwest by the mainland, and from southeast to northeast by the island with its rocks and reefs. Winds, from between southeast and southwest are seldom strong, and with them some shelter may perhaps be found by shifting berth to eastward.

The anchorage at Egg Island is too small to be a resort for large vessels, but as a place of refuge it might be of value.

Telegraph cable.—Vessels should not anchor in the vicinity of the submarine telegraph cable, which has been laid in a direction about southeast from a position on the mainland about 3 cables southwestward of Boulder Point to close to the northern end of Egg Island. A sign-board on the island indicates its position.

Charts 1212, 1213.

Directions.—From the southward, the approach to the southern end of Egg Island and the anchorage is clear of all dangers. To run northward, between the island and the mainland, stand into the northward until English Point is open half a point northward of North Reef, then steer for English Point, giving the western side of North Reef a berth of one cable, until a quarter of a mile northward of the reef. Then haul eastward out to sea. Do not approach Northeast Reef, for there are 20 fathoms (36^m6) at the distance of a quarter of a mile from it, in every seaward direction, and consequently little warning by the lead.

Water.—There is no water on Egg Island, but it can be taken from small streams on either side of Roadstead Point.

Communication.—A vessel from Quebec calls at Egg Island weekly during the season.

Charts 1213, 1212.

Calumet River is a small stream flowing down into the sea 2½ miles southwestward of Egg Island.

Calumet Reef consists of large stones, with less than 6 feet (1^m8) of water over them, lying 8½ cables southward of Calumet River. Large boulders on the low water line extend along the coast on both sides of the river.

Caribou Islets is a small village comprising about ten houses, a chapel and telegraph office, 6½ miles south of Calumet River. It is fronted by two islets, which, excepting at very high tides, form a rocky peninsula with sandy coves on either side of it in which boats sometimes shelter. Reefs and rocks extend off the shore to about half a mile, and should not be approached closer than the 10-fathom (18^m3) line.

A rocky patch, with 30 fathoms (54^m9), and depths of 55 fathoms (100^m6), inside of it lies eastward from Caribou Islets, distant 4 miles.

Trinity Bay about 5½ miles south-southwestward of Caribou Point is 2 miles wide and nearly one mile long. Two low, black rocks lie off the northeastern entrance point. Trinity River flows into the bay at about 8 cables from the northeastern entrance point, and a fine sandy beach extends from the river entrance to the southwestern point of the bay, which is rocky. The depth of water between the entrance points is 5 to 7 fathoms (9^m1 to 12^m8), sand bottom.

Anchorage.—This bay affords excellent anchorage in a moderate depth with good ground, and plenty of room to weigh in any wind.

Light-and-bell-buoy.—A black light-and-bell-buoy, No. 17B, fitted with a radar reflector, and showing a *flashing white* light, is moored in 13 fathoms (23^m8) in Trinity Bay.

Trinity East is a small village with chapel and telegraph office, in the north corner of the bay. There is a pulpwood mill with wharf here. There is also a telegraph office at **Trinity West** in the western corner of the bay.

Light.—A light is exhibited, at an elevation of 35 feet (10^m7), from a pole, with a white shed at the base, at Trinity West.

Wreck.—The wreck of a dredge lies in 20 feet (6^m1) of water, about 120 feet (36^m6) off the small wharf in Trinity Bay.

Directions.—In approaching Trinity Bay, either from the northeastward or southwestward, do not close the land to less than the depth of 15 fathoms

PROF. E. L. Towle
Cameron Studio
Univ of Rochester
Rochester, N.Y.

Quebec June 10, 1963.

10 juin 63

Mr. Edward L. Towle,
Canadian Studies Program,
University of Rochester,
Rochester 20,
New York.

Dear Sir:

I was sorry to have missed you last week-end.

I am director of the Province of Quebec Archaeological Service founded a year and a half ago to promote interest in archaeology and insure cooperation with research programs.

Though our means are somewhat limited yet we are able to draw on other government departments. So that we might be in a position to tender some help on your project concerning Egg Island for example recent aerial photographs clippings for the local press of recent activities.

Please feel free to call upon us and we shall endeavour to help as much as we can.

Yours truly.

AGL/gr

Albert Gérin-Lajoie,
director,
Service d'Archéologie.

M. Rousseau

LA PRESSE, MONTREAL, SAMEDI 3 NOVEMBRE 1973 sciences & tec

MM. André Lépine (photo), Hervé Fortin et Donald Théberge, trois plongeurs professionnels de Montréal, ont récupéré en août dernier dans leur gangue calcaire, plusieurs vestiges du naufrage de la flotte de Walker sur les récifs de l'Ile-aux-Oeufs.

Mr. Marc Durand

Michel Rousseau

Trois plongeurs ont récupéré de nombreux vestiges du naufrage de la flotte de Walker

par André CHENIER

En ce matin du 23 août 1711, la cloche de la petite église de Notre-Dame-de-la-victoire, à l'Anse-aux-Foulons, sonnait à toute volée pour célébrer — ô charité chrétienne — un désastre: la perte presque totale de la flotte du contre-amiral sir Hovenden Walker sur les récifs de l'Ile-aux-Oeufs.

C'était l'année où le célèbre Malbrouk (John Churchill, duc de Marlborough et ancêtre de sir Winston), n'allait plus en guerre mais, disgracié, accusé d'escroquerie, partait en exil. C'était aussi l'année où Pierre le Grand, de Russie, rendait Azov aux Turcs, et où mourait le Grand Dauphin de France. Bref, une année calamiteuse pour les grands de ce monde!

Anne d'Angleterre s'était mise en tête d'annexer la Nouvelle-France à son empire et ce que femme veut ...Walker le voulait aussi.

L'armada mit donc les voiles le 30 juillet, passa au cap Breton où le vaisseau amiral, l'Edgar, prit à son bord un pilote du nom de Paradis (il ne l'a d'ailleurs pas emporté au...) et s'engagea dans le Saint-Laurent après avoir incendié Gaspé.

Comme le relate une vieille chronique, le soir du 22 août, "le vent se mit à souffler en bourrasques et le brouillard devint de plus en plus dense... L'amiral venait de se mettre au lit quand, tout à coup, le capitaine de l'Edgar crut entrevoir la terre... Il en était arrivé à la conclusion que c'était la côte sud", alors que l'équipage croyait longer la côte nord. Manoeuvres à tribord pour retrouver le cap, ce qui eut pour effet de rapprocher le vaisseau de tête des brisants. Un jeune officier courut aux appartements de Walker: "Amiral, cria-t-il, nous sommes entourés de récifs!" Walker, en jaquette et bonnet de nuit, le rassura et lui souhaita bonsoir.

Nouvelle alerte quelques minutes plus tard. Cette fois, c'est de justesse que l'Edgar échappa au naufrage. On ne pouvait en dire autant de huit autres bâtiments de l'escadre, chargés d'hommes, de femmes et d'enfants. L'Isabella-Anne-Catherine, le Samuel and Anne, le Nathaniel and Elisabeth, le Marlborough, le Chatham, le Colchester, le Content, le Smirna Merchant et un bâtiment de moindre importance sombrèrent corps et biens (environ 1,500 pertes de vie), à un endroit qui se nomme aujourd'hui Pointe-aux-Anglais.

Pilleurs d'épaves

En août dernier, trois plongeurs professionnels de Montréal, MM. André Lépine, Hervé Fortin et Donald Théberge, récupéraient dans leur gangue de calcaire, au dit lieu de Pointe-aux-Anglais, plusieurs vestiges de ce fameux naufrage: boulets de canon, balles de mousquet, ferrures de coffres, anneaux de mât, chevilles de fer et clous, coutelas, chaines d'ancre, masse de maréchal-ferrant, morceaux de pipes de plâtre et même des épingles de laiton.

Les pilleurs d'épaves étaient passés bien avant eux, le premier septembre 1711. Les archives de la province de Québec notent que des membres d'équipage du nommé Vital Caron, maître de barque, "gardoient du butin et en ramasseolent d'autres, qui consistoit en habits, couvertur, bas, chemises et autres dépouilles qu'ils leur firent voir, et leur dirent le naufrage qui estoit arrivé à la flotte angloise qui venait assiéger cette ville (Québec), a quoy n'ayant pas voulu s'en tenir ils furent eux-mesmes sur le lieu ou luy déclarant apperceut sept vaisseaux anglois sur la pointe de la terre ferme du costé du nord proche la dite Isle aux Oeufs, desquels il y en avoit un tout bruslé, deux autres a demy brûlez et trois autres à la coste dont l'un tient avec deux ancres et un autre qui en a trois dans Sa Rouche et le septiesme vaisseau qui flottait à toutes les marées estant sur ses ancres...

..."qu'ils ont veu en outre sur le bord de l'eau environ quinze à seize cent corps morts desquels il y avoit environ une vingtaine de femmes, partie desquelles avoient des enfants à la mamelle, qu'ils ont veu sur la greve des chevaux, des moutons, des chiens et des volailles, quantité de bats pour les chevaux de charge, trois ou quatre cent grosses futailles cerclées de fer dont il ne sçait si elles sont plaines, beaucoup de brouettes, même une barrique de vin et une barrique et demie d'eau-devie de laquelle luy déclarant a bu plusieurs fois avec les dits deux hommes du dit Caron, qu'il y a aussy a la coste des cables, ancres, voilles, planches et madriers de chesne, bois ceary, des pelles, des picqs, pioches, chesnes, fiches et verrailles dont il a vu des monceaux de trois pieds de hault et que les dits deux hommes lui dirent que le dit Vital Caron avoit enlevé la charge de deux charoys de butin qu'il avoit emmené avec luy à Sept Isles..."

"L'endroit exact du naufrage n'est pas tellement facile à identifier, nous a déclaré M. Lépine. Depuis 260 ans, les rives et le lit du fleuve se sont modifiés, de même que la configuration générale de la région. Mais nous avons retracé un pêcheur, M. Jean-Baptiste Langlois, qui avait déjà récupéré un canon d'époque près de l'Ile aux Oeufs. Sur ces indications, nous avons localisé du bois d'épave, des taches de rouille indiquant des objets en fer emprisonnés dans le calcaire marin, le tout sous quelque 15 pieds d'eau à 40 degrés.

"Ce n'est pas un mince travail que de remonter à la surface des masses de roche avec leurs précieux vestiges historiques. Il faut ensuite briser la gangue de calcaire pour en retirer l'objet, le tremper dans le vinaigre pour éliminer la rouille et l'enduire de vaseline pour le protéger."

Ce travail a pris aux plongeurs six jours, à raison de deux plongées par jour, soit un maximum de 20 heures de plongée.

Les instruments qu'utilisent MM. Lépine, Fortin et Théberge pour leurs fouilles sous-marines: un détecteur de métal, une masse et une pince-monseigneur, une pompe à vase, un grand sac de nylon, une bombonne pour gonfler un flotteur sous l'eau.

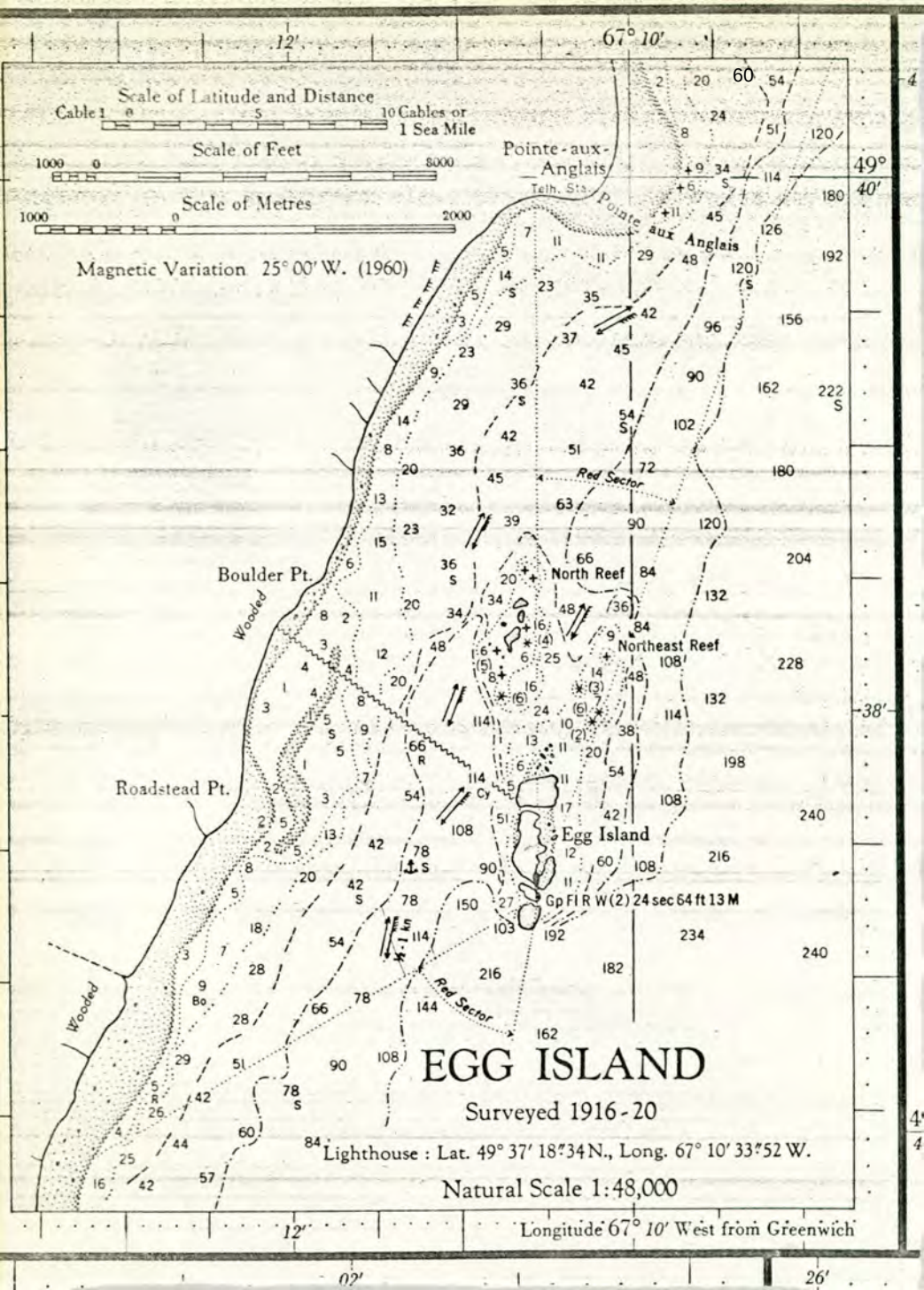
Pour eux, l'archéologie sous-marine c'est beaucoup de travail, mais c'est aussi un sport qu'ils pratiquent régulièrement durant leurs jours de congé.

Avec ce qu'ils ont également trouvé dans la rivière Richelieu, près de l'Ile-aux-Noix, ils sont en train de se monter un beau petit musée privée: gamelles d'étain, poterie, porcelaines (1775) une carabine belge 1885, boulets de canon, lampe à l'huile, vieilles bouteilles, boutons d'uniforme, boucles de ceinture, vieilles pièces de monnaie françaises, anglaises et canadiennes.

Dommage que je n'aie plus vingt ans!

LA PRESSE, 3 novembre 1973

rb aux Oeufs Vol 32
folio 123 à pages
folio 151


Scale of Latitude and Distance
Cable 1 0 5 10 Cables or 1 Sea Mile
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1000 0 8000
Scale of Metres
1000 0 2000
Magnetic Variation 25° 00′ W. (1960)
Pointe-aux-Anglais
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Pointe aux Anglais
Red Sector
Boulder Pt.
Wooded
North Reef
Northeast Reef
Roadstead Pt.
Egg Island
Gp Fl R W(2) 24 sec 64 ft 13 M
Wooded
Red Sector
EGG ISLAND
Surveyed 1916-20
Lighthouse : Lat. 49° 37′ 18″34 N., Long. 67° 10′ 33″52 W.
Natural Scale 1:48,000
Longitude 67° 10′ West from Greenwich
67° 10′
49° 40′
38′
12′
02′
26′

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