

A Casbury-Harbour
(105-30)

HARBOURS AND PORTS

OF
LAKE ONTARIO,

IN A SERIES OF CHARTS, ACCOMPANIED BY A DESCRIPTION OF EACH:

TOGETHER WITH THE

LIGHTHOUSES, HARBOUR LIGHTS, DEPTH OF WATER,
COURSES AND DISSEANCHES, &c. &c.

COMPILED FROM AUTHENTIC SOURCES,

THE CHARTS OF CAPTAIN OWEN AND LIEUT. HERBERT,

FROM RECENT SURVEYS,

AS WELL AS

FROM PERSONAL OBSERVATIONS.

BY EDWARD M. HODDER, M. D.

MEMBER OF THE ROYAL CANADIAN MOUNT CLUB

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DANGER.

The E. point is called Oshawa Island, bearing S. by E. from the wharf: the water here is very shoal, and a reef of large boulders extends into the Lake S. E. for 300 or 400 yards, which must be given a wide berth.

From the point of land about midway between Whitby and Oshawa, there is another reef of large boulders running out E. S. E. into the Lake.

PORT DARLINGTON.

The Port of Darlington is 8 miles to the eastward of Oshawa, 50 miles E. N. E. of Toronto, and 29 miles W. by S. of Cobourg.

The Harbour Company have much improved this snug little port, by extending the piers into 12 feet water, and dredging the land locked basin within, where vessels drawing 9 feet or less may lie in safety in any weather.

The W. pier extends about 50 feet farther south than the E. pier, whereby the roll of the Lake during a S. W. blow is materially broken.

LIGHT.

A lighthouse is erected on the E. pier; but, although the light is bright and good, it, in common with most of the Harbour lights on the Canada side, is far too low to be seen at any great distance in the Lake.

RABY HEAD.

One and a half miles W. of Darlington is the high, perpendicular, and bluff clay point called Raby Head. Near the Lake it is destitute of trees or bushes, but farther back stands a farm house and barn, surrounded by several lofty poplars and other trees.

Neither the buildings or the trees can be seen from the Lake when due south of Raby Head.

Darlington is the Port of Bowmanville, from which it is distant two miles; the Grand Trunk Railway Station is within half a mile of this thriving harbour.

For Courses, &c., see Bond Head.

BOND HEAD, OR PORT OF NEWCASTLE.

Between 4 and 5 miles E. by N. of Darlington is the Port of Bond Head. It consists of a wharf run out into 10 feet water; but from its exposed situation can only be approached in fine weather, or when the wind is off shore.

DANGER.

Four miles E. of this port there is a large boulder some distance in the Lake, called the Peach Stone, and 4 miles E. of this, again, there is a reef of boulders extending 200 or 300 yards into the Lake in a southerly direction, off a headland.

COURSE.

In running from Darlington to Port Hope or Cobourg, steer E. $\frac{1}{2}$ N. for 18 or 20 miles to avoid these dangers, giving the shore a good mile berth; then N. E. by E. $\frac{1}{2}$ E. for Port Hope, and E. N. E. $\frac{1}{4}$ E. for Cobourg.

PORT HOPE.

Twenty-three miles E. $\frac{1}{2}$ N. of Darlington is Port Hope Harbour, which is formed by running two rows of piers or crib work out into 13 feet water, having a pond basin at their inner or northern extremity.

During a South, S. E., or S. W., gale, this Port cannot be made by large vessels drawing over 9 feet water with safety, owing to the tremendous swell rolling in from the Lake; besides which, the piers being only 125 feet apart at the mouth, and the basin very small, there is not room to check the speed of a vessel, or to snub her without danger to herself or others.

During a southerly gale, also, the swell in the basin is so great as to cause much injury to vessels by rubbing.

From any wind N. of E. or W., however, this is a perfectly safe and snug harbour.

LIGHT.

The Lighthouse is built on the E. pier,—a fixed white light.

DANGER.

See Cobourg.

COBOURG.

The Harbour of Cobourg is situated seven miles east of Port Hope, and is formed very much in the same way. A shifting bar of sand is thrown up during a S. W. gale, which renders the entrance to it still more dangerous than Port Hope for vessels of deep draft. The Harbour is more capacious, and when once entered, more secure than that of Port Hope, having a second or inner basin with plenty of water, which no sea can injure or disturb the vessels that lie therein.

The mouth of the harbour is 130 feet wide, with water varying from 10 to 13 feet.

LIGHTHOUSE.

The lighthouse is built on the E. pier, 20 feet in height; the light is bright and good, and can be seen on a clear night seven or eight miles off.

DANGERS.

In entering this port, particularly at night, great care must be taken not to run too close to the south end of the west pier, where broken crib work and numerous piles project nearly 100 feet futher into the Lake than the end of the E. pier.

SHOAL.

Midway between Port Hope and Cobourg there is a dangerous shoal called Gull Island, which is about two miles long, and about one mile from the shore; it is sometimes bare, and has erected upon it a lighthouse 45 feet high, having a bright fixed light, which on a fine night can be seen from ten to twelve miles.

When sailing between these ports, give the shore a good two miles offing, and on no account attempt to pass between the lighthouse and the land.

VARIATION OF COMPASS.

When within 20 miles E. or W. of Cobourg, allow $\frac{1}{2}$ a point W. for the variation of compass.

REMARKS.

In running down the Lake from Hamilton to Long Point, there is nothing by which one harbour light can be distinguished from another, with the exception of the red light on the Queen's Wharf, at Toronto, and this cannot be seen a mile or two south of Gibraltar Point. Would it not be desirable, therefore, in so important a port as Cobourg, where all the steamers plying between the head of the Lake and Kingston, are in the habit of calling, besides numerous sailing craft, to have its light coloured so as to distinguish it from all others? This could be done at an expense of a few pounds, by substituting stained glass, either blue, red, or green.

COURSES AND DISTANCES.

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|---------------------------------------------------------|
| Cobourg to Toronto, W. S. W. $\frac{1}{4}$ W. 78 miles. |
| “ “ Port Dalhousie, S. W. $\frac{1}{4}$ W. 90 miles. |
| “ “ Burlington Canal, S. W. by W. 113 miles. |
| “ “ Rochester, S. E. by S. 67 miles. |
| “ “ Oswego, E. S. E. 105 miles. |
| “ “ Long Point, E. $\frac{1}{2}$ S. 61 miles. |
| “ “ Presqu' Isle Point, E. by N. 24 miles. |

GRAFTON.

The village of Grafton is about 8 miles E. of Cobourg, having a wharf run out from the land in the Lake into 10 feet water.

COLBORNE.

Between 8 and 9 miles below Grafton is the village of Colborne, with its wharf for the accommodation of trading craft.

Both these ports are exposed to the heavy seas of the Lake, and afford no shelter to vessels, except when the wind is off shore, or to the northward of E. or W. The villages themselves being small, they offer no inducement to the numerous Lake steamers, to touch at their ports, and which are frequented only by small schooners carrying wood, or in the fall of the year, produce of different kinds.

DANGER.

One mile W. of Colborne there is a projecting point of land called Ogden's Point, off which is a reef of boulders.

In approaching the Port of Colborne from the Westward, care must be taken to give this point a wide berth.

COURSES AND DISTANCES.

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|----------------------------------------------------|
| From Cobourg to Colborne, E. by N. 16 miles. |
| “ Colborne to Presq' Isle Point, E. by S. 8 miles. |

PRESQU' ISLE HARBOUR.

Twenty-four miles E. $\frac{1}{4}$ N. of Cobourg is the west or bluff point of Presqu' Isle, well wooded, and with 90 feet water within a short distance of the shore.

LIGHHOUSE.

Five miles N. E. by E. of this point will bring you abreast of the lighthouse, which is 67 feet high, and upon which there is a very good fixed bright light, that can be seen in fine weather from 12 to 15 miles.

Immediately under the lighthouse, to the southward, there is shoal water with boulders; but by keeping half a mile from the shore, this danger is easily avoided.

CHANNEL.

The channel which leads into this fine harbour now becomes difficult, owing to the shoals which surround it being entirely destitute of buoys or beacons to mark them.

When making this harbour in the day time, steer to within $\frac{1}{2}$ or $\frac{3}{4}$ of a mile S. by E. of the lighthouse; thence N. by E. for a very large and solitary *Pine Tree*, which stands on the main land, some distance from the shore; (this object is so conspicuous as to render a mistake impossible;) continue this course for a mile and a quarter, or until the range lights (in the harbour) are brought into line; then alter your course, and steer S. W. directly for the eastermost of the two lights.

HARBOUR LIGHTS.

At night, as the pine tree cannot so well be seen, steer N. by E. until the range lights are seen in line; then change your course, steering directly for them, (that is S. W.) keeping within fifty yards N. of the point on which this range light is built, (or even nearer,) as there is from 18 to 22 feet water directly under it. Having passed this point, anchor in the little bay between the two range lights.

DANGERS.

1. Between the main lighthouse on the S. E. point and the range light on the N. E. point, extending in a north-easterly direction for about $\frac{1}{4}$ of a mile, is a shoal called

the "Middle Ground," having only from 4 to 6 ft. water on it, and formed of coarse gravel, sand, and mud. Captain Halbutt, who has traded to this port for many years, told me, that when the Lake is high, he is in the habit of taking his schooner across this shoal, through a channel close to the two lights, his vessel, when laden, drawing 9 feet.

2. To the north of the lighthouse built on the N. E. point, running out from the main land, there is a low, marshy spit, destitute of timber, but easily recognised by a large dead Elm tree, bearing due N. of the lighthouse: from this point, extending west and south-west, there is another formidable shoal, upon which the *Passport* got ashore on 29th October, 1856.

I have called this, Elm Tree Point and Shoal: the channel between the beacon light, middle ground, and elm tree shoal, is about $\frac{1}{2}$ a mile wide.

3. W. N. W. of the second range light, there is another small shoal called, "Four Acre Shoal," nearly half a mile from the shore, but with plenty of water all round it. The existence of this shoal renders it hazardous at night to stretch too far into the bay beyond the second range light.

4. Two miles E. S. E. of the main lighthouse, there is a dangerous rocky shoal in the Lake, with only from 3 to 5 feet water upon it. It is to the eastward of the course steered from the lighthouse for the Scotch Bonnet; and one mile S. E. of this, again, there is another but smaller shoal.

These shoals would materially obstruct the entrance into Weller's Bay.

SCOTCH BONNET LIGHTHOUSE.

The Board of Works have just completed an excellent lighthouse on Egg Island, or the Scotch Bonnet, which is one mile S. S. W. of Nicholas Island. It was lighted for the first time in September, 1856. A bright fixed light, bearing S. E. of Presqu' Isle Light. Can be seen 13 miles.

REMARKS.

This nearly land locked haven of refuge, when once entered, is perfectly secure from every wind or sea; there is plenty of water with good holding ground; its dimensions are ample for the whole navy of the Lake; it is well lighted; it is easily entered with any wind, except from the N. W.; and when it blows from this quarter, shelter is easily obtained in many other places; yet, from the want of a few beacons or buoys, vessels often keep the open Lake, or run for much less secure places, rather than face the dangers of the shoals.

COURSES AND DISTANCES.

- From Lighthouse to Presqu' Isle Point, S. W. by W. 5 miles.
- " Presqu' Isle Point to Cobourg, W. $\frac{1}{4}$ S. 24 miles.
- " " Lighthouse to Scotch Bonnet, S. E. 10 miles.
- " Lighthouse to Genesee River, S. $\frac{1}{2}$ E. 60 miles.
- " Scotch Bonnet to Long Point, E. by S. 25 miles.

WELLER'S BAY.

"The Underwriters, Forwarders, Shipmasters, and others interested in the navigation of Lake Ontario are about to petition the Government for the construction of a

Harbour at Weller's Bay, in the County of Prince Edward. An opening one hundred rods wide, with a channel one hundred and fifty feet wide and fourteen feet deep, has within a few years past, been made through the beach from the Lake to Weller's Bay, which is said to be capable of sheltering all the vessels which navigate Ontario. The entrance to the harbour of Presqu' Isle is difficult and frequently attended with casualties, and it is justly considered necessary to construct a harbour at the place mentioned, which the mariner can safely enter in a storm. Several vessels, as our readers know, were driven ashore within a few miles of Weller's Bay, or, rather the opening leading into it, which might have been saved, had the entrance been known to the masters.

There can be no doubt that the Government will entertain the prayer of the petitioners, and immediately take proper steps to erect a Harbour of Refuge to our fresh water seamen, that will serve to encourage them in their arduous and dangerous calling.

In fact, "it is the duty of Government to render every aid in facilitating and advancing the interests of marine investments, which contribute so largely to the revenue of the Province and the convenience of the people; and we feel confident the object will be acceded to without any circumlocution or useless delays."—*Kingston News*, Jan. 7, 1857.

If the entrance to Weller's Bay was not rendered more dangerous than the entrance to Presqu' Isle Harbour, by the existence of the two shoals to which I have above alluded, the prayer of the petitioners would, in all probability, have the favourable consideration of the Government; but the existence of these two formidable shoals at the very entrance of the bay, exposed as they also are to the full sweep of the Lake, during a south or south-west wind, (the very winds which would render it necessary for vessels to run into Weller's Bay for shelter,) would, I conceive, be an insuperable objection to the expenditure of so large a sum of public money as it would require to make this bay an efficient harbour of refuge during a dark and stormy night.

Far better would it be to petition the Government to expend one fourth of the sum in improving the entrance into Presqu' Isle, and which is already well lighted. The shoals, bad as they are, are so land-locked and protected from the heavy surge of the sea, as hardly to endanger any vessel which might be so unfortunate as to get aground on them.

The shoals opposite the entrance to Weller's Bay are rocky, and have only from 3 to 5 feet water on them: they are also so exposed, that any vessel running ashore on them during a gale, must soon go to pieces.

KINGSTON HARBOUR.

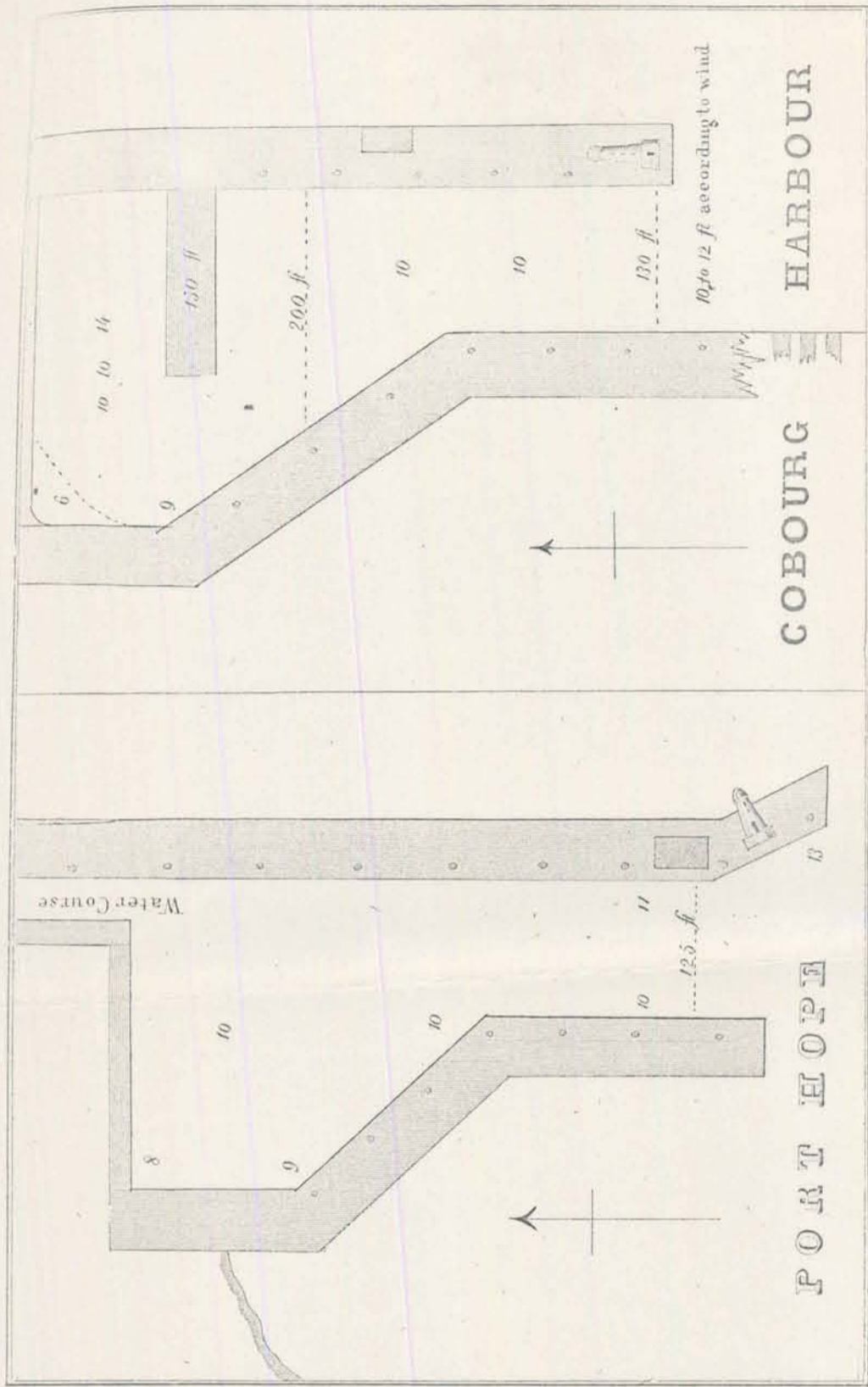
Kingston Harbour, next to the Bay of Toronto is the best natural harbour on Lake Ontario; the approach to it, however, is intricate—consequently, dangerous.

It is situated at the N. E. corner of Lake Ontario, just where the Lake terminates and the River St. Lawrence begins.

CHANNELS.

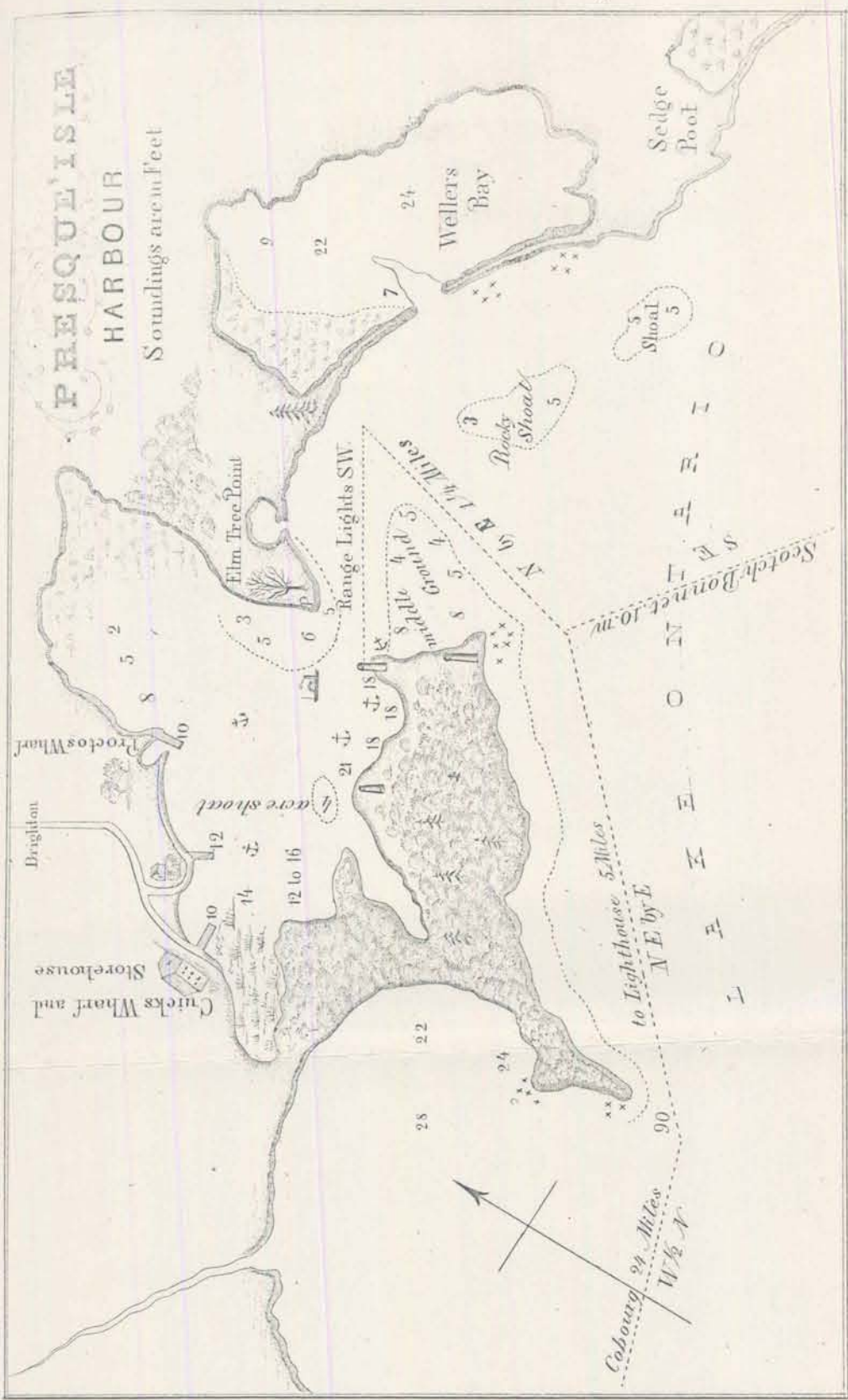
There are three channels by which it may be made.

1st. The Batteau Channel between Wolfe or Long Island, and Simcoe or Gage Island: this is generally used by small craft only, having in several places little more than two fathoms water.



PRESQUE ISLE HARBOUR

Soundings are in Feet



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