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In Memory of

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EXPLANATION

FOR THE

NEW MAP

OF

NOVA SCOTIA and CAPE BRITAIN

With the Adjacent PARTS of

NEW ENGLAND and CANADA.

LONDON:

Printed for T. JEFFERYS, Geographer to his Royal Highneſs the Prince of WALES, at the Corner of St. *Martin*'s-*Lane*, *Charing-croſs*.

MDCCLV.

ERRATA:

P. 16. l. 1. inſtead of *As for the Mariners Compaſs rectified, and the like Books*, read *To judge from Circumſtances, he could have taken the Latitude of that Cape from no other Place than the Mariners Compaſs rectified, or ſome ſuch Book; with regard to which*

Ibid. l. 7. after *by* put *S.*

Ibid. l. 12. for *Sable*, read *Kanſo.*

Ibid. l. 13. for *Kanſo*, read *Sable.*

P. 4. l. 11. inſtead of *the Boundary of the Line*, read *the North Boundary-line.*

P. 5. l. 33. after *Harbours*, r. *(whereof we have ſome others,*

P. 6. l. 32. after *Coaſt*, r. And indeed all through the Coaſt from *Kanſo* Gut to Port *Royal*, which Courſe he had often run. He alſo took the Latitudes of Capes *Kanſo* and *Sambro*, if not that of Cape *Sable.* This Chart of Capt. *Thomas Durel*, including all the Peninſula of *Nova Scotia*, and the Bay of *Fundy*, was made in 1736. It is accommodated with a Scale of Latitude, allowing $4\frac{3}{4}$ Inches nearly, to a Degree.

P. 9. l. *ult.* for *two*, r. *too.*

P. 12. l. 24. for *repreſent*, r. *the latter repreſents.*

Ibid. l. 25. after *length*, r. they likewiſe put Great *Menan* at the Eaſt Entrance of *St. Croix* Bay, inſtead of the Weſtern.

P. 14. l. *ult.* after *Chart*, r. But in drawing the Coaſt from the Gut of *Kanſo* to Port *Royal*, he was doubtleſs aſſiſted with the Draughts of Capt. *Thomas Durel.* This appears from the Conformity it bears in this Part with the manuſcript Chart of that experienced Commander before mentioned.

P. 19. l. 9. after *with*, r. *Merrimak* River, at

EXPLANATION

FOR THE

MAP of *NOVA SCOTIA.*

IN Compoſing the preſent Map, beſides making Uſe of thoſe already publiſhed by Meſſ. *Popple*, *Bellin*, *Danville*, and others, with the Surveys of Surveyor-General *Blackmore*, Capt. *Southack*, Capt. *Barneſley*, and Mr. *Chabert*; I had Recourſe to a conſiderable Number of manuſcript Charts, Surveys, Draughts, and Plans, of the Coaſts, Bays, Rivers, and Ports, within the Limits of my Deſign: moſt of which were either communicated to myſelf, or procured by my Friends; who, out of a laudable Zeal for the Benefit of Navigation and Commerce, took more than ordinary Pains to furniſh me with Materials. Nor were thoſe whom they applied to leſs ready to lend their Aſſiſtance; ſome, as Brigadier *Waldo*, having been ſo extraordinary beneficent, as even to ſend to *America* for Surveys of certain particular Parts which I was at a Loſs for.

Among the Number who were applied to on this Occaſion, none refuſed to communicate the Materials which they were in poſſeſſion of, excepting one Gentlemen; for which he made this Apology, that he had before lent them to another Perſon who was alſo about a Map, which he had Thoughts of publiſhing. But this was ſo far from being a good Reaſon why the Draught in queſtion ſhould not have been communicated to me, that it was the beſt which could be given why it ſhould: for the End of ſuch Communications ought to be to advance uſeful Knowledge; and more Improvement is to be expected from the Endeavours of many People, than of only one. If the ſame Materials be put into the Hands of twenty different Perſons to work upon, each of them will contribute more or

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leſs,

leſs, according to his Abilities, to improve the Art or Science. Some will ſtrike Light out of bare Hints; while others will make but bad Work, though furniſhed with the beſt Helps. If this Conſideration had occurred to that Gentleman, who is a Man of a benevolent Diſpoſition, and ready to promote any uſeful Undertaking, I make no Doubt but he would have lent his Draught without Heſitation. However, as it happened, a Copy was procured me from another Quarter.

The Coaſt of *New England*, from Cape *St. Anne* to Cape *Elizabeth*, or rather *Royals* River in *Kaſko* Bay, is laid down chiefly from two Surveys; the firſt a manuſcript Map of Capt. *Richard Hazzen*, made in 1750; of which I peruſed two Copies. It conſiſts of Surveys; 1. The Boundary of the Line of the *Maſſachuſets Bay* Province in *New England*, from the Sea three Miles North of *Merrimak* River, to *Albany* in *New York*, as run by him in 1740. 2. The Country between *Albany* and *Montreal*, exhibited from a *French* Plan of the ſame, compared with the Reports of ſeveral *Engliſh* Priſoners taken in the laſt War. 3. The Province of *New Hampſhire* in *New England*, ſurveyed by himſelf, and others. 4. All the Sea-coaſt from the Mouth of *Merrimak* River to that of *St. Croix* in *Nova Scotia*, ſurveyed by Order of the Board of Trade in 1750, ſignified to the *Maſſachuſets* Government. The Map is 8 Feet by 4 Feet 4 Inches, laid down by a Scale of 4 Miles to an Inch. It ſeems for the general to be tolerably well executed, and is interſperſed with uſeful Remarks: But it does not appear that he obſerved any Latitudes; nor has he accommodated it with either Meridians or Parallels. The whole is laid down by a Scale of 4 Miles to one Inch.

Mr. *Hazzen* is the firſt who, with any Accuracy, exhibited the Eaſt-ſide of *Penobſkot* Bay, and *Mount Deſart* Iſland; which ſeems to have been the Term of his Voyage, as, he ſays, he from thence made an Obſervation of the Mouth of *St. Croix* River. Allowance ſeems to be made throughout for the Variation, as the *Maſſachuſets* Line is regulated by it.

The ſecond, Capt. *Henry Barneſly*'s Survey of the *New England* Coaſt, from Cape *Cod* to Cape *Elizabeth*, publiſhed in 1751. It is 75 Inches long; but differs much from *Hazzen*'s Map, which I choſe to follow for the general. It appears from the Graduation that he obſerved no Latitudes, that of *Boſton* being put in 42 Degrees 37 Minutes; which are 12 Minutes more North than was found by Obſervation.

From *Royals* River to *Penobſkot* Bay, and along the Weſt-ſide to the Mouth of the River, is taken from particular Surveys made of all that Coaſt, by Order of the Gentlemen who are Proprietors of a conſiderable Part thereof: the Part to *Broad* Bay, within *Muſkongus* Bay, by Capt. *John North*, in 1750; the Remainder by others, and both compared with Capt. *Hazzen*'s Map. They are without Obſervations of the Latitude.

The Part from *Penobſkot* River to the Eaſt-end of *Mount Deſart* Iſland, is copied from Capt. *Hazzen*'s Survey, the only one within that Space to be depended on; that of Capt. *Southack* being very erroneous, though ſaid to have been beſt acquainted with *Penobſkot* Bay. His Survey, made before 1720, ex-

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tends from *Staten* Iſland in *New York* River, along the Coaſt, to *Shegnikto* Baſon, and thence round the Peninſula of *Nova Scotia*, to *Green* Bay in the Gulph of *Nova Scotia*, called by the *French* the Bay of *St. Laurence*. It was publiſhed in 1731, and is 33 Inches long, the Original 30 or 40 Feet. Though, for the general, a very coarſe and erroneous Draught, yet not without its Uſe; and would have been more uſeful had he mentioned the Parts which he viewed with moſt Care, ſuch as that of Cape *Sable* ſeems to be. It does not appear, however, that in making this Chart he employed any Inſtruments, excepting the Log and Compaſs. On which Occaſion I muſt obſerve, this is the firſt Time perhaps that ever a Perſon bred to the Sea undertook to make a Chart of ſo great an Extent of Coaſt, without ever taking a ſingle Latitude; and for the Honour of Navigators, as well as Safety of Navigation, I hope it may be the laſt.

From *Mount Deſart* to Cape *Race* or *Rage*, or rather *Holman*'s Harbour, in the Bay of *Argal* or *Fundy*, is laid down from the Survey of that Bay made by Surveyor-General *Blackmore* in 1711 and 1712, by Order of Queen *Anne*; in which Space it differs from *Southack*'s. It extends from that Iſle eaſtward along the northern Coaſt to *Shegnekto*, but no further North than the ſaid Cape and *Mill* Iſle. From thence it proceeds round the ſouthern Coaſt (taking in the Bay of *Minas*) to *Port Royal*. It is accompanied with a Plan of the Baſon of *Annapolis*, and regulated by the Latitudes obſerved at that City, *Mount Deſart*, and *Mount Deſart* Rock, which are inſerted in the Chart, with other Remrks, relating to the Currents, Soundings, and Tides. With reſpect to the Coaſt from *Mount Deſart* to the River *St. Croix*, *Hazzen*'s Map agrees better with it than *Southack*'s, although his wants the Iſland of *Paſſamaquidi*, which is found in the two later Surveys. If it cannot be called a very correct Survey, it is of conſiderable Uſe.

The Coaſt from Cape *Race* to *Shegnekto*, and thence round, including *Minas* Bay, to *Port Royal*, is exhibited from the accurate Surveys of Surveyor-General *Morris*, made in 1748 and 1749, laid down by a Scale of $3\frac{1}{2}$ Leagues to an Inch. It is ſupported by Obſervations of the Latitude at *Grindſtone*, or *Mill* Iſle, near the Entrance of *Shegnikto* Baſon, and of *Minas*: and accompanied alſo with Draughts of *Port Royal* and *Shegnikto* Harbours; beſides Remarks on the Soundings, Tides, Currents, and Variation of the Compaſs.

From *Port Royal* Gut, round Cape *Sable*, to *Port Senior* or *Roſignol*, on the South-coaſt of the Peninſula, is taken from the Chart of Mr. *Chabert*, Enſign of the King of *France*'s Ships, Member of the Academy belonging to the Marine, *&c.* who was ſent in 1750 to rectify the Charts of *Acadia* (or *Nova Scotia*), Iſle *Royal* (or Cape *Breton*), and *Newfoundland*. This Chart, which is inſerted in the Relation of his Voyage, printed in 1753, extends from Latitude 42 to 48, compriſing the Peninſula of *Nova Scotia*, and Part of the Continent from *St. Croix* River in the Weſt, the Iſland of Cape *Breton*, and the South-coaſt of *Newfoundland*, with the adjacent Iſlands and Banks.

This Chart, ſo far as the Author ſurveyed, is doubtleſs very accurate, and is ſupported by a conſiderable Number of Obſervations, as well of Latitude as

 Longitude,

Longitude, mentioned in the Relation, and the Places marked where the Obſervations were made, diſtinguiſhing which were taken at Sea from thoſe taken on Land. He has added a very uſeful Improvement, by marking the Scale oppoſite to the Place where Obſervations were made. In this Part he has given us the Latitudes of *Port Royal*, *Long* Iſle, and *Seal* Iſles, with the Latitudes and Longitudes of Cape *Sable* and Cape *Bokkaraw* Paſſage. It is drawn by a ſmall Scale of about an Inch one-third to a Degree: But the Defect is in ſome Meaſure compenſated by Surveys or Draughts of particular Parts; one of which falls within this Space, being that of Cape *Sable*, and the circumjacent Coaſts, including *Seal* Iſlands. We have likewiſe been aſſiſted with the Plans of certain Ports in this Part of the Coaſt; particularly of *Port Wager*, otherwiſe called *Roſway*, and by the *French Razoir*.

The Coaſt from *Port Senior* or *Roſignol*, to *Shillingkook*, near *Little Jiddore*, *Sheddower* (as *Southack* writes it), or *Theodore*, is copied from another Survey of Mr. *Morris*, made in the Years 1751 and 1752, with no leſs Accuracy than the former. It is laid down by a Scale of one League to an Inch, but not accompanied with any Latitudes or Plans. However, Mr. *Chabert* very luckily has ſupplied the firſt Defect by an Altitude taken at *Chebucto* Head, called by him Cape *St. Cendre* (or *Sambro*); a Point of great Importance in drawing a Map of the Peninſula. With reſpect to Plans, we have been furniſhed with plenty from other Quarters, particularly of *Port La Heve*, and the Bays of *Marlegaſh*, *St. Margarets*, and *Chebucto*, with Part of *Mohone*: Of all theſe we have had ſeveral Draughts, excepting *St. Margarets* Bay, particularly of *Chebucto* Bay and *Halifax* Harbour; two of them *French*; one publiſhed by Mr. *Bellin*, in *Charlevoix*'s Hiſtory of *New France*; the other by Mr. *Chabert*, in the Relation of his Voyage; which laſt very nearly agrees with the Repreſentation of the ſame Parts in Mr. *Morris*'s Survey.

From Cape *Jiddore* *, near *Little Jiddore*, to Cape *Kanſo*, I have ſolely made Uſe of Mr. *Chabert*'s Chart, for the Situation and Diſtance of the ſeveral Points, as well as Sounding of the Coaſt; yet not neglecting to augment the Detail from a manuſcript Chart of Capt. *Durel*, and the Maps of Meſſ. *Popple* and *Bellin*; the firſt of whom agrees with Mr. *Chabert* in this Part of the Coaſt; moſt of which indeed is little known, eſpecially the Bay of Iſles from Cape *Jiddore* to Cape *Liſcomb*, a Space of about 18 Leagues. I have met with no Draughts within this Diviſion, excepting one of *Great Jiddore*, and another of *Frankland* Harbour, ſufficiently rough.

With reſpect to the Coaſt from Cape *Kanſo* to the northern Entrance of the Gut of *Kanſo*, called by the *French* the Straights of *Fronſak*, Mr. *Chabert* has ſupplied the Smallneſs of his Map with two Charts; one of that whole Space, laid down by a Scale of near $25\frac{1}{2}$ Inches to a Degree; the other a particular

* It muſt be obſerved, that there are two Cape *Jiddores* or *Theodores*, the little and the greater; which laſt lies ſome Leagues diſtant from the other. Mr. *Bellin*, and after him *Robert*, marks the former in his Map; Mr. *Chabert* the latter in his Chart, without diſtinguiſhing either, by its comparative Appellation. Mr. *Chabert* placeth great *Jiddore* in his Chart about Latitude 44, 45, and Longitude 65, 15, from *Paris*, 15 Minutes more Eaſt than *Little Jiddore* by our Map.

Plan

Plan of *Kanſo* Cape and Harbour, with the adjacent Iſlands. This Draught, though affording a very good Idea of the Parts repreſented, which as to Situation are very truly exhibited, yet has neither the Completeneſs nor Accuracy, which diſtinguiſhes the large manuſcript Chart of the ſame Coaſt and Iſlands, made by Capt. *Durel* in 1724, and communicated by his Nephew Capt. *Philip Durel*. This Chart is 3 Feet 4 Inches, by 2 Feet 4 Inches: whereas Mr. *Chabert*'s is no more than about 13 Inches by 8$\frac{1}{2}$, which is the Size of all his particular Charts.

Mr. *Chabert* has regulated this Part of his Chart, and the Draughts, by Obſervations of the Latitude, at the Ruins of the *Engliſh* Fort on *Kanſo* Iſland; at *Platriere* Cove, in the Gut of *Kanſo*; and of the Longitude, as well as Latitude, of *Grand Anſe*, or *Great Cove*, in the ſame Gut: By Help of which the true Latitudes and Longitudes of Cape *Kanſo*, Cape *Fronſak*, or *Turn-out*, at the North Entrance of the Gut, and all other Places contained in the particular Surveys or Charts, may be deduced. To theſe may be added the Latitude obſerved at the Weſt-end of Iſland *Sable*.

The Coaſt from Cape *Fronſak* to *Green* Bay, and its Diſtance from *St. John*'s Iſle, is traced according to the Information of a curious Sea-officer, who was in thoſe Parts in the Year 1751, compared with the Charts and Maps of the *French*; from which the Remainder of the Coaſt of *Nova Scotia* northward to Cape *Roſiers*, with *St. John*'s Iſle, is laid down.

The River *Canada*, or *St. Laurence*, the Iſland of *Natiſkotek*, corruptly *Anticoſt*, and North-coaſt of the Gulph of *Nova Scotia*, is exhibited chiefly from ſeveral Charts or Draughts of that River, found on board ſome *French* Ships taken in the laſt War by Admiral *Griffin*, and communicated by that worthy Commander; particularly two, one of the River *St. Laurence*, made in 1738, from its Mouth to *Quebek*, with the Soundings; 5 Feet 3 Inches long, by a Scale of 3 Leagues to an Inch and one-ninth: The other of the northern Coaſt from the Mouth of the River to *Bell* Iſle, including *Natiſkotek*, and the North-coaſt of *Newfoundland*, without the Soundings; 4 Feet 1 Inch long, by a Scale of 3 Leagues to an Inch.

The Iſland of Cape *Breton*, or *Iſle Royal*, with thoſe of *St. Paul*, of *Birds*, *Brion*, and *Magdalen*, alſo the S. W. Point of *Newfoundland*, named Cape *Ray*, is laid down from Mr. *Chabert*'s Chart and Plans, whereof two relate to Cape *Breton*; that of the Gut of *Kanſo*, or *Fronſak*, including the S. W. Coaſt of the Iſland, with the greater Part of Iſle *Madam*; the other exhibits the S. E. Coaſt, from *Guion* to *La Pierre a Fuſil*, or the *Flint* Iſle, compriſing the Bays of *Gabarus*, *De Mire*, and *Morienne*, with the Port of *Louiſburg*, *Skatari* Iſland, and the other Iſles adjacent to the Coaſt.

Beſides the Latitudes and Longitudes obſerved in the Iſlands and Gut of *Kanſo* mentioned above, this Part of Mr. *Chabert*'s Survey is regulated by the Latitudes of *Skatari* Iſlands, Fort *Dauphin*, the Iſland of *St. Paul*, and of Cape *Ray* in *Newfoundland*; but above all by his Obſervations, both of the Latitude and Longitude, made at *Louiſburg* or *Engliſh* Harbour, which were the principal Motive of his Voyage, and the Baſis of all the reſt.

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The inland Parts of *Nova Scotia*, with the Country between it and *New England*, alſo all to the North of *New England* to the River *St. Laurence*, forcibly poſſeſſed by the *French*, are laid down chiefly from the *French* Maps before mentioned, particularly that of Mr. *Danville*; yet much improved by certain Surveys, particularly of the Rivers *Kennebek* and *St. John's*. Part of this laſt, to the Fort of *Naxoat*, 28 Leagues upwards from its Mouth, was ſurveyed in the Year 1697, when the *Engliſh* attacked that Place. The Draught is aſcribed to Capt. *Southack*, and is laid down by a Scale of one League to an Inch one-eighth.

With regard to the Rivers *Kennebek* or *Kennebekik*, and *Ammeroſkoggin* or *Ammonoſkoggin*, which fall into *Merry-meeting* Bay, and are Branches of the main Stream, called by many *Sagadahok* *, as well as the *Ammeroſkoggin*; this latter is exhibited from a Survey made of it in 1719, by Col. *Heath*, Governor of *Richmond* Fort, as given by Capt. *North*, in a Map or Plan of the Coaſt from *Piſkataqua* River in *New England*, to that of *Penobſkot* River, drawn by him in 1753. It meaſures 3 Feet 4 Inches by 3 Feet, and is laid down by the ſame Scale as Capt. *Hazzen*'s Map; from which the whole is taken, excepting the Part from *New Kaſko* to *Broad* Bay, containing 15 Miles on each Side of *Kennebek* River, ſurveyed by himſelf in 1750.

Kennebek River is exhibited in the ſame Map as high as the Falls above *Norijwoak*, or *Noridgwalk* †; the Part from thence to *Takonnek* Falls, (and its Communication by a ſmall Carrying-place with the *Ammeroſkoggin*), from Colonel *Heath*'s Survey; the remaining Part to the Sea, from a Survey of Capt. *North*'s own, made in the Year above mentioned for the *Plymouth* Company. But from *Richmond* Fort upwards to the Carrying-place and Pond near the Head of the *Kennebek*, ours is laid down chiefly according to the Survey made in 1754, by Order of Governor *Shirley*, during the March of the Forces to ſecure the Erection of the Forts *Weſtern* and *Halifax*; which, with *Norijwoak*, lie on the Eaſt-ſide of the River, and not on the Weſt-ſide, as former Maps place them. The Remainder of the *Kennebek* to its Head, where it interlocks with the *La Chaudiere*; and alſo the Courſe of this laſt River to its Exit in the River *St. Laurence*, is taken from an Eye-draught made by a *French* Deſerter in 1754.

The inland Parts of *New England*, which come within our Map, are laid down chiefly from particular Surveys, eſpecially the large Map of Capt. *Hazzen*, who ſeems to have augmented his own with thoſe of others, eſpecially as to *New Hampſhire*. The Country to the North of this Province, as well as that of the *Maſſachuſets* Bay, being but litle known to us, I have ſettled the Courſe of the *Konnektekut*, *Royals* River, and the Branches of the *Sagadahok* or *Ammeroskoggin*,

* This Name, which from the River is communicated to the Province of *Sagadahok* (formerly called the Duke of *York*'s Property or Territory, and afterward, on his aſcending the Throne, the *King's Territory*), is not the *Indian* Name of the River itſelf, but of the Entrance, ſignifying the *Mouth of the River*. However, many give the Name of *Sagadahok* to the united Stream of both Rivers; although others will allow it no other than that of *Kennebek*. It is true, ſome of the moſt ancient Navigators gave it the Appellation of *Sagadahok*; others that of *Kennebek*, or *Kennebeki*, as all the *French* do.

† This latter Name is an *Engliſh* Corruption; the *French* call it *Arijwoak*.

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the beſt I could, according to my own Conjectures, in concert with the *French* Maps.

I have been thus particular in my Account of the Materials, as well with a View to ſet an Example to others, as to give Authority to my Map: for, to what Uſe was it barely to ſay, I have compoſed my Map from the beſt Surveys and lateſt Obſervations? If I did not ſpecify thoſe Surveys, who would be the wiſer, or be able to diſtinguiſh the Parts ſurveyed from thoſe which are not; the Places whoſe Situations have been exactly determined, from thoſe which are uncertain, and perhaps err 10, 20, or 30 Minutes from the Truth, though publiſhed as accurate; ſome of which will be found in the ſubſequent Table?

The preſent Map is grounded on the Obſervations of the Latitudes and Longitudes mentioned in the Surveys, and inſerted in the annexed Table, with the Situations given to the ſame Places in the moſt approved Maps and Charts, both *Engliſh* and *French*, hitherto publiſhed: By which Table the Reader may at one View perceive how much they differ from the preſent Map, and deviate from the Truth.

By comparing thoſe Maps with ours, ſupported by this Table, it will appear, that Capt. *Scuthack* has laid all the Coaſt from *New England* to *Shegnekto* gradually too low, from 5 to 15, and even 38 Minutes: That Mr. *Robert* has placed the ſame Coaſt, as far as *St. Croix* River, too low, in a contrary Direction, from 21 to 10 Minutes; and Mr. *Bellin*, to *St. John*'s River, lower ſtill, from 28 to 10 Minutes: That, on the other hand, Meſſ. *Popple* and *Danville* exhibit the ſame Coaſt, from *New England* to *Shegnekto*, too high; the firſt from 5 to 15, the latter from 10 to 20 and 44 Minutes.

Theſe enormous Errors ſhow of how little Uſe the Draughts or Journals of Mariners are towards adjuſting the Situations of Places, and making accurate Charts, when not accompanied with Obſervations of the Latitude. We find by Capt. *Southack*'s Chart, how impracticable it is to ſettle the Latitude of Places by the Courſe and Diſtance obſerved in Sailing; and by Surveyor General *Blackmore*'s Chart, that as ſoon as they laid down the Quadrant, and truſted to the Needle, for aſcertaining the Situation of Places, they fell into Errors gradually as they advanced. Even Mr. *Morris* puts *Port Royal* 18 Minutes too low; altho' at ſo ſmall a Diſtance from *Minas*, whoſe Latitude he had determined.

To go on with the Compariſon. In conſequence of the different Situations given to *Shegnekto* and *Grinſtone* Iſland, *Southack* places the North Part of the Peninſula of *Nova Scotia* 28 Minutes too ſoutherly; all the reſt place it too northerly, from 15 to 40 and 47 Minutes. Herein Mr. *Popple* has ſucceeded beſt, and Mr. *Robert* worſt.

With reſpect to the South Coaſt of the Peninſula, they all place Cape *Sable* too high, from 9 Minutes gradually to 19 and 40. In this Article the Captains *Southack* and *Durel* have approached moſt near the Mark: Mr. *Danville* leaſt. This Geographer puts Cape *Sambro*, or *Seſambre*, 16 Minutes too high; all the reſt too low, from 2 Minutes only, which Meſſieurs *Durel* and *Robert* may have miſtaken, to 25, by how much Capt. *Southack* has erred: Who likewiſe places Cape *Kanſo* two low by 18 Minutes; altho' he publiſhed a particular

Chart

Chart of it and the Iſlands; Mr. *Bellin*, 16 Minutes; Mr. *Robert*, 11. On the other hand, Mr. *Danville* gives it a Situation 9 Minutes too near the Pole; but Mr. *Popple* only 2. Yet this latter, in adjuſting the North Entrance of the Gut of *Kanſo*, errs 18 Minutes in Exceſs, and others in Proportion down to 4 Minutes; which is Capt. *Southack*'s Deviation for once near the Truth.

As we have no Latitude to the North of Bay *Vert* and the Iſthmus of *Shegnekto*, which may be depended on; inſtead of carrying my Examination farther North, I ſhall inſert a Table of Latitudes obſerved by a *French* Pilot in the Bay of *St. Laurence*, as inſerted in one of the Charts found on board the Ships taken by Admiral *Griffin*, as before mentioned. This every one who makes a Chart, and hath obſerved any Latitudes, ought to do. However, the French Navigator did not do it from any ſuch Conſideration.

The TABLE.

	Deg.	Min.		Deg.	Min.
Cape *Laurence*, or *Chapeau Rouge*	46	50	St. *Paul's Iſle*	47	20
Cape St. *Mary*	46	50	*Iſle of Birds*	47	55
Cape *De Peine*	46	40	St. *John's Iſle*	46	30
Cape *Raze*	46	40	*Pierced Iſle, or Bonaventure*	48	35
Cape *Breton*	46	8	Cape *Roſiers*	49	10
Port Berry	46	30	*Anticoſti South Eaſt Point*	49	20
Niganiche	46	50	Cape *Ray*	47	40
			St. *Peter's Iſle*	46	50

This Table may be of ſome Uſe, tho' perhaps not more correct than the Obſervations of Navigators commonly are, who think an Error of 8 or 10 Minutes but a Trifle; when the Geographer requires the greateſt Preciſion. He inſerted it in his Chart to ſupply the Want of a Scale of Latitude; for which Omiſſion therefore we are obliged to him: Becauſe, had he made a Scale, he would doubtleſs, like others, not have inſerted the Obſervations, nor even marked the Places where they had been made. They who make Obſervations think a Scale anſwers every thing; and they who make none, taking Advantage of the others Miſtake, inſert a Scale that it may be thought they had made Obſervations. It would be no great Matter if all Map as well as Chart-makers would omit the Scale, provided they inſerted the Obſervations themſelves; becauſe by the Scale one cannot diſcover the Places where Obſervations were made, but by Help of the Obſervations he may eaſily adapt a Scale.

The Errors as to Latitude in this South Coaſt of the Peninſula, altho' not ſo enormous as thoſe found in the Maps and Charts of the Coaſt to the North of the Bay of *Fundy*, are yet much more inexcuſable and conſiderable; ſeeing they reſpect a Coaſt in whoſe exact Repreſentation the Safety of Navigation is much more concerned, as it lies more out to Sea, and in the Way of Shipping.

But the Blame of theſe Errors does not lie at the Door of the Geographers, who cannot do better than their Materials will permit them. They are the Navigators

Navigators therefore who occaſion thoſe Errors, either by wholly neglecting to obſerve Latitudes, or elſe not taking them with proper Care. It is ſurpriſing they could ſo long ſee the Charts in this Part err ſo monſtrouſly, without any Concern for rectifying them. Since the Time Captain *Durel* made a Chart of the Peninſula of *Nova Scotia*, about 20 Years ago, not one Navigator has done any thing to improve it.

On this Occaſion it may be proper to cite a Paſſage or two out of the Voyage of a curious Sea Officer. Mr. *Chabert* ſpeaking of the great Errors found in the Engliſh and Dutch Maps, which differ no leſs than 9 whole Degrees of Longitude, or about 120 Leagues, in the Situation of the eaſtern Coaſt of *Newfoundland*, which amounts to more than one Sixth of its Diſtance from Europe, adds: "That ſo much Uncertainty might produce very pernicious Conſequences; and that there was even great Reaſon to believe, that the Loſs of many Ships, among the reſt that of the *Camel*, a Pink belonging to the King, in 1715, is to be attributed to no other Cauſe.*"

It would be more excuſeable to err in the Longitude than in the Latitude of Places, becauſe there is not ſo eaſy a way of coming at it; and yet it appears from the Table, that the Geographers have errred leſs in this Reſpect than the other. What is ſtill more remarkable, they who had leaſt Helps have ſucceeded beſt. Mr. *Danville*, who hit the Longitude of *Louiſburg* within 25 Minutes, errs 53 Minutes in the Longitude of Cape *Sable*, tho' in the Neighbourhood of Cape *Briton*; and Mr. *Robert*, tho' in Poſſeſſion of the true Longitude of *Louisburg*, an Advantage which none of the reſt had, errs 2 Minutes more than Mr. *Danville*: while Capt. *Southack* and Mr. *Bellin* err only 7 Minutes in Defect, and Mr. *Popple* (whoſe Map is ſo juſtly found Fault with in many other Reſpects) only 2 Minutes. He has hit the Mark alſo with reſpect to the Longitude of Cape *Kanſo* within 2 Minutes; while Mr. *Robert* (with the Longitude of *Louisburg* ſo near to aſſiſt him) is out 1 Minute more, and Mr. *Danville* 22 Minutes. Capt. *Southack* alſo errs 29 Minutes; but Mr. *Bellin* a whole Degree.

Mr. *Popple*'s Map therefore may boaſt of a Victory over all the Geographers on theſe two Occaſions; and of a Fact the like of which is not probably to be found: For by hitting the Situation of the two Extremities of the South Coaſt ſo preciſely with the Obſervations, he has likewiſe determined the Extent of the Peninſula to a Minute, *viz.* 4 Deg. 37 Min. while the reſt make it to exceed; Meſſieurs *Bellin* and *Robert* by 28 Minutes; Mr. *Danville* 31: Only Captain *Southack* determines it 42 leſs.

For the future therefore the Geographers ought to be more ſparing of Mr. *Popple*'s Map; ſince if they may be able to correct him in many Things, it is in the Power of none of them to produce ſuch a ſurpriſing Inſtance of Exactneſs, whether it was owing to Chance or Skill. On comparing him particularly with Mr. *Robert*, who erred though he had the Longitude of *Louisburg* to help him, while the other proceeded as it were at Hazard, with nothing certain for

* Voy. fait par Ordre du Roy en 1750 & 1751 dans L'Amerique Septent. pour rectifier les Cartes des Côtes de *l'Acadie*, &c. p. 2.

his Guide; we find these two Maxims verified, that false Conclusions may be drawn from true Premisses, as well as true from false ones.

Mr. *Chabert* determines the Distance from Cape *Kanso* to Cape *Sable* to be 76 Leagues W. S. W. 8 Degrees S. And supposing 53 Degrees 22 Minutes to be the right Longitude of *Boston*, the Meridian Distance between that City and Cape *Sable* will be 5 Degrees 32 Minutes; and the Distance by Sea 83 $\frac{1}{3}$ Leagues W. by 2 Degrees 49 Minutes S. so that *Boston* will be 10 Degrees 7 Minutes more W. than Cape *Kanso*, and about 159 Leagues distant.

The Geographers err no less in the Figure of the Coasts of *Nova Scotia*, than in the Situation of Places, and commit several other Mistakes. I shall point out a few. Mr. *Robert* mistakes Cape *Elizabeth*, at the Entrance of *Kasko* Bay, for Cape *Porpoise*, or *Porpus*, which lies lower down.

There is no Sign of the Great Bay of *Penobskot* in either his Map, or that of Mr. *Bellin*, whom he for the general copies; which is the more to be wondered at, as *Champlain*, besides exhibiting it in his Map, has given a particular Description of it, and makes it 9 or 10 Leagues wide at the Mouth.

On the other hand, Messieurs *Popple* and *Danville* (who follows him to the River St. *Croix*) have inserted *Penobskot* Bay in their Maps, but mistake *Long Isle* for *Mount Desart*, which they place within the Bay on the West-side; and by that means not only confound two Islands together, which are many Leagues asunder, but also contract the Space, between *Ponobskot* and *Pessamaquadi* Bay, 10 or a Dozen Leagues. On the contrary, Messieurs *Bellin* and *Robert*, probably following *Southack*'s Chart, put *Mount Desart* several Leagues to the East of *Penobskot* Bay, and represent it as a small Island: Whereas its western End lies at the very Entrance of the Bay to the East; and it is 16 or 17 Miles in Length. These Errors are the more surprising, as *Champlain* hath described it both as to Situation and Extent precisely conformable to Mr. *Hazzen*'s Map, from which we have laid it down.

With respect to the Peninsula of *Nova Scotia*, *Blackmore* and *Southack* make the great Peninsula which lies between the Bays of *Shegnekto* and *Minas* very long and narrow. This happens in consequence of laying down the Coast of the North Main too low, for want of taking Latitudes, as hath been before observed. On the other hand, Capt. *Durel* and Mr. *Popple* make the Breadth of that Peninsula a great deal too large: So do the *French* Geographers, who have not hit either the Form of it or of *Minas* Bay, so well as the English, especially the two first mentioned.

Most of them make the Breadth of the great Peninsula between *Minas* Bay and the South Coast too great; some by one Half, others two Thirds, and some more than double: Excepting Messieurs *Bellin*, and *Robert* his Copist, who exceed but 2 or 3 Minutes at most; and Capt. *Southack*, who makes it 7 Minutes less. These Differences are the more considerable, as the Difference of Latitude between *Minas* Town and Cape *Sambro* is not more than 30 Minutes.

The Maps differ exceedingly as to the Figure of the South Coast of the Peninsula. Those of Messieurs *Bellin*, *Robert*, and *Popple*, make it run in a strait Line, in consequence of raising the West End too high, and putting the East

End too low. Capt. *Southack* makes it belly-out in the Middle, inſtead of hollowing inwards, in conſequence chiefly of placing Cape *Sambro* too low. Capt. *Durel* and Mr. *Danville* hit the Shape of the Coaſt in this Reſpect tolerably well.

But none of them all have exhibited the Coaſt from Cape *Kanſo*, to the North Entrance of the Gut of that Name, any thing like what it is. They make the Diſtance from Cape *Kanſo* to the Bay of *Shedabukto* abundantly too long, and the Bay itſelf too wide and deep: They give it likewiſe a wrong Poſition; and too little Length to the Gut of *Kanſo:* To which ſome, like Mr. *Robert*, allow ſcarce any Length at all; making it as it were only a Paſſage between two Capes, tho' it be 12 or 14 Miles from Beginning to End.

All the modern *French* Maps and Charts make the Diſtance between *Kanſo* Gut, and Cape *Stand-off*, or St. *Louis*, as they call it, abundantly too ſmall: For according to the Gentleman from whoſe Information I laid down this Part of the Coaſt, the Diſtance is at leaſt 10 or 11 Leagues. This I the more readily depend on, as it agrees in this Point with the Chart of Mr. *Denys*, (prefixed to his Relation of *North America*) who reſided at *Shedabukto*, and had this Coaſt under his Government. It ſeems confirmed likewiſe by the Situation which Mr. *Chabert* gives it in his general Chart. I have, however, in this Part had an Eye to the *French* Maps and Charts before mentioned; which in other Reſpects do not differ much from the Poſition given to this Coaſt, in our Map, of about Weſt by North. But Mr. *Popple* advances it N. W. to near the 47th Degree of Latitude; while Capt. *Southack*'s makes it bend S. W. as low as 44 Degrees 40 Minutes. In ſhort no two Things can more depart from the Truth, or differ from one another in this Reſpect, than theſe two Charts. However, as faulty as Captain *Southack*'s Chart may be with reſpect to the Shape of the Coaſts, it has in one Point the Advantage of all the reſt; as it exhibits Cape *Sable* nearly in the ſame Form, and lying one Half incloſed within a Hollow of the Coaſt, as Mr. *Chabert* repreſents it.

This great Number of monſtrous Errors of every Kind, in the Figure and Poſition, as well as Longitude and Latitude of Places, is, methinks, a Reproach both to Navigators and Geographers. To Navigators, for neglecting to make exact Obſervations at all Ports and Headlands wherever they come; altho' they ſee the wretched Condition of the Charts, which are every Moment before their Eyes. To Geographers, becauſe, notwithſtanding their Materials of any Worth are ſo few and imperfect, they induſtriouſly conceal them from one another, which hinders the Advancement of the Science: Whereas if they would communicate them, the Maps reſulting from their ſeveral Labours would be more accurate and complete, if not perfect; nor would they differ ſo enormouſly, if they did not altogether agree. It is with a View to bring about ſuch a Communication of Materials, that I have been ſo particular in ſpecifying thoſe which I made Uſe of.

Conſidering how long *Nova Scotia* has been frequented and ſettled both by *Engliſh* and *French*, it is ſurpriſing that it ſhould be no better repreſented in Maps; eſpecially as it was of great Importance to Navigation to have the Situa-

tion of its Coasts, at least those on the *Atlantic* Ocean, accurately detremined.

The first tolerable Draught to be met with of *Nova Scotia* is that which Mr. *Popple* has given us in his 12 Sheet Map of the *British* Empire in *America*, published in 1733. This Gentleman, as Secretary to the Board of Trade, was in Possession of many choice Materials found in the Plantation-office; and yet his Map has been the Subject of Criticism ever since the Publication. But how should it happen otherwise? Since it does not at all appear, that he (or rather Capt. *Lampriere* his Operator) made Use of any Astronomical Observations: Without which no Accuracy as to the Situation of Places, (which is the principal Object of Geography) could be expected, however some Places might fortuitously fall right, as to either Latitude or Longitude, like the Capes *Kanso* and *Sable* before mentioned.

The next are two Representations of the Peninsula, drawn by Mr. *Bellin* Hydrographer to the *French* Marine, in 1744, for *Charlevoix*'s History of *New France*. The first is a particular Map of the Peninsula; the latter is comprised in his Map of the Eastern Part of *New France*. These Draughts, especially the latter, tho' amending, as well as improving Mr. *Popple*'s, in several Respects, are yet far from being accurate; and that given by Mr. *Danville*, in his Map of *North America*, published in 1746, deviates still more from the Truth. As to Mr. *Robert*'s, which appeared in 1753, it is a Copy from Mr. *Bellin* in this Part; only somewhat rectifying the Situation of it by Means of the Longitude of *Louisburg*, observed by Mr. *Chabert* two Years before.

For these Reasons I began my Map of *Nova Scotia*, with a particular View to exhibit the Peninsula more accurately than had been done in former Maps: Especially as I found myself provided with several good Materials for the Purpose; particularly the Surveys of Surveyor General *Morris*, which comprise all the middle Part from North to South. By Help of the Latitudes of *Minas* and *Grindstone Isle*, inserted in his Survey of the northern Part, joined to the known Distance from *Louisbourg* (whose Longitude, found by Mr. *Chabert*, was communicated long before his Voyage was published) I adjusted its Situation in the Map: But since Mr. *Morris* had observed no Latitude (at least that appears) for the South Coast, I was quite at a Loss how to fix it, especially as I found so great Disagreement in the Maps, with respect to *Halifax* and Cape *Sambro*, the Point most necessary for the Purpose; as the Peninsula being very narrow in this Part, an Error would be more sensible here than elsewhere. And when I applied to several Navigators to resolve my Doubts, I was only perplexed the more by the Disagreement which appeared among their Reports: Some raising the Latitude of *Halifax* to 44 Degrees 45 Minutes, and even to 45 Degrees of Latitude; which last being the same with that of *Minas*, brings the South Coast into the same Parallel with *Minas* Bay, and consequently confounds them together.

After some Months fruitless Enquiry by myself and Friends, I thought it was in vain to wait, and so resolved to proceed. Accordingly I went to Work, and finished my Map the best I could; fixing Cape *Sambro* in about 44 Degrees 20 Minutes, by the reputed Distance from *Minas*. I rejected the Latitude of Cape *Kanso* found in Capt. *Durel*'s Chart, and said to have been observed, to

follow

follow Mr. *Bellin*, on the Credit of what he tells us in his *Remarks* prefixed to Vol. III. of *Charlevoix*'s Hiſtory, "That he had made all the Reſearches poſ- "ſible for *Acadia* (by which he means the Peninſula of *Nova Scotia*) and had "taken from Journals of the King's and Companies Ships, the Latitudes both "of the Eaſt and Weſt Points:" By which muſt be underſtood the Capes *Sable* and *Kanſo*. With regard to this laſt in particular, he ſays, "That, altho' Mr. "*Popple* has exhibited the Peninſula exactly enough with reſpect to its Length, "and the Latitude of Places, yet he puts *Kanſo* 20 Minutes too northerly." All this was ſo plauſible, and ſo ſtrongly aſſerted, that (tho' his Maps differ) I made no Difficulty to follow him both in the Latitude of Cape *Kanſo* and that of Cape *Sable*, (as marked in his Map of the Peninſula, which I preferred to his general Map of *New France* in theſe Particulars) eſpecially as the latter ſeemed confirmed by the Tables of Latitude and Longitude inſerted in the Mariner's Compaſs rectified, and other Books of the Kind, for the Uſe of Navigators; who for the general, it ſeems, look on them as infallible.

I muſt own I had no Dependence on the Latitude any more than the Longitude of Cape *Sable*, as found in thoſe Tables, otherwiſe than as it agreed with the Situation given to it by Mr. *Bellin*; which I judged to be nearer the Truth, as Mr. *Danville* places that Cape above the Latitude of 44. I concluded alſo, that if thoſe Tables were right in any thing, it muſt be in giving the Latitude of ſo remarkable a Cape; and the rather as it had ſtood in them ſo long without any Alteration.

When the Outlines of the whole Map was drawn, I was informed by a Sea Officer, that Cape *Sambro* was ſituated preciſely in the Latitude of 44 Degrees 30 Minutes. He aſſured me that he was Witneſs of three Obſervations which were made at the ſame Time, from different Ships, and which all agreed within a few Seconds. On the Credit of this Information I reſolved to alter my Map; and found myſelf obliged to give this Part of the ſouthern Coaſt a different Situation with reſpect both to Latitude and Longitude, ſuch as it now ſtands in the Map.

Having done this I ſent it to the Engravers; and when all the Coaſts and Rivers were finiſhed, Mr. *Chabert*'s Voyage appeared, containing his accurate Charts, and Aſtronomical Obſervations, made particularly at thoſe three Places, whoſe Latitudes I had been ſo long in queſt of, and believed I had at laſt procured: But when I came to examine things, I was much ſurpriſed to find how greatly I had been miſtaken, as well as miſled, with regard to two of them. Mr. *Chabert* expreſſes a great Surpriſe at the enormous Error of no leſs than 27 Min. in the Lat. of Cape *Sable*, found in the Chart of the Marine. I was as much ſurpriſed as he to find ſuch an Error; but more at Mr. *Bellin*'s declaring "That he had taken the Latitude both of Cape *Sable* and *Kanſo* (in which laſt "he errs 20 Minutes) from the Journals both of the King's and the Company's Ships." This Matter, methinks, requires an Explanation. If one cannot depend on the Declaration of a Perſon in ſuch Caſes; or if a Geographer will put off his own Conjectures for actual obſervations, I know not what can be ſaid.

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As for the Mariner's Compaſs Rectified, and the like Books, it ſeems incumbent on the Navigators to oblige the Publiſher to reform his Tables, and to throw out all Latitudes and Longitudes which have not been obſerved; or at leaſt diſtinguiſh them by ſome Mark from others, to prevent the Loſs of Shipping. Indeed Navigators themſelves are greatly to blame, who could ſo long ſee ſuch dangerous Errors, in Books publiſhed for their Direction in Sailing, without taking Notice of, or ſending to the Bookſeller to correct, them; as if they were regardleſs of the Security of Navigation, or could ſail as well by falſe as by accurate Tables.

On examining my Map by Mr. *Chabert*'s Obſervations, I found that I had ſucceeded exactly, with reſpect both to Latitude and Longitude, in placing Cape *Sambro*; but was much out in the Latitude of Cape *Sable*, and in both Latitude and Longitude of *Kanſo*. Here was a new Occaſion for cutting my Map to Pieces. However glad to rectify ſuch enormous Errors, and to find it a laſt in my Power to attain the Completeneſs which I aimed at, with reſpect to this important Part of *Nova Scotia*, I made the neceſſary Alterations, and ſent it to be engraved over again, in the Manner it now ſtands.

I cannot forbear on this Occaſion to renew my Suit to Navigators, to contribute to the Perfection of Charts, by making Obſervations of the Latitude at every Place they touch at, however inconſiderable, whenever they have an Opportunity. They ſee what Difficulties the Geographers are put to; and what conſiderable Miſtakes they are led into, both by their Neglects to make Obſervations, and their Careleſſneſs in making them. They will, I preſume, pardon me this Remonſtrance, when they reflect what Trouble and Expence it has coſt me on that Occaſion, with reſpect to the Map in queſtion.

The Generality of Mariners ſeem to know of no Utility in obſerving Latitudes, farther than to find the Place where they are bound to; and, when they come in ſight of Land, lay the Quadrant aſide, as an Inſtrument no longer of Uſe, and ſail by the Direction of the Coaſts.

While our Navigators avoid making Obſervations when they have the faireſt Opportunities, the *French* are ſeeking ſuch, and undertake long and hazardous Voyages on purpoſe to make them; of which Mr. *Chabert*, who has furniſhed us with ſo many curious Obſervations for *Nova Scotia*, is a recent Inſtance.

This Gentleman being in *America* in 1746, took Notice how extremely erroneous the Charts were, particularly with reſpect to Coaſts ſo very dangerous; and reflecting on the great Hazards to which Shipping muſt be expoſed on that Account, at his Return applied himſelf to the Miniſter who ſuperintended the Marine, and offered to go to make the neceſſary Obſervations to rectify them, after he ſhould be inſtructed for the Purpoſe. The Miniſter readily gave Ear to a Propoſal which tended to the Welfare of Navigation and Commerce, as every good Miniſter would; and having recommended the Matter to the King, his Moſt Chriſtian Majeſty gave Orders that his Requeſt ſhould be granted. Mr. *Chabert* employed four Years to qualify himſelf for the arduous Undertaking, and then ſet-out in one of the King's Ships to execute his Scheme.

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The King ſpares no Expence to furniſh thoſe, who are ſent abroad on ſuch Occaſions, with the neceſſary Inſtruments. Mr. *Chabert* had thoſe of all Sorts delivered to him; particularly a large Teleſcope, a Quadrant of 3 Feet Radius, and a Pendulum-clock. He attended with indefatigable Care to compute exactly the Bearing and Diſtance, from Point to Point along the Coaſt, that he might the better judge of the Truth of his Obſervations; and, in order thereto, not only frequently obſerved the magnetic Variations, but, for the firſt Time perhaps, altered the Log line to accommodate it to the newly-diſcovered Figure of the Earth. On which Occaſion he takes Notice of the perverſe Obſtinacy of Mariners, who, wedded to their old Errors, will run any Riſk rather than quit them. He invented a new Method of ſurveying by Sea, or making Draughts of the Coaſts in ſailing along them, more accurately than by the common Methods in Uſe, and which he practiſed in making thoſe Draughts before mentioned inſerted in his Voyage. In ſhort, his Book, which abounds with curious Remarks and Inſtructions, ought to be read, and his Example followed, by all Navigators.

Mr. *Chabert*, in the Relation of his Voyage, p. 4. recommending the Duty of making Obſervations of the Longitude and Latitude to all Sea-officers, ſays, "That their Application to Aſtronomy for that Purpoſe muſt needs produce "very advantageous Effects; that the frequent Voyages which they perform "furniſh them with eaſy Opportunities of making Obſervations, and that they "are the Perſons from whom Geography and Navigation are to expect the "quickeſt Advances; as with Pleaſure, ſays he, I ſee it verified every Day." He ſpeaks with reſpect to the Sea-officers of his own Nation; and it could be wiſhed, that what he ſays of them might with equal Juſtice be applied to ours. But this is not to be expected, while the cloſe Connection which is between Navigation and Commerce ſeems not as yet to be ſufficiently perceived here, and that Science is not the Object of miniſterial Care, as in *France*. The Perſons who preſide over the Marine in that Kingdom have been very intent on having the Charts improved; particularly the two laſt, Count *de Maurepas*, and Mr. *Rouille*, Secretary of State: "looking on them, ſays Mr. *Chabert*, ſpeaking of "the latter, as an eſſential Part of Navigation; whereon ſometimes depends "the Succeſs of the King's Arms, and always that of Commerce, and the "Safety of Mariners."

To return to my Map. It is in this Part, relating to the Peninſula, compoſed from the two Surveys of Meſſ. *Morris* and *Chabert*: for though, conſidered ſeparately, neither were perfect; yet as one ſupplied what was wanting in the other, both united form a compleat Survey of the whole; excepting the Bay of Iſles, and Piece of Coaſt, from the Gut of *Kanſo* to *Green* Bay; which yet, with reſpect to Poſition, are ſufficiently exact. So that the Peninſula, as it now ſtands in my Map, may be ſaid to have all the three Eſſentials which Geography requires, of Situation, Figure, and Dimenſions.

However, it is proper to obſerve, with regard to the Longitude of Cape *Sable*, that it is not ſimply the Reſult of an actual Obſervation, but of an Obſervation and the Diſtance run, to and from, between it and Cape *Kanſo*. By the

the Obſervation (which was of the Moon's Diſtance, both from a fixed Star and the Sun) Cape *Sable* lies 68 Deg. 14 Min. 30 Sec. Weſt of *Paris*; and that reſulting from the Diſtance differed only about 4 Leagues, and but 2 Degrees in the Bearings: whence he concluded, that Cape *Sable* is diſtant from *Kanſo*, Weſt-South-Weſt, 76 Leagues, and conſequently the Longitude 67 Deg. 50 Min. Weſt of *Paris*.

While I am writing this, there is publiſhed a *New Map of the Britiſh and French Dominions in North America, by Dr. Mitchel*: From which ours differs much in many Reſpects; and particularly in the Part now under Conſideration, eſpecially the Coaſt from the North-entrance of *Kanſo* Gut to *Port Royal*. This laſt Place is put 10 Minutes more South than in ours; and the firſt 10 Minutes more North, after Mr. *Robert*. Cape *Sambro* is ſituated 13 Minutes too low; and thoſe of *Kanſo* and *Sable* being placed four too high, the South-coaſt of the Peninſula, inſtead of hollowing in towards the Middle, as it ought to do by the Remark, as well as Obſervations, of Mr. *Chabert*, bellies out conſiderably. Beſides, as the Peninſula is very narrow in that Part, the Difference of Latitude between Cape *Sambro* and *Minas* being no more than 30 Minutes, or half a Degree, 13 Minutes make it by near one half broader than it is.

As to Longitude, he makes that of Cape *Kanſo* 17 Minutes, and that of Cape *Sable* 1 Degree 5 Minutes, too much. The other Differences, with regard to the Figure of the Coaſts, as well as Situation of Places in *Nova Scotia*, may be ſeen by comparing the Maps together, and inſpecting the annexed Table; where our Work is ſupported by the many Obſervations made in theſe Parts by Meſſ. *Blackmore* and *Chabert* (eſpecially this latter), as well as thoſe of Mr. *Morris*; of which only, the Author of the New Map of *North America* ſeems to have made Uſe.

I judged it neceſſary to ſay thus much, to obviate any Objections which might be ſtarted againſt this Map, on account of its diſagreeing ſo conſiderably with the other. And as that Gentleman has produced no Vouchers to ſupport his Performance, I preſume what I have done that way will ſufficiently juſtify mine.

As the Obſervations of the Longitude, as well as Latitude, made at *Louiſburg*, *Kanſo*, and Cape *Sable*, are the Foundation of our Map towards the Eaſt; thoſe of *Boſton*, and *Quebek* or *Kebek*, are its Baſis in the Weſt. But the Longitude of theſe two laſt Places being ſomewhat dubious, or at leaſt controverted, it may be proper to conſider them a little.

There is a great Diſagreement between the Obſervations of lunar Eclipſes made at *Boſton*, by different Perſons at different Times, for determining the Longitude: one in 1700, by Mr. *Brattle*; and the other in 1717, by Mr. *Robie*, is Diſciple and Succeſſor in the Univerſity of *New Cambridge*.

From Mr. *Brattle*'s Obſervations reſult the three different Longitudes of 53 Degrees 2 Minutes, 53 Degrees 17 Minutes, and 53 Degrees 10 Minutes, the middle Difference, reckoning from the Meridian of *Ferro*; *London* being ſuppoſed 17 Degrees 35 Minutes more Eaſt than that Iſland, and *Paris* 20 Degrees. There was another Obſervation made in 1704, which makes the Longitude 53 Degrees 10 Minutes: And we are told, that at *New Cambridge*, about 3 Minutes

Minutes West of *Boston*, it was often found to be 53 Degrees 25 Minutes; which gives 53 Degrees 22 Minutes for *Boston*.

On the other hand, the Observation of *Robie* makes it 53 Degrees 57 Minutes; that is, 35 Minutes more than the last Result of *Brattle*, and 55 Minutes more than the first.

To examine which Result might be the truer, I made use of the North Boundary-line of *Massachusets* Bay Province in *New England*, as run and measured in 1739. It begins at the Coast three Miles North of a *Black Rock*, and runs parallel with that River to *Pantukket* Station (3 Miles East of it), 27 Miles West, 9 Degrees South by Compass; from thence 53 Miles 58 Rods West, 10 Degrees North, to *Konnektikut* River, ($1\frac{3}{4}$ Miles North of *Northfield* Meeting-house, and about 10 Miles South of Fort *Dummer*): from thence to *New York* Line, (20 Miles East of *Hudson*'s River), 36 Miles 60 Rods; in all about 90 Miles. This Line continued falls in with *Hudson*'s River, 6 Miles above *Albany* Church, and a little below the Mouth of *Mohawks* River; whose meridian Distance from *New York*, by *Evans*'s Map of *Pensylvania*, is about 27 or 28 Minutes.

After fixing the Situation of *Pantukket* Station with respect to *Boston*, allowing for the Variation of the Needle, and reducing the *English* Miles to Degrees of Longitude in the Latitude of 43; I found the meridian Distance between *Boston* and *New York* to be no more than 3 Degrees and 4 or 5 Minutes. At most it cannot exceed 53 Degrees 7 Minutes, as Mr. *Robert* puts it; who in this Point has the Credit of approaching nearest its true Situation, in respect of *Boston*, of all the Geographers.

Now, supposing the Longitude of *New York* to be 56 Degrees 29 Minutes (according to the Observations made at that Place by Governor *Burnet*, and at *Wansted*, in *England*, by Mr. *Bradley*), by deducting 3 Degrees 7 Minutes, you have 53 Degrees 22 Minutes for the Longitude of *Boston*, exactly tallying with the Result of Mr. *Brattle*'s Observations, so often found at *New Cambridge*. The Longitude of 56 Degrees 29 Minutes, resulting from Mr. *Bradley*'s Observation, is to be preferred on all Accounts to that of 57 Degrees 22 Minutes, supputed by Mr. *Burnet*; for he made use of the Calculus or Tables of the Eclipses of *Jupiter*'s Satellites, having had no corresponding Observations to compare with his own.

Having thus adjusted the Longitude of *Boston*, I undertook to examine that of *Quebek*, by means of the Surveys made of the River *Kennebek* before mentioned. Supposing 53 Degrees 22 Minutes to be the true Longitude of *Boston*, and that the Mouth of the *Kennebek* lies about 1 Degree 9 Minutes to the East, this last will fall in 52 Degrees 11 Minutes; and allowing 11 Degrees for the West Variation, the Part of its Stream which approaches the Head of the *Chaudiere* will nearly coincide with the same Longitude, which is but 2 Minutes less than that of *Quebek*. If therefore the Course of the *Chaudiere* be partly north-easterly, and partly North, as laid down in an Eye-draught by the *French* Deserter; the Longitude of 52 Degrees 13 Minutes, resulting to *Quebek* from the Observations of *Bressani* the Jesuit in 1649, must be nearly right: at least that City must not be placed much more to the West. This I thought proper to take

notice of, although I had not an Opportunity of remarking it Time enough to make the proper Alterations with reſpect to the Situation, either of *Quebek*, or the Mouth of the *Kennebek*.

It remains to ſay a Word or two relating to the Bounds of *Nova Scotia*; and the Title which the *Engliſh* have to the excluſive Settlement of that Country. The Bounds were firſt appointed by King *James* I. who, in his Grant made to Sir *William Alexander* in 1621, aſſigned for its weſtern Limits the River *St. Croix* to its Head; and a Line thence to run due North to the firſt Station for Ships, River, or Spring, falling into the great River of *Canada* (or *St. Laurence*): then to follow the Courſe of that River to the Port of *Gaſhepe* or *Gaſpie*; from whence a Line drawn round the Coaſt through the Sea to the Mouth of *St. Croix* River, and including Cape *Breton*, with all the other adjacent Iſlands, was to be its Limits on the Eaſt, South, and Remainder of the Weſt.

Afterwards all *Nova Scotia*, and ſo much more of the Country as lies weſtward from the River *St. Croix* to that of *Penobſkot* or *Pentagoet*, being ceded to *Lewis* XIII. in 1632; that Prince, the next Year, extending his Claim beyond his Title, granted all the Country bounded on the Weſt by the River *Kennebek*, and on the North by the River *St. Laurence*, under the Name of *Acadia*, to certain Proprietors. In 1635 Sir *William Alexander*, then Earl of *Sterling*, and Viſcount *Canada*, to keep up the *Engliſh* Claim, and co-extend *Nova Scotia* with *Acadia*, obtained a Patent of *Charles* I. for all Lands between the three Rivers, *St. Croix*, *Kennebek*, ane *St. Laurence*; to which he alſo gave the Name of *Nova Scotia*: And thus the Name compriſes all the Country from *New England* to the Gulph of *Nova Scotia*, or *Newfoundland*, called by the *French* the Gulph of *St. Laurence*. The Country between the *Kennebek* and *St. Croix* did not long retain the Appellation; being granted by *Charles* II. to his Brother *James*, it took the Name of the Duke of *York*'s Property or Territory; and, when he came to the Crown, it was called the King's Land. After the Revolution it was annexed to the Province of *Maſſachuſets* Bay in *New England*, and denominated the Province of *Sagadahok*; which Name it at preſent bears.

The *Engliſh* claim an excluſive Right of ſettling in all and every Part of *North America*, from Cape *Florida*, in the 25th Degree of North Latitude, to the 66th or 67th Degree, by virtue of Diſcoveries made in 1497 by the *Cabots*. But as *Nova Scotia* hath paſt backwards and forwards ſeveral Times between the two Crowns, by Conqueſt and Treaty, the Ground of Claim is now changed, and on another Footing.

The *French*, in 1603, intruding into the Country, then called *La Cadia*, and ſince *Acadia*, ſettled both on the Continent in *St. Croix* River, and in the Peninſula at *Port Royal*, as well as other Places; but in 1613 Capt. *Argal* drove them out.

In 1621 it was granted by King *James* I. to Sir *William Alexander*, as before ſet forth: But the *French* taking Advantage of the *Engliſh* not ſettling immediately, or rather not giving them Time to ſettle, returned and ſettled again in ſeveral Places. However, War breaking out in 1627 between the two Crowns, they were driven out a ſecond Time in 1628, by Sir *David Kirk*, who the next Year alſo conquered *Canada*; whence it is deſervedly called *Kirk's Land*.

In

In 1632 it was delivered up by King *Charles* I. almoſt unaſked, to *Lewis* XIII. to the great Diſhonour of the Nation, and Injuſtice done to the victorious *Kirk*, who was almoſt ruined by it. But *Cromwel* reſenting the Injury done to him, as well as diſapproving of the Alienation, in 1654 recovered it again; and it was again given up to *Lewis* XIV. at the Treaty of *Breda* in 1667, by *Charles* II. in prejudice to the proprietary Right of Sir *Thomas Temple*, without any Satisfaction being made that Gentleman or his Heirs.

In 1680 the *Engliſh* became a fifth Time Maſters of *Nova Scotia*; yet the *French* ſtill renewing their Encroachments, the *Engliſh* in 1687 began to diſpoſſeſs them; and in 1690 effected it under Sir *William Phips*: however they were diſpoſſeſſed the next Year by *Villabon*, *French* Governor of *Acadia* or *Nova Scotia*.

In 1697, at the Peace of *Ryſwick*, *Nova Scotia* was a third Time given up to *France*, though not expreſsly named in the Treaty: But in 1710, during Queen *Anne*'s War, General *Nicholſon* reduced it once more under the *Engliſh* Dominion; and, three Years after, in the Treaty of *Utrecht*, it was formally relinquiſhed and ceded by *France* to the Crown of *England* for ever.

Lewis XIV. made ſeveral Propoſals for having *Acadia* (the *French* Name for *Nova Scotia*) reſtored to him. But Queen *Anne* rejected the Offers; and inſiſted on having all *Nova Scotia*, according to its antient Bounds, given up; and, to make her Title the ſurer, ordered the Name of *Nova Scotia* to be inſerted in the Treaty, as well as that of *Acadia*, which alone had, by Management of the *French*, been inſerted in former Treaties.

The *Engliſh* therefore now claim *Nova Scotia* or *Acadia* by Right of Treaty. But the *French*, who had no Intention to perform that Treaty, (though made in as ſolemn a Manner as a Treaty could be made), ſoon after laid Claim to almoſt the whole Country, which had been ſo ſolemnly ſurrendered up: under Pretence, that no more than *Acadia*, according to its antient Limits, had been given up by the Treaty of *Utrecht*; and that as the Limits of this Country did not extend beyond the South-coaſt of the Peninſula, or the whole Peninſula at moſt, therefore *England* could be entitled to no more: And, on the Strength of this barefaced Quibble, ſupported by Force of Arms, they took Poſſeſſion of all the Continent-part of *Nova Scotia*, which makes near 3-4ths of the whole: but it is hoped by this Time that they are obliged to quit it.

Nothing is more eaſy than to confute that Allegation, which indeed confutes itſelf; for the Treaty cedes *all Nova Scotia or Acadia, with its antient Limits*: So that the Words *antient Limits* refer to both alike; for by the Treaty the Countries are identified, if they had been different before; and the Names become ſynonymous, each denoting one and the ſame Province.

Beſides, in ſaying that the ancient Bounds of *Acadia* were limited to the Peninſula, or a bare Coaſt of the Peninſula, they aſſert a moſt egregious Falſehood; for *Lewis* XIII. as has been ſhewn before, ſuppoſed the Bounds of *Acadia* to have extended North to the River *St. Laurence*, and Weſt to the *Kennebek*, which bounds *New England* on the Eaſt; and thoſe were the Bounds aſſigned it in all the Grants and Patents to Governors during his Reign, and that of his

Succeſſor,

Succeſſor, down to the Year 1710, when it was taken by the *Engliſh*. And what puts the Matter beyond all Controverſy, *Champlain*, the firſt Diſcoverer of *Acadia*, called by the *French* the Father of their Settlements in *Canada*, of which he was many Years Governor, declares, in his Voyages, (printed in 1632, l. 1. p. 65.), that *the River St. Laurence waſhed the Borders of Acadia*; and conſequently is to be conſidered as its antient, or moſt antient Boundary, for he is the firſt who mentions the Bounds of it. But as this Queſtion has been thoroughly diſcuſſed in a late Pamphlet, entitled, *The Conduct of the French with regard to Nova Scotia, from its firſt Settlement to the preſent Time*, I muſt thereto refer the Reader who is willing to be further ſatisfied.

COMPARATIVE TABLE.

Places.	Obſervations.	Obſervers.	Southack's Chart.	Durel's Chart.	Popple's Map.	Bellin's Map.	Danville's Map.	Robert's Map.	Black-more.	Chabert's Chart.	Mitchel's Map.	New Map.
Quebeck,	Lat. 46 55	Breſſani 1649,	–	–	47 40	46 50	46 50	46 55	–	–	46 0	–
	Lon. 52 13				53 15	52 15	53 40	52 30			52 0	
Boſton,	Lat. 42 25	Brattle 1700,	42 25	–	42 30	42 25	42 30	42 25	–	–	42 25	42 25
	Lon. 53 22		53 3		42 30	52 45	53 20	52 53			53 3	53 22
	—— 53 55	Robbe 1717,										
Mount Deſart,	Lat. 44 45	Blackmore 1711,	44 30	–	44 30	44 17	44 55	44 24	–	–	44 34	44 45
	Lon.		49 50		49 37	50 55	50 25	50 55	–	–	50 28	50 12
Mount Deſart Rock,	Lat. 44 25	Blackmore,	44 17	–	44 15	44 0	44 43	44 10			44 27	–
	Lon.		49 40		49 25	50 25	50 9	50 25			50 28	
Grindſtone, or Mill Iſle,	Lat. 45 40	Morris 1749,	45 2	–	45 55	46 20	46 24	46 27	45 28	46 23	45 41	45 40
	Lon.		46 20		46 30	45 35	46 8	46 37		46 15	46 30	46 40
Minas Town, or Grand Praye,	Lat. 45 0	Morris, –	44 27	45 30	45 30	44 58	45 33	45 2	44 54	45 20	45 3	45 0
	Lon.		46 20	45 20	45 37	46 5	46 49	47 14		46 35	46 22	46 20
Port Royal,	Lat. 44 50	Blackmore,	44 28	44 46	44 48	44 45	45 8	44 50	44 50	44 51	44 40	44 50
	Lon.		47 33		47 20	47 47		49 0		47 47	48 45	
	Lat. 44 51	Chabert 1751,										
Long Iſle, –	Lat. 44 16	Chabert, –	44 20	–	44 30	44 48	–	–	44 23	44 16	44 27	44 16
	Lon.		48 22		47 52					48 21	49 25	48 12
Cape Sable or Sandy,	Lat. 43 23 45	Chabert, –	43 32	43 32	43 35	43 38	44 3	43 42		43 23	43 27	43 23
	Lon. 47 50		47 43	47 32	47 47	47 43	48 43	48 55	–	47 50	48 55	47 50
Bokkaraw Paſſage,	Lat. 43 31	Chabert, –	–	–	–	–	–	–		43 31	–	–
	Lon. 47 49 30									47 49 30		
Cape Sambro,	Lat. 44 30	Anneſley, –	44 5	44 28	44 23	44 25	44 48	44 28		44 30	44 17	44 30
	Lon.		46 45		45 42	45 9	46 0	46 22	–	45 57	46 5	45 57
Cape St. Cendre, or Chebukto Head,	Lat. 44 32	Chabert, –	–	–	–	–	–	–		44 32	–	44 32
	Lon.									45 50		45 50
Cape Kanſo or Canceau.	Lat. 45 18	Chabert, –	45 0	45 25	45 20	45 0	45 27	45 7	–	45 18	45 22	45 18
	Lon. 43 13		43 53	41 50	43 10	42 38	43 35	43 50		43 13	43 31	43 13
	Lat. 45 25	Durel 1724,							–	45 20	–	45 20
Kanſo Iſle, –	Lat. 45 20	Chabert, –	–	–	–	–	–	–		43 15		43 15
	Lon. 43 15									45 37	45 47	45 37
Grand Anſe in Kanſo Gut,	Lat. 45 37	Chabert, –	–	–	–	–	–	–	–	43 40	43 42	43 40
	Lon. 43 40									45 39		45 39
Point la Patriere in Kanſo Gut,	Lat. 45 39	Chabert, –	–	–	–	–	–	–		43 0		43 0
	Lon.		45 46	45 55	46 0	45 30	–	45 52	–	45 42	45 52	45 42
Kanſo Gut, N. Entrance,	Lat. 45 42	Chabert, –	43 28	44 55	43 45	42 47	–	43 50	–	43 47	43 42	43 47
	Lon.		–	–	44 44	8	–	–	–	44 6	43 50	44 6
Iſle Sable, W. Point,	Lat. 44 6	Chabert, –	–	–	42 40				–	42 40	43 20	42 40
	Lon.		–	–	45 54	45 35	45 55	45 53		45 53 45	45 55	45 53 45
Louiſburg, –	Lat. 45 53 45	Chabert, –	–	–	52 2	41 0	41 50	42 15	–	42 15	42 5	42 15
	Lon. 42 15				–	–	–	–	–	46 1 30	–	46 1 30
Skatari in Cape Britain,	Lat. 46 1 30	Chabert, –	–	–					–	41 58		41 58
	Lon.					46 31	–	–		46 21	46 33	46 21
Fort Dauphin in Cape Britain,	Lat. 46 21	Chabert, –	–	–	–	–	–	–	–	42 30	42 15	42 30
	Lon.				46 38	47 10	47 10	47 10		47 11	47 13	47 11
Iſle St. Paul,	Lat. 47 11	Chabert, –	–	–	41 35	40 17		41 46	–	42 15	41 33	42 15
	Lon.		–	–	–	–	–	–	–	47 41 30	47 50	47 41 30
Cape Ray in Newfoundland,	Lat. 47 41 30	Chabert,								41 22	41 2	41 22
	Lon.											

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A Chart or Map of *Europe*, *Aſia*, and *Africa*, improved with Tables and Remarks, being the Continuation of the Six Sheet Chart of *America*.

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