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dawn broke over the scene of desolation, there were no survivors. The next morning, the inhabitants of small hamlets east of Louisbourg discovered the wreckage of a large vessel, including pulleys marked with fleur-de-lys. When this news reached Louisbourg the following day, the authorities knew that a king's ship had been lost near Baleine. The officials in the colony, commissaire-ordonnateur Le Normant de Mezy, troop major M. de Bourville, and comptroller Antoine Sabatier set out at once to make an inspection of the area. They found the coast from Big Lorraine to Baleine and beyond strewn with wreckage, including various papers belonging to the officers who had been passengers on the ship. Even Mr. de Chazel's commission as intendant was found, along with the carving of a camel's head, the ship's figurehead. Hurrying to Kelpy Cove, the scene of the devastation, it became evident that the wreck was complete. The western side of Cape Porto Nova, present-day Woody Point, was covered with debris. The entire length of Kelpy Cove was strewn with the bodies of victims, most of whom were in a state of undress, testifying to the fury of the sea the night before. Two large sections of the ship's port side had washed ashore on the beach just west of Cape Breton Point. One of the pieces matched the segment at Woody Point, over 2,000 feet away, while the other had carried most of the aftercabin with it, having 7 gun ports and containing two bodies "who they believed to be the second captain and the first pilot, and even those bodies were still warm when he touched them." The authorities acted quickly to deal with the disaster. Three detachments of soldiers were posted along the shore to save what wreckage they could, the men being promised a share of whatever was found, except the money. Some effort was made to pull the starboard segment ashore but this failed on account of it being so tangled up in submerged rocks.... On 4 October 1725, Father Le Duff wrote from Baleine to Isidore Caulet, his superior in Louisbourg, stating that he had buried 180 bodies "and perhaps more" from the wreck. The other 130 or so were never found. There was no sign that the lower part of the hull had come ashore but it was hoped that some salvage might be made of the guns and the boxes that held the money, particularly since the reef was covered by only a few fathoms of water at low tide. Divers were needed and as there were none on lie Royale equal to the task, De Mezy asked for some from the intendant in Quebec. "It is quite apparent," he wrote, "that the cannons with part of the deck and lower hull, which contains the money, are in the middle of the cove, in a place where there are no more than a few feet of water." On 10 December 1725 De Mezy informed the Minister of the Marine in France that he had made a salvage agreement with Pierre Morpain, port captain at Louisbourg. Morpain was to have a third of the value of all articles recovered and brought to Louisbourg. Skilled divers were sent from Quebec but as the season was

too advanced, it was not until the summer of 1726 that they were able to dive on the wreck. Then another event subsequently delayed Pierre Morpain's salvage operations. The small schooner that was being prepared for use as a salvage tender vanished one night, carried off by a few seamen. Commissaire De Mezy wrote Verfaillies that he suspected the captain of the New England coaster that had been in port to have been behind the theft. The New England captain, however, convinced De Mezy that he was innocent, and the small schooner was never heard of again. Morpain found another vessel, but had lost time. It was not until September 1726 that he conducted a search for the hull of the schooner.

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