Toward the end of August, the entrance to the Isle Dauphine harbor was blocked by a stupendous mass of sand, which a dreadful storm piled up there. This was the reason that no ship has ever since been able to get in. The waves from the sea drowned a great deal of livestock on Isle Dauphine. MM. de l'Épinet and de Bienville, seeing that the ships which would henceforth come from France would be able to anchor only in the Isle-aux-Vaisseaux roadstead, where there is a good anchorage, decided to have a fort built on the mainland opposite this roadstead, which is only five leagues distant and is protected on the east by Isle-aux-Vaisseaux, from which it is only a quarter of a league distant, and on the west by Isle-aux-Chats, half a league away. The place they chose on the mainland for the site of the fort is one league west of Old Biloxi, going toward the point of the bay, opposite Vaisseaux roadstead. About the end of this year they began to build the fort; it was named New Biloxi.

During this same time there arrived at the Isle Dauphine roadstead the flûte named La Dauphine, com-

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15 See Lieutenant Du Sault's "Carte de L'Isle Dauphine," facing page 206. It shows the beautiful little harbor at Dauphin Island and charts the route taken by the Paon in escaping from the blocked harbor after the storm. The fifteen-foot pass, on Du Sault's chart still shown open between Isle aux Espagnols and Dauphin, was entirely blocked by sand. Without doubt this damage to Port Dauphin influenced the French in the decision to move the capital from Mobile, now without a port, to New Biloxi and then to New Orleans. Mobile, which could not be reached by ships through the shallow bay, was in danger of being abandoned. Pénaout says the storm came in August, which suggests a hurricane. But Lieutenant Du Sault in the escaping Paon crossed the bar safely on May 15, 1717. The Paix, a smaller ship, apparently had less trouble; and the Ludlow or Dudlow, which had remained anchored in the roadstead south of Isle aux Espagnols, outside the harbor, was not involved in this difficult navigation.

manded by Captain Belanger. He had brought a great many workmen, among them some carpenters and also a great many salt smugglers. All those people were disembarked in longboats 17 and taken to the new fort at Biloxi to work and to build barracks and houses for the residents and soldiers from Isle Dauphine. Also some warehouses were built in which to store the merchandise that would henceforth come from France.

M. de Bienville had told M. de l’Épinet that on his last trip down from the Natchez he had noticed a place quite suitable for the site of a settlement on the bank of the Missisquoi thirty leagues above the embouchure of the river, on the right side going upstream. As soon as the fort at New Biloxi was finished, M. de l’Épinet sent the eighty salt smugglers 18 over there at the beginning of winter and a great many carpenters with M. de Bienville to show them the place he had chosen on the bank of the Missisquoi for this new post. At the same time he gave an order to M. Blondel, 19 a captain, to go to the Natchez and replace M. Pailloux and send him down to New Orleans to join M. de Bienville and draw the plan of it. But this year only some living quarters were built and two large

17 Between the Ship Island roadstead and New Biloxi the water was too shallow for ships to approach the new capital. Traversiers ventured three fourths of the way in and then anchored; longboats, serving as lighters, transferred freight and passengers to the shore. The decision to move the capital to New Biloxi proved to be one of the poorest made by a none-too-wise government.

18 Though their morals were faulty, these smugglers, who at least were not lacking in initiative, were potentially better colonists than the many vagabonds and criminals shipped to the colony by the Company of the Indies. The quality of pressed colonists fell so low that on September 24, 1719, the Achille, the Mercure, and the Content were ordered to treat one hundred smugglers (cent fraudeurs) “avec douceur et humanité.” Henri Gravier, La Colonization de La Louisiane à L’Époque de Law (Paris, 1904), p. 36.

19 This seems to be Philippe Blondel, who was later commandant at Natchitoches.
warehouses in which to store the munitions and food supplies which M. de l'Épinet sent over.

Toward the end of this year, a little boat named *Le Neptune* arrived at Vaisseaux roadstead, bringing a great deal of merchandise and munitions and several soldiers. This little boat remained afterwards in Louisiana and in the following years was used to transport the essential food supplies for the workmen engaged in the building of New Orleans.

M. de Bienville wrote several days afterwards to M. de Chateaugué, his brother, who was commanding officer at Mobile, to send a detachment to the fort we had at the Alibamons,\(^{20}\) with munitions and food supplies. He wrote also to M. de la Tour, the commandant of the fort, telling him to keep himself on good terms with the Alibamons and Canapouces savages.

\(^{20}\) *Fort Toulouse.*