

the westerly angle of the seigniory of New Longueuil and the south-westerly angle of the seigniory of Vaudreuil are represented as co-incident, when, in reality, they are about nine miles distant from each other. The true intent and meaning of the order in council appears to be as follows: viz. That the boundary between Upper and Lower Canada shall commence at the stone boundary above Pointe au Baudet, and run along the line which divides the township of Lancaster from the seigniory of New Longueuil (and this line, it is necessary to observe, as well as most of the seignorial lines of the province, ought to run north-west and south-east, reckoning from the astronomical meridian, in conformity to an ancient ordinance of the province, or "Arrêt et règlement du conseil supérieur de Quebec, daté 11 de Mai, 1676") to the westerly angle of the said seigniory; thence along a line drawn to the south-westerly angle of the seigniory of Rigaud, and continued along the westerly line of Rigaud until it strikes the Ottawa river, as represented on the topographical map by the letters AB, BC, CD.

This is the light in which the terms of the order of council have been viewed by the respective government of both provinces, and indeed the only interpretation of which they were susceptible. The question, though several times agitated in the councils of either province, was never so definitively decided as to set difficulties at rest, and the anomaly was represented to His Majesty's imperial government in order to obtain its rectification from that quarter. The government of Lower Canada, however, acting upon the interpretation that the spirit of the king's order in council pointed out, and which the nature of things could alone admit, granted letters patent for the erection of the township of Newton (March, 1805), and subsequently for the augmentation of that township, as being vacant crown land in Lower Canada, adjoining the sister province of Upper Canada*.

* It must be observed that the westerly line of the seigniory of Rigaud, as well as the other lines on the Ottawa, ought to run, by the ancient ordinance, *nord quart-nord-est*, equal to $11^{\circ} 15'$ east from the astronomical meridian. There is also a variation between the bearing of the Lancaster township line and the seignorial line of New Longueuil, when, in fact, they ought to be precisely the same; and some grants that have been made by government are supposed to infringe upon the seigniory, from which lawsuits between the grantee of the crown and the seig-

Lower Canada, thus bounded, is divided into three chief districts, *Quebec, Montreal, and Three Rivers*, and two inferior ones, *Gaspé and St. Francis*. It is further divided into forty counties, by an act of the provincial legislature, 9 Geo. IV., chap. 73; its minor subdivisions consisting of seigniories, fiefs, and townships; there being of the two former 208, besides minor grants, chiefly consisting of small islands in the St. Lawrence, and of the latter, 160; of the townships, 117 were surveyed in whole or in part, and forty-three projected only; the particulars of which will be better explained by the following tabular exhibit:

Divisions and Subdivisions of the Province of Lower Canada into Districts, Counties, Seigniories, Fiefs, Townships, &c.

N. B. The townships marked with an asterisk are included in and compose the inferior district of St. Francis.

MONTREAL DISTRICT

CONTAINS 19 COUNTIES, 70 SEIGNIORIES, 6 FIEFS, AND 59 TOWNSHIPS.

| COUNTIES, 19. | In each County. | | | COUNTIES. | In each County. | | |
|--------------------|-----------------|--------|------------|---------------------------|-----------------|--------|------------|
| | Seigniories. | Fiefs. | Townships. | | Seigniories. | Fiefs. | Townships. |
| Acadie . . . | 2 | ... | 1 | Richelieu . . . | 8 | ... | ... |
| Beauharnois . . . | 1 | ... | 3 | Rouville . . . | 7 | ... | ... |
| Berthier . . . | 8 | 3 | 2 | St. Hyacinthe . . . | 3 | ... | ... |
| Chambly . . . | 5 | 1 | ... | Shefford . . . | ... | ... | 8 |
| Lachenaye . . . | 2 | ... | 2 | Stanstead . . . | ... | ... | 6 |
| La Prairie . . . | 4 | ... | ... | Terrebonne . . . | 4 | ... | 3 |
| L'Assomption . . . | 1 | ... | 2 | Two Mountains . . . | 3 | ... | 6 |
| Missisqui . . . | 1 | ... | 3 | Vaudreuil . . . | 4 | ... | 1 |
| Montreal . . . | 1 | ... | ... | Vercheres . . . | 8 | 2 | ... |
| Ottawa . . . | 1 | ... | 8 | Projected Townships . . . | ... | ... | 14 |

norial tenant have originated. Disputes about boundaries, of a nature still more serious, arose only recently between the grantees of the crown settled in Upper Canada and those adjoining in the Lower Province, in which the legal process of the respective courts came in collision, to the incalculable inconvenience and injury of the landholders. Others may frequently recur, as this part of the province is already in a flourishing state of cultivation, unless the governments of both provinces bestow some consideration upon the subject, now that the claims of individuals settled on each side of the line may be more easily adjusted than after long and undisturbed possession has produced still greater improvement upon the estates.

Seigniories, Fiefs, Townships, &c. in each County.

| | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>ACADIE. <i>Seigniories.</i> De Lery La Colle <i>Townships.</i> Sherrington <i>Isles.</i> Aux Noix Aux Tetè BEAUHARNOIS. <i>Seigniories.</i> Beauharnois <i>Townships.</i> Godmanchester Hemmingford Hinchinbrooke <i>Indian lands.</i> <i>Islands.</i> Grande Isle Isles de la Paix, part of BERTHIER. <i>Seigniories.</i> Berthier and Augmentation D'Aillebout D'Autraye and Augmentation De Ramzay Isle Dupas Lanaudière, part of Lanauraie and Augmentation Lavaltrie <i>Fiefs.</i> Antaya Chicot Du Sablé, or York Petit Bruno Randin <i>Townships.</i> Brandon Kildare <i>Isles.</i> Randin St. Ignace CHAMBLY. <i>Seigniories.</i> Boucherville</p> | <p>Chambly, West Longueuil Longueuil, Barony Montarville <i>Fiefs.</i> Tremblay <i>Isles.</i> Isles Communes Percées LACHENAYE. <i>Seigniories.</i> Lachenaye L'Assomption <i>Townships.</i> Kilkenny Wexford <i>Isles.</i> Bourdon LA PRAIRIE. <i>Seigniories.</i> Chateauguay La Prairie La Salle Sault St. Louis <i>Isles.</i> A la Paix, part of Aux Hurons St. Bernard L'ASSOMPTION. <i>Seigniories.</i> St. Sulpice <i>Townships.</i> Chertsey Rawdon <i>Isles.</i> Bouchard, Lower Isle MISSISQUI. <i>Seigniories.</i> St. Armand <i>Townships.</i> Durham Stanbridge Sutton</p> | <p>MONTREAL County, Island, and Seigniorie. Nuns Island St. Helen St. Thérèse OTTAWA. <i>Seigniories.</i> Le Petite Nation <i>Townships.</i> Bristol Buckingham Clarendon Derry Eardley Hull Lichfield Lochaber and Augmentation Onslow Portland Templeton Wakefield RICHELIEU. <i>Seigniories.</i> Bonsecours Bourchemin Bourgmairie St. Charles St. Denis St. Ours and Augmentation Sorel <i>Isles.</i> De Grace St. Ignace Ronde ROUVILLE. <i>Seigniories.</i> Bleury Chambly, East Foucault Monnoir and Augmentation Noyan</p> |
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Rouville
Sabrevois

ST. HYACINTHE.*Seigniories.*

Bourchemin
De Ramzay
St. Hyacinthe

SHEFFORD*Townships.*

Brome
Ely
Farnham and Augmentation
Granby
Milton
Roxton
Shefford
Stukely

STANSTEAD*Townships.*

*Barford
*Barnston
*Bolton, part of
*Hatley
Potton
*Stanstead

TERREBONNE.*Seigniories.*

Blainville and Augmentation
to Rivière du Chêne, S.

Desplaines and Augmentation

Isle Jesus

Terrebonne and Augmentation

Townships.

Abercromby
Chatham Gore
Howard

TWO MOUNTAINS.*Seigniories.*

Argenteuil
Lac des deux Montagnes
Rivière du Chêne

Townships

Arundel
Chatham
Grenville
Harrington
Howard
Wentworth

Isles

Isle Bizard

VAUDREUIL.*Seigniories.*

Nouvelle Longueuil

Rigaud
Soulange
Vaudreuil

Townships

Newton

Isles

Aux Pins
Aux Tourtes
Perrot Isle
St. G  n  vieve Isle
St. Giles

VERCHERES.*Seigniories.*

Bellevue
Bel  il and Augmentation
Cap St Michel
Contreco  ur
Cournoyer
St. Blain
Varennes
Vercheres

Fiefs.

Guillaud  re
La Trinit  

Isles

Beargard
Bouchard, Upper Isle

DISTRICT OF QUEBEC

CONTAINS 13 COUNTIES, 79 SEIGNIORIES, 12 FIEFS, AND 38 TOWNSHIPS

| COUNTIES. | In each County | | | COUNTIES | In each County. | | |
|-------------------|----------------|--------|-----------|-------------------|-----------------|--------|------------|
| | Seigniories | Fiefs. | Townships | | Seigniories | Fiefs. | Townships. |
| Beauce . . . | 7 | | 9 | Montmorenci . . . | 1 | | |
| Bellechasse . . . | 7 | 2 | 4 | Orleans . . . | 1 | | |
| Dorchester . . . | 1 | | ... | Portneuf . . . | 13 | 3 | |
| Kamouraska . . . | 7 | 1 | 3 | Quebec . . . | 4 | 2 | 2 |
| L'Islet . . . | 9 | 3 | 1 | Rimouski . . . | 15 | 1 | 2 |
| Lotbini  re . . . | 8 | .. | | Saguenay . . . | 6 | . | 1 |
| Megantic . . . | ... | . | 16 | | | | |

Seigniories, Fiefs, Townships, &c. in each County.

| BEAUCE. | ISLET. | LOTBINIERE. |
|---------------------------------------------------|-------------------------------|----------------------------------------------------|
| <i>Seigniories.</i> | <i>Seigniories.</i> | <i>Seigniories.</i> |
| Aubert de l'Isle | Bonsecours | Bonsecours |
| Aubert Gallion | Cap St. Ignace | Deschaillons, or Riv. du Chêne and Augmentation |
| Jolliet | Isle Verte | Desplaines |
| St. Etienne | Lepinay | Gaspé |
| St. Joseph | Lessard | Lotbinière and Augmentation |
| St. Marie Nouvelle Beauce | L'Islet | St. Croix |
| Vaudreuil | St. Claire | St. Giles |
| <i>Townships</i> | St. Jean Port Joli | Tilly, or St. Antoine |
| Cranbourne | St. Roch des Annais | |
| Ditchfield | Vincelot and Augmentation | |
| Frampton | <i>Fiefs.</i> | MEGANTIC. |
| Jersey | Fournier | <i>Townships.</i> |
| Marlow | Gagné | Adstock |
| Risborough | Reaume | Broughton |
| Spalding | <i>Townships.</i> | Colrairie |
| Watford | Ashford and Augmentation | Dorset |
| Woburn | <i>Islands.</i> | Gayhurst |
| | Isles aux Grues et aux Oies | Halifax |
| BELLECHASSE. | KAMOURASKA. | Inverness |
| <i>Seigniories.</i> | <i>Seigniories.</i> | Ireland |
| Beaumont and Augmentation | Granville | Leeds |
| Berthier | Granville and Lachenaye | Nelson |
| Livaudière | Islet du Portage | Oulney |
| St. Jervais | Kamouraska | Shenley |
| St. Michel | River Ouelle and Augmentation | Somerset |
| St. Valier and } La Durant- Augmentation } aye | St. Anne de la Pocadiere | Thetford |
| Vincennes | Terrebois | Tring |
| <i>Fiefs.</i> | <i>Fiefs.</i> | Winslow |
| La Martinière | St. Denis | MONTMORENCI. |
| Montapeine | <i>Townships.</i> | <i>Seigniories.</i> |
| <i>Townships.</i> | Bungay | Côte de Beaupré |
| Armagh | Ixworth | ORLEANS Co., Island, and <i>Seignior.</i> |
| Buckland | Woodbridge | PORTNEUF. |
| Standon | <i>Isles.</i> | <i>Seigniories.</i> |
| Ware | Hare Island, part of | Bélair and Augmentation |
| DORCHESTER. | Isle Verte | Bourglouis |
| <i>Seigniories.</i> | Kamouraska Islands | Cap Santé |
| Lauzon | | |

| | | |
|------------------------------------|---------------------------|---------------------------|
| D'Anteuil | <i>Townships.</i> | <i>Townships.</i> |
| Deschambault | Stoneham | Matane |
| Desmaure, or St. Augustin | Tewkesbury | St. Denis |
| Faussembault | | <i>Islands.</i> |
| Grondines | RIMOUSKI. | Bic |
| Guillaume Bonhomme | <i>Seigniories.</i> | Biquette |
| Jacques Cartier | Bic | Green Island |
| Neuveville, or Pointe aux Trembles | Dartigny | St. Barnabé |
| Perthuis | De Peiras, or Mitis | |
| Portneuf | Isle Verte | SAGUENAY. |
| <i>Fiefs.</i> | Lac Matapediach | <i>Seigniories.</i> |
| Gandarville | Lac Mitis | Eboulemens |
| La Chevrotière | Le Page and Tivierge | Isle aux Coudres |
| La Tesserie | Lessard | Mille Vaches |
| QUEBEC. | Madawaska and Temiscouata | Mount Murray |
| <i>Seigniories.</i> | Matane | Murray Bay |
| Beauport | Richard Rioux | Terra Firma de Mingan |
| Notre Dame des Anges | Rimouski | <i>Townships.</i> |
| St. Gabriel | River du Loup | Settrington |
| Sillery | St. Barnabé | <i>Isles</i> |
| <i>Fiefs.</i> | Trois Pistoles | Isles et Islets de Mingan |
| Hubert | <i>Fiefs.</i> | Isle of Anticosti |
| St. Ignace | Pachot | |

THREE RIVERS DISTRICT

CONTAINS 6 COUNTIES, 25 SEIGNIORIES, 9 FIEFS, AND 53 TOWNSHIPS.

| COUNTIES | In each County | | | COUNTIES | In each County | | |
|-----------------|----------------|--------|------------|-------------------|----------------|--------|------------|
| | Seigniories. | Fiefs. | Townships. | | Seigniories. | Fiefs. | Townships. |
| Champlain . . . | 5 | | 1 | St. Maurice . . . | 8 | 5 | 3 |
| Drummond . . . | | | 19 | Sherbrooke . . . | | ... | 28 |
| Nicolet . . . | 4 | 4 | 2 | Yamaska . . . | 8 | | |

Seigniories, Fiefs, Townships, &c. in each County.

| | | |
|----------------------------|-------------------|------------------------|
| CHAMPLAIN. | <i>Townships.</i> | DRUMMOND. |
| <i>Seigniories.</i> | | <i>Townships.</i> |
| Batiscan | Radnor | Acton |
| Cap de la Magdeleine | <i>Isles.</i> | Arthabaska |
| Champlain and Augmentation | Du Large | Aston and Augmentation |
| St. Anne and Augmentation | St. Marguerite | Bulstrode |
| St. Marie | St. Ignace | *Chester |

*Durham

*Ham

Horton

Grantham

*Kingsey

Simpson

Stanfold

*Tingwick

Upton

Warwick

Wendover

Wickham

*Wolfstown

*Wotton

NICOLET.

Seigniories.

Becancour

Gentilly

Livard or St. Pierre les Becquets

Nicolet and Augmentation

Fiefs.

Belair

Courneyer

Godefroi

Roquetaillade

Townships.

Blandford

Maddington

Isles.

Moran

ST. MAURICE.

Seigniories.

Grandpré

Grosbois or Machiche

Lanaudière, part of

Maskinongé

Pointe du Lac

Rivière du Loup

St. Marguerite

St. Maurice

Fiefs.

Carufel

Dumontier

Gatineau and Augmentation

St. Etienne and Lands of the
Forges

St. Jean and Augmentation

Townships.

Caxton

Hunterstown

New Glasgow

SHERBROOKE.

Townships.

*Ascot

*Auckland

*Brompton

*Bury

*Chesham

*Clifton

*Clinton

*Compton

Croydon

*Ditton

*Drayton

*Dudswell

*Eaton

*Emberton

*Garthby

*Hampden

*Hereford

*Lingwick

*Marston

*Melbourne

*Newport

*Orford

*Shipton

*Stoke

*Stratford

*Weedon

*Westbury

Whitton

*Windsor

YAMASKA.

Seigniories.

Baie St. Antoine or du Febvre

Bourgmarie, East

Courval

Deguir

Lussaudière

Pierreville

St. François

Yamaska

GASPE DISTRICT

CONTAINS 2 COUNTIES, 1 SEIGNIORY, 6 FIEFS, AND 10 TOWNSHIPS.

| COUNTIES. | In each County. | | |
|-----------------------|-----------------|--------|------------|
| | Seigniories. | Fiefs. | Townships. |
| Bonaventure | 1 | ... | 7 |
| Gaspé | ... | 6 | 3 |

| | | |
|---------------------|------------------|--------------------------------|
| BONAVENTURE | Maria | Grande Vallée des Monts |
| <i>Seigniories.</i> | Number, 7 | Magdeleine |
| Shoolbred | Richmond | Ste. Anne |
| <i>Townships.</i> | GASPE. | |
| Carleton | <i>Fiefs.</i> | <i>Townships.</i> |
| Cox | Ance à Beaufile | Magdalen Isles |
| Hamilton | Ance de l'Etang | Number, 8 |
| Hope | Bonaventure Isle | Number, 9. |

In assigning boundaries to the counties north of the St. Lawrence and to those along the Ottawa river some inaccuracy occurred in the description, that will become apparent upon looking at the map. By the late act remodelling the political divisions of the colony, the lateral lines of those counties are described as prolongations of certain seigniorial side-lines, stretching northward to the boundaries of the province; but the bearings of these lines being widely different on the Ottawa and on the St. Lawrence, the former running north $11^{\circ} 15'$ east, the latter due north-west, we find that the eastern side-line of Ottawa county, if prolonged in conformity with the law, would traverse diagonally the whole range of counties to the eastward. In order, therefore, to avoid as much as possible the confusion that would necessarily result from this oversight, we have thought it better to allow the boundaries of the counties to the east of Ottawa to remain unaltered, confining the change of limits to the Ottawa county, which *should be* bounded to the eastward by the east outline of the seignior of La Petite Nation, and a prolongation of that line till it intersects the eastern boundary of the county of Two Mountains and western boundary of the county of Terrebonne, thence along the said boundary to the north-west limits of the province.

An oversight of a similar nature occurred in describing the boundaries of the county of Champlain, which is bounded in the act by the county of Portneuf on the north-east and by the river St. Maurice on the south-west. The south-west line of Portneuf intersects the St. Maurice at about sixty-six miles from the St. Lawrence, at *g* on the map; therefore, the county of Champlain is circumscribed and forms a triangular tract, having

for its limits the St. Maurice and St. Lawrence to the south-west and south-east, reducing its contents to 788 square miles. The south-west line of the county of Portneuf is carried on due north-west, dividing that county from the *county of St. Maurice*, and throwing the upper section of the river St. Maurice in the body of the former; the natural division that presents itself in the St. Maurice will probably point out hereafter the expediency of declaring it the boundary between both counties.

The counties of La Chenaye and Terrebonne are limited by the north-west boundary of the townships Wexford and Chertsey respectively; hence a vacant space in the rear of those townships is found not included in the body of any county. This tract is distinguished on the map by the letters *a, b, c, d*; it is 20 miles in breadth by 240 in depth, extending from the rear of the two last mentioned counties to the north-west boundary of the province, and containing a superficies of about 4,800 square miles.

These anomalies, as they do not immediately affect the settled parts of the country, are not likely to be attended with those mischievous consequences that might otherwise be expected to result from them. They point out, however, the necessity of a revision of the new divisions of the province, and the expediency of a short subsidiary act, corrective of the boundaries of those counties which we have particularized.

In superficial extent, as near as the knowledge of its boundaries will admit of an estimation, Lower Canada contains upwards of 205,863 square statute miles, of which superficies about 3200 miles may be said to be covered by the numerous lakes, rivers, and streams of the province, exclusive of the surface of the St. Lawrence and part of the Gulf, which together occupy an area of nearly 52,500 miles, making the total extent of the province equal to 258,363 square miles.

The lands are held by two distinct tenures, the feudal and the socage; of the former are almost all the lands on the borders of the St. Lawrence, those upon the Richelieu, the Yamaska, and the Chaudière. The lands possessed under this species of tenure were all granted anterior to the conquest in 1759, excepting Murray Bay, Mount Murray, and the seigniory of Shoolbred, in the Bay of Chaleurs. They consist of seigniories and fiefs, several of which are of considerable extent, exced-

ing in various instances 36 square leagues in superficies. The total amount of grants made in the whole province under the feudal system amounts to about 12,066,000 French arpents, or 9,849,600 acres, equal to 15,290 square miles. Of this immense quantum almost one-half, or 5,192,046 arpents, consist of vast tracts that lie waste, or nearly so, in the unsettled parts of the province, such as Anticosti, Niagara, Mille Vaches, Metapediach, &c. ; and of the rear sections of seigniories of considerable depth, such as are found in the Côte de Beaupré, Batiscan, St. Gabriel, and others, thus reducing the amount of the lands actually farmed, or properly within the pale of settlement, to 6,873,954 arpents ; equal in the aggregate to the sum, in acres, of the *surveyed* soccage lands of the colony.

The lands in free and common soccage are those that were laid out, surveyed, and granted subsequently to the conquest of Canada by Great Britain, and which now compose that class of the local subdivisions of the country called townships. These generally lie more in the interior, in the rear of the seigniorial grants, being situated along rivers for their front, where a stream of sufficient magnitude presents itself for that purpose, or laid out conveniently and contiguously in the interior. The dimensions of a regular river-township are 9 miles front by 12 deep, and its subdivisions consist of 12 ranges, containing each 28 lots. Those of an inland-township are 10 miles square, its subdivisions consisting of 11 ranges of 28 lots each *. The total number of townships erected under

* To avoid repeating the dimensions of townships and their subdivisions, the same is here given precisely. The most exact content of ten miles square, the usual dimensions of an inland township, as prescribed by the warrants of survey, is 61,000 acres, exclusive of the usual allowance of five acres on every hundred for highways. This quantity is contained in a tract of 10 miles and 5 chains in length, by 10 miles 3 chains and 50 links in perpendicular breadth, or such other length and breadth as may be equivalent thereto. A rectangular township of this admeasurement contains eleven concessions or ranges of lots, each lot being 73 chains and 5 links long, and 28 chains 75 links broad. Each range is divided into 28 lots, so that each township contains 308 lots of 200 acres, with the allowance for highways. Of these lots 220 are granted to settlers, and the remaining 88 reserved for the crown and protestant clergy. In like manner, it may be observed, that the quantity nearest to the content of nine miles broad by twelve miles deep, the usual dimensions of a river-township, is 67,200 acres, exclusive of the allowance for highways. These are contained in a tract of 728 chains broad, by 969 chains and 60 links long, or other equivalent length and breadth. A rectangular township of these dimensions

letters patent in the province is 105, which together contain in round numbers 6,300,000 acres, of which quantity 2,793,398 acres were granted to various patentees, and upon which proportionate reservations of one-seventh were made for the crown and the clergy respectively, according to law, and about 390,000 acres are held by divers persons, under certificates of location.

Of the total quantum of the lands held by both species of tenure, about 3,000,000 of acres are under actual cultivation; to which amount may be superadded about 200,000 acres which are in that progressive state provincially termed *en abatis*, having merely undergone the preliminaries of agricultural improvement. Of the lands in culture it may be said that one-third on an average yields the grain crops for the consumption and exports of the province; the other two-thirds being partly left fallow, and kept as depasturing and meadow land.

Those parts of this beautiful province that are yet in a primitive state of nature appear, on the whole, agreeably diversified by hill, plain, and valley, though, in some sections, mountainous and bold, and the soil is in general richly covered with a sturdy growth of valuable forest trees. Forming an estimate of the adaptation of those parts of the country to the purposes of agriculture from surveys and explorations performed at different times, and especially of late years, it may be fairly stated that two-thirds, at least, of the wilds of Lower Canada are likely in process of time to bow to the arts of agriculture and be brought under cultivation; the remaining third may be considered as unsusceptible of tillage, being, in a great measure, composed of rugged steeps, barren hills, and sterile morasses and swamps.

contains twelve concessions or ranges of lots, each lot being 80 chains and 80 links long and 26 chains broad, and in each range 28 lots, making in all 336 lots of 200 acres, with the highways. Of this number 240 are grantable to settlers, and the remaining 96 are reserved as before mentioned.

CHAPTER IX.

Face of the Country—Rivers—Roads—Soil—Settlements.

THE divisions of the province enumerated and described in the preceding chapter are those that owe their existence to artificial creation, and are such as were dictated with a view to the judicial, political, and social interests and convenience of the inhabitants. The *natural* divisions of the country are those bold and distinct lineaments traced on the face of Nature, forming and dividing extensive valleys by prominent highland ridges, and separating vast tracts of territory by large rivers and streams. In viewing the divisions of Lower Canada under the latter aspect, the St. Lawrence conspicuously presents itself as a leading feature in its physical geography, bisecting the province into two grand sections, the one lying to the north, the other to the south, of that great river. Emerging from Upper Canada at Point-au-Baudet, it flows exclusively through the Lower Province, traversing in a north-easterly course the grand valley which it drains in its broad career to the ocean. This valley is confined to the northward by a range of mountains commencing at Grenville on the Ottawa river, and stretching north-eastward across the country as it passes at various distances from the banks of the St. Lawrence, from which it recedes at some points about 40 miles, approaching at others to within 15 or 20, until it strikes the river at Cape Torment, 30 miles below Quebec. From this cape the mountainous character of the shores of the St. Lawrence may be properly said to commence, and especially to the northward, where they consist of bold and abrupt hills, rising to a general elevation of 3 and 400 feet, and in some instances attaining an altitude of nearly 2000. To the southward the Great Valley is bounded by a range of hills situated about the sources of the Connecticut river, and connecting to S. W. with the Green Mountains in the state of Vermont, and by them with the bold range of the Alleghanies, which forms the grand geological division between the waters of the Atlantic and those of the St. Lawrence. The mountains at the heads of Connecticut in their progress north-eastward

diverge into two different ramifications or spurs about the source of the St. John river : one directing its course centrally through the country, nearly parallel with the course of the St. Lawrence and the shores of the sea ; the other diverging more to the north, and extending along the St. Lawrence to its mouth. Its distance from the borders of the river varies from thirty to thirteen miles, until it actually subsides on its banks and confines the bed of the waters. Seen from the northward it has a distinct outline, but it does not exhibit the appearance of a mountainous range when viewed from the southward, in consequence of the table elevation of the country on that side. Beyond the mountains that bound the valley of the St. Lawrence on the north, the common level of the land is marked by a considerable table elevation above the surface of the river, and is traversed by several ridges of no very conspicuous altitude till the bolder mountains rise to view, that bound the province to the north-west, and divide the waters of Hudson's Bay from those that descend in opposite courses to the St. Lawrence.

Having thus endeavoured to convey to the reader a general idea of the face of the country, or rather an outline of its most prominent natural divisions, it behoves us in the next place to afford him the means of forming as correct a conception of the roads, rivers, soil, and settlements of the province as the information we command may allow ; and the more easily and efficiently to accomplish the task, it may appear proper to adopt separate sections of country, in order to avoid too vague, unsatisfactory, and general a description.

That grand division of the province lying north of the St. Lawrence may, for this purpose, be subdivided into *three sections* :

The *first* embracing the country between the *Ottawa* and the *St. Maurice* ; the *second*, the country between the *St. Maurice* and the *Saguenay* ; and the *third*, the residue of the territory east of the *Saguenay* to the extreme boundary of the province.

The grand division south of the St. Lawrence will also constitute *three subdivisions* : the *first* comprising all that part of Lower Canada west of the river *Chaudière*, the *second* the territories east of the *Chaudière* to the west bounds of Gaspé, and the *third* consisting of the district of Gaspé itself.

NORTH OF THE ST. LAWRENCE.

§ I.—COUNTRY BETWEEN THE OTTAWA RIVER AND THE ST. MAURICE.—*Counties*—OTTAWA, TWO MOUNTAINS, VAUDREUIL, TERREBONNE, LE CHENAYE, L'ASSOMPTION, BERTHIER, ST. MAURICE, and MONTREAL.

The front this section of the province presents on the Ottawa river and on the St. Lawrence exceeds 450 miles; the whole of which distance, saving portages or carrying-places in remote parts of the Ottawa, is navigable for canoes and boats; upwards of 200 miles of it are navigable, at long interstices, for steam-vessels drawing from 4 to 15 feet water, and a section of 90 miles, or the distance between Montreal and Three Rivers, is actually navigated by square-rigged vessels of various burdens, from 100 tons to 600.

Issuing from Lake Temiscaming, upwards of 350 miles north-west of its junction with the St. Lawrence, and having its remotest sources nearly 100 miles beyond that lake, the Ottawa river flows majestically through a fine and fair country, as yet in a state of nature,* although, generally speaking, remarkably well adapted to the purposes of agriculture and settlement. From the Falls and *Portage des Allumettes*, distant about 110 miles above Hull, the river becomes better known, as it is usually frequented thus far by timber contractors, who derive their valuable supplies of timber from those remote districts of the Ottawa. The fur traders extend their explorations considerably beyond this point, and a trading-post for that object is established on the shores of Lake Temiscaming.

At the Allumettes the Ottawa is divided into two channels; the one to the north-east, the other to the south-west of a large island, in length about 15 miles, by an average breadth of 4. The southerly channel expands below the falls and rapids of the Grand Allumettes to the width of 3 or 4 miles, and forms the Lake des Allumettes, at the head of which an arm of the river opens an entrance to the Mud and Musk Rat Lakes: the latter, by far the largest of the two, has a solitary settlement on its southern shores, the proprietor of which is an individual by the name of John Persons, whose thriving farm offers a fair exemplification of the

fertility of the soil in that part of the Ottawa. Eight miles below the junction of these channels is situate the H. B. Post of Fort Coulanges, where one of the agents of the Company resides. On the opposite shore (south) an individual is settled with his family upon an excellent farm, which appears to be in a flourishing state of cultivation.

Four or five miles below Fort Coulanges the river again forms two channels; the extensive island by which they are separated extends in extreme length about 20 miles, and its average breadth is about 7. Neither channel is free from impediment to its navigation; but though rapids and falls are frequent in both, that lying to the north of the island is the broadest and most practicable, and the route invariably pursued by *voyageurs*. The first and longest carrying-place, descending from the Fort, is at the *Grand Calumet*, 21 miles below it; here the river penetrates a ridge of high and broken mountains, and forms a succession of cascades, varying from 6 to 10 feet in height, at the foot of which the current resumes its gentleness to the *Portage d'Argis*, one mile above the *Portage de la Montagne*. From the latter to the *Portage du Sable*, on the north bank of the river, at the eastern extremity of the island, is four miles, and thence to the *Portage du Fort* about five miles. This portage is nearly 20 chains in length, and passes over a rising ground, 25 or 30 feet above the water's level. The cascades which it avoids do not exceed eight feet perpendicular height, but they are much broken and divided by rocky islands, and are extremely wild and romantic.

From these cascades to the foot of the *Chenaux*, a distance of 10 miles, the river is singularly diversified by numerous beautiful islands, richly clad with trees of luxuriant foliage. Clustered in various parts of the river these islands divide it into as many channels, through which the waters are impelled with different degrees of violence, according to the narrowness to which their bed is contracted, and the obstructions they meet with in their rapid course.

The banks of this part of the river are composed of white marble, which can be traced for two or three miles along the margin of the stream, and which appears to extend considerably in depth on either shore. The specimens taken from different parts of the quarry on the banks of the river were of a soft and coarse texture; but there is reason

to believe that, upon further penetration, a superior description of marble would be found, infinitely more durable, and susceptible of a higher polish. 400 or 500 yards above the line of Clarendon, and in the township of Litchfield, is Bisset's *Chantier*, consisting of a log-house, a small clearing, and an area of one or two acres in culture. This romantic and interesting little spot is situated at the foot of the *Rapides du Fort*, and agreeably relieves the eye from the monotony of savage nature, whose characters, however beautiful or grand, are often gloomy. In traversing a wilderness, whether by land or water, the first appearances of domiciliation, however rude, have something extremely grateful in their associations; and it would not be an easy matter to describe the sensations produced by the curling column of smoke, when it is first discovered floating above the dense forests, from the bosom of which it is seen to emerge.

This small settlement is already very much frequented in winter by traders and voyagers, as a welcome asylum from the inclemency of the weather; it being chiefly during that rigorous season that speculators in furs and timber resort to the wilderness, the communications being then facilitated by the winter roads traced for hundreds of miles together on the ice.

At the foot of the Chenaux, opens to view the magnificent lake which derives its name from the *Rapides des Chats*, situated at its eastern extremity. In extreme length it is fifteen miles, and in mean breadth about one; but its northern shore is deeply indented by several sweeping bays, by which extensive points are formed, sometimes contracting the lake to a width of scarcely one mile, whilst at others it is nearly three. The surface of the waters is prettily studded with occasional islands, richly wooded, and so situated as to diversify most agreeably the natural beauties of the soft and sweet scenery of the lake. The calms of the Ottawa are peculiarly glassy and beautiful, and its waters are much esteemed for their softness.

In descending the Ottawa, it is interesting to bear in mind that upon our right we have Upper, and on our left, Lower Canada: hence comparisons may be instituted between the settlements of one province upon the banks of that magnificent river, with those of the other. The shores of Lake *Des Chats* are woody, and generally flat to the northward, with

a pebbly or rocky beach ; to the southward they are higher, and in some parts even bold, attaining an elevation of 80 to 100 feet. The first settlement presenting itself in passing down this lake is a comfortable frame dwelling-house and rural appendages on the south shore ; and four miles lower down, on the same side, is the house and farm of one Andrews, settled in the township of Horton, at the mouth of the river *Bonne Chaire*. The lake is here one mile in width, and opposite is the Clarendon landing. No settlement on the Clarendon shore can be discovered from the lake, as the colony of emigrants located there in 1829-30 are in the third, fourth, fifth, and remoter concessions ; but in the front of Bristol one or two wretched hovels are discernible on the margin of the lake. Kinnell Lodge, the residence of the Highland chieftain Macnab, is beautifully situated on the southern bank of the lake, about four or five miles above the head of the Chat Rapids*. A short distance east of Kinnell Lodge is the mouth of the Madawaska river ; and nearly opposite, apparently a speck on the margin of the lake, is the miserable habitation of a *bois-brulé*, one of that class of people known under the denomination of *Squatters*. This is the broadest part of the lake ; but about a mile lower down it contracts abruptly from the southward, by the intervention of Government Island, between which and the north shore, dash in swift and violent eddies, the *Rapides des Chats*. These rapids are three miles long, and pass amidst a labyrinth of varied islands, until the waters are suddenly precipitated over the falls of the Chats, which are from sixteen to twenty feet in height. There are fifteen or sixteen falls on a curved line across the river, regularly divided by woody islands, over one of which is effected the portage, in passing from the top to the bottom of the falls. Thence to Mondion's Point in Onslow is but a short distance ; and here is seen one of the original North-West posts, established on the Ottawa at the most flourishing period of that company's existence. The dwelling-house and store bear evidence of their antiquity from the dilapidated state they are in, and the soil is too poor about the point to invite the resident agent to the culture of the farm. Mr. Thomas resides here as

* We have already taken an opportunity in a previous part of this work, to notice the exertions of Chief Macnab in promoting the settlement of that portion of the Upper Province, by Scots emigrants of his own clan.

agent for the Hudson's Bay Company, for whom he keeps a store supplied with the articles most in demand by the Indians and other traders, such as broad cloths, blankets, beads, ammunition, spirits, &c. Nearly opposite Mondion's Point, at the other extremity of the line of the falls, is Mr. Sheriff's settlement and residence, in the township of Huntly, U.C.

From the foot of the Chats to the head of Lake Chaudière is computed to be six miles. Here a *presqu'isle*, from the northward of an island called the Six-Mile-Island, contracts the channel, which is very shoal; and half a mile below the island are the settlements of Bolus and Vignola, in the township of Onslow.

Lake Chaudière, that now opens before us, has the advantage of the *Lac des Chats* in magnitude; but its views are less diversified by jutting points and picturesque islands. Both contain a sufficient depth of channel to float boats drawing from four to eight feet water; and it is to be hoped that ere long the benefits of steam navigation will be extended to this interesting portion of the province as successfully as it has been below Hull. Lake Chaudière is eighteen miles long, by an extreme breadth of five miles. The shores to the north increase in boldness and elevation in approaching Hull;—to the southward they are, generally speaking, more bold and elevated, and much better settled. At the south-east end of the lake rapids again impede the navigation, and continue successively from the head of *Rapides des Chênes*, to the Chaudière Falls, which are situated immediately in front of Wright's Village, in the township of Hull.

Above the falls the river is about 500 yards wide, and its scenery is agreeably embellished by small grove-clad islets, rising here and there amidst the waters as they gently ripple by or rush on with more or less violence, to the vortex of the Great and Little Chaudière. The bed of the river is composed of horizontal strata of limestone, and the *chûte* is produced by its deep and sudden subsidence, forming broken, irregular, and extraordinary chasms, one of which is called the *Great*, and the other, the *Little Kettle* or *Chaudière*. The former derives its name from its semicircular form and the volume of water it involves; but the latter bears no similitude to justify its appellation, the waters being precipitated into a broad, elongated, and straight fissure, extending in an

oblique position north-west of the Great Kettle, and being thus strikingly contrasted with it.

The principal falls are 60 feet high, and their width is measured by a chord of 212 feet. They are situated near the centre of the river, and attract by their forcible indraught a considerable proportion of the waters, which, strongly compressed by the circular shape of the rock that forms the boiling recipient, descend in heavy torrents, struggling violently to escape, and rising in spray-clouds which constantly conceal the lower half of the falls, and ascend at irregular intervals in revolving columns much above the summit of the cataract.

The Little Chaudière may without much difficulty be approached from the Lower Canada shore, and the spectator, standing on a level with the top of the fall and on the brink of the yawning gap into which the floods are headlong plunged, surveys the whole length of *chute* and the depths of the cavern. A considerable portion of the waters of the falls necessarily escapes subterraneously after their precipitation, as a much greater volume is impelled over the rock than finds a visible issue. Indeed this fact is not peculiar to the Little Chaudière, but is one of those curious characters of this part of the Ottawa of which other singular instances are observed; the waters in various places being swallowed by deep but narrow rents and fissures, leaving their natural bed almost dry, to dash on through some subterranean passage that defies the search of the explorer. There are in the Falls of the Chaudière materials for much geological speculation, and the mere admirer of Nature's scenic wonders and magnificence will derive great gratification and delight by the survey and contemplation of their manifold beauties.

The diversified chain of the Union Bridges has given much additional interest to the scenery of this section of the Ottawa, by combining with the greatest possible effect, ingenious works of art with objects of native grandeur and sublimity. This chain consists of four principal parts, two of which are truss-bridges, overarchng the channels, unsupported by piers; a third is a straight wooden bridge across the lost channel; and a fourth is partly built in dry-stone, with two cut-limestone arches, and partly in wood. The truss-bridge over the broadest channel is 212 feet long, 30 feet wide, and 35 or 40 feet above the surface of the

stream. Its construction was attended with considerable difficulty, it being impossible to moor rafts in the channel, owing to the depth of the water and the extraordinary swiftness of the current, as it passes in whirling eddies from the foot of the Great Kettle. Another expedient was therefore resorted to, and a hempen bridge, consisting of four three-inch hawsers or cables, was swung across the river, forming an inverted segment, the lowest point of which stood about 7 feet above the dark and swift stream, whilst its extremities were elevated upwards of 32 feet, abutting upon the perpendicular limestone walls of the channel. It admitted with safety of the passage of pedestrians, although the attempt, with the unpractised especially, was not made without some consciousness of danger. We cannot forbear associating with our recollections of this picturesque bridge the heroism of a distinguished peeress, who, we believe, was the first lady who ventured across it*.

Below the Falls of Chaudière the Ottawa river is uninterruptedly navigable for steam-boats to Grenville, a distance of 60 miles. The current of the stream is gentle, and the banks of the river generally so low as to be flooded in spring to a considerable distance in the interior, especially on its northern bank, the opposite side of the river being almost uniformly higher and sometimes bold, and therefore not so liable to inundation. The scenery of this part of the Ottawa is indeed tame, yet always pleasing: the frequently varying widths of the river, its numerous islands, the luxuriant foliage of its banks—objects ever changing their perspective combinations as the steamer moves along—and an infant settlement appearing here and there on the skirts of the forest and the margin of the stream, are all in themselves possessed of sufficient interest to destroy the monotony of a trip upon this part of "Ottawa's tide."

The impetuous Long Sault, which commences at Grenville, is stemmed or descended but by *voyageurs* and raftsmen of experienced

* The COUNTESS OF DALHOUSIE, to whom we here allude, must ever hold an exalted place in the remembrance of the society in Canada, as well for the many amiable and philanthropic virtues for which she was distinguished, as for the gracious urbanity of manners that so eminently characterized her ladyship, during the long and difficult administration of the government of Lower Canada by her noble consort, the Right Honourable the EARL OF DALHOUSIE.

energy and skill. The river below it still continues, at intervals, rapid and unnavigable as far as Point Fortune, where it expands into the lake of the Two Mountains, and finally forms a junction with the St. Lawrence, below the cascades; but the waters of both streams do not immediately commingle, the line of contact being distinctly observable, by which the black hue of the waters of the Ottawa is strongly contrasted with the bluish-green colour of those of the St. Lawrence.

The remotest surveyed township on the Ottawa is Clarendon, which terminates the range of townships laid out along the northern shores of that fine river, that bounds to the south and south-west the vast and valuable tract of territory lying between its banks, the western boundary of the county of Terrebonne and the northern limits of the province. No part of Lower Canada will probably be found to excel this tract in physical advantages, and it has a decided superiority over the country along the St. Lawrence, below Montreal, in geographical situation; its front being considerably south of the latitude of Quebec, i. e. in the average latitude of $45^{\circ} 30'$ north. It is abundantly watered by numerous large rivers, whose sources are in general at remote distances to the northward of their junctions with the Ottawa, and whose streams are all in a greater or less degree navigable, at frequent interstices, for canoes. The chief of these discharging themselves into the Ottawa from the north are the Calumet, the Petite Nation, the two rivers Blanche, the river Aux Lièvres, and the Gatineau*, all of which have numerous tributaries, and, besides fertilizing the lands through which they flow, afford great conveniences for the erection of mills and other purposes of rural economy, from the rapids and falls with which their course is invariably checkered.

The face of the country is not generally marked by that boldness of feature that characterizes the eastern section of the province, but it is, nevertheless, in receding from the borders of the Ottawa, divided by hilly ridges, and formed into valleys, which, if we could allow fancy to represent as divested of their heavy forests, might exhibit the agreeable

* These rivers, and those hereafter to be mentioned in the course of the description of Lower Canada, are particularly described under their respective names in the "*Topographical Dictionary of Lower Canada*."

aspect of an undulating or rolling country, the picturesque diversity of plain, hill, and vale, and, if similarly cultivated, picture to the eye some of the most admired counties of England. Traversing the centre of the townships, in a direction nearly parallel with the Ottawa, the first ridge of any continuity presents itself, and at its base lies an alluvial flat, extending to the margin of the river. This flat is generally so low that the Ottawa, swollen by spring freshets and autumnal rains, inundates it to a distance exceeding, in some places, one mile in the interior, and it is thus frequently laid under water for several days together.

This periodical rise of the waters of the Ottawa is much greater in spring than in autumn, and by no means regular at either season, whether reference be had to the time of its occurrence, or the height to which it attains, the event being essentially influenced by the mildness or rigour of the winter. During some years the waters have kept within their embankments, but their surface was almost flush or even with them; and it has been observed, that, as the country becomes more open, the freshets are less formidable than heretofore: hence we may infer that they will go on diminishing, and that, eventually, the banks of that beautiful river will be free from so great a drawback upon their settlement.

It is not unworthy of remark, that the largest rivers, flowing into the Ottawa, have their mouths below the Falls of the Chaudière, and hence may, in some measure, be explained the conspicuous difference observed between the swelling of the river under the falls, and the rise of its waters above; the stream, in the former case, rising several feet higher than in the latter. The surface of the lakes Des Chats and Chaudière must also tend to diminish the elevation of the floods by diverting and spreading in extended superficies the accession of waters poured into the Ottawa during the vernal thaws and freshets.

Beyond the first ridge that skirts the flats of the Ottawa, to the north, the country has not been surveyed, excepting to the depth of the townships, which, in general, may be said to be twelve miles from the borders of the river. Explorers, however, have gone much farther than this in the interior, ascending rivers sometimes to their sources, in the

prosecution of divers speculations, which had chiefly for their objects furs and timber.

The lands on the Ottawa are in the aggregate remarkably fertile, consisting in front of rich alluvions, and more inland of gentle ridges and acclivities, adapted to the growth of plants requiring the drier soils. Natural meadows, affording rich and wholesome pasturage, are very common along the river, the islands and *presqu'iles* of which are also highly valuable as depasturing and grazing grounds.

Eleven townships have been erected under letters-patent on the Ottawa, viz. Chatham, Grenville and augmentation, Lochaber and Gore, Buckingham, Templeton, Hull, Eardley, Onslow, and Clarendon, fronting the river; Portland, and Wentworth, abutting respectively upon the rear of Templeton and Chatham. Besides these, several other townships are projected, surveys of which will of course take place as the demand for lands in that part of the province increases. Of the surveyed lands the greatest part is granted to individuals who may be divided into two distinct classes; the one consisting of grantees under old patents for extensive tracts; the other, of actual settlers who have been *located* by his majesty's government to lots of 100 or 200 acres, under the superintendency of resident agents, appointed by the crown for the convenience of the settler.

The principal settlements effected in these townships by the first class of grantees are those in Hull and Chatham. In 1806 patents were issued granting to Philemon Wright,—an American loyalist, invited thither by the proclamation of General Clarke,—and to his associates, a quarter of the township of Hull, which he as leader had previously caused to be surveyed under an order in council of 22d March, 1800. As was usual in such cases, the associates, who were each patented for a quantum of land equal to that of the leader, subsequently conveyed to the latter five-sixths of their respective grants as an equivalent for the expenses incurred by him in the survey, the payment of patent fees, and travelling. Thus Mr. Wright became in fact the actual proprietor of the quarter of Hull; but the monopoly was not attended in this instance with those consequences, as regards the settlement of the country, that resulted from similar proceedings in numerous other cases, and the establishment of

Mr. Wright, at Hull, became the nucleus of the now flourishing settlements of that township, and the first impulse given to the colonization of the extensive tracts of valuable crown lands lying along the banks of the Ottawa river.

Next to those of Hull the settlements of the township of Chatham are most worthy of note. They owe their origin to the exertions of Colonel Robertson, originally one of the largest proprietors in that township, and one of its leaders under the patents issued to Dr. Fraser and himself, and their associates, in December, 1806. In the front ranges of the township, on either side the public road, excellent farms are to be seen; the dwelling-houses are generally built of brick, upon rather an enlarged scale, and some of them are remarkably neat and handsome. The enclosures are frequently confined by dry stone walls, which, combined with the novel appearance in this part of the country of brick buildings, serve strongly to contrast the settlements of Chatham with those of Argenteuil, some distance lower down the river, where the French system of building and farming is most prevalent. In the 8th, 9th, and 10th ranges of the township settlements have been commenced that connect with those of Chatham Gore, and we may soon look forward to the gratification of seeing a thriving little colony in that quarter*.

Point Fortune lies immediately opposite the eastern outline of Chatham, on the southern bank of the Ottawa: the village is populous and well built, and several of its houses are conspicuous for their dimensions, as well as for their elegance. The woody high grounds that rise behind Point Fortune, and the beautiful rapids in front, give considerable effect to the landscape, as seen in ascending the north side of the Ottawa from the village of St. Andrew's.

The front ranges of the townships lying between Chatham and Hull were originally granted to leaders and associates, in the same manner as the lands in the two latter townships; but no measures had ever been effectually taken by the proprietors of the soil to bring the lands under cultivation. These tracts might probably have remained to this day wholly

* Much of the prosperity of this settlement is due to the exertions of Major Barron, the superintending agent; and also to Captain Perkins, h. p., R. N., a gentleman of industry and talent, whose example and exertions have considerably promoted the advancement of this infant colony.

unsettled, but for the judicious plan adopted by the executive government, of removing the reservations for the crown, and also, in some instances, the reservations for the clergy, checkered through the patented ranges of the townships, and forming them into blocks in other parts of the respective townships, so as to leave, on the one hand, a number of grantable lots in the midst of the older grants, and, on the other, to prevent hereafter the so much deprecated inconvenience arising from the interloping of reserves, that destroy the continuity of settlements and paralyse the efforts of industry. To the lots thus become vacant none but actual settlers were located, and all these townships have, in consequence, fairly started in the career of their settlements, notwithstanding the drawback still existing from the non-improvement of the patented lands*, by which the new settlers are surrounded.

The township of Grenville enjoys peculiar advantages from its situation at the foot of the steam-boat navigation of a section of the Ottawa, below the Falls of Chaudière; but its surface is very hilly, and its soil not, in general, above mediocrity, though some farms may be found very fertile and productive. Its western half is traversed in front by an elegant canal, of which some account is given in another part of this volume, and its settlements are in a great measure confined to the vicinity of that important military work. The village contains several remarkably neat cottages, belonging to officers of the royal staff corps and to the resident commissary. There is also one or two good taverns, several shops, and numerous artisans, who find constant employment on the works which are going on under the superintendence of the commanding officer on that station. The first settlement of Grenville commenced only a few years ago, yet in 1829 the population of the township and its augmentation already amounted to 1,858 souls; an increase attributable to the advantages held out to the settler by the labour required on the canal, and the readiness with which farms could be obtained on the spot from the commanding officer, acting as resident land-agent for the township.

* The escheat of these lands has been for some time contemplated, and it is probable will not now be long delayed. There is, however, no doubt that every just degree of indignation will be exercised towards the proprietors, and a fair and equitable delay allowed them to reclaim their lands from their evident liability to the penalty of forfeiture.

Between the augmentation of Grenville and the gore of Lochaber is situated the seigniory of La Petite Nation, 5 leagues in front, by a depth also of 5 leagues. Its settlements are as yet partial, and occupy merely the borders of the main road and part of a second concession or range; but the Hon. J. L. J. Papineau, the seignior of this extensive estate, appears anxious to encourage them, and the seigniory is in consequence rapidly acquiring an accession of new settlers, of which many are Irish emigrants. There is no village; but the church of the parish, which is called Bonsecours, is centrally situated, and considered the focus of the settlement. Near the division between La Petite Nation and the gore of Lochaber are the saw-mills belonging to Mr. Papineau, under the management of Mr. Stephens. They are admirably situated on the river that gives its name to the seigniory, and are of considerable importance to the inhabitants of that part of the country, independently of the supplies of white and red pine deals and boards they furnish for the markets of Montreal and Quebec.

In the three townships of Lochaber, Buckingham, and Templeton, scattered settlements were formed within the last five or six years, and mills built in each of the townships. Of the latter Bowman's and Bigalow's mills, on the river Aux Lièvres, in the 4th range of Buckingham, are entitled to particular notice. These mills are so centrally situated as to afford important advantages to settlers who will hereafter be located to the circumjacent lands, as the means of building comfortable habitations constitutes one of the primary considerations in the formation of a new settlement, and these means are readily furnished by the supplies of deals and boards derived from those valuable saw-mills.

The township of Hull lies between Templeton on the west and Eardley on the east: it is bounded in front by the Ottawa river, and traversed diagonally by the Gatineau, which is navigable for small steam-boats and crafts as far up as six miles above its mouth. The position of Wright village must eventually render it a place of much commercial importance; it is at the head of the present steam-boat navigation of the Ottawa, on one of the direct lines of land and water communication with the eastern districts of Upper Canada, and will necessarily participate with By-Town, which stands on the opposite bank of the river, in the great

benefits that may naturally be expected to flow from the Rideau Canal. Besides these considerations, it will hereafter derive incalculable advantages from the fertility of the back country, and of the lands on the lakes Chaudière and Des Chats, which, as they become settled, will pour their produce into the stores of this growing town, which would thus become the place of transit, if not the emporium, of the trade of the extensive fertile tracts of territory above it. We apprehend, nevertheless, that a branch canal, such as is contemplated, connecting lake Chaudière with the Rideau Canal, would prejudicially influence the prosperity of Wright village, by diverting the produce of the upper districts of the Ottawa through that channel. Such an effect could only be counteracted by a canal on the Lower Canada side, or a rail-road, which would probably be less expensive from the locality, and quite as effectual.

Hull is sixty miles distant from Grenville, but the communication between both places is rendered easy and expeditious by means of steamers. The "Union of the Ottawa," the first steam-boat that plied upon this part of the river, was built in 1819, and formed an era in the history of the Ottawa settlements, from its contributing materially to their acceleration: a new vessel has since been launched, which is considerably larger, and affords very superior accommodations. A road, sixteen feet wide and sixty-four miles long, was originally opened, under the direction of commissioners, along the northern banks of the river, to the head of the Long Sault, and seventy-one small bridges were built across gullies and brooks; but owing to the depth of several ravines that required filling, and two or three broad rivers, over which bridges should necessarily have been constructed, or ferries established, it was deemed impracticable, and continued long neglected. Among the liberal votes made in 1828 by the legislature of the province for the opening, &c. of new roads, provision was, however, made for the amelioration of this interesting communication, and the improvements contemplated by the assembly have already been, in a great measure, carried into effect*. The vital importance of good roads, as an inducement to settlement, has been sensibly felt, and the beneficial results of so judicious a policy will soon be demonstrated by the

* Report of 8th February, 1830, by Messrs. Papineau and Kaim, as commissioners under the late act.—Vide Journals of the House of Assembly, L. C.

merous settlers it cannot fail to attract in that quarter, and every other to which it has been extended.

In the townships above Hull, the settlements are few, and in Eardly and Onslow, confined to the shores of Lake Chaudière. The lands in both these townships are of an excellent quality, and, like the aggregate of the lands on the Ottawa, peculiarly adapted to stock-farming. The colony settled in the 4th, 5th, and 6th ranges of Clarendon, under the superintendence of Mr. Prengerdast as government agent, is the remotest settlement up the river. It is situated on the northern shore of Lac des Chats, about 35 miles above Hull, and upwards of 160 miles from Montreal; yet, notwithstanding its distance from the more flourishing settlements of the Ottawa, its eventual success and rapid prosperity appear indubitable, encouraged as are the settlers by the richness and fertility of their farms, and the example of a laborious agent, who resides amongst them, and whose industry they emulate.

The settlements upon the borders of Lake des Chats suffer seriously from the intricate and dangerous navigation of the *Rapides des Chats*, by which the navigable waters of the Lakes des Chats and Chaudière communicate. This drawback is the more sensibly felt from the total absence of any land route through which stores could be conveyed to the settlers, or the produce of their farms brought to market. But, momentous as this impediment undoubtedly is, it could be surmounted with comparative ease and inconsiderable expense, either by opening a good road from the foot to the head of the rapids, a distance scarcely exceeding three miles,—or cutting a short canal, connecting a deep inlet called Black Bay, in the township of Onslow, with the lower extremity of the Lake des Chats.

The Ottawa country offers one of the most promising fields for colonization to be found in the province; but its settlement is materially retarded and embarrassed by old and unimproved grants. It is much to be lamented that such large tracts on the immediate banks of the river should be kept so long in a state of almost absolute wilderness by the proprietors of the soil. South of the 46th degree of north latitude, and lying between that parallel and the Ottawa river, as low down as Chatham, an extensive tract of land presents itself, containing about

3,300 geographical square miles, equal to rather more than thirty townships, including those already laid out. This vast tract, thus favourably situated in a comparatively mild latitude, when contrasted with the situation of the most flourishing settlements of the district of Quebec, is centrally traversed by the river Aux Lièvres, and commands an extended front upon navigable waters, if a few impediments be excepted, exceeding 160 miles. Deducting two-sevenths of the whole tract as reservations for the crown and clergy, a sufficient quantity of land would still remain for the location of upwards of 13,000 families, or about 78,000 souls, if in the estimate could be included the patented lands in the four or five first ranges of the Ottawa river-townships, which ought nevertheless to be similarly parcelled out to actual settlers, or otherwise improved by the landholders, or be liable to forfeiture.

Looking at the map of this interesting section of the province with an eye to its future settlement, the importance of a grand interior road, extending across the country from the north-east angle of the township of Wentworth to the Falls of the Grand Calumet, naturally suggests itself as the basis of a chain of settlements. This plan of opening in the outset great avenues through the wilderness was successfully practised in Upper Canada; and a striking illustration of the encouragement it operates in the settling of new lands is found in the rapid growth and prosperity of the Talbot settlement in that province. Of the practicability, on a general principle, of such a route, little doubt can be entertained; and at a period when, from the large influx of emigration, comprehensive views of the settlement of the colony should be taken, the expediency of the measure appears to us a matter of paramount consideration.

The total population on the northern shore of the Ottawa river westward from the west bounds of Argenteuil does not now much exceed 5,369 inhabitants, and this population is very unequally spread, although the mass is confined to the townships of Hull, Chatham, and Grenville, and the seigniorie of La Petite Nation. It is very heterogeneous in its origin, consisting of about an equal proportion of Irish and Americans, some English, more Scots, and a few families of French Canadians.

The country north of the St. Lawrence, below the township of

Chatham, extending eastward to the river St. Maurice, and embracing the counties of St. Maurice, Berthier, L'Assomption, La Chenaye, Terrebonne, Montreal, Vaudreuil, and part of Two Mountains, makes up the residue of the north-western section of the province which we have undertaken to describe. The whole of the lands of this large tract lying along the navigable waters in front are taken up by seigniorial grants; in the rear of which, and contiguous to their rear lines, are situated the townships or soccage lands. The only townships as yet actually laid out therein are Newton, in the rear of Rigaud; Abercromby, Kilkenny, Rawdon, and Kildare, in the rear of the seigniories of River du Chêne, Terrebonne, La Chenaye, St. Sulpice, and Lavaltrie; Brandon, behind Berthier; Hunter's Town and New Glasgow, in the rear of the seigniority of River du Loup; and Caxton, on the St. Maurice, adjoining the lands of the Forges of St. Maurice.

Excluding, for the present, from the description the islands of Montreal and Jésus, and the county of Vaudreuil, which lies south of the Lake of the Two Mountains, all of which will be more particularly noticed hereafter, a very important portion of the province will still remain under consideration, the surface of which, to a various depth of from five to fifteen miles from the banks of the Ottawa and the St. Lawrence, is generally level or slightly elevated into table ridges, with occasional short acclivities and descents. The interior of the country was partially explored in 1829 by a party consisting of * a land-surveyor, a gentleman acting as geologist, and an assistant, with six men and three canoes. The expedition ascended the St. Maurice as far as Wimontichingue, whence they travelled south-westward, ascending first the Matawin river to its source: thence, after traversing a chain of lakes to come to the headwaters of the river Aux Lièvres, they came down that river to its mouth in the Ottawa, a direct distance of nearly 150 miles, but considerably more by the bends of the river. The lakes composing the chain are Matawin, Kempt, of the Graves, Great Goldfinch, Nemichingue, La Culotte, and Lakes Pothier, Rocheblave, La Roque, Aux Pins, and Aux Lièvres, at the sources of the river Aux Lièvres.

* John Adams, Esq. L. S., and draftsman, Mr. Ingall, 15th regiment, and Mr. Nixon, 66th regiment.

Thus we have a circumnavigated tract of about 11,500 geographical square miles, lying between the river Aux Lièvres on the west, the St. Maurice on the east and north-east, the St. Lawrence and the Ottawa in front, and a chain of lakes in the rear. Numerous instances of similar facilities afforded by natural water-communications are met with in the Canadas, the face of the country being almost every-where checkered with lakes and intersected by rivers that spread into a multitude of ramifications.

The information that has resulted from this expedition is, we believe, confined to the objects that came under observation upon the immediate route, no offsets to any considerable distance in the interior having, it appears, been made collaterally, to ascertain the nature of the soil on the right and left of the track. We are therefore without any adequate means of knowing how far the interior of this tract of 11,500 square miles may be susceptible of culture; but judging from the reported character of the lands along the remote lakes and rivers that were explored, we are led to infer unfavourably of that section of country as a field for settlement.

The seigniories and townships situated between Argenteuil and the St. Maurice are abundantly watered by numerous rivers and streams, whose tortuous meanderings spread more broadly and beneficially their irrigating influence. The largest of these rivers are the Du Loup, Maskinongé, L'Assomption, Mascouche, Du Chêne, and Du Nord or North River; but there are besides a considerable number of secondary rivers, streamlets, and brooks that either fall into the St. Lawrence or the Ottawa, or which are tributary to the larger streams. The navigation of the rivers enumerated is interrupted at intervals by rapids and falls, but the intermediate distances are generally navigable for boats and canoes; and on the North River this description of navigation is practised above the chûtes for a distance of twenty-five or thirty miles without any serious impediment. The borders of rivers in Canada, and indeed in most new countries, are invariably preferred and chosen for the formation of early settlements; and we therefore find these rivers assumed as the front of extensive ranges of connected flourishing settlements that extend to remote parts of seigniories, when in some instances lands of

much nearer proximity to the villages and towns have been left uncultivated.

By far the greater portion of the several seigniories comprised within the tract under consideration is actually settled, and the lands in most of them are almost wholly conceded under the usual moderate feudal rents and dues. The most prevalent soil of this part of the province seems to consist in front of a light sandy earth, generally combined with clay and yellow loam; but the remoter lands are chiefly composed of a strong loam, not unfrequently mixed with a black friable earth, esteemed to be very generous and productive. In the vicinity of Three Rivers the soil is peculiarly light, and consists of an almost pure sand; yet it has, when richly manured, yielded good crops, and the gardens in the town and upon its skirts produce melons of most delicious flavour. The principal roads by which this section of the country is traversed are the main post route along the St. Lawrence, the roads along the banks of the rivers Du Loup, Maskinongé, Bayonne, L'Assomption, Mascouche, Achigan, Du Chêne, and Du Nord, besides numerous leading concession-roads, and cross-roads termed *routes*, that lie usually at right angles to the main front roads, and open a communication with the more inland settlements. Several roads have also been opened into the townships in the rear of the seigniories: but the means of communicating collaterally between the townships is yet very imperfect, and indeed wholly deficient in some parts, from the absence of any direct road connecting the new settlements. In passing, for instance, from the centre of Abercromby to the settlements in Rawdon or Kildare, the *direct distance* would not exceed in the one case twenty-five miles, and in the other thirty; but the circuitous distance that must now be *necessarily* travelled is about forty-five or fifty miles.

This serious drawback has been sensibly felt, and its immediate removal is contemplated by the opening of an extensive public route, as direct as the locality may permit, from the basin of Grenville on the Ottawa river, to the Forges of St. Maurice on the St. Maurice river. The country lying between both these points has only recently been explored, under instructions from the executive government, by Mr. Adams, an able land-surveyor and draftsman, and Lieutenant Ingall, of the 15th

regiment, two of the gentlemen mentioned in a previous note. Their operations commenced at Grenville, whence they struck a line nearly direct to the point of division between the seventh and eighth ranges of the township of Kilkenny: thence following up that range-line and its continuation through the seventh and eighth ranges of Rawdon, and along the rear of Kildare, the line passed between the third and fourth ranges of Brandon, continued along the front of Hunter's Town, through Fief Gatineau, to the front of Caxton, and thence along that line and the ridge in the augmentation of the latter township, following Mr. Bell's road, to the Forges of St. Maurice. The report made by these gentlemen is in every respect favourable; and not only has the practicability of the intended communication been satisfactorily established, but the lands through which it will be carried ascertained to be almost unexceptionably adapted to agriculture, and therefore fit for settlement, and especially so in the townships of Abercromby and Kilkenny*.

The town of Three Rivers is situated on the north-west side of the river St. Maurice, at its confluence with the St. Lawrence. It derives its name from the entrance into the former river being separated by two islands lying at the mouth, into three channels. The town plot covers nearly 400 acres, forming a front of rather more than 1,300 yards on the bank of the St. Lawrence. It stands on an exceeding light and sandy soil, which extends also over the environs. To the bank of the St. Maurice the ground rises very considerably, but in the opposite direction it sinks almost to the level of the river. Three Rivers ranks as the third town in the province, but bears no comparison with either Quebec or Montreal in population and importance. It contains about 400 houses and 3000 inhabitants, allowing for the increase since 1825, when its population by census was given at 2,453 souls. It sends two members to the provincial parliament.

In the year 1618 some of the French colonists began building this

* Upon an inspection of the topographical district map of Montreal, it will be seen that, anterior to the performance of this exploring survey, the general line of a "projected road" was laid down almost precisely in the direction of that now proposed, our conviction of the importance of such a communication having, long before, led to its suggestion to the legislature.

place, with a view of making it a *depôt* whence the fur-trade might be carried on with the Indians to the northward. Their plan in the outset exhibited many flattering indications of success; but after Montreal was founded, and had so increased as to be able to defend itself against the attacks of the natives, it was supposed to be a situation better suited to the improving traffic, and was consequently preferred. From that period Three Rivers, being greatly neglected, made but languid advances in prosperity or population. About the beginning of last century, a new era seemed to dawn for it, and hopes began to be entertained of its rising into some consequence by the opening of the iron mines at St. Maurice; but these hopes proved nearly as delusive as the former, and up to the present time its improvement has been upon a very moderate scale.

The trade carried on here is chiefly in British manufactured goods, that from hence are plentifully distributed through the middle district of the province. The exports consist of wheat, timber, though now not so much as formerly, and the produce of its iron foundery, added to that of the mines of St. Maurice. Peltry in small quantities still continues to be brought hither by the Indians from the northward, and which is received by the agents of the Hudson's Bay Company. Several pot and pearl ash manufactories, two or three breweries, and an extensive brick factory, considerably increase the general trade of the place. Many of the bark canoes used in the north-west voyages are built here, and of the same material a variety of ingenious and ornamental works and toys are made. As a shipping-port it is conveniently situated, there being a sufficient depth of water for ships of large tonnage to lie close to the wharfs, and receive or discharge their cargoes by a temporary stage from their gangways.

The town itself possesses but little to attract a stranger's notice: the streets are narrow and unpaved—the principal one is Rue Notre Dame, running the whole length of it, almost parallel with the river; next to this are the Rues des Forges, du Fleuve, du Rempart, St. Maurice, du Platon, des Casernes, St. Louis, St. Jean, and St. Pierre, which may be said to constitute nearly all the inhabited part of the place. The shops and storehouses are numerous, wherein may be had British goods of all

denominations. Several inns afford to travellers very respectable accommodations. On the south-west side of the town are the remains of some military works thrown up for its defence by the English army during the war of the revolution, which are now honoured by the inhabitants with the high-sounding title of "*Anciennes Fortifications.*" On the outside of these works is an extensive tract of common land. The principal public buildings in the town are the Ursuline convent, the protestant and catholic churches, the court-house, gaol, and barracks. Most of the private dwelling-houses, &c. are built of wood, the oldest of them one story high only, having small gardens about them; but those of more recent date are in a much better style, many of them higher than the old ones, and rather of handsome appearance.

The Ursuline convent was founded in 1677 by Mons. de St. Vallier, Bishop of Quebec, for the education of youth, chiefly females, and as an asylum for the sick and infirm poor. The establishment consists of a superior and twenty-four nuns. In 1806 the old building was destroyed by fire, when its inhabitants, dispersed by that calamity, were received into the different religious houses of Quebec and Montreal, until the present edifice was erected. It is a regular stone building, two stories high, of considerable extent, surrounded by fine gardens: it includes a parochial church and hospital, with all the apartments and offices requisite both for the dwellings and carrying on the different functions of the establishment. As the Ursulines were held in great estimation for the general utility and the charitable nature of their institution, public subscriptions were opened immediately after the accident that deprived them of their residence, from the proceeds of which, with a little pecuniary aid from the legislature, they were enabled to rebuild their convent in the present improved and substantial manner, and which, though not quite finished, they took possession of in 1808.

The old monastery of the Recollects, a stone building, is now dilapidated. Near it is a powder-magazine. The protestant and catholic churches are good plain buildings, but neither of them sufficiently remarkable to attract particular attention. The court-house and gaol are handsome modern stone edifices, both in good situations, and well designed for their respective purposes. The building formerly occupied

as barracks is solidly constructed of stone, situated on the north side of Notre Dame-street, and on the highest ground about the town. It was originally erected as a residence for the French governor. From Rue des Forges there is a road leading to the Forges of St. Maurice. On the eastern side of the town are several small fiefs and separate lots of ground, belonging to different proprietors, most of them in a good state of cultivation. The prosperity of Three Rivers must materially depend upon the settlement of the extensive tracts of waste lands in its vicinity; until the back country is brought under cultivation, its growth can be but tardy, notwithstanding the advantages of its situation in the central district of the province.

From Three Rivers, westward, the north bank of the St. Lawrence and the river St. Jean or Jésus, exhibits one uninterrupted succession of flourishing settlements and gay villages, situated along the main road, at intervals of eight or nine miles. Several of these villages are of considerable importance, and vie with Three Rivers itself in the extent of their trade and commercial consequence. In travelling from Three Rivers towards Montreal by the main road, the first parish presenting itself is the Pointe du Lac; then, in succession, Machiche, Rivière du Loup, Maskinongé, Berthier, Lanoraye, La Valtrie, St. Sulpice, and Repentigny. At the latter place a ferry is established across the combined streams of the rivers des Prairies and Jésus, which are in fact a part of the Ottawa, and whose entrance may therefore be considered as one of the mouths of the latter river. Continuing along the main shore from Repentigny, the successive parishes are La Chenaye, Terrebonne, and St. Eustache upon the river Jésus, and then St. Benoit and St. Andrews. On the borders of the Lake of Two Mountains are seated the Indian villages of the Algonquins and Iroquois, which together contain about 200 dwelling-houses. There is a church and two schools, one for the native boys and another for the girls, where both are instructed in their religious duties and the vernacular language of the province. Two missionary priests reside there. Numerous other parishes are situated more in the interior; the chief of which are St. Scholastique, St. Thérèse, St. Henry, St. Roch, L'Assomption, St. Jacques, St. Paul, St. Elizabeth, St. Cuthbert, and St. Léon.

Berthier and St. Eustache are undoubtedly the most considerable of these villages, and as such may be briefly noticed in the general description; an exact account of the others being given in the Topographical Dictionary of Lower Canada.

The village of Berthier, containing about 850 inhabitants, is pleasantly situated on the north side of the Chenail du Nord and forms one principal street, consisting of at least one hundred houses, placed generally at short intervals from each other, on either side of the main road from Montreal and Quebec. There are, exclusive of dwellings, many granaries and store-houses for general merchandise, it being a place of some trade, from whence British manufactured goods are dispersed over the neighbouring populous seigniories, and from whence also large quantities of grain are annually exported. The church, that claims notice not only as being a handsome structure but for the elegance of its exterior decoration, is situated at a short distance north of the main street. This village being midway between Montreal and Three Rivers, in the direct route of the public stage-coaches, that have been established between the former place and Quebec upon the plan of those in England, and also the principal intermediate post-office station, make it a place of great resort and considerable traffic; and these have been much increased since the period at which the Berthier or North Channel became frequented by the St. Lawrence steam-boats, the smaller class of which pass with perfect safety by that route, landing and receiving goods and passengers in their weekly trips up and down the river. On passing through the Chenail du Nord, the village with its gardens, orchards, meadows, and surrounding cultivated fields, form together an agreeable and pleasing assemblage of objects, although from the flatness of the country it is not marked by any of those traits of grandeur so frequently observable on the north side of the St. Lawrence, descending towards Quebec. Indeed it is so little above the level of the river that in the spring, when the melted snow and ice occasion a rise of the waters, it is sometimes overflowed to a considerable distance inland, causing much damage to the lower parts of the houses in the village and goods deposited in the stores: so great has been the rise as to make it necessary to remove large quantities of wheat from the upper storics of the granaries to save it from injury.

The village of St. Eustache is advantageously situated at the confluence of the river Du Chêne with the river Jésus or St. Jean, in the midst of a populous country, and on the stage route to the Ottawa townships. It contains about 180 houses, many of which are kept by shopkeepers, tradesmen, and hostlers. Several of the dwellings are spacious in their dimensions, and built with some regard to the rules of elegance and taste. The village contains nearly 1000 inhabitants.

Isle Jésus forms a seigniory in the county of Terrebonne. It is in length 21 miles, and 6 at its greatest breadth, lying north-west of the island of Montreal, from which it is separated by the Rivière des Prairies, and from the main land by the Rivière St. Jean or Jésus. It was granted with the Isle aux Vaches adjacent thereto the 23d October, 1699, to the bishop and ecclesiastics of the seminary of Quebec, by whom it is still possessed. The original name was L'isle de Montmagny; but soon after its grant the proprietors thought proper to bestow on it the appellation it now bears. The land is every where level, rich, and well cultivated; on the south-east side, bordering the river, there are some excellent pasturages and very fine meadows; the other parts produce grain, vegetables, and fruits in great perfection and abundance. From its being almost wholly turned to agricultural purposes there is very little wood remaining, beyond what is left for ornament on the different farms or preserved for fuel. One road goes entirely round the island, and another runs through the middle lengthways; these are connected by others, that open an easy communication between every part of it. There are three parishes, St. Vincent de Paul, St. Rose, and St. Martin; the houses, mostly built of stone, are dispersed by the side of the roads; now and then a few of them are placed close together, but nowhere in sufficient number to be called a village. Around the island are several corn and saw-mills on the two large rivers; in the interior there is no stream of sufficient force to work either. About midway of the Rivière des Prairies is the strong rapid called the Sault au Recollet. The rafts of timber, brought down the Ottawa from the upper townships, descend this river into the St. Lawrence at the Bout de l'Isle. The communication between Isle Jésus and the islands of Montreal and Bizard and the main land is kept up by several ferries in convenient situations for

maintaining a continual and sure intercourse. The Isle Bizard is separated from the south-west end of Isle Jésus by the Rivière des Prairies; it is nearly of an oval form, rather more than 4 miles long by 2 broad. No records relative to this property have been preserved in the secretariat of the province; but when the present owner, Pierre Forétier, esq., did fealty and homage on the 3d February, 1781, he exhibited proof of its having been granted on the 24th and 25th October, 1678, to Sieur Bizard. It is a spot of great fertility, wholly cleared and cultivated. A good road passes round it near to the river, and another crosses it about the middle; by the sides of these the houses are pretty numerous, but there is neither village, church, nor mill upon it.

Isle Perrot lies off the south-west end of the island of Montreal. It was granted to Sieur Perrot October 29, 1792, and is now the property of Amable Dézéry, esq. The length of the island is 7 miles, or a little more, and nearly 3 in breadth at its widest part; of nearly 143 concessions, more than one half are settled upon, and tolerably well cultivated; the soil is of a light sandy nature generally; but where this is not the case it is an uneven surface of rock. The wood is not entirely cleared from it, and of what remains beech and maple constitute the chief part. The houses are scattered over the island near the different roads, and the parish church is situated on the south-east side of the island; not far from it is a windmill. Of two fiefs within the seigniority one is called Fief Brucy, 10 acres in front by 30 in depth, the property of the representatives of Ignace Chénier; the other, named La Framboise, is of an irregular figure, containing 180 acres, superficial measure, and belongs to François Friench. There are four ferries from Isle Perrot; the first to St. Anne, on the island of Montreal, for which the charge is two shillings; one to the main land above the rapid of Vaudreuil, and another to the foot of the same, one shilling and eightpence each; and the fourth to the canal at Point des Cascades, for which the demand is three shillings and fourpence each person. The Isles de la Paix, which are annexed to this grant, serve for pasturage only.

The beautiful island of Montreal forms the *seigniority* of that name, and also the county of Montreal; it is of a triangular shape, 32 miles long by 10½ broad, and lies at the confluence of the Grand or Ottawa

river and the St. Lawrence: the *Rivière des Prairies*, on the north-west, separates it from *Isle Jésus*. The greatest part was granted in 1640 to Messrs. Cherrier and Le Royer; but whether disposed of by them, or forfeited to the crown, does not appear from any official record that has been preserved: it is at present wholly the property of the seminary of St. Sulpice, at Montreal, the superiors of which, in rendering fealty and homage on the 3d February, 1781, produced as their titles, 1st, a deed passed before the councillor to the king at Paris, bearing date 20th April, 1664, by which the seminary of St. Sulpicius in that city, and other persons concerned, granted to the seminary in Canada the lands and seigniorship of Montreal; 2d, an *arrêt* of the council of state made at Versailles in the month of March, 1693, by which the king agrees to and accepts the surrender made to him by the ecclesiastics of the seminary of St. Sulpicius, at Paris, of all the property possessed by them in the island of Montreal; and 3d, letters-patent, in form of an edict, issued by the King of France in July, 1714, being a confirmation of all titles to the lands granted to the ecclesiastics of the said seminary at Paris by letters-patent, dated March, 1677, with the right of alienation. As early as the year 1657 a large part of this, even at that period, valuable property was cleared and settled, under the direction of the Abbé Quétus, who had arrived from France with authority from the seminary for that and other purposes.

The island is divided into the following nine parishes: St. Ann, St. Genevieve, Point Claire, La Chine, Sault au Recollet, St. Laurent, *Rivière des Prairies*, *Pointe-au-Tremble*, and *Longue Pointe*. There are altogether 1376 concessions, formed into 25 ranges, or as they are termed *côtes*, making so many irregular subdivisions or interior districts. There is also a domain of great extent between the *Côtes St. Laurent* and *St. Michel*, which is retained for the use of the seminary.

With the exception of the mountain, the ridge of the *Coteau St. Pierre*, and one or two smaller ones of no great elevation, the island exhibits a level surface, watered by several little rivers and rivulets, as *La Petite Rivière St. Pierre*, *Rivière Dorval*, *Ruisseau de l'Orme*, *Ruisseau de Notre Dame des Neiges*, *La Coulée des Roches*, *Ruisseau de la Prairie*, *Ruisseau Migeon*, and a few others of inferior note. These streams turn numerous grist and saw-mills in the interior, while many more around the

island are worked by the great rivers. From the city of Montreal to the eastward the shores are from 15 to 20 feet above the level of the St. Lawrence: but in the opposite direction, towards La Chine, they are low: between the Coteau St. Pierre and the river the land is so flat, and particularly near the little lake St. Pierre so marshy as to induce a conjecture that it was once covered by water. Over this place a canal has been opened, by which a direct communication between the city and La Chine is formed, and the difficult passage of the rapid of St. Louis avoided*.

The soil of the whole island, if a few insignificant tracts be overlooked, can scarcely be excelled in any country, and is highly productive in grain of every species, vegetables, and fruits of various kinds: there is hardly any part of it but what is in the most flourishing state of cultivation, and may justly claim the pre-eminence over any other of Lower Canada. Several roads running from north-east to south-west, nearly parallel to each other, are crossed by others at convenient distances, so as to form a complete and easy communication in every direction. There is a good turnpike-road from Montreal, almost in a straight line, to the village of La Chine, a distance of eight miles, by which the constant intercourse between these places is rendered easy: by this route all the commodities intended for Upper Canada were formerly conveyed to the place of embarkation; but the canal has superseded the turnpike, as regards, at least, the transport of heavy articles of trade. Between the city and the village there is a great variety of prospects, some of which are very romantic. A mile or two from the town, near the tanneries, the road ascends a steepish hill, and continues along a high ridge for more than three miles, commanding a beautiful view over the cultivated fields below, the rapid of St. Louis, the islands in the St. Lawrence, and the varied woodland scenery on the opposite shore; descending from the height, it passes over a flat country until it reaches La Chine.

The city of *Montreal* stands on the south side of the island, in latitude $45^{\circ} 31'$ north and longitude $73^{\circ} 34'$ west. The second city of the province in point of importance, it is undoubtedly the first

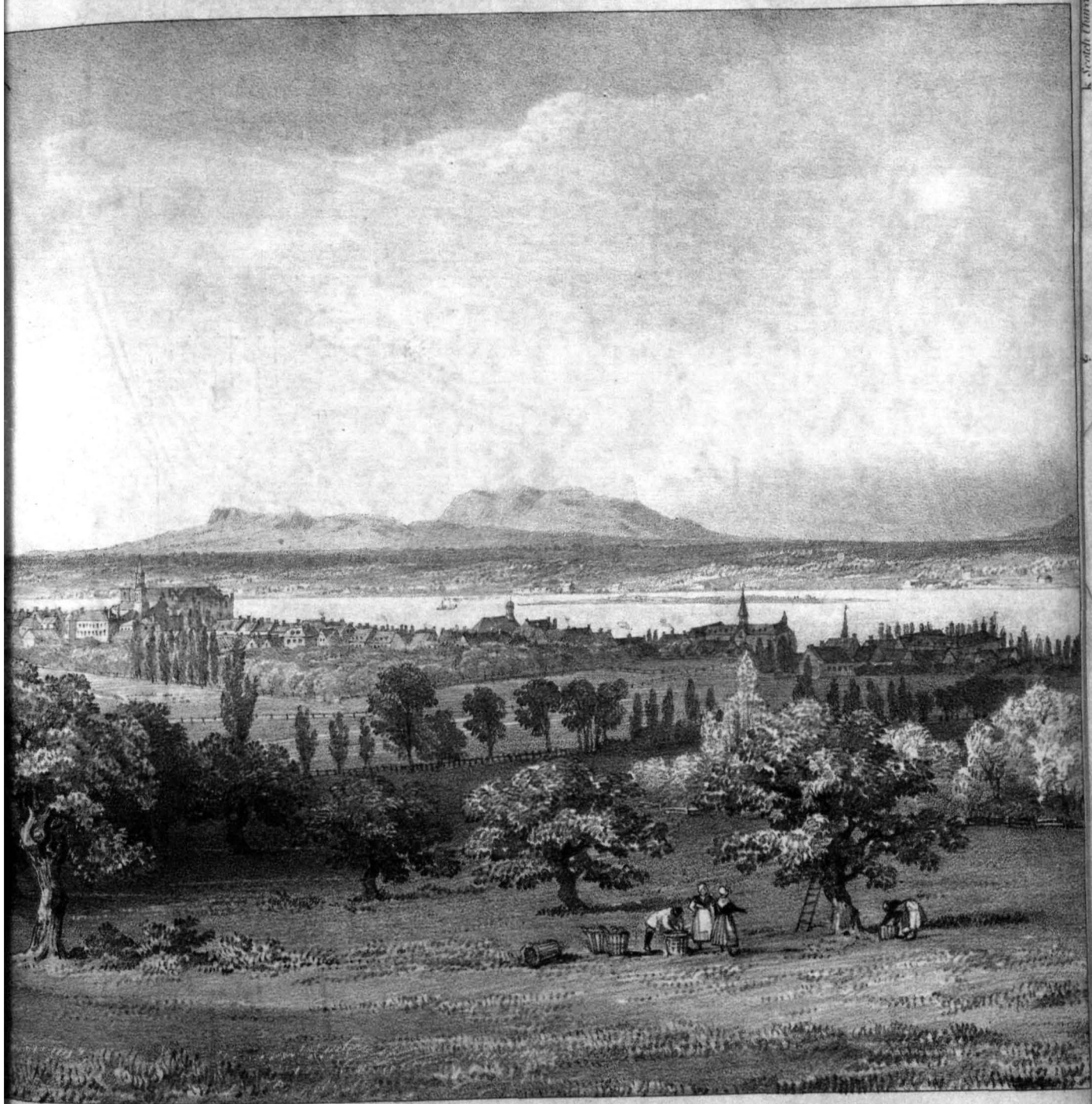
* Vide *Topographical Dictionary*, "La Chine Canal."



On Stone by L. Haghe.

View of Kingston, N.Y., to the King St. Gate S.E.

VIEW OF THE C
TAKEN F



K. Smith Thoms.
1 Bank.

Jos^{ph} Bonchette Jun^r D.S.G. del^t

OF MONTREAL.
MOUNTAIN.

with respect to situation, local advantages, and superiority of climate; its form is a prolonged square, that, with the suburbs, covers about 1020 acres of ground, although within the walls of the old fortifications the contents of the area did not exceed 100 acres. A few houses, built close together, in the year 1640, on the site of the Indian village of Hochelaga, was the commencement of the city of Montreal, or, as it was first named, Villemarie; the situation being well chosen, and possessing many inducements for the colonists to associate themselves for the comforts and convenience of society, it very soon assumed the appearance of being built with some attention to regularity and solidity of the dwellings; containing a population of 4000 inhabitants, its improvement and extension were rapid. In 1644 the Hotel Dieu was founded by the pious charity of Madame de Bouillon, and six years afterwards the zeal of Mademoiselle Marguerite de Bourgeois established the convent of Notre Dame.

The infant town was exposed to, and almost from its very beginning experienced, the animosity of the Iroquois, who made many attacks upon it. As a protection against these repeated hostilities a sort of barrier was drawn round it, consisting merely of a stockade; but so slight and vulnerable a defence not inspiring the inhabitants with much confidence in their security, the more powerful safeguard of a wall, fifteen feet high, with battlements, was substituted, and had the desired effect of repelling these formidable enemies to its prosperity. As the ardour of the French colonists in prosecuting the trade in furs made them more dreaded by their savage neighbours, whom they succeeded in driving to a greater distance, and repressing their incursions by erecting forts and establishing military posts, the necessary repairs of the wall were gradually neglected, and it fell into decay. The last remains of this ancient fortification were afterwards removed by an act of the provincial legislature, to make way for the introduction of some improvements, planned with judicious regard to the convenience, comfort, and embellishment of the place. At different periods the city has suffered extensive damage from fire; but from the gradual widening of the streets, as new buildings take place, the better construction of the houses, and other means of precaution now resorted to, this calamity, when it does occur, seldom causes much devastation.

In its present state Montreal certainly merits the appellation of a handsome city. It is divided into the upper and lower town, although the elevation of one above the other is scarcely perceptible; these are again subdivided into wards. The streets are airy, and the new ones particularly, of a commodious width; some of them running the whole length of the town, parallel to the river, intersected by others at right angles. The houses are for the most part built of a greyish stone, many of them large, handsome, and in a modern style: sheet-iron or tin is the universal covering of the roofs. The Rue Notre Dame, extending from the Quebec to the Recollet suburbs, is 1344 yards in length, and 30 feet broad; it is by much the handsomest street in the place, and contains a great many of the public buildings: the removal of the old cathedral, which was so injudiciously situated that it occupied the whole breadth of the street at the Place d'Armes, will be a great improvement, the effect of which will be amazingly enhanced by the magnificent Gothic structure of the new cathedral that occupies the eastern face of the Place d'Armes. The razing of the old citadel has also proved an important amelioration by its making room for an elegant square, into which Notre Dame-street now opens to the north-east. St. Paul's is another fine street, running the whole length of the town, but more irregular in its course and breadth than the former: from its contiguity to the river, the situation is very convenient for business.

Among the edifices that attract notice are the Hotel Dieu, the convent of Notre Dame, the Montreal General Hospital, the Hospital Général des Sœursgrises, the French Cathedral, the Recollet Convent, the convent of the Grey Sisters, the seminary of St. Sulpice, the New College or Petit Seminaire, the English and Scotch churches, the Court-house, the new gaol, the Government-house, Nelson's monument, and the Quebec barracks. The Hotel Dieu, in St. Paul-street, extending 324 English feet in front, by 468 feet in depth on St. Joseph-street, is an establishment for the reception of the sick and diseased poor of both sexes; it is conducted by a superior and thirty-six nuns. The French government formerly supplied medicines and many other necessities, but now the funds for maintaining the charity are principally derived from some landed property, which (and it is a subject of regret) is not so ample as could be wished, when compared with its utility; however,

CITY OF MONTREAL

1830.



REFERENCE.

- a R. C. Cathedral.
- b College.
- c Recollet Church.
- d New Church & College.
- e Court House.
- f Canal.
- g Notre Dame de Bon.
- h Mission House.
- i Theatre.
- k Scotch Church.
- l Bank.



Scale of Yards
0 10 20 30 40 50 60 70 80 90 100

Ships course

Scale of Feet
0 10 20 30 40 50 60 70 80 90 100

RIVER ST. LAWRENCE

this as well as every other charitable institution in the province is occasionally assisted with grants of money from the provincial parliament. The whole of the buildings on the space before mentioned include the hospital, a convent, and a church; attached is a large garden, a cattle-yard, with extensive stables and outbuildings, and a cemetery.

The convent of La Congregation de Notre Dame is in Notre Dame-street, and forms a range of buildings 234 feet in front and 433 in depth along St. John Baptist-street, containing, besides the principal edifice, a chapel, numerous detached buildings for domestic uses, and a large garden. The Congregation is composed of a superior (la Sœur Devoisy) and sixty sisters: the object of this institution is female instruction in its different branches, wherein the greatest part of the members are employed; boarders are taken into the house on very moderate pensions, and receive a careful education. From this establishment some of the sisters are sent as missionaries to different parts of the district, for the purpose of giving fuller effect to the intentions of the foundation by opening schools in parishes remote from the convent. The general hospital, or convent of the Grey Sisters, situated about 300 yards south-west of Point Calliere, was founded in 1750, by Madame de Youville, as a refuge for the infirm poor and invalids; it occupies a space of 678 feet along the little river St. Pierre by nearly the same depth, containing a convent for the residence of the nuns, a church, wards for patients of both sexes, all requisite offices, and a detached building for the reception of such as labour under mental derangement. It is governed by a superior (Mlle. Marie Marguerite Lemaire) and twenty-four sisters: the cares which they bestow upon those whom misfortune obliges to seek their aid are directed with great kindness and an unremitting zeal in earnest endeavours to alleviate the burthen of human misery.

The corner stone of the new catholic cathedral was laid on the 3rd September, 1824. The edifice is a chaste specimen of the perpendicular style of gothic architecture of the middle ages. It ranks with some of the first buildings in North America; and will, while it stands, be a magnificent monument of the public spirit of an infant country with limited means.

"It fronts the Place d'Armes, and its northern flank faces St. Joseph-street. The soil on which it stands is of unequal quality, which rendered it necessary to use great caution and attention in constructing the foundation, there being a declivity of 13 feet from west to east, terminating in soft and marshy ground. On account of that declivity and other causes, a terrace became necessary on which to base the building. This will add much to both its convenience and appearance when surmounted by an iron railing with gates, lamps, &c.

"The length of the church, from east to west, is 255 feet 6 inches, and its breadth, from north to south, is 134 feet 6 inches. The height of the flanks is 61 feet from the flagging of the terrace to the eaves. There are six towers so arranged that each flank presents three, and the east and west ends two each. Those on the principal or west front are 220 feet high. The towers are of a quadrangular form with octangular buttresses placed at the angles of each, and terminating at the top in conical pinnacles of the same shape. The space between the front towers is 73 feet by 120 in height, crowned with an embattled parapet. The flanks, and east end towers, are each 115 feet in height. The flanks are decorated with buttresses corresponding in form with those of the towers, and crowned on the top with hollow pinnacles, which serve as chimneys. The exterior of the building is faced with hewn stone of an excellent quality, and of a hue well adapted to the gothic style.

"There are five public and three private entrances to the first floor, and four to the galleries, so that an audience of 10,000 (the number for which it is seated) may assemble and disperse in a few minutes without disagreeable pressure.

"The eastern window at the high altar is 64 feet in height and half that size in breadth. It is separated by shafts into five compartments, and subdivided by mullions into 36 divisions in the perpendicular style. The windows in the flanks consist of one range, and those in the front are finished in the same style as the eastern window.

"The building will be surrounded with a spacious terrace, from which are all the entrances to the apartments. This terrace when finished will form the line of St. Joseph-street and the Place d'Armes. The building will recede on it in front 41 feet. The ascent will be by 5 steps, after

which there will be a flight of 7 steps to the portal, which is formed by an arcade, consisting of three arches, each 19 feet by 48 in height. From this arcade there are five entrances to the church, two of which lead to the galleries. Over this arcade is placed another of the same form, in relievo, which connects the towers and piers. Between these are trefoil canopy-headed niches, intended for marble statues in alto-relievo. At the termination of the front, between the towers, there will be a promenade 76 feet by 20, elevated 120 feet above the surface of the Place d'Armes. To this there will be a safe and easy access by a geometrical stair, and when the ascent is gained the spectator will have a most delightful and extensive view of the river St. Lawrence and the surrounding country. To strangers this must prove particularly interesting, and we understand books will be kept for notes, &c. The front towers are intended to contain clocks and bells; and to form observatories accessible to the summit by safe and easy flights of steps. The girth of the building, including the projections, is 1125 feet.

"The roof of the church is covered with tin, and the gutters, hips, and valleys are lined with copper. The embattlement parapets at the eaves of the flanks, which are peculiar in the crowning of gothic edifices, are omitted on account of the great quantity of snow that falls in this country during the winter. The severity of the frost, also, prevents considerably the decoration of buildings in cold climates.

"*Interior.*—The floor, from the front entrance to the chancel, is an inclined plane of 3 feet. This gives commodiousness to the general aspect. There are seven spacious aisles leading in the same direction, and two crossing these at right angles, one of which leads to the flank doors. Between these the pews * are placed, and raised six inches above the aisles.

"There are seven chapels, so placed that all are seen from the front entrance. The high altar is seen in a direct line, nearly at the extremity of the nave: it is elevated in the chancel 2 feet 6 inches above the floor

| | | | | |
|--------------------------------------|---|---|---|------|
| * Number of pews on the ground floor | . | . | . | 504 |
| do. on the first gallery | . | . | . | 372 |
| do. on the second do. | . | . | . | 368 |
| | | | . | 1244 |

of the church, and is encompassed on three sides by semicircular seats, for the clergy, &c. The front of the chancel is open, and is accessible by an easy flight of 5 steps, in the form of a double semi-reverse. The eastern window, high altar, and choir will be seen from the front door to great advantage, together with a perspective view of the flank windows, side altars, side galleries, and the groined ceiling, 80 feet in height. The vaults of the ceiling and galleries are supported in part by a double range of grouped columns, 3 feet 4 inches in diameter; from these spring the groins of the ceiling. The middle vault is intersected by an imitation of bas-relievo ribs, disposed diagonally over the vaults, painted in fresco; the intermediate parts of a grave and gloomy aspect, which would have been in keeping with the gothic style, had it been more soft, &c.

“The pillars are of wood, and painted in imitation of clouded Italian or American marble, which prevents, in some degree, defects from appearing in the wood, as well as the pillars from being soiled by hands. The hue accords with the ceiling, and, in time, age will make the effect pleasing. The facing of the gallery-trusses, and the greatest portion of the carpenter’s work, are painted in imitation of oak, resembling the oak finish in the gothic cathedrals in Europe. The gallery screens are in moveable panels, and painted a crimson colour. The railing, in front of them, imitates iron, and produces an agreeable effect.

“There are recesses in the piers, between the windows on the first floor, intended for family monuments, &c. and in the recesses of the windows are placed the confessional screens. Suitable arrangements are made in the interior for all the monuments and historical paintings that may be wanted; and at the high altar, on each side of it, and flanking the east window, there are places assigned for 12 large historical paintings, which will produce a fine effect, as the light brought on them will be happy.

“There are geometrical stairs in the eastern towers, leading to the galleries, as there will be in the front towers when finished. The galleries, the access to which is commodious, consist of two tiers. The organ is placed upon the upper gallery, over the front entrance, the floor for which is elastic, and is 27 feet by 27 feet 6 inches, and projects 6 feet

beyond the line of galleries in a segment form, which gives great capacity to the tone and sound of the organ ; the front of the segment is finished with a trefoil curtain fringed with drops.

“ The choir screen is finished in recessed seats for the clergy, and surmounted with embattlement pendants, reversed into alto-relievo.

“ The wardens' seats are placed opposite the pulpit, and crowned by an open fringed parapet : the pulpit and canopy are attached to one of the pillars ; the access to it ~~is~~ from the first gallery. It resembles, in form, that in the gothic cathedral in Strasburg, in Germany ; the canopy is crowned with a crocket, but has not its effect, owing to the painting of it.

“ The high altar is a little in the florid style, resembling, in part, that of St. Peter's at Rome, but is placed too near the eastern window, a defect which impairs the aspect of both.

“ The eastern window was intended to be filled with stained glass, which would have produced a grand effect, but patent glass was substituted for cheapness. As the painting was not well done, it must be repainted again, to dim the strong glare of light. It is, however, the intention to have it filled with stained glass at some future day. The ceiling was to be painted in the best style of tracery in fresco, but the design made for it was relinquished, from want of time and materials to accomplish it.

“ Notwithstanding the alterations and substitutions made in it, yet the whole of the interior, as arranged, has every possible convenience, and is disposed of so as to obtain the object for which it was erected. It was intended to be warmed with hot air, conveyed from furnaces placed in apartments under the floors, but will at present be heated with stoves. The building, although placed on a cramped and limited site, unites convenience and proportion with effect, and grandeur without ornament*.” The first high mass celebrated within its walls took place on

* The architect to whose skill the planning and superintendence of the edifice were confided is Mr. M'Donald, who has spared no pains in the due performance of the arduous undertaking. The master builders are Messrs. Lamontagne and St. John, masons, natives of Canada ; Messrs. Redpath and Mackay, masons and stone-cutters, natives of Scotland ; Messrs. Perry and Wetherilt, plasterers, natives of England ; and Mr. Cox, carpenter, native of the state of New York.

the 15th July, 1829, on which occasion Monseigneur the Bishop of Telmesse officiated, and the Rev. Mr. Quiblier delivered an eloquent and appropriate oration. The greatest part of the Canadian Roman Catholic clergy were present, and the solemnity, grand and imposing in the highest degree, was attended by the governor in chief, the staff, corporations, and other public bodies, and upwards of 8000 persons.

The English church, in Notre Dame-street, is one of the handsomest specimens of modern architecture in the province; it is spacious in its dimensions and elegant in its structure, and surmounted by a lofty spire, with timekeepers on the four faces of the belfry. The seminary of St. Sulpice, or Montreal, is a large and commodious building adjoining the cathedral; it occupies three sides of a square, 132 feet long by 90 deep, with spacious gardens and ground attached, extending 342 feet in Notre Dame-street, and 444 along that called St. François Xavier. The purpose of this foundation is the education of youth through all its various departments to the higher branches of philosophy and the mathematics. It was founded about the year 1657 by the Abbé Quetus, who, as before mentioned, then arrived from France, commissioned by the seminary of St. Sulpice at Paris to superintend the settlement and cultivation of their property on the island of Montreal, and also to erect a seminary there upon the plan of their own. His instructions were so well fulfilled that the establishment he framed has existed until the present time, modified by many and great improvements. The superior of this college is M. Roux, assisted by professors of eminence in the different sciences, and other subordinate masters, who pursue a judicious plan of general instruction that reflects distinguished honour upon themselves, while it ensures a continual advance in knowledge to a very considerable number of students and scholars.

The New College, or Petit Séminaire, near the Little River, in the Recollet suburbs, is most eligibly situated; the body of it is 210 feet long by 45 broad, having at each end a wing that runs at right angles 186 feet by nearly 45. It is a handsome regular edifice, built a few years ago by the seminary of St. Sulpice, at an expense of more than 10,000*l.*, for the purpose of extending the benefit of their plan of education beyond what the accommodations of their original establishment

would admit of. On the exterior, decoration and neatness are so judiciously blended as to carry an air of grandeur, to which the interior distribution perfectly corresponds; the arrangements have been made with the utmost attention to convenience, utility, and salubrity, consisting of residences for the director, professors, and masters; a chapel, airy dormitories, apartments for the senior and junior classes, refectories, and every domestic office. The intentions of the institution through every department are promoted with the utmost regularity and good effect, both with respect to instruction and internal economy. The director, M. Roque, and chief professors are as eminently distinguished for their literary acquirements as for their zeal in diffusing them. In this college as well as in the seminary the number of pupils is very great, with whom a very moderate annual stipend is paid; the benefits that arise from the dissemination of useful instruction over so extended a province as Lower Canada will not fail to be duly appreciated; and for their endeavours in so beneficent a cause, the reverend Sulpiciens are fairly entitled to the gratitude of all their Canadian brethren.

Besides these principal seats of learning, wherein the French language is the vernacular idiom, there are in Montreal some good English schools, conducted by gentlemen of exemplary morals and talents, who, by their exertions, hitherto supplied in some degree the want of an English college. Such an establishment, however, has ceased to be a desideratum since the final termination of the long protracted suits at law that interfered with the opening of M'Gill College. As far back as 1801, the creation of a corporate body, under the denomination of the *Royal Institution*, for the advancement of learning, was contemplated by an act of the legislature; and in 1818 that institution was actually incorporated by royal charter. In 1814 the Hon. James M'Gill, an opulent and highly respected citizen of Montreal, bequeathed in trust to this institution the valuable estate of Burnside, at the Mountain, together with the sum of 10,000*l.* for the endowment of a college, which should bear his name. In 1821 the college, thus liberally endowed, was incorporated, in conformity with the terms of the devise, and the governor and lieutenant-governor of Lower Canada, the lieutenant-governor of Upper Canada, the chief justices of Montreal and Upper Canada, the

lord bishop of Quebec, and the principal of the college, were, by the charter of incorporation, appointed governors of the institution *. It was not, however, until the 24th June, 1828, that the corporation of M'Gill College was completely put in possession of the property devised, and at a numerous and respectable meeting, held that day in the dwelling-house on the estate of Burnside, the Right Reverend the Lord Bishop of Quebec and the Venerable Archdeacon Mountain explained, at some length, the origin, progress, and views of the institution. The constitution and rules for the government of the college are based upon those liberal principles that will render its benefits as universal as possible, no tests being imposed either upon the professors or the students, all offices whatever thus becoming freely open both to protestants and Roman catholics, whilst students of all denominations are permitted to attend. It is necessary, at present, that the professors should be graduates of some British university, but a preference is hereafter to be shown to those who will have graduated in the institution. The system of collegiate education will extend to all those branches embraced by similar establishments in Great Britain; and, in order to forward the advancement of the medical department of the college, it is contemplated to engraft upon it the Montreal Medical Institution, which has already acquired considerable repute from its respectability and learning.

Such a foundation, superadded to the pre-existing colleges and schools in the Canadas, will leave little to be wished for, as regards the education of youth, and we certainly hail the opening of M'Gill College as an important era in the history of the progress of learning, literature, and science in the colony. Encouraged by the imperial and local governments, fostered and supported by the inhabitants of the province, and enlightened by eminent professors, it cannot but flourish, an honour to the country, and a perpetual monument of the liberality of its munificent founder.

* Professors, &c. appointed 4th December, 1823:—Principal and Professor of Divinity, the Reverend G. J. Mountain, D. D. (of the University of Cambridge.) Professor of Moral Philosophy and learned Languages, the Rev. J. L. Mills, D. D. (University of Oxford.) Professor of History and Civil Law, the Rev. J. Strachan, D. D. (University of Aberdeen.) Professor of Mathematics and Natural Philosophy, the Rev. G. J. Wilson, A. M. (University of Oxford.) Professor of Medicine, Thomas Fergus, M. D. (University of Edinburgh.)

The Montreal general hospital is a neat building, 76 feet long by 40 wide, surmounted by a cupola, and situated upon Dorchester-street, in the St. Lawrence suburb. The corner stone was laid with masonic solemnity on the 6th June, 1821, and on the 1st of May, the following year, it was opened for the reception of patients, eighty of which it is now calculated to admit. The total cost of the ground and building amounted to 5,856*l.* 8*s.*, which sum was levied by voluntary subscriptions, bestowed with a liberality that reflects the greatest credit upon the inhabitants of Montreal. This humane institution first originated out of the *Ladies' Benevolent Society*, an association of females, formed expressly for the relief of indigent emigrants, who, invalided by a long sea-voyage, and often in a state of absolute destitution, landed in a strange country, the most miserable objects of public charity. In 1818 a fund of 1200*l.* was raised to relieve the wants of this class of sufferers and the poor of the city; and a soup kitchen, as the most effectual means of affording relief, was opened, where these philanthropic ladies, personally, superintended the distribution of alms. This plan was followed up by the establishment of a *house of recovery* for the reception of the indigent sick, and ultimately ended in the foundation of the Montreal general hospital, the members and subscribers to which were incorporated by charter on the 30th January, 1823. In thus giving some account of the establishment of an institution so interesting to the cause of humanity, it is alike a duty and a pleasure to record its most prominent benefactors, in the list of whom we find Thomas Naters, Esq., the Honourables John Richardson, W. Forsyth, and William M'Gillivray, Messrs. Ross, Molson, Gillespie, &c. The sums to defray the expenses of this institution are derived from three sources; 1st. Legislative grants; 2d. Charitable donations; public subscriptions, and the annual contribution of the governors and other subscribers; 3d. From the sale of tickets to the students of medicine in the town, who are, by the rules of the institution, allowed to attend to see the hospital practice, and witness the operations, on paying each the sum of two guineas per annum*.

The Montreal library and reading-room occupy a neat and convenient building in St. Joseph-street, a central part of the town. The

* By the annual report, published in May, 1824, it will be seen that the advantages of

former contains several thousand volumes of the best authors in every branch of literature, and the latter is judiciously furnished with foreign and domestic magazines, newspapers, and journals. The subscriptions both to the library and reading-room are moderate, and strangers and non-residents may have free access to the latter upon being introduced by a subscriber.

The court-house, on the north side of Notre Dame-street, is a plain handsome building, 144 feet in front, where the courts of civil and criminal judicature are held. The interior is distributed into halls for the sittings of the chief courts, besides apartments for the business of the police and courts of inferior jurisdiction. The handsome appearance of this building is heightened by its standing some distance from the street, with a grass-plot in front, enclosed by iron railings: its proximity to the Champ de Mars renders it extremely airy and agreeable. The gaol of the district stands near the court-house; it is a substantial spacious building, erected upon the site of the old gaol that was destroyed by fire in 1803. The salubrious situation of this spot is peculiarly fitted for such an establishment; the interior plan is disposed with every attention to the health, cleanliness, and comfort (as far as the latter is compatible with the nature of such a place) of its unfortunate inmates, both debtors and criminals. The government-house, usually classed among the public buildings, is on the south side of Notre Dame-street: being very old, and an early specimen of the unpolished architecture of the province, it is not much entitled to notice; it is, however, kept in good repair, and furnished as an occasional residence of the governor-in-chief, when

the institution are progressively extending. Admitted from 1st May, 1823, to 1st May, 1824—

| | Protestants. | Roman Catholics. | Total. | Of these there were discharged, |
|-----------------------------------------------------------|--------------|------------------|--------|---------------------------------|
| | 254 | 216 | 470 | Cured, . . . 378 |
| Out-patients, who received advice and medicine, &c. } | 254 | 110 | 364 | Relieved, . . 30 |
| | — | — | — | At their request, 16 |
| | 508 | 326 | 834 | For misconduct, 2 |
| | | | | Died, 43 |
| | | | | <hr/> 469 |
| Remaining in hospital, | | | | 20 |
| The increase in the number of patients in one year, . . . | | | | 115 |

he visits the upper district: on the opposite side of the street, bordering on the Champ de Mars, is an excellent and extensive garden belonging to it.

The old monastery of the Recollets stood at the western extremity of Notre Dame-street. The church is still used for divine worship, but the house itself is demolished, and the extensive ground belonging to it was exchanged by government for St. Helen's Island, opposite the city, that belonged to the Honourable Charles Grant, and upon which military works have since been thrown up. The church is chiefly frequented by Irish catholics, and the grounds are laid out into streets that are rapidly building upon. At the upper part of the new market-place, close to Notre Dame-street, is a handsome monument, erected to commemorate the hero of Trafalgar, immortal Nelson: it is composed of a cylindrical column placed upon a square pedestal; at the base of the column, on the different angles, are allegorical figures, of very good workmanship, representing the victor's chief attributes; and on the sides suitable inscriptions: in compartments, on each face of the pedestal, are bas-reliefs of four of his principal achievements, executed with great spirit and freedom, and composed with a chasteness of design guided by much classical correctness. This highly ornamental tribute to departed worth was completed in London, and the expenses defrayed by subscription among the inhabitants of Montreal.

The principal streets, both lateral and transverse, have a direct communication with the suburbs, which occupy a much greater space than the city itself: they surround it on three sides; on the south-west are the divisions called the St. Anne, the Recollet, and the St. Antoine suburbs; on the north-west the St. Laurent, St. Louis, and St. Peter's; and on the north-east the Quebec: in all of them the streets run in the same direction as those of the city; they are very regular, and contain a great number of superior dwelling-houses, built of stone, and several inhabitants of the first rank have fixed their residences there.

Montreal, as it is at present, containing a population of about 30,000 souls, rivals the capital of Canada in many respects, and as a commercial emporium certainly surpasses it: seated near the confluence of several

large rivers with the St. Lawrence, it receives by their means the productions of the best settled and also the most distant parts of the district, those of the fertile province of Upper Canada, as well as from the United States. Possessing these combined attractions, it is by no means unreasonable to infer that in the lapse of a few years it will become the most flourishing and prosperous city of the British North American dominions; and Quebec, viewed as a military position, may always be looked upon as an impregnable bulwark to them. Extending from the suburbs on the south-west side of the city, along the river as far as the Quebec suburbs, an elevated terrace was formed several years back, which, independent of its utility as a road, is sufficiently high to form an effectual barrier against the floating ice at the breaking up of the frost: it also impedes the communication of fire to the town, should it take place among the large quantities of timber and wood of every description that are always collected on the beach. The little river St. Pierre is embanked on both sides as far as the new college, forming a canal 20 feet wide, which is continued along the south-west and north-west sides to the Quebec suburbs, with bridges over it at the openings of the principal streets and other convenient places; at the angles ornamental circular basins are formed, and a lock near the mouth of the little river, by which the water may be drawn off for the purpose of cleansing it; this work is so constructed as to raise boats, &c. from the St. Lawrence, from whence they may proceed to the further extremity of this canal. The buildings on each side are retired thirty feet from the water, thereby forming a street eighty feet wide, having the canal in the centre. To the northward of Notre Dame-street there is another street parallel to it, sixty feet wide, called St. James's-street, running from the Place d'Armes to the Haymarket; but it is contemplated to continue it through the whole length of the city, and to terminate it at the Quebec suburbs by one of the same breadth, leading to the St. Lawrence suburbs. In this street is situated the Montreal bank, a regular and elegant cut-stone edifice, ornamented in front with emblematical devices of Agriculture, Manufactures, Arts, and Commerce, executed in basso-relievo. Near the bank is the Wesleyan chapel, built in a good style of architecture, and quite

an ornament to the street. The Place d'Armes is to have its dimensions enlarged to 392 feet by 344, which will protract it to the canal; from the south-west side of the canal, towards the St. Antoine suburbs, another square or rather parallelogram is made, 468 feet by 180. The Champ de Mars, from being originally very circumscribed, and quite inadequate as a place of military exercise, has been made level, and carried on nearly to the canal, forming a space 227 yards by 114. It is now an excellent parade as well as an agreeable promenade for the inhabitants: seats are fixed for the accommodation of the public, and trees planted in various parts of it. From this spot there is a fine view of the well cultivated grounds, beautiful orchards, and country houses towards the mountain. Adjoining the new college a lot of ground, 156 feet by 258, is reserved as the site of a new house of correction.

The new market-place, occupying the ground where formerly stood the college founded by Sieur Charron in 1719, and destroyed by fire many years back, is 36 yards wide, and reaches from Notre Dame-street to St. Paul-street; in the middle of it are ranges of stalls for butchers, covered in by a roof supported on wooden pillars: great care is taken to enforce the regulations to ensure cleanliness. On the two principal market-days in each week the market is well supplied with every necessary, and nearly every luxury for the table, in great abundance, at prices extremely moderate. The produce of the upper part of this fertile district is almost wholly brought hither for sale, besides a great quantity from the American states, particularly during the winter, when fish frequently comes from Boston and the adjacent parts.

It is only within the last fifteen years that these numerous and important improvements have taken place, under the direction of commissioners appointed under an act of the provincial legislature. They have for many years been indefatigable in their exertions to carry its provisions into effect: as their functions have been arduous and frequently unpleasant, from the number of law-suits they found it necessary to institute and defend in cases of disputed claims, they are entitled to the esteem of their fellow citizens for the manner in which they have always performed these duties to the public *gratuitously*.

The harbour of Montreal is not very large, but always secure for

shipping during the time the navigation of the river is open *. Vessels drawing fifteen feet water can lie close to the shore, near the Market-gate, to receive or discharge their cargoes; the general depth of water is from three to four and a half fathoms, with very good anchorage every where between the Market-gate Island and the shore: in the spring this island is nearly submerged by the rising of the river; but still it is always useful in protecting ships anchored within it from the violent currents of that period, and at other times serves as a convenient spot for repairing boats, water-casks, and performing other indispensable works. Two small shoals lying off the west end of it, at the entrance of the harbour, and the narrowness of the deep water channel below it, generally make it necessary to warp out large ships, and drop them down the stream by kedge-anchors until they come abreast of the new market-place, as the leading winds for bringing them out cannot always be depended upon: at the east end of the island is a channel, of which small craft canal ways avail themselves. The greatest disadvantage to this harbour is the rapid of St. Mary, about a mile below it, whose current is so powerful, that, without a strong north-easterly wind, ships cannot stem it, and would sometimes be detained even for weeks about two miles only from the place where they are to deliver their freight, were it not for the application of tow-boats impelled by steam-engines of high power. In pursuing the grand scale of improvements it may probably be found practicable to remedy this evil by the formation of another short canal, or extension of that of La Chine; ships might then discharge their cargoes at their anchorage below the current into canal boats, by which they could be by such a communication conveyed immediately to the city.

The environs of Montreal exhibit as rich, as fertile, and as finely diversified a country as can well be imagined. At the distance of a mile and a half from the town, in a direction from S. W. to N. E., is a very picturesque height, whose most elevated point at the furthest extremity is about 550 feet above the level of the river; it gains a moderate height at first by a gradual ascent, which subsides again towards the middle, thence it assumes a broken and uneven form until it is terminated by a

* Material improvements in its commodiousness are contemplated, and liberal legislative provision has recently been made for that purpose.

sudden elevation in shape of a cone. The slopes on the lower part are well cultivated, but the upper part is covered with wood. These forests, however, are soon to give place to works of art, government having commenced the construction of fortifications upon this part of the mountain, by which its sylvan appearance will necessarily undergo a total change. From several springs that rise towards its top the town is plentifully and conveniently supplied with water, which is conveyed to it under ground by means of wooden pipes. The summit, to which there is a good road of very easy ascent, commands a grand and most magnificent prospect, including every variety that can embellish a landscape; the noble river St. Lawrence, moving in all its majesty, is seen in many of the windings to an immense distance; on the south side the view is bounded by the long range of mountains in the state of New York, that is gradually lost in the aerial perspective.

The space near the town, and all round the lower part of the mountain, is chiefly occupied by orchards and garden-grounds; the latter producing vegetables of every description, and excellent in quality, affording a profuse supply for the consumption of the city. All the usual garden fruits, as gooseberries, currants, strawberries, raspberries, peaches, apricots, and plums are produced in plenty, and it may be asserted truly, in as much, or even greater perfection than in many southern climates. The orchards afford apples not surpassed in any country; among them the *pomme de neige* is remarkable for its delicate whiteness and exquisite flavour; the sorts called by the inhabitants the *fameuse* , *pomme gris* , *bourrassa* , and some others, are excellent for the table; the kinds proper for cyder are in such abundance that large quantities of it are annually made, which cannot be excelled in goodness any where. On the skirts of the mountain are many good country-houses belonging to the inhabitants of the city, delightfully situated, and possessing all the requisites of desirable residences.

By the side of the road that passes over the mountain is a stone building, surrounded by a wall that was formerly distinguished by the appellation of the *Chateau des Seigneurs de Montreal* , but now generally called *La Maison des Prêtres* , from its belonging to the seminary. There are extensive gardens, orchards, and a farm attached to it, which are

retained for the use of the proprietors; it is also a place of recreation, where, during the summer, all the members of the establishment, superiors and pupils, resort once a week. A little more than a quarter of a mile to the northward, most conspicuously situated beneath the abrupt part of the mountain, is a mansion erected by the late Simon M'Tavish, esq., in a style of much elegance. This gentleman had projected great improvements in the neighbourhood of this agreeable and favourite spot; had he lived to superintend the completion of them, the place would have been made an ornament to the island. Mr. M'Tavish, during his lifetime, was highly respected by all who enjoyed the pleasure of his acquaintance, and as much lamented by them at his decease; his remains were deposited in a tomb placed at a short distance from the house, surrounded by a shrubbery: on a rocky eminence above it his friends have erected a monumental pillar, as a tribute to his worth and a memento of their regret. Both the house and the pillar are very prominent objects, that disclose themselves in almost every direction.

Of ten established ferries from the island, in different directions, the longest is that by steam-boat from the town to La Prairie de la Magdelaine, a distance of six miles; it is also the most frequented, as the passengers are landed on the southern shore, at the main road, leading to Fort St. John's, and into the American States. From the town to Longueuil is the King's Ferry, three miles across, and also much frequented, as many roads branch off in all directions from the village of Longueuil, at which the boats arrive; steam and horse boats are also used in this traverse, but they ply at the foot of St. Mary's current; that from the west end of the island to Vaudreuil is three miles across, in the direct line of communication between Upper and Lower Canada: from the eastern Bout de l'Isle to Repentigny, where the road between Montreal and Quebec crosses, the ferry is about 1300 yards only. The others are of much less distance: at all of them convenient bateaux, canoes, and scows* are always ready to convey passengers, horses, carriages, &c., from one side to the other.

* A sort of lighter impelled by poles or oars, in shape of an oblong square, and sometimes large enough to cross four horses and vehicles at once, with several passengers. The horses, &c. are driven in at one end and disembark at the other.

From Repentigny to Isle Bourdon, in the Rivière des Prairies, and thence to the island of Montreal, a handsome wooden bridge was constructed, at a very great expense, by Mr. Porteous of Terrebonne, authorised by an act that passed the provincial parliament in 1808; but it was unfortunately destroyed the spring after it was finished, by the pressure of the ice at the breaking up of the frost. The same gentleman had previously obtained an act in 1805, but in the spring of 1807 the works were carried away before his undertaking was entirely completed. Notwithstanding these failures, it is considered that some plan may yet be devised to erect one, whose span may be sufficiently high to allow the masses of ice to drift down the stream without being so lodged as to accumulate an overbearing force. In this situation such a work would be of great public utility, from connecting the most frequented main road of the province.

The census taken in 1825 gives the following result as the population, &c. of the town, and the different villages on the island of Montreal.

Population of the county of Montreal.

| Town and Villages. | Present. | Absent. | Dwellings. | Shop. | Houses shut. | Houses building. | |
|-----------------------------------------------------|---------------|------------|--------------|------------|--------------|------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| City and Suburbs . . . | 22,357 | 146 | 2,908 | 147 | 96 | 70 | <div> <div>Division of St. Pierre, parish of Montreal.</div> <div>Division of St. Michael, parish of Montreal.</div> </div> |
| Village of St. Henry or Tanneries des Rollands } | 462 | 4 | 66 | 3 | 2 | 1 | |
| Village des Tanneries de Belair } | 116 | ... | 24 | 1 | 1 | ... | |
| Pointe aux Trembles . . | 185 | ... | 28 | ... | 1 | 1 | |
| Rivière des Prairies . . | 32 | ... | 8 | 1 | ... | ... | |
| Sault | 139 | ... | 26 | ... | ... | ... | |
| St. Laurent | 328 | ... | 58 | 4 | 6 | 1 | |
| Ste. Genevieve | 164 | ... | 25 | 1 | 1 | ... | |
| Pointe Claire | 333 | 3 | 57 | 1 | 2 | ... | |
| Total in town & villages | 24,116 | 153 | 3,200 | 158 | 109 | 73 | |
| Country | 12,969 | 14 | 1,878 | 22 | 93 | 14 | |
| Grand total of the county | 37,085 | 167 | 5,078 | 180 | 202 | 87 | |

The county of Vaudreuil, which completes the tract of country we have undertaken to describe under our assumed division of the province, forms a tongue of land, bounded south-west by the waters of the St. Lawrence, and north by those of the Ottawa: to the westward it is bounded by the division line between Upper and Lower Canada. This county comprises four seigniories and one township. The soil is in the aggregate extremely fertile, and its surface, though generally level, rises sometimes into gentle ridges or *côteaux*. The most conspicuous height within it is the Montagne St. Magdeleine in the seigniorship of Rigaud, near the summit of which is a rectangular area of about twelve acres, wholly destitute of vegetable production, and covered with rounded stones, so distributed as to exhibit the appearance of ploughed ridges, whence it has derived the appellation of *pièce de guérets*. Beneath it the ripplings of a brook are distinctly heard, but the waters themselves have never yet been discovered, though some attempts to do so were made by throwing up the stones immediately at the spot where the noise is most audible. To the depth of 12 or 18 feet, to which they have penetrated, neither moss nor soil of any species could be found, but merely a dry accumulation of trap and sand stones of moderate bulk.

The pretty village of Rigaud is delightfully seated at the base of this mountain, on the banks of river A la Graise, and near the shores of the beautiful lake of the Two Mountains. Nearly one league west of Rigaud is the ferry to the mouth of the North River in Argenteuil, and about three leagues eastward from the village along the borders of the lake, is the ferry at Le Dernier's to the Indian villages on the opposite side the water, where Indian birch canoes are always to be found ready for the conveyance of passengers, who will not fail to admire the skill of the natives in the management of their frail barks, especially if they should happen to cross the lake in windy weather, which they generally can do with safety. The village of Vaudreuil is about six miles beyond this ferry; and six miles further on is the Pointe des Cascades, at the eastern extremity of the seigniorship. At this point there are three steep hills forming the approach to a small village, which by its position is a great thoroughfare, where steam-boats and stages, with multitudes of passengers to and from Upper Canada, constantly come and go; yet it

derives but little permanent advantage from such transient circumstances, and is therefore languid in its growth. Steam-boats perform the trip between this place and La Chine in *two hours* going down and *three hours* coming up. The steamer St. Lawrence (1827) is impelled by a 32 horse-power engine, and has 14 births for passengers: the fare is 5*s.* in the cabin, and 3*s.* 6*d.* in the steerage.

The village of the Cedars, the central point of the parish of St. Joseph, is one of much importance from its magnitude and position. It is five miles from the Cascades, and situated at the head of the Cedar Rapids, at the point of rendezvous for all boats passing up or down the river, and having an established ferry to the opposite seigniory of Beauharnois. The well-wooded islands before it, the dashing and terrific rush of waters that sweep by in broad volumes in front, the raft, the Durham boat, or the batteau, involved in the foaming rapid on their swift career downward, or the latter struggling heavily along the shore in ascending the river, are objects that add amazingly to the interest of the place, and enhance the picturesque beauties of its scenery.

At a place near Longueuil's mill the batteaux going up the St. Lawrence are unloaded, and their freights transported in carts to the village, in order that they may be towed up light through the Grande Batture or Rapide du Côteau des Cèdres. On the opposite shore is the Rapid de Bouleau, deeper, but not less difficult to pass. The combined effects of these two make this the most intricate and hazardous place that is met with between Montreal and Lake Ontario. In a military point of view it is one of the most important spots that can be chosen, if it should ever unfortunately be again necessary to adopt defensive measures, as works thrown up on the projecting points of each side would completely frustrate any attempt to bring down by water a force sufficient to undertake offensive operations against Montreal. At Côteau du Lac, just above river de L'Isle, boats again enter locks to avoid a very strong rapid between Prison Island and the point abreast of it, where a duty is collected upon wines, spirits, and many other articles that are carried by them into Upper Canada. This place has been always esteemed a military post of some consequence. Works are here erected and kept in good repair that command the passage on the north side of

the river ; and were another thrown up on Prison Island, it would render the pass so difficult as to make it very improbable that any enemy, however enterprising, would run the hazard of it, or even venture through the outer channel between Prison Island and Grande Isle. The stream is interrupted hereabouts by several islands, between which it rushes with great impetuosity, and is so much agitated that boats and rafts encounter great inconvenience in descending : to go down in safety they must keep close under the shores of Prison Island. At two miles from Côteau du Lac is M'Donell's tavern, a very good house for the accommodation of travellers towards the upper province, and conveniently situated for that purpose.

The principal road in the county commences at Point Fortune, at the foot of Carillon Rapid, and runs along the borders of the water (by which it is in some places undermined), round to Point au Baudet. It generally passes at the base of La Petite Côte, a gentle and well-cultivated rising ground that lies on the right ; but the road itself is very bad in many places, and, from its passing through a rich soil, requires constant repair. The concession and cross roads are tolerably good in all the seigniories, and the dwelling-houses neat and substantial, and often built of stone. In the Concession de la Petite Côte in Vaudreuil an extensive vein of iron ore has been discovered, but it has not yet been opened. From Côteau du Lac the steam-boat navigation, which is left off at the Cascades, is resumed, and continued through Lake St. Francis to Lancaster in Upper Canada. In the seigniory of New Longueuil there are some settlements along the new road in front ; but the most populous parts of the seigniory lie more centrally, and along the river de L'Isle, on the borders of which is situated the parish church of St. Polycarpe.

The county of Vaudreuil contains a population of 13,800 souls ; but a large portion of its inhabitants follows the pursuit of *voyageurs*, to the material injury of the agricultural interests of that valuable tract of country, and the evident demoralization of the people, from its inducing those wandering habits that are incompatible with rural economy, and a dissoluteness of morals which marks but too generally that class of men.

NORTH SIDE OF THE ST. LAWRENCE.

§ II.—COUNTRY BETWEEN THE ST. MAURICE AND THE SAGUENAY.—*Counties:—CHAMPLAIN, PORTNEUF, QUEBEC, MONTMORENCI, and part of SAGUENAY.*

The population of the tract of country lying between the rivers Saguenay and St. Maurice amounts to about 70,000 souls, occupying the lands on the northern bank of the St. Lawrence to the average depth of three leagues from the margin of the river. The distance from the mouth of one river to the estuary of the other rather exceeds 190 miles, Quebec being situated in an intermediate and almost central position between them.

Of the two sections of country divided by the intervention of the capital of the province, that to the westward is by far the most populous, though perhaps not the most interesting under every other aspect. It is amply watered by the numerous tributaries and main branches of the rivers Jacques Cartier, Portneuf, St. Anne's, and Batiscan, which have their sources to the north and north-east of their mouths, and flow in the general direction of south-west to their respective junctions with the St. Lawrence. They all are frequently rapid, and consequently can offer but limited advantages from their navigation; yet some of them are effectually used in spring for the transport of rough timber, made solidly into cribs or small rafts, and floated down to mills, which are usually situated as near as possible to the waters of the St. Lawrence. They, nevertheless, generally admit of river craft ascending a few rods above their embouchures to convenient places of embarkation and loading. Several other inferior streams flow through the country, turning in their courses grist and saw mills, which are often, however, inoperative in summer, owing to the deficiency of water.

There are from three to four concessions or ranges of the seigniories and fiefs lying above Quebec, within the limits above mentioned, that are effectually settled, if the seigniories of Champlain and Cap la Magdeleine be alone excepted, the settlements whereof extend but partially to the second range. The concessions seem almost universally to be laid out to suit the convenience of the settlers, without regard to regularity.

and for this purpose the course of rivers is, for the most part, adopted as a line of double ranges (*double concessions*); and hence in many instances, as on the Batiscan, the St. Anne's, &c., the settlements are formed on both banks of the river to a remote distance from the St. Lawrence. A far greater quantity of land is in general conceded within the seigniories than what is actually cultivated, most of the inhabitants having, besides the farm they cultivate, another lot, from whence they derive supplies of building-timber and fuel.

The lands in the aggregate consist of a generous soil, which, however productive near the shores of the river, is stated to improve as it recedes from them—a circumstance tending to remove the prejudices existing against inland settlements. The light sandy soil which predominates in the seigniories above particularized (Cap la Magdeleine and Champlain) makes them an exception to the general fertility of this tract of country. The only townships that fall within this section are Stoneham and Tewkesbury, which were originally surveyed in 1800; but it is only recently that their settlement has commenced with any vigour, new surveys having been made, and the prosperous neighbouring settlements of the seigniories of St. Gabriel and Faussambault having spread their beneficial influence to them, and brought those township lands into notice.

The principal roads connecting the line of parishes, bordering this part of the St. Lawrence, or leading to the more inland parishes of St. Augustin and Lorette, are generally kept in good repair, but much inconvenience is suffered from the steep hills that are met with on the river road at Cap Rouge, St. Augustin, Jacques Cartier, and the Eu rails; some of these hills however may be avoided by the adoption of the road passing over the upper Jacques Cartier bridge, or that lying through the new village of St. Augustin, which is the route followed by the public stages, and the means of avoiding the abrupt hills of Cap Rouge.

Leaving Quebec by the upper road, either of Abraham's Plains or St. Foy, the eye dwells with delight on the picturesque valley of the St. Charles, which meanders beautifully through fertile and luxuriant fields, amidst flourishing settlements, along the rear of which, bounding

the horizon westward, extends a bold mountain range, whose majestic grandeur is displayed to singular advantage immediately after sunset, when its distinct and prominent outline is figured against the heavens, still glowing with the transparency and warmth of solar radiance. Approaching the village of Point aux Trembles, the mountains of Quebec are lost to sight, and the road is carried along the river nearer and farther from its banks, the country exhibiting no very bold character of feature, though its aspect is always agreeable. The general elevation of the country about Quebec is considerable, and the beds of rivers falling into the St. Lawrence are in consequence much depressed, with deep and bold banks, occasioning long and tedious hills, such as occur on either side the river Jacques Cartier. The parishes of Cap Santé and St. Anne's are the most important between Quebec and Three Rivers; and the latter, from its medium position between both towns, is invariably stopped at by travellers, who can be accommodated with comfortable fare at two or three good inns in the village.

QUEBEC.

SOME notice of Quebec has been taken already as a sea-port in the observations that have been made upon the river St. Lawrence, but it will perhaps be excused should the same points be again adverted to in giving a detailed description of the city. From the time that Cartier visited Canada, up to the period when the concerns of the colony came under the superintendence of Champlain (about seventy years), the French settlers and adventurers were dispersed over various parts of the sea-coast, or islands in the Gulf of St. Lawrence, as each, or a few together, discovered convenient places to fix their habitations in: during that time none of them had attempted to settle on or near the Great River.

The selection of a situation for building a town, wherein the benefits and habits of social life might be enjoyed, and from whence the management of the trading intercourse with the natives, and the government of the colony, could be more advantageously carried on than what they hitherto had been, was reserved for Samuel De Champlain, geographer to the King of France. Acting under a commission from the Sieur de

Monts (who shortly before had obtained from the court of France the exclusive privilege of trading between Cape Raze in Newfoundland and the fortieth degree of north latitude), he in 1608 made choice of the site of an Indian village called Stadaconé, upon the promontory now named Cape Diamond, and there, in the month of July, laid the foundation of the metropolis of New France, which has through many vicissitudes risen into importance, and at the present day maintains a distinguished rank amongst the towns of the greatest consequence on the northern division of the new hemisphere. No less difference of opinion has arisen as to the origin of its name, than about that of Canada; and the result of the disputes has not been more satisfactory in fixing its derivation. Whether it comes from the Algonquin, Abenaki, or Norman languages, to each of which conjecture has assigned it, we have not the means of verifying; nor is it indeed very material; it is enough to know that Champlain called his new town Quebec.

The progress of its aggrandizement there is much reason to believe was slow; for the new settlers, and indeed Champlain at their head, were not only so impolitic as to encourage the prosecution of hostilities between the two neighbouring nations of the Algonquins and Iroquois, but even to join the former against the latter. This interference drew upon the French the hatred of the powerful Iroquois, and was the means of involving the whole colony in a long and most destructive warfare, which at an early period rendered some defensive fortifications necessary to protect Quebec from the enmity of her new but implacable enemies. The defences were at first of the rudest description, being nothing more than embankments strengthened with palisades. In 1629 it was in an untenable state against the English, and fell into their hands; but, with the whole of Canada, was restored to its former master in 1632. From this period some attention was paid to the increase of the town; and in 1663, when the colony was made a royal government, it became the capital. Its progress towards prosperity was then somewhat accelerated.

From its growing importance, the English were desirous to recover possession of the place that a few years before they had not thought worth retaining, and made an unsuccessful because ill-timed attempt in the latter part of the year 1690 to reconquer it, which was attended