



R. S. M. Bouchette Del.

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with a disastrous result and severe loss. As the place obtained consequence, and became an object of desire to other and far more powerful enemies than the native savages, it was in the last-mentioned year fortified, according to the rules of art, in a more regular manner, by stone works, which from that period have been carefully attended to, and by continual additions and rebuildings are now improved into bulwarks that may stand in competition with some of the best constructed and strongest fortifications of Europe. From 1690 the increase was gradual while it remained under the French government; but since that period its progress towards prosperity has been much more rapid.

The situation of QUEBEC, the capital of Lower Canada, and the residence of the governor-general of British North America, is unusually grand and majestic, in form of an amphitheatre. The city is seated on a promontory, on the N.W. side of the St. Lawrence, formed by that river and the St. Charles. The extremity of this headland is called Cape Diamond, whose highest point rises 345 feet above the level of the water. It is composed of a rock of gray granite mixed with quartz crystals (from which it obtains its name), and a species of dark-coloured slate. In many places it is absolutely perpendicular and bare; in others, where the acclivity is less abrupt, there are patches of brownish earth, or rather a decomposition of the softer parts of the stone, on which a few stunted pines and creeping shrubs are here and there seen; but the general aspect of it is rugged and barren. From the highest part of the cape, overlooking the St. Lawrence, there is a declination towards the north by flattish ridges of a gradual decrease as far as the steep called Côteau St. Genevieve, whence the descent is more than 100 feet, nearly perpendicular. At the foot of it the ground is level, and continues so as far as the river St. Charles, and in fact far beyond it. The distance across the peninsula from one river to the other, in front of the line of fortification, is 1837 yards. These fortifications may be called the *enceinte* of the city, and the circuit within them is about two miles and three quarters. Out of this space forty acres or thereabouts on Cape Diamond are occupied by military works. From the cape, in a north-easterly direction, there is an easy diminution in the height of the rock of about 115 feet to the Castle of St. Louis and the grand battery, that crest a perpendi-

cular steep of 200 feet above the level of the river, overlooking the lower town. This altitude and frowning appearance continue with very little alteration round the town as far as the entrance called Palace Gate, where it sinks to the ridge already mentioned at the foot of Côteau Ste. Genevieve, and continues its course at nearly the same elevation through the parish of St. Foi, connecting itself with Cape Rouge, and forming between the River St. Lawrence, the valley through which the St. Charles flows, and that under Cape Rouge, an height of land about eight miles long, rising above the general level, like an island above the surface of the ocean.

The city, beside the distinction of Upper and Lower Towns, is divided into domains and fiefs, as the king's and seminary's domains, Fief St. Joseph, ground belonging to the Hôtel-Dieu, the Fabrique or church lands, and the lands that formerly belonged to the order of Jesuits. These, with the military reserves, constitute the principal divisions, in which the suburbs are not included. In the year 1622 Quebec did not contain more than 50 inhabitants\*, and in 1759, the population was estimated to be between 8,000 and 9,000; at present, including the suburbs, it is about 28,000. The public edifices are the Castle of St. Louis, the Hôtel-Dieu, the convent of the Ursulines, the monastery of the Jesuits, now turned into barracks, the protestant and catholic cathedrals, the Scotch church, the Lower Town church, Trinity chapel, a Wesleyan chapel, the exchange, the Quebec bank, the military and emigrant hospitals, the court-house, the seminary, the gaol, the artillery barracks, and a monument to Wolfe and Montcalm: there are two principal market-places, besides two minor ones, a place d'armes, a parade, and an esplanade. The Castle of St. Louis, the most prominent object on the summit of the rock, will obtain the first notice. It is a handsome stone building, seated near the edge of a precipice, something more than 200 feet high, and supported towards the steep by solid stone buttresses, rising nearly half the height of the edifice, and surmounted by a spacious gallery, from whence there is a most commanding prospect over the basin, the Island of Orleans,

\* Charlevoix Hist. New France, vol. i. p. 158.

Point Levi, and the surrounding country. The whole pile is 162 feet long by 45 broad, and three stories high; but in the direction of the cape it has the appearance of being much more lofty. Each extremity is terminated by a small wing. The interior arrangement is convenient, the decorative part tasteful and elegant, suitable in every respect for the residence of the governor-general.

The part properly called the Château occupies one side of the square or court-yard: on the opposite side stands an extensive building, formerly divided among the various offices of government, both civil and military, that are under the immediate control of the governor. It contains a handsome suite of apartments, wherein the balls and other public entertainments of the governor are always given. Both the exterior and the interior are in a very plain style. It forms part of the curtain that ran between the two exterior bastions of the old fortress of St. Louis. Adjoining it are several other buildings of smaller size, appropriated to similar uses, a guard-house, stables, and extensive riding-house.

The fortress of St. Louis covered about four acres of ground, and formed nearly a parallelogram. On the western side two strong bastions on each angle were connected by a curtain, in the centre of which was a sallyport: the other faces presented works of nearly a similar description, but of less dimensions. Of these works only a few vestiges remain, except the eastern wall, which is kept in solid repair. The new guard-house and stables, both fronting the parade, have a very neat exterior: the first forms the arc of a circle, and has a colonnade before it; the stables are attached to the riding-house, which is spacious, and in every way well adapted for its intended purpose: it is also used for drilling the city militia. On the south-west side of the Château is an excellent and well-stocked garden, 180 yards long, and 70 broad; and on the opposite side of Rue des Carrières is another, 107 yards long by 84 broad, both appendages to the castle: the latter was originally intended for a public promenade, and planted with fine trees, many of which yet remain. Between both these gardens is a delightful and fashionable promenade, commanding a magnificent view of the harbour.

The Monument erected under the immediate patronage of the Earl of Dalhousie, then governor in chief, to the two immortal heroes who com-



manded the adverse armies, and fell in the memorable battle of Quebec, stands in a conspicuous situation on the north side of Rue des Carrières, occupying a recess made for its reception within the line of the upper Château Garden. It consists of a solid rectangular column, built of gray stone, and gradually tapering from its basement to the cap, which terminates in an apex. The total altitude of the monument is 65 feet, of which height 20 feet 3 inches are taken up by the various gradations of the basement \*. The fund for its erection was collected by general subscriptions, in which most of the citizens readily joined, thus to commemorate the event that at once deprived the conquering and the conquered hosts of their valiant and ill-fated leaders.

The Court-house, on the north side of St. Louis-street, is a large modern stone structure: its length is 136 feet, and breadth 44, presenting a regular handsome front, approached by two flights of steps leading to an arched entrance, whence a vestibule on each side communicates to every part of the building. The ground-floor apartments are disposed for holding the quarter-sessions and other inferior courts, offices of clerks of the different courts of law, &c. &c. Above stairs there is a spacious

\* See Vignette, p. 176. The inscriptions are the following :—

MORTEM  
VIRTUS COMMUNEM  
FAMAM HISTORIA  
MONUMENTUM POSTERITAS,  
DEDIT.  
=====

HANC COLUMNAM  
IN VIRORUM ILLUSTRUM MEMORIAM  
WOLFE ET MONTCALM,  
P. C.  
GEORGIUS, COMES DE DALHOUSIE,  
IN SEPTENTRIONALIS AMERICÆ PARTIBUS  
AD BRITANNOS PERTINENTIBUS  
SUMMAM RERUM ADMINISTRANS;  
OPUS PER MULTOS ANNOS PRÆTERMISSUM,  
• QUID DUCI EGREGIO CONVENIENTIUS?  
AUCTORITATE PROMOVENS, EXEMPLO STIMULANS,  
MUNIFICENTIA FOVENS.  
A. S. MDCCCXXVII.  
GEORGIO IV. BRITANNIARUM REGE.

chamber, in which the court of king's bench is held, and another wherein the court of appeals and the admiralty court hold their sessions, with chambers for the judges and barristers, and separate offices for the sheriff, the clerk of the court of appeals, and the registrar of the admiralty. The embellishments of this edifice, both interior and external, are in a style of simplicity and neatness, and the arrangements for public business methodical and judicious. It occupies part of the site upon which stood an old monastery, church, and garden of the Récollets, destroyed by fire in the year 1796. This was at one time a very extensive establishment, covering the whole space between the parade, Rue des Jardins, St. Louis, and Ste. Anne. The order is now extinct in Canada.

The Protestant Cathedral is situated near the court-house, and parallel with Ste. Anne-street: it is 136 feet long by 75 broad, built of a fine gray stone, and occupying part of the ground of the Récollets, or Franciscans. This is, perhaps, the handsomest modern edifice of the city; and though not highly decorated, the style of architecture is chaste and correct. In the interior, a neat and unostentatious elegance prevails, wherein ornament is judiciously but sparingly introduced. An elegant marble slab, with a neat monumental inscription to the memory of the late Duke of Richmond, forms one of the conspicuous objects within its walls. The unhappy fate of that distinguished and lamented nobleman is well known, and much too painful and affecting to be unnecessarily dwelt upon. His death shed for some time a gloom over the whole country, from the well-founded hopes the inhabitants had entertained that the exalted rank and influence of so distinguished a peer would be powerfully exerted in the promotion of the interests and prosperity of the Canadas. There is a principal entrance at each end of the church, approached by a flight of steps. The spire is lofty, elegant, and covered with tin; and the church standing upon high ground within the city is a very conspicuous object at a great distance.

The Catholic Cathedral stands on the north side of Buade-street, fronting the market-place, on ground belonging to the Fabrique, or, in other words, church-land. It is a lofty, spacious, plain stone edifice, 216 feet in length by 180 in breadth: the interior is divided by ranges of arches into a nave and two aisles: at the upper end of the former is the

grand altar, placed in the middle of a circular choir that for the height of about 16 feet is lined with wainscot divided into square compartments, each including a portion of Scripture history represented in relief: the spaces between the squares are wrought into different devices. In the side aisles there are four chapels, dedicated to different saints. The interior is lofty and imposing, and the ceiling elegantly vaulted in stucco. It has always the appearance of neatness and cleanliness; but not being heated in winter, it is intensely cold and uncomfortable. On the outside, the solidity of the building may perhaps attract a spectator's notice; but nothing like taste in design, or graceful combination of architectural embellishment, will arrest his attention. The steeple is lofty, with an air of lightness not altogether devoid of beauty, and, like the roof, is covered with bright tin. Instead of springing from the apex of the roof, it is placed on one side of the front, giving it an appearance of affected singularity which it could not be intended to produce, the design having originally been to build two corresponding spires; but what circumstance prevented the execution of this plan we are not aware. The church is dedicated to Notre Dame de Victoire, and is sufficiently spacious to contain a congregation of about 4000 persons. The organ is an excellent one. The presbytery is the residence of the curate and four vicars of the cathedral, and has a covered avenue leading from it to the church: there is also a similar one between the church and the seminary.

The extensive building called the Seminary of Quebec stands near the cathedral, and is within the precinct of the seminary's domain, occupying with its attached buildings, court-yard, gardens, &c. a large space of ground. It is a substantial stone edifice, principally two stories high, though some portions of it have been raised to three. It forms three sides of a square, each about 73 yards in length, with a breadth of 40 feet: the open side is to the north-west. This establishment, originally intended for ecclesiastical instruction exclusively, was founded in the year 1663 by M. de Petré, under the authority of letters patent granted by the King of France. The early regulations have long been departed from, and at present students of the catholic persuasion intended for any profession may enjoy the advantage of it. It is divided into two branches, distinguished as the Grand and Petit Seminaire. The

studies of the superior department are conducted under the superintendence of the Rev. M. Demers, V. G., who is himself professor of philosophy, three directors, and a competent number of professors in the different branches of literature and science. Rev. M. A. Parent is director of the Petit Séminaire, which is exceedingly useful as a general school, wherein great numbers are educated free of expense, excepting only the trifling annual sum of five shillings as a compensation for fuel. Boarders are also received on the very moderate pension of twelve pounds ten shillings per annum. The interior plan of this structure is judicious, and the arrangement very convenient: it contains all requisite domestic apartments, halls for the senior and junior classes, residences for the superior, directors, professors, and different masters. The situation is airy and salubrious. The house is surrounded by large productive gardens, enclosed by a wall, and extending in depth to the grand battery where it overlooks the harbour: the length is 172 yards, and the breadth 200. It is well laid out, and ornamented by many handsome trees.

In the year 1703, the whole of the buildings belonging to the seminary were destroyed by fire, and no time was lost in replacing them; when, unfortunately, they again fell a sacrifice to a similar calamity in 1705. The Catholic Bishop of Quebec has fixed his residence in the seminary, where he lives surrounded and respected by his clergy, and not less esteemed by the laity of all persuasions for his piety and urbanity.

The Hôtel-Dieu, including under that name the convent, hospital, church, court-yard, cemetery, and gardens, contains within its walls a space of ground extending from the French burying-ground, or Cimetière des Picotés, to the Rue des Pauvres, or Palace-street, a length of 291 yards by a depth of 196 from Couillard-street to the rear wall. This establishment, for the reception of the sick poor of both sexes, was founded by the Duchess D'Aiguillon in 1637, through whose charitable zeal some nuns were sent from France for the purpose of commencing it and superintending its progress. The principal structure is 383 feet in length by 50 in breadth. From the centre, on the west side, a *corps de logis* ranges a length of 148 feet, and of a proportionate breadth. The whole is two stories high, substantially built of stone, with more regard to



interior convenience than attention to symmetry, and totally devoid of architectural decorations. It contains the convent, hospital, and nearly all the domestic offices. The church, about 100 feet in length by 40 in breadth, facing the Hôtel-Dieu-street, has nothing to recommend it to notice but the plain neatness of both its interior and exterior. The convent contains the residence of the supérieure, and accommodations for all the sisters of the congregation. The hospital is divided into wards for the sick, wherein both sexes receive nourishment, medicine, and attendance, free of all expense.

This charitable institution produces extensive benefit to the community, and continually affords relief to great numbers suffering under the accumulated oppression of disease and poverty. The funds by which it is supported are derived from landed property within the city, from whence it is entitled to all *lods et ventes*; also from the revenues of some seigniories that have been granted to it; and although these are considerable, yet, from the liberality and extensive nature of the disbursements, the expenditure so nearly balances the revenue, that it requires, and occasionally receives, grants of public money. The whole administration, care, and attendance of the establishment are conducted by a supérieure, La Révérende Mère Ste. Antoine, and thirty-two sisters, to whose zeal in the offices of humanity must be attributed the state of comfort, cleanliness, and good arrangement that invariably obtain the encomiums of every stranger who visits the institution.

The Ursuline convent is situated a short distance to the northward of St. Louis-street, within the fief of St. Joseph, a property that belongs to it. It is a substantial stone edifice, two stories high, forming a square, whose side is 112 feet. The building is 40 feet broad, containing ample and convenient accommodation for all its inmates. The church of St. Ursula, connected with the convent, is 95 feet long by 45 in breadth, very plain on the outside, but eminently distinguished for the good taste and richness of its interior ornaments, and the beauty of some of its paintings. To the eastward of it are several detached buildings, forming part of the establishment. The surrounding ground, 645 feet long and 436 broad, is encircled by a lofty stone wall, and, with the exception of a space allotted to the court-yard, is laid out in fine productive gardens.

This institution, for the purpose of extending the benefits of a careful and religious education to the females of the colony, owes its foundation in the year 1639 to Madame de la Peltrie, a lady residing in France. It consists of a supérieure, La Révérende Mère Sainte Monique, and 45 nuns, who are employed in the instruction of the pupils in the most useful branches of knowledge, besides embroidery, fine work, and other female accomplishments. The nuns live very recluse, and are more austere in their usages than any other in the province. The landed property of the institution is not very great, but the industry of the sisters is incessant, and the profits arising from it are all placed to the general stock, which thereby is rendered sufficiently ample. Their embroidery is highly esteemed, particularly for ecclesiastical vestments and church ornaments: their fancy works are so much admired, that some of them obtain considerable prices. The produce of their gardens, beyond their own consumption, also serves to increase the revenue of the community. This establishment being well worth inspection is usually visited by strangers; for which purpose a permission or introduction from the catholic bishop is necessary, and generally granted upon an application being made.

The monastery of the Jesuits, now converted into a barrack, is a spacious stone building, three stories high, forming a square, or rather parallelogram, of 200 feet by 224, enclosed within a wall extending more than 200 yards along Ste. Anne-street, and the whole of Rue de la Fabrique. On the arrival of some of the order in Canada in 1635, their first care was the erection of a suitable habitation, which being destroyed some years afterwards, made way for the present structure. It was formerly surrounded by extensive and beautiful gardens; but these, to the great regret of many, have been destroyed since the house, in common with the other property of the order, has reverted to the crown, and now form a place of exercise for the troops: indeed, no one could view without much reluctance the fall of some of the stately and venerable trees, yet untouched by decay, that were the original tenants of the ground at the first foundation of the city. As a building, this is one of the most regular of any in the place. After the reduction of Canada in 1759, it was bestowed by government upon Lord Amherst, but subsequently

reverted to the crown; and the legislature of the province have petitioned his majesty for its restoration to purposes of education.

The gaol is a handsome building of fine gray stone, 160 feet in length by 68 in breadth, three stories high. It is situated on the north side of Ste. Anne-street, with the front towards Angel-street. Standing on an elevated spot, it is airy and healthful. It has in the rear a space of ground 100 feet in depth confined by a lofty wall, where the prisoners are allowed the benefit of exercise. The interior is most judiciously planned, as it respects the health, cleanliness, and safe custody of those who are so unfortunate as to become its inmates. The design and construction confer much credit upon the architect, and the commissioners under whose superintendence it was erected. It was first occupied in 1814. The expense of the building, upwards of 15,000*l.*, was defrayed by the provincial legislature.

Opposite to the gaol is the Scotch church, a small building not distinguished for any thing deserving particular mention. The edifice itself is not deficient in neatness, but it is disfigured by the inelegance and disproportion of its spire.

The building denominated the Bishop's Palace, and standing on an elevated spot, is very conspicuous. It is situated near the grand battery, extending in an easterly direction from Prescot-gate, or the communication to the Lower Town, along Mountain-street 118 feet, and then in a line running at right angles to the former, 147 feet. Its average breadth is 34 feet. On the south and east sides it is three stories high, but on the others no more than two. It was built for the residence of the catholic Bishop of Quebec. It contained a chapel with every suitable convenience, and was by no means destitute of embellishment. An annuity has been granted by the government to the head of the catholic clergy in Canada in lieu of it.

The different divisions of the building are now occupied by the legislature, the offices of the legislative council, and those of the house of assembly. The chapel, 65 feet by 86, is fitted up for the meetings of the house of assembly. Adjoining it are the wardrobe, the different committee-rooms, library, &c. Above this part, that forms the north-west angle, is

the apartment where the legislative council holds its sittings; and on the same floor are the committee-rooms, council office, &c. &c. dependent on that branch of the legislature. The vaults underneath the palace are partly appropriated to the secretary of the province, and occupied as depositories of the archives and most of the public records of the province.

The artillery barracks form a range of stone buildings, two stories high, 527 feet in length by 40 in breadth, extending in a westerly direction from Palace-gate. They were erected previous to the year 1750, for the accommodation of troops, by which the garrison was reinforced, and were then distinguished as the *casernes nouvelles*. They are roughly constructed, but very substantial and well arranged. The east end of the range was for several years used as a common prison, but since the erection of the new gaol this practice has been discontinued. Besides sufficient room for quartering the artillery soldiers of the garrison, there is an ordnance office, armoury, storehouses, and workshops.

The armoury is very considerable, and occupies several apartments, wherein small arms of every description for the equipment of 20,000 men are constantly kept in complete repair and readiness for immediate use. The musquetry and other fire-arms are arranged so as to admit convenient access for the purpose of cleaning, &c. The *armes blanches* of all classes are well displayed in various designs and emblematical devices, and present, on entering the room, a fanciful *coup d'œil*. In front of the barracks there is a good parade.

The Union Buildings, formerly the Union Hotel, are situated near the Château, on the north side of the Grand Parade or Place d'Armes, and contribute greatly towards its embellishment. They form a capacious well-built stone edifice, three stories high, in a handsome style of modern architecture, 86 feet in length by 80 in breadth. The principal building was erected about the year 1803, under an act of the provincial parliament, by a number of persons who raised a sufficient joint stock by shares, and who, by the act, were formed into a corporate body. The object was to have a commodious hotel of the first respectability, for the reception and accommodation of strangers arriving in the capital. It was three years ago purchased by the chief justice of the province, who has considerably enlarged and improved it; and the whole is now leased by



government from the proprietor at a rent of 500*l.* per annum, and appropriated to public purposes, the chief departments of the colony having their offices established there. They are those of the governor's civil secretary, the receiver-general, the surveyor-general, the auditor-general of accounts, the commissioner of crown lands, the warden of the forests, the secretary to the corporation for clergy reserves, and a temporary hydrographer's office. An elegant room is fitted up for the sittings of the executive council, and chambers allotted to its clerks. The great room, which was originally denominated the assembly room, where the subscription balls were given during winter, is now converted into a museum attached to the Literary and Historical Society of Quebec, first founded in 1824, under the auspices of the Earl of Dalhousie, and subsequently united in 1829 to the Society for the Promotion of Arts and Sciences in Canada, which was founded in 1827. The museum contains already a valuable collection of minerals and fossils, a considerable portion of which was collected in various parts of Upper Canada, classed and presented to the institution by Captain Bayfield, R. N. The botanical department is also supplied with many beautiful specimens, amongst which the classified plants presented to the museum by the Countess of Dalhousie are prominent. In mentioning this interesting branch of science, we cannot forbear associating with it the name of one of the most zealous and intelligent members of the society, and one of its vice-presidents, Mr. Shepherd, whose practical as well as scientific knowledge of botany has enabled him to lay before the society, at different times, much important information relative to Canadian trees and plants.

The walls of the great room are hung with paintings in various styles, some of which are of the best schools, and would do honour to any gallery. The collection belongs to Mr. Joseph Ligaré, a Canadian artist of reputation, and a member of the society, who has liberally consented to this gratuitous exhibition of art upon the mere condition that the paintings should be insured by the society against accidents by fire. Next to the great room is a large and convenient apartment, appropriated to the meetings of the members, whether in general assemblies or class sittings: it is also used as the library, and, as such, contains several valuable standard scientific and literary works; but the institution being

merely in its infancy, the catalogue is not yet very copious, though it is daily acquiring an accession of new and important books, &c. The entrance to the building is under a portico of good proportions and tasteful design, approached by a flight of steps.

The peculiar situation of the city, as already described, occasions irregularity and unevenness in the streets: many of them are narrow, but most of them are well paved, and the others are macadamized: the breadth of the principal ones is 32 feet, but the others usually only from 24 to 27. The greater number of the houses are built of stone, very unequal in their elevation, with high sloping roofs, principally shingled, though sometimes covered with tin or sheet iron. Great improvement has taken place of late years in the mode of building and in the appearance of the dwellings, as the old-fashioned methods of the country are gradually superseded by a modern style. No less amendment has taken place in paving the streets. Mountain-street, where formerly the ascent was so steep as to make it difficult for a carriage, is now passable for all sorts of vehicles with the greatest ease. John-street, Buade-street, Fabrique-street, and the greater part of Palace-street, are the great thoroughfares, and may be considered as the mercantile part of the Upper Town, being inhabited chiefly by merchants, retail traders, artisans, and numerous tavern-keepers. St. Louis-street, running nearly parallel to St. John-street, is much more elevated, airy, and agreeable, and by far the pleasantest part of the town: as such, most of the superior officers of the provincial government, and people of the first rank, reside there. Many of the houses are modern and very handsome: that formerly belonging to the late Chief Justice Elmsly, though not modern, is large and elegant, and at present converted into a barrack for officers. Near it, in the rear, is the military hospital at the foot of Mount Carmel.

The market-place is 165 feet long: in front of the Jesuits' barracks it is 250 feet broad, but near the cathedral it is only 172. In the centre is an elongated building, circular at both ends, and divided into two rows of butchers' stalls facing outwards, to which access is had on the side of Fabrique-street by a flight of steps and a landing. The hay and wood market occupies a regular area, formerly the site of the Jesuits' church, adjoining the drill-ground of the Jesuits' barracks, from which it is divided by a

wall. Main streets diverge from the different sides of the market to the principal entrances into the city. The market is held every day, and almost always well stocked; but Saturday usually affords the greatest abundance, when there is a good show of butchers' meat of all kinds, furnished both by the butchers of the city and the *habitans* or peasants, who bring it from several miles round. The supplies of poultry, fish, fruit, vegetables, herbs, and indeed every article of consumption, are brought by the country people in large quantities from the different fertile seigniories round the capital. In fact, nothing is wanting to furnish the table, and that too at a moderate price, for every rank of society, from the humble labourer to the man of affluence, who can enjoy both the comforts and luxuries of life.

The Place d'Armes, or Grand Parade, in front of the Château, though not extensive, is handsome, and may be termed the court end of the town. Surrounded by the most distinguished edifices in the capital, and having in its centre an enclosed space, confined by chains and wickets, and laid out into walks, it is not destitute of attractions, and affords an agreeable promenade.

The Esplanade, between St. Louis and St. John's gate, has a length of 273 yards by an average breadth of 80; except at the St. Ursula bastion, where it is 120 yards. It is tolerably level, in some places presenting a surface of the bare rock. This is the usual place of parade for the troops of the garrison, from whence, every morning in summer, the different guards of the town are mounted: in winter the barrack drill-ground is generally used for parades. The musters and annual reviews of the militia belonging to the city are held here.

The Lower Town is situated immediately under Cape Diamond, and by the continuation of merchants' stores and warehouses reaches from L'Ance des Mers round the point of the cape as far to the north-west as the suburbs of St. Roch. It stands on what may be termed an artificial ground, as formerly, at flood tide, the waters of the river used to wash the very foot of the rock. From time to time, wharf after wharf has been projected towards the low-water mark, and foundations made sufficiently solid to build whole streets, where once boats, and even vessels of considerable burden, used to ride at anchor. The greatest breadth of

this place is at Rue Sous le Fort, where, from the cape to the water's edge, the distance is 240 yards, but proceeding more to the northward this dimension is greatly reduced. L'Ance des Mers, or Diamond Harbour, is the southern extremity of the Lower Town. It is immediately under the highest part of Cape Diamond, having around its shore a continuation of extensive wharfs, stores, and workshops in full activity, from which there is an uninterrupted routine of business carried on with other parts of the town. A commodious dock for repairing vessels, and a yard for building, from whence ships of large tonnage are frequently launched, contribute very much to increase the importance of the place. From L'Ance des Mers to Brehaut's Wharf, the road passing by the foot of the cape is very narrow; and that the communication may be rendered as direct as possible, it has been necessary in many places to cut through the solid rock. The government gun-boat wharf and guard-house are near Brehaut's Wharf at Prèsdeville, a spot of historical celebrity since the defeat of General Montgomery, who, advancing under cover of the night, on the 31st December, 1775, to attack the place, at the head of 900 Americans, was killed, and the assailants repulsed with great slaughter\*.

From this wharf a direct communication is formed with the citadel by an inclined plane or railway 500 feet in length, constructed upon the rugged face of the cliff, which is 345 feet in perpendicular height. It is exclusively used by government for the more expeditious conveyance of stone and other materials required in the erection of the fortress on Cape Diamond, but may be ascended or descended by persons having pass-tickets to the fortifications, there being a flight of stairs, with a hand-rail, between the carriage ways. From Prèsdeville to the Cul de Sac is almost an uninterrupted succession of storehouses and wharfs, at the greatest part of which ships can lie without taking the ground at low water. At Racey's Wharf are the large and valuable premises called the Cape Diamond Brewery, where an extensive business is carried on, not for home consumption alone, but in porter and ale for exportation.

\* A simultaneous attack was made by General Arnold on Sault au Matelot at the other end of the town, in which that officer was wounded, but the British forces in that quarter were driven back about 200 yards to a barrier nearer the central part of the Lower Town.



The Cul de Sac is situated between the King's and Queen's Wharfs, forming an open dock, dry at every tide. Ships can be there conveniently laid aground to receive any necessary repairs. In the winter, boats and small-decked vessels that navigate the river between Quebec and Montreal are also laid up in security from the ice. It spreads 540 feet in length, and about 240 in depth. All craft lying here for repair, or otherwise, must observe the rules and regulations prescribed by the Trinity-house, and are placed under the immediate superintendence of the assistant harbour-master. Between the Queen's and M'Callum's Wharf is the principal landing-place, about 200 feet wide, where boats and canoes usually set their passengers on shore, but where much inconvenience is frequently occasioned by the numerous rafts of fire-wood that are brought down the river for the use of the city, and moored hereabout, sometimes to the complete obstruction of the passage. If the regulations of the harbour, properly enforced, be insufficient to prevent this public annoyance, it should be removed by legislative interference.

The public buildings and other objects of note in the Lower Town are the catholic church, the Quebec bank, the exchange, the government warehouse, the custom-house, the wharfs, dockyards, and markets. The catholic church fronts the principal market-place. It is the only house of worship in the Lower Town, and was built upwards of a century ago, in compliance, it is stated, with a vow made in 1690, during the siege of Quebec, by the English forces under General Phipps. It was nearly consumed by fire in 1759, but afterwards repaired, and surmounted by a spire. The Quebec bank occupies a lofty building, faced with wrought lime-stone, and having two fronts, one on St. Peter and another on Sault au Matelot streets. The edifice also contains the fire assurance company of Quebec, to which it belongs, and also the Quebec library, besides several chambers used as offices. The library contains the most valuable collection of books, classical, scientific, and literary, in the province, and is immediately supplied with the new works as they are published, the fund for their purchase arising out of the subscriptions, and the control of the moneys devolving to a committee of management composed in general of the original shareholders or proprietors of the library, or

their representatives. The government warehouse on the King's Wharf is a spacious stone building, 250 feet long, appropriated for the reception of naval and military stores, and guarded by a small military detachment. The Exchange will be hereafter noticed. The Custom-house stands on M'Callum's Wharf; and during that part of the year when the navigation of the river is uninterrupted, it presents the crowded scene of activity and business commonly met with at such establishments. The insufficiency of the accommodations of the present establishment for a department of that nature has been seriously felt, and the legislature has lately provided for the erection of a custom-house, for which purpose an eligible situation was judiciously selected by His Excellency Sir James Kempt when administrator of the government, and it is intended this spring (1831) to lay the foundation of the new building adjoining the extensive government warehouses on the King's Wharf.

Some distance from M'Callum's Wharf, and between the premises heretofore belonging to Sir John Caldwell, and those of Mr. Tod, passes the boundary line between the king's and seminary's domains. A definition of the precise extent of the former would prove tedious, as it is presumed to include generally all ground in and about the city not disposed of by deed of concession, or letters patent, either to public bodies or individuals. Such parts of it as may be deemed necessary are reserved for military and other public uses, and the remainder is usually conceded, subject to the payment of *lods et ventes*. The seminary domain was granted by Monsieur de Chauvigny, the governor of the province, to the seminary of Quebec, on the 29th of October, 1686, by which concession the whole extent of beach in front, and reaching to the low-water mark in the river St. Charles, was confirmed to it. This grant is quoted by Le Maître La Morille, Arpenteur Royal et Juré à Quebec, in his procès verbal, dated ———, 1758, wherein he minutely describes the boundaries of both domains, and also of the ground granted to the Hôtel-Dieu. The seminary's domain is nearly as follows: beginning at the separation from the king's domain in the Lower Town, it passes between the houses of the Honourable Mr. Caldwell and Mr. Tod; from whence it extends in an easterly

direction as far as the low-water mark. Returning to the first-mentioned separation from the king's domain, it shapes nearly a west-south-west course as far as the presbytery, near the catholic cathedral, where it takes a direction nearly north-westerly to the French burying-ground, or Cimetière des Picotés; and from thence it ends by a line running north eleven degrees west by compass to the low-water mark, dividing on this side the domain from the grounds of the Hôtel-Dieu. From M'Callum's to Messrs. Munro and Bell's wharf, the line is occupied by a continuation of water-side premises and wharfs, conveniently situated towards the St. Lawrence, and well calculated for the extensive shipping concerns of their respective owners. From the avenue leading down to Munro and Bell's, the Rue Sault au Matelot is prolonged in a westerly direction as far as La Canoterie, so close under the cliff as to admit of only one row of houses; and although by undermining and cutting away the rock so as to make it quite perpendicular, the street has been rendered as convenient as the nature of circumstances would admit, yet in one place, with all these contrivances, it is no more than twelve feet wide. In the rear of these houses is another line of wharfs, that can be reached by river craft at or a little before high water only. Over these wharfs a new street (St. Paul's), long projected, was some years ago opened, and is now become a great thoroughfare, communicating at one end by an angle with St. Peter-street, and at the other with a new street leading to St. Roch. From the end of Rue Sault au Matelot a hill communicates with the Upper Town by Hope Gate. Proceeding westward through St. Charles and St. Nicholas-streets, there is a range of spacious wharfs, the king's storehouses and wharfs, the batteaux-yard, and the jetty. The latter was no more than a loose pile of huge stones, extending from high to low water mark, and covered with a platform that served as a public promenade. It is at present partly embodied into wharfs, and partly left in its original rude state. In the batteaux-yard the boats and batteaux employed in the service of government are built, repaired, and laid up during the winter.

On the western side of St. Nicholas-street, and fronting that of St. Vallier, are the ruins of the intendant's palace. After the conquest in 1759 but little attention was paid to it, and in the year 1776 its ruin at

a palace was completed; for when the Americans, under Arnold, blockaded the city, they found means to establish a body of troops within it; but they were soon afterwards dislodged from their quarters by shells thrown from the garrison, which set it on fire, and nearly consumed the whole. Near the ruins is a small building preserved in good repair, and appropriated for some time as the residence of the chief engineer of the garrison. Since the period of its demolition, a small part that required but little expense to restore has been converted into government storehouses. The distinction of Le Palais is still applied to a part of the Lower Town, in the neighbourhood of the ruins. Between Le Palais and the beach is the king's wood-yard, occupying a large plot of ground, wherein a sufficient quantity of fuel for a year's consumption of the whole garrison is always kept in store. By its northern side is constructed an artificial road, substantially wharfed so as to prevent its inundation by the flood tides that rise in the estuary of the river St. Charles, along the banks of which it runs. Regular slants at convenient distances descend from the level of the road to the beach, which is always crowded with river craft, boats and rafts, the two former bringing generally deals, provisions and forage to market, and the latter consisting chiefly of fire-wood.

On the western side of the wood-yard the suburb of St. Roch commences, and extends in a westerly direction to La Vacherie, a distance of 735 yards, and from the Côteau Ste. Genevieve to the river St. Charles about 730 yards. Towards La Vacherie especially the extension of the suburbs has been of late extremely rapid, and the fields formerly occupied as grazing grounds are now in a great measure covered with houses. The streets, though narrow, are regularly built and straight, crossing each other at right angles. The greater part of the houses are of wood, but a few of those lately constructed are not destitute of a showy exterior. The church of St. Roch is a handsome but plain structure of large dimensions. The ground on which it stands was a free gift from J. Mure, Esq.; and the edifice itself was erected under the patronage of the late catholic bishop\*, who was also the patron

\* *Monsieur Plessis*, whose great virtues and eminent talents rendered him one of the most distinguished bishops that ever filled the Quebec Catholic see.



of a public school in this suburb, and another in St. John's. The inhabitants of St. Roch are entitled to vote for the representatives in parliament for the Lower Town, which elects two. From the extremity of the suburbs to the banks of the river St. Charles, which winds beautifully through the valley, as before mentioned, there is a large extent of fine meadow and pasture land, varied at intervals by gardens, and intersected by the road leading from the city to the former site of Dorchester bridge.

The beaches of the rivers St. Charles and St. Lawrence, in the neighbourhood of Quebec, require a few words of particular observation, as they are disposed of by specific grants, and sometimes sold in portions at great prices, or let at high rents, or for other valuable considerations. That of the river St. Charles from Pointe à Carcy to the old Dorchester bridge is low, flat, and generally sandy, with many groups of rocks lying about it, but particularly between the Point and the Jetty, where they almost edge the low-water channel. The space that lies between a line prolonged from St. Peter-street down to the low-water mark of the St. Charles and the St. Lawrence was conceded by the seminary to Messrs. Munro and Bell, and within its limits these gentlemen had very extensive premises, that have been judiciously divided into lots and disposed of to considerable advantage for the building of wharfs and other improvements, which are rapidly proceeding. The peculiarly favourable situation of this property, at the angle of the Quebec rock, has led to its selection as a fit site for the erection of the New Exchange, which is an elegant gray cut-stone edifice, supported by an arched colonnade and piazza, and standing conspicuous on a projecting wharf. The edifice is 65 feet long by 34 broad. On the first floor is the reading-room, 50 feet by 30; and above is the room appropriated to the committee of trade, a deposit room, and four other apartments. Upon another wharf, near the Exchange, is a market for the immediate accommodation of that quarter of the Lower Town. The Exchange is well situated to be made a sailing-mark, by which directions might be laid down to prevent vessels in coming to their anchorage before the town from keeping too much within the river St. Charles, where, at half ebb, they would get aground upon the reef that stretches nearly across its mouth. From Bell's Wharf

down to the edge of the St. Lawrence at low water the distance is 230 feet, nearly all a reef of flat rocks; and in a north-easterly direction, the Pointe à Carcy, a large irregular ridge, runs about 240 yards beyond the wharf. It leaves a narrow passage for the channel of the St. Charles, from whence another chain of rocks ranges in different directions about the entrance of it, which at low water is uncovered, and at high water has about two fathoms and a half upon it. From the Grand Battery on the cliff, a little before the flood tide makes, two distinct reefs can be seen stretching across it, nearly parallel to each other. The entrance into it is close within Pointe à Carcy, where several sand-banks form two or three different passages between them.

The construction of a pier across the estuary of the St. Charles is a measure of the greatest practicability and of paramount importance under every aspect, and a subject that was brought under the notice of the legislature in 1823, when it received the most serious consideration in committee, and was very favourably reported upon; but no bill has yet been introduced tending to encourage so momentous an undertaking. The most judicious position contemplated for the erection of such a pier is decidedly between the New Exchange and the Beauport distillery and mills, a direct distance of 4,300 yards, which, with the exception merely of the channels of the St. Charles (that are neither very broad nor deep, nor numerous), is dry at low water, and affords every advantage calculated to facilitate the construction of a work of that nature. It appears that anterior to the conquest the French government had entertained some views in relation to so great an amelioration; but the subject seems to have never been properly taken up until 1822, when the project was submitted to the governor in chief of the province by James George, Esq. a Quebec merchant, conspicuous for his zeal and activity, as well in promoting this particular object, as in forwarding the views of the St. Lawrence Company, an association formed avowedly for the improvement of the navigation of the St. Lawrence.

Of the benefits to be derived from thus docking the St. Charles no one can doubt, whether the undertaking be considered in a local, municipal, or commercial point of view. As a means of extending the bounda-

ries of the Lower Town, and bringing under more immediate improvement the extensive beaches of the St. Charles, it is of the greatest consequence; whilst it will open a more direct and considerably shorter access to the city from the fine country to the north-east, and therefore further encourage the introduction of produce into the Quebec markets, and also facilitate the more frequent and general intercourse between town and country. Property in its vicinity would be amazingly enhanced in value, whether on the Beauport or the Quebec shore; and we almost might look forward to the period when both banks of the St. Charles would be identified as the Lower Town.

Commercially considered, this pier (which would at first form a *tide-dock* that might eventually be converted into a *wet-dock*) would be of incalculable advantage from the great facilities it would offer to the general trade of the place, and especially the timber-trade, which has frequently involved its members in much perplexity, owing to the deficiency that exists of some secure dock or other similar reservoir, where that staple article of the colony might be safely kept, and where ships might take in their cargoes without being exposed to the numerous difficulties and momentous losses often sustained in loading at moorings in the coves or in harbour. By building the outward face of the pier in deep water, or projecting wharfs from it, an extensive advantage would also be gained, affording increased conveniences in the unloading and lading of vessels. In fact, it would be impossible, in summarily noticing the beneficial tendency of this great work, to particularize its manifold advantages: they are too weighty to be overlooked either by the legislature or the community at large, and will doubtless dictate the expediency of bringing them into effectual operation. The different modes suggested of raising the capital required for the undertaking are, 1st, from the provincial revenue by the annual vote of a loan; 2ndly, by an act vesting it in the city of Quebec, by way of loan to the city, to be refunded by the receipts of rents and dock dues arising from the work; 3dly, by an act of incorporation, the province taking a share in the stock, and appointing commissioners; 4thly, by an act of incorporation only.

From the western boundary of the Seminary Domain as far as the

Jetty, or Stone Dyke, the beach belongs to the Hôtel-Dieu, and, with the right of fishery, was granted to it in 1648; but the greater part has been conceded by that establishment to different persons, and is now occupied either as wharfs, dock-yards, or timber-grounds. From the Jetty, as far as St. Roch-street, the whole of the beach is reserved by government, beyond which the remaining portion, in front of St. Roch, was granted by the crown to the Hon. John Richardson of Montreal, in trust for the heirs of the late William Grant, Esq., from whom it was acquired by the late John Mure, Esq., and is now the property of Mr. Pozer. It is divided into several dock-yards, wharfs, and timber-grounds, and occupied by various persons. Among the former, Goudie's yard is the most eminent and complete, where ship-building upon an enlarged scale has been carried on for many years. There is in this dock-yard a spacious saw-mill, with numerous sets of saws, worked with prodigious velocity by a steam-engine of considerable power. Campbell's Wharf projects so far into the river as to form rather a remarkable feature in looking toward Dorchester bridge. The large building formerly called Grant's Mill still remains upon it, though in ruins. Within these premises there is a very extensive wet dock, or dam, for keeping timber afloat. From the line of La Vacherie up to the site of the old bridge, the beach on either side of the channel is generally used as timber-grounds, and provided with extensive booms, &c. The bed of the St. Charles is flat. At low water the two channels are narrow, winding, and frequently divided by wide-spreading shoals of sand or mud. When the tide is out, the water in them varies from 8 to 27 inches, but at full flood the average is from two to two fathoms and a half.

Dorchester bridge was originally situated higher up the river, at the termination of the road in the rear of Lynd's farm on one side, and the point of junction of the Beauport and Charlesbourg roads on the other. This route, however, being very circuitous, public convenience suggested the expediency of building a new bridge nearer the town, and an act to that effect passed the provincial legislature several years ago, authorizing Messrs. John Anderson and Charles Smith to build the existing toll-bridge, and to demolish the old one. The new Dorchester bridge may be considered

as situated at the mouth of the St. Charles, as both shores lower down trend outward, and form the expansive estuary of that river. The bridge forms a direct continuation of Craig-street, one of the leading thoroughfares of the suburb of St. Roch, and, independent of its incalculable utility, constitutes one of the greatest ornaments of that part of the town. It is supported by substantial frame piers filled with stones, and its surface, which is macadamized, lies on a perfect level with the roads which it connects. Projecting from the centre pier, in the manner of wings, are two light buildings, neatly fitted up, and occupied by restaurateurs. Between the last pier and the abutment on the Beauport side is the drawbridge, constructed to admit the passage of river craft or larger vessels that are sometimes launched from or repaired in the dockyards above the bridge. The prospect on every side from the bridge is agreeable and pleasing: the town, suburbs, and the cape, are seen to great advantage. It is always kept in good repair, although the toll is frequently avoided by passengers going along the beach at low water: in winter, as soon as a solid track can be made upon the ice, this evasion is almost general. At the northern extremity of Dorchester bridge is the valuable estate of J. Anderson, Esq., and some distance beyond it, on the Charlesbourg road, the elegant country seat and residence of C. Smith, Esq.—two gentlemen who are the chief proprietors of the bridge, and have laid out a considerable capital in its construction.

The suburb of St. John, above the Côteau Ste. Genevieve, is built on very uneven ground, with an elevation towards the Grande Allée, or road to Sillery. It occupies a mile in length by half a mile in breadth, and is increasing very fast in buildings as well as population. There are several parallel streets crossed by others at right angles, except George-street, which takes a diagonal direction across Richelieu and Olivier streets, connecting this suburb with St. Roch, by the Côte d'Abraham, and communicating with the road to Lorette. St. John-street is the principal one, and from the end of it the road continues to St. Foi. In different parts of this suburb many well-built houses present themselves, several of which are of stone. On the south side of St. John-street are the protestant burial-ground and chapel. In the elections for members of



parliament, the inhabitants of St. John's suburb are entitled to vote for the two who represent the Upper Town.

On the Chemin de la Grande Allée, just beyond St. Louis-gate, is the house and garden formerly belonging to Mr. Jones, and now occupied by the Hon. John Stewart; further along the road, on the left hand side, is the building still called Ferguson's House, standing on the highest ground of the celebrated plains of Abraham, and in the occupation of Colonel Durnford, the commanding royal engineer in the province. It is calculated to be 330 feet above the level of the river, and commands most of the works on this side of the town, except those on the very summit of Cape Diamond, which are still higher by 10 or 15 feet. To diminish the probability of this eminence being ever seized upon as a point of offence against the city, four Martello towers have been erected some distance in advance of it, extending from the St. Lawrence, across the peninsula, to Ste. Genevieve, at between 500 and 600 yards' distance from each other, and so posted that they can sweep the whole breadth of the plains; they are very solidly constructed, and their batteries mount guns of heavy calibre. Proceeding along the Grande Allée westward, on the left-hand side are several large pieces of ground belonging to the Hôtel-Dieu, and the Ursuline convent; on the opposite side, well cultivated fields and rich pastures spread down to the Ste. Foi road. The four meridian stones fixed in 1790 by the late Major Holland\*, then surveyor-general of Canada, are placed at convenient distances from each

\* This highly scientific and meritorious officer was surveyor-general of the whole of British North America anteriorly to the American revolution. He was at the taking of Lewisburg, and subsequently at the reduction of Quebec in 1759, and stood near General Wolfe when that great hero fell on the plains of Abraham. The gallant general, as a testimony of his regard, presented Major (then Captain) Holland with his pistols, and left him the greatest part of his plate. Several years before his death in 1801, Major Holland suffered a severe attack of the palsy, which deprived government of his valuable services in his important department. He died, after nearly fifty years of active service, a member of the Legislative and Executive Councils of Lower Canada, and carried with him to the grave the respect and sincere regrets of all who had known him. My friend and patron in the early period of my professional career, as well as my predecessor in office and near relative, I should be wronging those feelings of gratitude that I feel for his friendship, were I to withhold this feeble tribute to his superior merits and his memory.

other across the plains: they represent a line astronomically north, and were established for the purpose of adjusting the instruments used in the public surveys of lands. One of them that stood in the angle of a field redoubt where General Wolfe is said to have breathed his last, has been greatly impaired by the pious reverence of *curious* strangers, who, wishing to bear away a relic of any thing from the spot consecrated by the hero's death, have broken off pieces of the stone placed there thirty years after that event. The object for which these meridian stones were placed has since been frustrated by the extension of the suburbs of St. Lewis and St. John, the buildings of which intercept the view from the one to the other. When meridians are established in various parts of the province for the convenient verification of surveys, as is about to be done, new meridians will be required at Quebec, so situated, if possible, as to prevent the recurrence of such interception.

Beyond these stones are some open fields belonging to the Hôtel-Dieu, but retained by government for military uses. One of these on the left towards the St. Lawrence is converted into a race-ground, where the lovers of turf-sports meet twice a year, generally in June and September, to enjoy the exciting amusement of horse-racing. The course is a mile in circuit, and its situation so truly delightful that it is well calculated of itself to attract numerous visitors. To the westward of the race-course is a property originally belonging to the late Right Rev. Dr. Mountain, Bishop of Quebec; and contiguous to it is the beautiful estate of the heirs of the late Hon. Mr. Percival, called Spencer Wood, formerly known by the name of Powel Place, and which used to be the country residence of the governor-general. Woodfield, the property of W. Shepherd, Esq. is another valuable and elegant estate, which, from its charming position, is very deserving of notice. The beach directly under the height upon which these houses stand is divided into many valuable timber grounds, extending to the westward as far as Pointe à Puisseaux, which chiefly belonged to the original firm of Messrs. Patterson, Dyke, and Co. Wolfe's Cove is the largest of all the bays in the vicinity of the city, and memorable as the landing-place of the English army which achieved the conquest of the capital in 1759. It is generally a scene of great activity in

the timber trade; during the summer season, numbers of ships are continually seen anchored in groups before the premises of the different merchants: it is principally the property of Messrs. Grant and Greenshields.

The city, whose most vulnerable part is towards the plains of Abraham, is fortified by a strong line of regular works, from Cape Diamond to Coteau Ste. Genevieve, with ditch, covered way, glacis, &c., strengthened by some exterior works between St. Louis-gate and St. John's-gate, well calculated to render the approach to the town by the main roads exceedingly difficult, if not impracticable; but from the ground rising a little towards the plain, it has been deemed expedient to construct the Martello towers before-mentioned, to prevent any advantage being taken of its superior elevation.

In its present state Quebec may rank as a fortress of the first consequence: the citadel on the highest part of Cape Diamond presents a formidable combination of powerful works, whence a strong wall, supported by small batteries in different places, runs to the edge of the precipice, along which it is continued to the gateway leading to the Lower Town, which is defended by heavy cannon, and the approach to it, up Mountain-street, both enfiladed and flanked by many guns of large calibre; thence a line of defence connects with the grand battery, a work of great strength, armed with a formidable train of twenty-four pounders, and commanding the basin and passage of the river. Hence another line is carried on past the Hope and Palace Gates, both protected by similar defences to those of Prescott Gate, until it forms a junction with the bastion of the Coteau du Palais.

The general hospital stands on the bank of the river St. Charles, about a mile distant from the city, in a healthy, pleasant situation, surrounded by fine fields and meadows, having its front towards the road called *Chemin de l'Hopital General*. It was founded in 1693, by Monsieur St. Vallier, bishop of Quebec, for the relief of sick and disabled poor of all descriptions. It is governed by a superieure, La Reverende Mere St. Agnes, at the head of forty-four nuns. It has a regular front, 228 feet in length, and forms nearly a square. The main body of the building is 23 feet in breadth; but on the S.W. side a range, 130 feet in length, projecting from it, is 50 feet in breadth. Detached from the principal

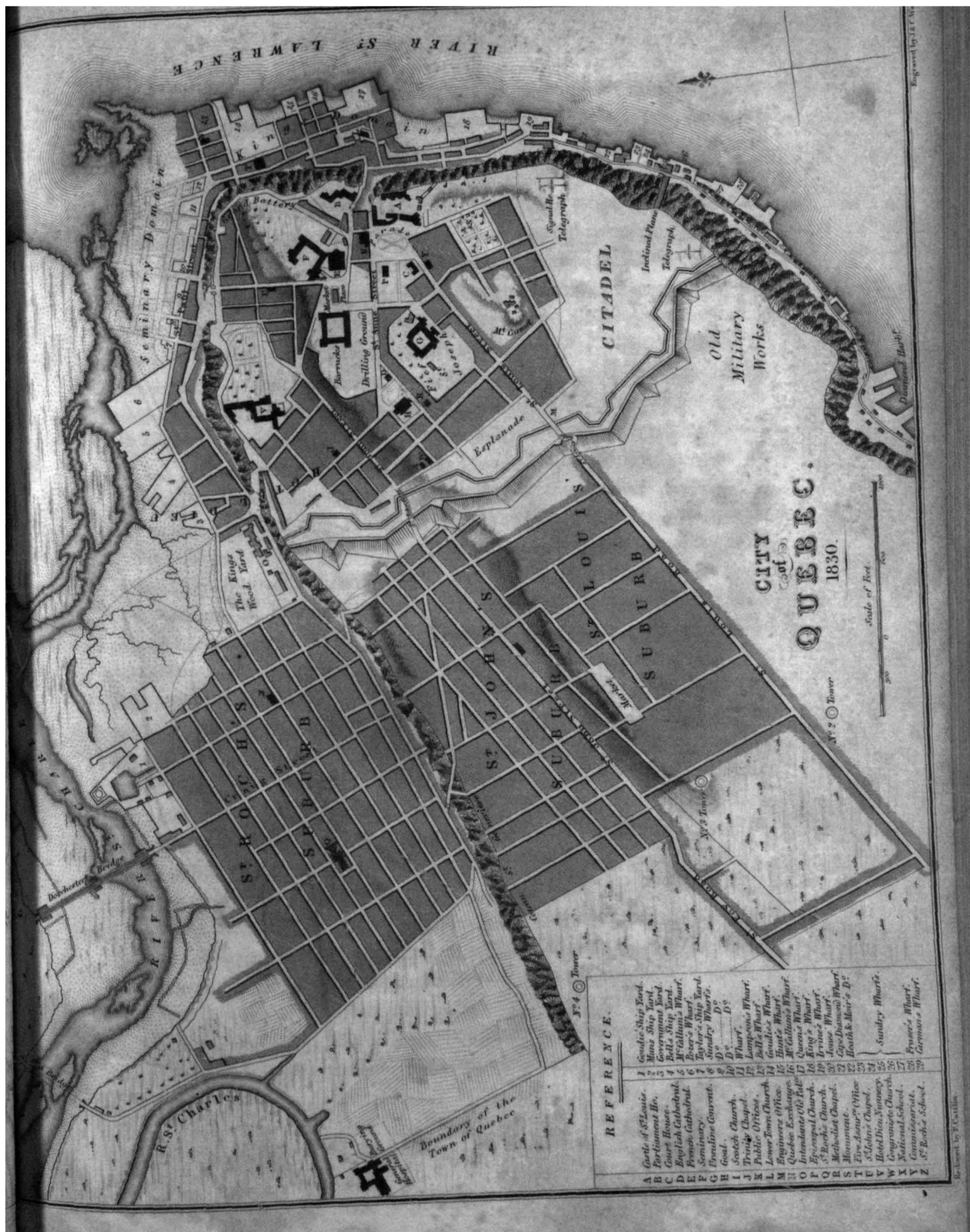
edifice, and on the opposite side of the road, are two houses belonging to it; one appropriated for the reception and treatment of persons labouring under insanity, and the other as a dwelling-house for servants, employed on a farm attached to the establishment. The interior arrangement and management of this excellent charity, with respect to accommodation, are very judicious. The patients are lodged in comfortable and spacious wards, men on the ground-floor, and women on the floor above. For the superieure and the nuns there is ample room for residence, refectories, and apartments for carrying on different works in which they employ themselves, exclusive of their attendance on the sick. A neat church is attached to the convent. As this hospital administers succour to the afflicted under most of the diseases within the wide range of human calamity, it is commonly filled with patients. Its support is drawn from the revenues of the landed property that has been granted to it, the sale of the works performed by the nuns, particularly of church ornaments, which they make and gild in great perfection, and by occasional grants of money from the provincial parliament.

In 1825 the population of the city, suburbs, and banlieue, or limits of the town, amounted to 22,021, exclusive of the troops in garrison; but it is believed that the census taken that year fell considerably short in its results of the numerical strength of the people of Lower Canada, as well in the towns as in the country. At present Quebec would not probably be overrated at 30,000 inhabitants, and, during the shipping season, that number acquires an ephemeral increase, that, in a great measure, subsides at the close of the navigation, yet leaves in the town no inconsiderable accession, arising from the emigrants that remain in the capital with their families, out of the whole mass of those that are landed on the wharfs.

None of the towns in Canada are incorporated, but the principal regulations and assessments are placed by statute under the direction and control of their respective magistrates, who generally hold hebdomadary or weekly sessions, for the consideration of the different municipal matters intrusted to them in their magisterial capacity.

The following table, from the returns of 1825, will best convey the nature and amount of the assessments:—





RIVER ST. LAWRENCE

Seminary Domain

Battery

Signal Hill

Telegraph

Incidental Plane

Old Military Works

Quarried Bank

CITADEL

Esplanade

CITY OF QUEBEC 1830.

Scale of Feet. 0 1000 2000

N° 2 Tower

N° 4 Tower

R. St. Charles

Boundary of the Town of Quebec

REFERENCE.

- |   |                      |    |                    |
|---|----------------------|----|--------------------|
| A | Castle of St. Louis. | 1  | Godic Ship Yard.   |
| B | Parliament Bldg.     | 2  | Mini Ship Yard.    |
| C | Govt. House.         | 3  | Government Yard.   |
| D | English Cathedral.   | 4  | Belle's Ship Yard. |
| E | French Cathedral.    | 5  | St. John's Wharf.  |
| F | Seminary.            | 6  | St. Louis's Wharf. |
| G | Penitentiary.        | 7  | St. John's Wharf.  |
| H | Godic.               | 8  | St. Louis's Wharf. |
| I | Scottish Church.     | 9  | St. John's Wharf.  |
| J | Trinity Chapel.      | 10 | St. Louis's Wharf. |
| K | Public Offices.      | 11 | Wharf.             |
| L | Lower Town Church.   | 12 | Lampson's Wharf.   |
| M | Quebec Exchange.     | 13 | Belle's Wharf.     |
| N | Quebec Exchange.     | 14 | Godic's Wharf.     |
| O | Intendant's Office.  | 15 | Hunt's Wharf.      |
| P | Episcopal Church.    | 16 | St. John's Wharf.  |
| Q | St. Roch's Church.   | 17 | St. Louis's Wharf. |
| R | St. Roch's Church.   | 18 | St. John's Wharf.  |
| S | St. Roch's Church.   | 19 | St. Louis's Wharf. |
| T | St. Roch's Church.   | 20 | St. John's Wharf.  |
| U | St. Roch's Church.   | 21 | St. Louis's Wharf. |
| V | St. Roch's Church.   | 22 | St. John's Wharf.  |
| W | St. Roch's Church.   | 23 | St. Louis's Wharf. |
| X | St. Roch's Church.   | 24 | St. John's Wharf.  |
| Y | St. Roch's Church.   | 25 | St. Louis's Wharf. |
| Z | St. Roch's Church.   | 26 | St. John's Wharf.  |



*Statistics of the City and Suburbs of Quebec, and the Amount of Assessed Taxes in each division.*

*Returns of 1825.*

Divisions.	No. of Proprietors.	No. of Properties.	Assessment thereon.			No. of Lessees.	Assessments.			No. of Horses.	Assessments.			Total of Road Taxes.			Pleasure Horses.	Two-wheeled Carriages.	Four-wheeled Do.	No. of Dogs.	Assessment for Watch and Light.	
			£	s.	d.		£	s.	d.		£	s.	d.	£	s.	d.					£	s.
No. 1. Upper Town	315	493	914	12	0	433	54	2	6	157	58	17	6	1199	2	0	131	51	7	10	54	0
2. Lower Town	346	475	827	7	3	614	76	15	0	69	25	17	6	920	17	9	48	28	1	0	19	10
3. St. Lewis Suburb	78	86	51	15	9	24	3	0	0	16	6	0	0	60	15	9	11	7	2	2	6	10
4. St. Valier's do.	62	67	26	5	9	38	4	15	0	6	2	5	0	33	5	6	3	1	0	0	1	0
5. St. Roch do.	607	763	312	0	6	461	57	12	6	136	51	0	0	420	5	6	30	8	2	1	11	0
6. St. John do.	461	693	292	3	0	479	59	17	6	128	47	17	0	399	18	6	17	2	0	0	4	15
Totals	1878	2577	2424	4	3	2049	256	2	6	512	191	17	0	3034	5	0	240	97	12	13	96	15

The communication between Quebec and Montreal has been rendered not only easy and expeditious, but even agreeable by the improvements that have, within late years, taken place in the construction of steam-boats on the St. Lawrence. The first steam-boat that plied on the St. Lawrence was launched in the year 1812, which, from that circumstance, forms an epoch in the history of both towns, inasmuch as this application of the steam engine in that quarter gave quite a new and very vigorous impulse to the commercial relations and general intercourse of one place with the other, and in fact imparted additional energy to the whole of the mercantile and trading concerns of the country. The original introduction of steam navigation into Canada is one of those important ameliorations, for which the inhabitants are indebted to John Molson, Esq., an enterprising citizen of Montreal, who at once embarked a large capital in the undertaking; and, although he was countenanced in his plans, at the time, by the provincial legislature, he never obtained any exclusive privilege, and has in consequence been, of late years, obliged to contend with several powerful competitors for the palm of public favour. As the competition increased it became advisable to form a company, whose united capital might be adequate to the losses that were often consequent upon opposition and rivalry, and accordingly an association was formed, called the St. Lawrence Steam-Boat Company, in which, we suppose, were merged the steam-boat interests of Messrs. Molson and Sons, the chief proprietors. The boats are in general gracefully moulded and remarkably well finished; and the cabins, both for the ladies and gentlemen, fitted up with much elegance and taste: the table is liberally provided with excellent fare, and the dessert usually exhibits a good display of the most delicious fruits of the country, whilst the attendance is respectable and comfortable. Steamers start almost every day from both cities, and perform the voyage up the river in from 36 to 40 hours, but they are several hours less in accomplishing the trip downwards, from the advantage of having a current setting in this direction as far as the Richelieu, where they meet with the tide. In the expeditious transport of troops and military stores these vessels are of the greatest moment to government, and viewed as a safe and sure means of forwarding with despatch forces that might be required on an emergency, in remote parts of the colony, their importance cannot be overrated.



Besides the steam-boats mentioned in the foregoing table, a vessel of large tonnage (stated at 700 or 800 tons) is now on the stocks at Quebec, and will soon be launched\*, destined to navigate as a steam packet between that capital and Halifax, Nova Scotia: such an event must conspicuously mark the period of its realization, from the powerful influence it will necessarily exercise upon the relations now subsisting betwixt the chief towns of both provinces. Thus will be formed an extensive line of steam vessel communication from the Atlantic sea coast to Amherstburgh, one of the remote settlements of Upper Canada, a distance exceeding 1500 statute miles, which we may expect soon to see extended to the head of Lake Huron, and eventually to the western extremity of Lake Superior, about 700 miles beyond Amherstburgh, yielding a grand total of nearly 2200 miles of ~~internal~~ steam navigation. Viewing at one comprehensive glance this immense continuity of navigable waters, composing one vast and majestic stream, and embracing within the objects of our contemplation the gigantic length of the Mississippi, whose surface is swarming with steam-boats to a distance of nearly 2000 miles from its mouth; it is impossible to resist the powerful appeal that such stupendous objects make to our admiration, especially when we behold these two mighty rivers, with their sources in comparative proximity flowing in almost opposite directions through the western half of an immense continent, to waste their waters in the broad bosom of the ocean.

The navigation being closed in November, the intercourse between Quebec and Montreal is carried on in winter by stages that start regularly from each city thrice a week, and perform the journey in two days, the intervening night being devoted by the travellers to rest. The vehicle consists of a sledge or carriole, well supplied with buffalo robes, and faced and canopied with painted canvas, so arranged as to be rolled up on the sides if necessary. It is calculated to hold six persons, with a proportion of luggage, and is drawn by two horses driven tandem, or one before the other, in consequence of the narrowness of winter roads, and

\* We understand that the command is to be given to Mr. Jones, late of H. M. S. Hussar, a gentleman in every respect competent to the situation, and well acquainted with the gulf and river St. Lawrence below Quebec

changed at stages of ten miles. The accommodation at the various inns on the road is generally good, and often very comfortable, as during that season the different establishments are well supported by the constant travelling between both cities. Travellers may also proceed by posting, there being generally several additional horses kept at the places of relief beyond what are necessary for the regular stage. In travelling below Quebec the same mode may be adopted on the southern shore of the St. Lawrence, where post-horses may yet be had at the old post-houses, although these have ceased, we understand, to be any longer maintained under the direction and superintendence of the deputy-postmaster-general of the province. The expense of posting is generally one shilling a league during summer and winter, or fifteen-pence in spring and autumn; the charges of tolls and ferries must be borne by the travellers.

The conveyance of the regular mail from the post-office at Quebec is a distinct concern from stages or posting; it is forwarded by couriers who leave Quebec and Montreal every day at four o'clock in winter, and one hour later in summer. Quebec being the central point whence the general concerns of the post-office are managed, and the focus as it were of the mails that are despatched to all parts of the colonies and the United States, we will here introduce a series of accurately framed tables of distances, showing not only the relative situation of particular places, but the prices of postage between each.

Between the city and Point Levi, on the opposite shore of the St. Lawrence, a steam ferry-boat plies regularly every half hour from six o'clock in the morning to eight in the evening, performing the trip across in from ten to fifteen minutes. There are also three horse-boats, to which the preference is generally given by the country people in bringing their produce to market. A great number of other ferry-boats are likewise continually passing to and fro, the principal part of which belongs to the inhabitants about the Point, as they are all permitted, by regulation, to ply with their boats, on condition of receiving no more than the established rates, which are very moderate. In almost any weather they will cross in their canoes, which are large and very strong, being made from the trunk of a tree, hollowed out, or more frequently of two joined together, and firmly secured on the inside; they are managed with great



dexterity, and sometimes take as many as eight passengers, besides the three or four men who work them. In the winter, when large masses of ice are floating up and down with the tide, and often, when there is a strong breeze, impelled at the rate of three or four knots an hour, this passage is singularly laborious, and to all appearance extremely hazardous, yet it is very rare that a fatal accident has happened; in snow-storms, indeed, they have been frequently driven several leagues out of their course, either above or below the town, without knowing whereabouts they were, but have always reached their place of destination sooner or later. It is not an uncommon thing to see several of these large canoes, laden with provisions for the market, crossing the river as nearly in a line as they are able to keep. The cargoes are generally secured by a strong lashing; they are provided with strong poles, having iron hooks at the end for grappling hold of the ice, and drag ropes. When large sheets of ice oppose their progress, the men, by means of the poles and ropes, which they employ with an uncommon ability, get the canoe upon it, and by main force drag it perhaps fifty or sixty yards, or until they find a convenient opening to launch it again among the smaller fragments, and then, using their paddles, they proceed until they are intercepted by another flat, upon which it is again hoisted as before, continuing thus in toilsome succession across the river. Frequently, while they are forcing it over a sheet of ice, their slippery foundation breaks beneath them; but they mostly contrive to skip nimbly into the canoe, and evade the difficulty. Often in pursuing their course through a narrow vein of water between two enormous masses, they are suddenly closed upon; and, at the moment when a stranger would imagine the canoe must be ground to atoms by the collision, they skilfully contrive, by means of their poles, to make the pressure of the two bodies act upon the lower part of their vessel, and, with a little assistance of their own, heave it upon the surface, over which it is pushed and dragged as before.

They are amazingly steady in this laborious work, and long habit seems to have expelled from their minds every sense of danger. Thus employed, they appear to be insensible to the severity of the cold; they are not encumbered with much clothing, which is as light and as warm as they are able to procure. If one of them happens to get an unlucky

plunge, he is extricated by his comrades as expeditiously as possible; when a hearty *coup de rum* all round, with which they are never unprovided, is the usual remedy for such misfortunes. When they arrive at the landing before the market-place, sometimes the tide is low, and the ice forming the solid border perhaps ten or twelve feet above them; in this case they jump out as fast as they can, all but one man; and while the rest are getting a firm footing above, he fastens the drag rope to the fore part of the canoe, and immediately assisting his comrades, the whole is hauled up by main force out of the water, when the lading, consisting of poultry, carcasses of sheep or pigs, of fish or other articles, is transferred without delay to the market-places.

It has been said by many writers, that during the winter vegetables and milk in a frozen state are brought from distant places; this certainly used to be the case, but now these articles are furnished in the best state all the year round, from the farms and gardens in the vicinity. When the river *takes*, i. e. is frozen over from Quebec to Point Levi, which, of late years, has rarely happened, it is not only productive of much amusement, but of great advantage to the city, as well as to the inhabitants of the southern shore, who can at that time bring their produce to market in large quantities without inconvenience. Hay, fire-wood, and all bulky articles of consumption are furnished in abundance, and the consumers usually experience a great reduction in price in consequence of such an influx. As soon as the surface is deemed sufficiently solid, the road across it is immediately traced out, and continues under the inspection of the *Grand Voyeur* of the district, who causes proper beacons to be set up on each side, and at intervals where they are required. When the river has *taken* in the north channel between the Island of Orleans and the Main (the southern channel is never frozen over), which is the case every year, the markets of the city never fail to feel the effect of it, as abundance of provisions of all kinds, the growth of that fruitful spot, which have been prepared for the approaching season, are immediately brought in: considerable supplies are drawn thence during the summer, but such as do not spoil by keeping are commonly retained, until this opportunity admits of their being sent with much less trouble and expense:

The summer scenery of the environs of Quebec may vie in exquisite beauty, variety, magnificence, sublimity, and the naturally harmonized combination of all these prominent features, with the most splendid that has yet been portrayed in Europe, or any other part of the world. Towards Beauport, Charlebourg, and Lorette, the view is diversified with every trait that can render a landscape rich, full, and complete; the foreground shows the River St. Charles meandering for many miles through a rich and fertile valley, embellished by a succession of objects that diffuses an unrivalled animation over the whole scene. The three villages, with their respective churches, and many handsome detached houses in the vicinity, seated on gently rising eminences, form so many distinct points of view; the intervals between them display many of the most strongly marked specimens of forest scenery, and the surrounding country everywhere an appearance of fertility and good cultivation, upon which the eye of the spectator wanders with ceaseless delight. As the prospect recedes it is still interesting, the land rising in gradation, height over height, having the interval between succeeding elevations filled up with primeval forests, until the whole is terminated by a stupendous ridge of mountains, whose lofty forms are dimly seen through the aerial expanse. The sense of vision is gratified to the utmost, and the spectator never fails to turn with regret from the contemplation of what is allowed to be one of the most superb views in nature.

Nor is it on this side only that the attention is arrested; for turning towards the basin, which is about two miles across, a scene presents itself that is not the less gratifying for being made a secondary one; it is enlivened by the ever changing variety of ships coming up to and leaving the port. On the right hand, Point Levi, with its church and group of white houses, several other promontories on the same shore clothed with lofty trees; and the busy animation attendant on the constant arrival and departure of ferry-boats; in front, the western end of the beautiful and picturesque island of Orleans, displaying charming and well-cultivated slopes down almost to the water's edge, backed by lofty and thick woods, and every where decorated with neat farm-houses, present altogether an interesting and agreeable subject to the observer. In fine still weather, the *mirage*, or *reflects* of the different objects around the margin,

in all their variety of colouring, are thrown across the unruffled surface of the water with an almost incredible brilliance. On the plains of Abraham, from the precipice that overlooks the timber-grounds, where an incessant round of activity prevails, the St. Lawrence is seen rolling its majestic wave, studded with many a sail, from the stately ship down to the humble fishing-boat; the opposite bank, extending up the river, is highly cultivated, and the houses, thickly strewn by the main road, from this height and distance, have the appearance of an almost uninterrupted village, as far as the eye can reach in that direction. The country to the southward rises by a very gentle ascent, and the whole view, which is richly embellished by alternations of water, woodland, and cultivation is bounded by remote and lofty mountains, softening shade by shade until they melt into air. Whoever views the environs of Quebec, with a mind and taste capable of receiving impressions through the medium of the eyes, will acknowledge, that, as a whole, the prospect is grand, harmonious, and magnificent; and that, if taken in detail, every part of it will please, by a gradual unfolding of its picturesque beauties upon a small scale.

North-eastward from the capital lie the counties Montmorenci and Saguenay, and part of Quebec, exhibiting in the outline by far the boldest features of any other part of the county. The strongly defined range of mountains that subsides on the Ottawa river in front of Grenville, stretching eastward across the angular tract of land formed by the St. Lawrence and the Ottawa river, skirts the flourishing settlements of Charlesbourg, Beauport, and the Côte de Beaupré, and finally strikes the St. Lawrence at Cape Torment. This conspicuous mountain measures about 1890 feet in altitude, and from its romantic situation on the borders of the St. Lawrence, has acquired much notoriety, although it is seldom visited by travellers. It is also the first and highest of a succession of granitic mountains called "Les Caps," that rise in abrupt slopes to a considerable elevation from the immediate level of the river.

The mountainous character of the northern shore of the St. Lawrence may properly be said to commence at Cape Torment, although its banks above Quebec are for many miles high, bold, and majestic. From Cape Torment the ridge continues unbroken, except by the beds of rivers



and rivulets, until it effectually subsides 15 or 18 miles below the Saguenay, in which quarter the boldness of the north shore sinks to a moderate level, presenting a degree of flatness and equality of surface singularly contrasted with the opposite shore, which now becomes mountainous, rugged, and abrupt.

This tract of country is traversed between the west boundary of the county of Quebec and the Saguenay by numerous rivers and streams; the best known and most considerable of which are the St. Charles, the Montmorenci, the Great River or Ste. Anne's, the Riv. du Gouffre, the Mal Bay, the Black River, and the Saguenay, which bounds on the N.E. the section of the province under description. Besides these there are many smaller streams and tributary waters, many of which are imperishable springs that supply the inhabitants with the purest water, at the same time that they moisten and fertilize the soil. On several of the streamlets, as well as the rivers, are frequently to be found excellent mill sites, formed by the rapidity of the water-courses, consequent upon the hilly character of the country. Of the rivers above mentioned the Saguenay is the only one yet known to be navigable to any extent, vessels of any burden being able to ascend upwards of 75 miles above its estuary.

The river Montmorenci is remarkable, not only for the continued rapidity of its course, but on account of the Falls, situated at its mouth, which lie about nine miles N.E. of Quebec \*, and are celebrated for their height, magnificence, and beauty. Violently projected over a perpendicular rock into a precipice 240 feet deep, the waters of the Montmorenci descend in a bright fleecy sheet, of snowy whiteness, to the broad recipient beneath, which forms a deep bay, whose sides rise, almost vertically from the foot of the Falls, to an altitude several feet above their summit. The lower regions of the cliffs are destitute of vegetation, but it gradually makes its appearance at the elevation of 50 or 60 feet, and continues with more apparent vigour to the highest point of the towering banks, the verge of which is lined with shrubs and trees.

\* From Dorchester-bridge, passing towards the Falls, some traces yet remain of the field fortifications thrown up by the French in the memorable year 1759, as a defence against the British army.





Drawn by PSM Bouchette Esq

FALLS OF MONTMORENCY.  
WINTER.

On Stone by L. Hughes.

On the right of the Falls, in a most romantic position, is situated Haldimand House, the property of Peter Paterson, Esquire, and once the residence of his late R. H. the Duke of Kent, when that royal and lamented prince was in Canada, where his memory continues to be cherished by many, as the exalted patron and sincere friend of the people of that flourishing colony. On the brink of the Cataract, General Haldimand, about 46 years ago, built a summer-house, which is still standing, but seldom resorted to at present, from the deterioration time has effected in its condition and security, although it continues to figure one of the objects in the scenery. The basin under the Falls is nearly semicircular, the Falls themselves occupying the depth of the segment, whilst its chord forms the general line of the ford which is practised at low water.

The most advantageous view of the Falls is perhaps to be had from the left bank; but there are a variety of beautiful points of view in which they may be beheld. The descent to the bottom of the Falls is practicable on both sides, although attended with considerable fatigue, yet the visitors of this gorgeous water scene seldom allow their ardour, in search of the sublime, to be checked by such difficulties, and generally explore the depths of the chasm, preferring, however, the N.E. side as the least precipitous of the two. The height of the Cataract of Montmorenci is indeed very great, when we consider that it is unbroken by any gradation whatever, and that the waters fall in one extended beautiful and undivided sheet; but it will bear no comparison with the stupendous elevations of Pyrenean or Swiss Falls, some of which exceed 1200 feet in *total* height, although the beholder cannot, at one glance, survey this collective altitude, owing to the broken and gradatory formation of the cataract. In this respect Montmorenci is probably not rivalled in the world, since at one view the spectator embraces the *ensemble* of the cataract, hurled from its brink to its base, in splendid magnificence, its light and comminuted waters flying off from its very summit, in infinitely small, and infinitely numerous, white bubbles, whilst the majestic, heavy, and deep gravitation of the mass, creates from below, copious columns of gushing mist, that curl gracefully into air, and disclose the glowing dyes of their prismatic particles. "When the river St. Lawrence is frozen below the Falls, the level ice becomes a support, on which the freezing spray

descends as sleet; it there remains, and gradually enlarges its base and its height, assuming an irregularly conical form; its dimensions thus continually enlarging, become towards the close of the winter, stupendous; its utmost height in each season necessarily varies much, as the quantity of spray it is formed of depends on the degree in which the water producing that spray is copious: it has not been observed higher than 126 feet, which altitude it attained in March, 1829—the whole of the preceding season had been unusually humid. The face of the cone next the Fall presents a stalactitical structure, not apparent elsewhere, and there occasioned by the dashing of water against it, which, freezing in its descent, assumes the form which characterizes it under such circumstances. The whole cone is slightly, yet very perceptibly, tinged with an earthy hue, which it can only have derived from infinitely comminuted portions of the bed of the Montmorenci, attracted by the torrent, and conveyed into the atmosphere with the spray \*.”

The rock, over which the stream is precipitated, consists of gneiss, and the remoter faces of the basin of shaly limestone. Above the Falls is a neat toll-bridge, and, about half a mile higher up, are the *natural steps*, a section of the banks of the river, so called from its exhibiting a series of rectangular gradations of rock, resembling stairs, and supposed, by some, to be formed by the abrasion of the waters, though, by others, deemed to be original in their formation.

At the foot of the Falls, on the western side, are situated the saw-mills and extensive timber establishment of Mr. Paterson, a particular account of which is given in the *Topographical Dictionary*.

With the exception of the channel courses of the rivers, the estuaries of the St. Charles, the Riv. du Gouffre, and Mal Bay are almost dry at low water, and afford safe and convenient ~~stands~~ to the river craft and boats trading at Quebec, at St. Paul's and Murray Bays†. The apples from the orchards of the seigniory of La Petite Rivière near St. Paul's Bay are esteemed in the market, and may be considered a minor object of trade. At all these places several good square-rigged vessels of

\* William Green, Esquire Transactions Lit. and Hist. Soc. Quebec, vol. i. p. 187.

† Deals, boards, and fire-wood, with some wheat, constitute the chief articles of trade at these three places, and at the Eboulemens.

from 150 to 200 tons have been occasionally launched, and two or three are generally to be seen every year on the stocks in the ship-yards, besides several schooners. In the facility of procuring fit timber, and its consequent cheapness, consists the chief advantage of building vessels at so remote a distance from the port: an advantage which has induced some ship-owners to contract for vessels as low down as Mitis, 210 miles from Quebec.

The communication by land with St. Paul's Bay and the settlements lower down has hitherto suffered some impediment from the badness of the road laid open in the interior along the highlands already mentioned, called "Les Caps;" but a recent legislative provision, for the amelioration of that route, will throw the Quebec markets open to the produce of a rich and fertile tract of the district of Quebec. Below St. Paul's Bay, whose settlements lie chiefly in the deep vale of the Rivière du Gouffre, or on the slope of the lofty hills that bound the valley, the traveller is oppressed with the aspect of a succession of steep and lengthy ascents and descents, seldom relieved by the grateful aspect of the plain throughout the distance to Mal Bay, whose settlements are the last with which a land communication is kept up on that shore of the St. Lawrence. To compensate in some degree for the fatigues of so tedious a journey, the traveller almost constantly beholds a scenery well calculated to inspire him with ideas of the sublime, and elicit his admiration. Exalted considerably above the St. Lawrence, he commands a magnificent view of the majestic stream before him, its diversified islands, and the flourishing settlements that adorn the southern shores; and most probably may be seen, no insignificant objects in the landscape, the cheering harbingers of news and commerce sailing up or down the river.

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*Interior of the Country lying between the SAGUENAY and the ST. MAURICE, as taken from the Report of JOSEPH BOUCHETTE, JUN. Esq., Deputy-Surveyor-General of the Province.*

It was reproachfully but correctly stated anteriorly to the performance of the exploring operations of 1828, that the country for ten leagues to the northward of the capital of British North America was as little or



less known than the heart of Africa. The importance, however, of acquiring a competent knowledge of that portion of the vast wilds of this continent lying to the north of the St. Lawrence, and within the probable range of eventual settlement, had previously been felt by a learned and eminent member \* of the Assembly of Lower Canada, who, taking that characteristic and enlarged view of the subject which it deserved, laid the ground-work of those valuable explorations, that have since afforded so much valuable information relative to the Indian country ranging between the Ottawa river and the Saguenay. If on the whole the result did not prove altogether as favourable as had been desirable, the lands in the interior having been discovered to be, in the aggregate, characterized more for their barrenness than their fertility, the accession it has yielded to the geographical knowledge of the province, is nevertheless of the utmost importance; at the same time that the surveys, from the judicious combination of talent with which they were carried into effect, have tended to develope much of the geological character and other parts of the natural history of the country †.

Under the French government there is no doubt that the interior of Canada was comparatively better known than it afterwards was up to the period of the late surveys, the religious zeal of missionary jesuits having at the time led them to form establishments amongst the natives with a view of converting them to christianity, whilst the prospects of a lucrative fur trade, induced several individuals to push their discoveries to remote parts of the Canadian wilderness. The information, how-

\* Andrew Stuart, Esq. The subject of the settlement of crown lands had been brought under the attention of the legislature by the then governor-in-chief, Lord Dalhousie, and led to the nomination of a standing committee, of which Mr. Stuart was appointed chairman. The labours of this committee form the subject matter of a series of invaluable reports, which contain the most useful and extensive information relative to the lands of the province, and every thing connected with their administration.

† Gentlemen conversant with these branches of the natural sciences were always added to the parties. The expedition to Lake St. John was divided into three parties:—One consisting of Mr. Bouchette, the Deputy-Surveyor-General; Mr. W. Davies, and Lieut. Gouldie, 66th regiment; another of Mr. Hamel, L. S., Lieut. Baddeley, R. E., and Mr. Bowen; and a 3rd of Mr. Proulx, and Mr. Nixon, 66th regiment. Mr. Stuart, one of the commissioners, and Mr. Wagner, accompanied the two latter parties to Lake St. John. Each party had a canoe, and a complement of four or five men, with Indians.



ever, that had come down to us was but vague and very imperfect. Jean Du Lact, Champlain, and Charlesvoix all mention the Saguenay country, and describe it generally from the dicta of the Indians as mountainous and barren, covered with perpetual snows, and altogether forbidding in its aspect; but this unfavourable account, though partially true, was obviously coloured by the fears of the natives from whom it was derived, they being desirous of damping the zeal of explorers who might eventually usurp the possession of their hunting grounds. Motives something of a similar nature, it is probable, tintured the narratives of traders, who felt loath to encourage either competition or settlement in those Indian countries, by communicating too exact a knowledge of them. We have, nevertheless, in Père Charlevoix's History of New France, a tolerable correct map of Lake St. John and the Saguenay, which, considering the early period when it was drawn, added to the vestiges of Jesuits' settlements found at Tadoussac, Chicoutimi, and Lake St. John, constitutes abundant proof that the French were not then ignorant of the geography of that section of the province, and that they looked upon it as not altogether unfit for colonization. It was left, however, to the present age to develop more satisfactorily the physical geography of those regions, and much it is admitted has already been done towards the promotion of that important object.

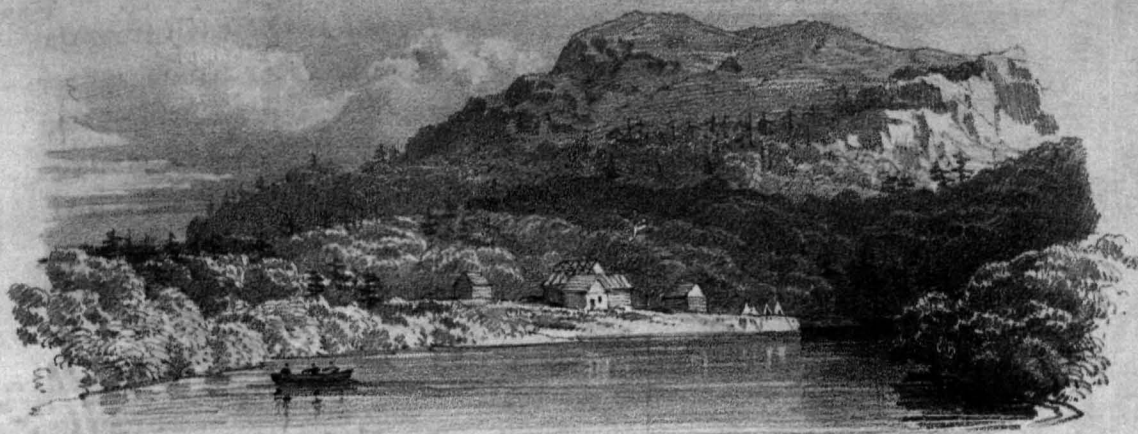
The Ottawa river, the St. Maurice, and the Saguenay presenting themselves as three leading highways to the remote regions of the territory north of the St. Lawrence, the plan of operations laid down by the commissioners in 1828, was so regulated in the different surveys, as to take advantage of this circumstance; one expedition ascending one river, and traversing by collateral branches, lakes, &c. to the other; whilst a second ascended another river, and penetrated to some other part of the country. Mr. Bouchette, at the head of one of the expeditions fitted out for Lake St. John, took his departure from Three Rivers, and travelled up the St. Maurice to the trading posts at La Tuque, situated upwards of 100 miles from the mouth of the river. He thence ascended the Bastonais river, and traversed the country, crossing lakes, rivers, and portages, to the head-waters of the Oujatshouan river, which he descended to its discharge into Lake St. John. After exploring

the Assouapmoussoin to the Falls of Pemonka, and circumnavigating the Lake, he went up the Belle Rivière, crossed the Lake Kinuagami or Tsinuagami to the Chicoutimi river, down which he travelled to its junction with the Saguenay; and having explored the *Terres Rompues* or broken lands, he descended the latter river, and returned to Quebec by the St. Lawrence: thus completing an internal circumnavigation of about 800 miles, in an Indian birch-bark canoe.

The St. Maurice is a river of considerable magnitude, rising far to the northward, and flowing generally between bold banks, in a broad deep stream, often chequered in its career by falls and rapids. From its mouth, at Three Rivers, to La Tuque, it receives on either bank several large rivers, viz., the Shawenegan, Batiscan, Matawin, River aux Rats, and Bastonais\*; and also numerous minor streams. The trading post of La Tuque is situated at the upper landing of the carrying place in latitude, by observation,  $47^{\circ} 18' 32''$  north. There is also a post maintained by the Hudson's Bay Company, trading in opposition to the King's Post Company, that have an establishment here, under the management of a clerk. The land about La Tuque preserves, with few exceptions, the unfavourable character that generally prevails below it, the soil, consisting of a light arid sand, producing a growth of spruce, white birch, aspin, cypress, and pine. Above the posts, a number of islands and extensive natural meadows, yield abundant forage for the use of the establishments, besides affording wholesome pasturage.

Leaving the St. Maurice to penetrate across the country to Lake St. John, Mr. Bouchette traversed a series of lakes and portages, and intersected, or went up or down numerous rivers, in divers succession. The principal rivers met with, in the route he followed, are the Bastonais, which the party ascended, the Bastican, North Bastonais, the N. W. and N. E. branches of the Batiscan, and the Ouatshouan falling into the Lake St. John. The chief lakes, which they crossed, are the Grand and Little Wayagamack, Edward, Kajoualwang, Quequagamack, Commissioners,

\* In the Topographical Dictionary of Lower Canada, forming part of this work, are contained particular accounts of these rivers and of the St. Maurice, as far as they are known. Reference must also be had to the Dictionary, under the respective names, for a description of the several lakes, rivers, portages, &c. that will hereafter be mentioned.



TRADING POST ON THE RIVER AUX RATS.



THE FORGES, RIVER ST MAURICE.



FALLS OF THE GRAND MERE ON THE ST MAURICE.



and Bouchette; but numerous inferior lakes and several leech ponds were intersected and traversed, often connected, as well as the larger lakes, by portages.

Of the country thus explored, the following description is quoted from the Report of the deputy Surveyor-General:—"In taking a summary and collective view of the tract just described, it may be observed, that the territory lying between the St. Maurice at La Tuque, and Lake St. John, is generally covered by lakes and extensive swamps, occasionally traversed by chains of hills of no remarkable height or continuity, composed chiefly of primitive granite. The prevailing timber, that composes its forests, are spruce and tamarack, white birch and pine. Around some of the larger lakes, occasional tracts of cultivable land may be found, but their remote situation, and the consequent impracticability of throwing them open to actual settlement, must render this section of country a barren waste and wilderness for ages yet to come."

Lake St. John is situated between the parallels of  $48^{\circ} 27'$  and  $48^{\circ} 51'$  north latitude, and the meridians of  $71^{\circ} 35'$  and  $72^{\circ} 10'$  west longitude, or thereabouts. Its general shape is circular, and its circumference about 100 miles.

In describing the Lake St. John and Saguenay country, we shall borrow Mr. Bouchette's own language.

"The rivers, which discharge themselves into the lakes, are, on the north, the Mistassini, Periboka, and Kocuatien; on the west, the Assuapmoussouin, Ouiatshuanish, and other small streams; on the southwest, the Ouiatchouan; on the south, the Metabetshuan, Kushpahiganish, and the Belle Rivière. The *Grande* and *Petite Décharge*, the only outlets of the lake, lie on the east side.

"From the King's Post Company's Establishment, at the mouth of the Metabetshuan, the land that borders the southern shore of the lake, to the foot of the hills that form a chain with the Ouiatshuan Hills, is generally of good quality, the soil of which is variously composed of an argillaceous and sandy loam, on which a rich vegetable mould has been deposited. The timber growing thereon consists of ash, black and yellow birch, basswood, elm, fir, balsam, cedar, and spruce, intermixed with some red and white pine and maple.

“Near Point à la Traverse is a valuable limestone quarry, and the coast, from Metabetschuan to Ouiatshuan, occasionally bold, is chiefly composed of inclined strata of calcareous stone, on which specimens of marine shells and other organic remains, as also fragments or blocks of white and gray marble, are to be found, all which are, more or less, indications of a fertile soil. It may therefore be said that, between these two last mentioned places, is offered a front of near twelve miles on the lake, by an average of four miles depth, forming a superficies of about 30,000 acres of land susceptible of cultivation.

“This chain of hills running westward from the Falls of Ouiatshuan for about eight or ten miles, then gradually bending its course successively to the north-west, north, and north-east, intersects the Assuapmoussoin at the Grand Rapids, and forms an arc or crescent, partly circumscribing a valley, containing a superficies of about 250,000 acres, bounded by the west side of the lake, from the falls to the mouth of the Assuapmoussoin, near fifteen miles, and by that river forming the base or front, and, as it were, the chord of the arc described by the hills.

“This valley appears to be generally an horizontal tract of country which I thus deduced, both from the nature of the valley itself and a trigonometrical distance of the hills that form it. Its front on the lake discovers the mixed soils of clay, loam and sand, timbered with elm, birch, spruce, pine, fir, balsam, poplar, and a superior growth of cedar. It is in a manner penetrated into by the Assuapmoussoin, which I ascended to the Portage de Pemonka, about thirty miles, in latitude 49° north.

“The land, as far as the Portage à L'Ours, about ten miles below Pemonka, and particularly as respects the western bank, is generally alluvial, exhibiting, beneath a vegetable mould, an argillaceous loam, sometimes called *terre grasse*, resting on a stratum of white clay, under which is occasionally observed a bed of soft blue marle, dipping under the edge of the water. The timber principally consists of elm, ash, cedar, fir, balsam, red spruce, white and red pine, yellow birch, and some poplar, or aspin.

“Although, on the eastern bank, these sub-strata of soil prevail more or less, yet the loam possesses a greater proportion of sand, and rests in beds of greater depth on the clay.



"Above the Portage à L'Ours, which lies altogether through a growth of cypress, small red pine, and fir, produced on a light sandy soil, the clay being at a considerable depth, the land attains, with few exceptions, this last character, with the addition of white birch and aspin, forming the foliage on the banks to the portage of Pemonka, (which means the last pine); spruce, tamarack, white birch, aspin, and cypress are the prevalent descriptions of trees growing further in the interior.

"I should, therefore, conceive the greater proportion of this valley to be fit for cultivation, especially in the vicinity of the rivers and their tributary streams, which deposit, in their progress from the hills, the materials for improving and fertilizing the soil.

"Notwithstanding the inferiority that distinguishes the soil of the eastern bank of the Assuapmoussoin from the western, I believe it probable, from the proximity of the Mistassini, that a tract of very cultivable land may be found between those two great rivers.

"From the mouth of the Mistassini, proceeding round the northern parts of the lake towards Periboka, I observed the character of the country to differ essentially from the southern side; it is low and flat, and its soil chiefly of a sandy nature. The growth of timber consisting of white spruce, white birch, aspin, and cypress, some red and white pine.

"I do not, however, entertain a doubt but that the land improves, penetrating towards the interior, approaching the great chain of mountains that are seen bending their course S.S.-easterly, and which I believe to be a continuation of the hills that form the Great Valley of Lake St. John.

"In passing the cluster of islands that are situated along the eastern coast, about the mouths of the *Grande* and *Petite Décharge*, I noticed that the rocks, of which they are composed, are strongly impregnated with magnetic iron ore. Near the *Petite Décharge* (the only place I landed at on that side of the lake), I found a favourable change in the aspect of the land and timber: the soil, consisting of a yellow loam, intermixed with some gravel, producing the spruce, cedar, balsam, white and black birch, some red and white pine. Thence the land appears generally arable to the post of Metabetsuan.

“The river Kushpahiganish, which I ascended for the distance of about seven miles, presents in its alluvial banks a soil composed of clayey loam. When they rise to any elevation, the clay lies beneath a bed of lighter loam and the vegetable mould. The former are clothed with elm, ash, black birch, basswood, alder and fir: on the latter, the principal timber is white pine, some red pine, spruce, fir, white birch, cedar and tamarack. Penetrating about two miles inland, I found the country hilly, much intersected and broken, but not however of a rocky nature, the soil being a rich yellow loam, or clay, at a few feet depth, which, although difficult to cultivate, is well calculated for pasture ground. The timber most prevalent on this elevated tract is black and yellow birch, spruce, maple, a good description of red and white pine, ash and elm.

“These hills approach the Lake borders, uniting with the Metabetshuan heights, which I also explored on foot for about five miles, until I intersected the river Metabetshuan. In this distance the land is more or less broken. For about half a league it is generally level; thence rising from a small stream, which I found strongly impregnated with carbon of iron and sulphur, we ascend the hills, occasionally passing along the abrupt face of a cliff, while at its base is a rich ash and alder swamp or marsh, intermixed with spruce and cedar; its soil consisting of a dark loam, of a rich argillaceous nature, under the vegetable mould. On the heights the land becomes a light sandy loam, producing the poplar, white birch, spruce and pine; from which we descend to the Metabetshuan river, which is here rapid, shallow, and about fifteen yards wide.”

Thus is afforded an extent of about eleven miles front on the lake, from the post of Metabetshuan to the mouth of Belle Rivière, by an average depth of five or six miles, forming about 40,000 superficial acres of land susceptible of cultivation.

In ascending the Kushpahigan, or Belle Rivière, Mr. Bouchette noticed an extensive tract of level land on its banks, the soil of which consisted of a rich loam, resting on a bed of blue and white clay; and this description of land he found to predominate as far as the river des Aulnes, except on the eastern bank of the Belle Rivière, where for about three miles the land is rather hilly and broken. The course of the river

des Aulnes lies along a ridge to the southward, of moderate height, which, receding from the river, loses itself in the more prominent hills that form the southern borders of Lac Vert; to the north, the banks of the river exhibit an alluvial tract, in some places of a wet swampy nature; and nearly parallel to them, some detached eminences, of no great altitude, rise above the common level, and also diverge from the river, in their approach to Lake Tsi- or -Kinuagomishish. The former hills form part of the chain which crosses the Kushpahiganish, and may be traced from the banks of the Belle Rivière and the mouth of the Assuapmoussoin. To the foot of this chain, would probably be found to extend the lands adapted to cultivation, embracing part of the Belle Rivière and Rivière des Aulnes as a front, which would give, as far as a calculation can be made, a further superficies of about 50,000 acres, which, superadded to the tracts already stated to be cultivable, gives a total of 340,000 acres, or thereabouts, adapted to the purposes of colonization.

The section of this country called the Peninsula, is situated between the Grande Décharge, Lake St. John, the Belle Rivière, Lakes Kinuagami and Kinuagomishish, Wiqui, Lac Vert and Chicoutimi river. It is about 38 miles long, by an average breadth of 17, and contains about 400,000 acres of land. Its position, from being almost surrounded by navigable waters, is very advantageous, and its général soil and timber such as hereafter to invite settlement.

Chicoutimi \*, the principal post, after Tadoussac, established by the King's Post Company, is situated almost intermediately between Lake St. John and the river St. Lawrence, being about 23 or 24 leagues distant from Tadoussac, and nearly the same distance from Metabetsuan. It is well calculated to become the focus of the trade of that part of the country, and commands momentous advantages from the excellence of its harbour, which, though not calculated for ships of heavy burthen, affords safe shelter and anchorage in one fathom and a half water.

The Saguenay is navigable for two leagues above Chicoutimi, but its width is more contracted. Below Cape St. François, the stream increases in magnitude, and the banks gradually rise into greater and bolder alti-

\* Particular accounts of Chicoutimi, Tadoussac, Portneuf, &c. are to be found in the Topographical Dictionary.

tude, particularly on the northern shore, where a prominent chain of mountains is seen stretching from the north coast, and thence bending its general direction with the course of the Saguenay. About five miles below Chicoutimi, the river assumes that boldness of character which it preserves to its discharge into the St. Lawrence, its rocky banks rising abruptly in barren hills, thinly clad with fir, spruce, birch, and cypress. The rocks composing the hills on the north shore are, in some places, strongly impregnated with magnetic iron ore, which produces such frequent aberrations in the compass as to render its use extremely deceptive.

The Bay des Has ' is 60 miles above the mouth of the Saguenay. "This bay," says Mr. Bouchette, "appears to have been formed by nature, as the principal seat of the trade and commerce of all this portion of country. 1st. On account of the vast tracts of arable land that surround it, and extend to Lake Kinuagami and Chicoutimi. 2d. On account of its harbour, capable of affording shelter to the largest ships of the line, that can sail directly into the bay with the same wind that brought them up the river, and anchor in the second bay, which is formed into something like a basin, offering upon its shores, a fit site for the establishment of an extensive mart of trade. 3d. Because of the facility that is offered of opening a road to Chicoutimi, or direct to the head of Kinuagami; besides the practicability of opening a water communication with the lake, to avoid the intricate and circuitous route by Chicoutimi river.

"It is protected by Cap à L'Est, and the other prominent hills that form its entrance; the former, rising boldly in broken cliffs to an elevation of about 500 feet, commands a view of 12 or 13 promontories down the river, and guards the entrance to the upper parts of the Saguenay."

The post of Tadoussac is situated at the mouth of the Saguenay, in latitude about  $48^{\circ} 5' 55''$  north, longitude  $69^{\circ} 37'$  west. Its harbour is formed by a peninsula called L'Islet, which separates it, on the south-west, from the Saguenay, its breadth being about a third of a mile across, and its horizontal depth near half a mile. At low water, which is twenty-one feet perpendicular below the flood level, shoals, on which are extensive fisheries, are uncovered to a considerable distance, that materially contract

its dimensions. It is however secure, and sheltered by the surrounding hills from most winds prevalent on the St. Lawrence; but gales from the southward may affect vessels at flood tide, White Island and Batture aux Allouettes sheltering them from the force of the stream at ebb tide.

The entrance of the channel to the harbour of Tadoussac, or the Saguenay, is very intricate, particularly at ebb tide, for vessels descending the St. Lawrence. These must come almost abreast of the Green Island light-house, and then pass to the north of White Island, which is the extreme end of the Batture aux Allouettes, and clear the shoal on the opposite side of the channel. It is far less difficult for vessels coming from below.

The land about Tadoussac is of very inferior quality, its soil is sandy, and the hills are barren and rocky. There is, however, a valuable tract of excellent land, from Point aux Allouettes, embracing Point aux Bouleaux, to the Rivière aux Canards.

*Table of the Latitudes and Variations of the Compass observed by M. BOUCHETTE, the Deputy-Surveyor-General, in his route on the Exploring Survey through the Interior Country from the St. Maurice to Tadousac.*

NAMES OF PLACES.	Latitude.	Variation.	REMARKS
	° ' "	° ' "	
Falls of Shawenegan (St. Maurice)	46 30 00	10 00 0 W	
Latuque, King's Post	47 18 32	11 10 0 W	
Division of the water of the St. Maurice and Ouatichouan	47 52 00	14 45 0 W	
Head of Commissioner's Lake	48 17 00	15 00 0	
Mouth of the Ouatichouan on Lake St. John	48 30 15	15 45 0 W	Longitude, 72° 10' by two observations of the transit of the Moon and Mars over the meridian, the watch being regulated for sidereal time by previous equal altitudes.
Grosse Isle, south side	48 32 10	15 50 0 W	
Pointe au Bouleau	48 29 00	15 40 0 W	
Mouth of the Metabetchuan, at the King's Post	48 27 15	15 40 0 W	
Assuapmoussoin	48 39 00	16 00 0 W	Attraction east about 7°
Periboka	48 51 15	16 32 0 W	
Rapid of Pemonka, on the River Assuapmoussoin	49 00 40	8 30 0 W	
River des Aulnes, above the Portage	48 21 30	15 30 0 W	
West of the Presqu'île, opposite the River Upikubatch about half way on Lake Temagogami	48 16 54	15 50 0 W	
Chicoutimi	48 25 10	16 00 0	Attraction about 4° W.
Meadows on the Saguenay, opposite the River Tematicobish	48 28 00	16 15 0	Partial attraction.
Ruisseau La Trinité	48 21 45	16 10 0	
Tadoussac	48 5 55	16 23 30	
Port au Parcy	48 47 50		



As early as 1543\*, an expedition was fitted out from Quebec, under the command of Monsieur de Roberval, to explore the river Saguenay; but the ultimate issue of the survey is involved in obscurity, nothing further being recorded on the subject, than the loss of one of the vessels or barks engaged in that service, together with eight men. In 1599, Sieur de Chauvin, by the desire of Sieur de Pont Gravé, made a futile attempt to settle on the Saguenay, and died at Tadoussac in his subsequent endeavours to realize his object†. This part of the country appears, thenceforward, to have been deemed interesting on account of its fur trade only, and in consequence, we find the exclusive right of trading with its natives put up to public sale, and adjudged to Sieur Demaux in 1658. The limits, within which this right was to be exercised, appear to have remained undefined, and a source of difficulties until 1733, when they were described as commencing at the lower end of the Eboulements, opposite the north-west extremity of Isle aux Coudres, and extending to Cape Cormorant, a distance of about 80 leagues, the St. Lawrence being the boundary in front, and the Hudson's Bay territory in the rear.

NORTH SIDE of the ST. LAWRENCE.—§. III. *Territory east of the SAGUENAY, to the boundary of the Province.*

The last section of the province, north of the St. Lawrence, remaining to be noticed, is that which extends eastwardly from the Saguenay river, as far as Ance au Sablon, on the Labrador coast, from whence a line drawn due north to the 52d parallel of north latitude, forms the eastern limits of Lower Canada in that quarter. This section occupies a front of about 665 miles on the river St. Lawrence and the gulf, following the curvatures of the coast, which beyond Pointe des Monts, sweeps suddenly round in a deep segment, and imbosoms the island of Anticosti.

The knowledge we possess of this tract of territory is, in a great measure, confined to the coasts, which have been from time to time explored by individuals connected with the fur trade or the fisheries. Below the Saguenay, the mountainous boldness of the north shore gradually subsides in approaching the Bergeronnes, and sinks to a moderate

\* Pinkerton, p. 677.

† Champlain, chap. vi.

elevation at Portneuf, a trading port established within the grant of Mille Vaches, and situated about 40 miles below the Saguenay. The mountains below this river recede to the distance of 4 or 5 leagues from the immediate borders of the St. Lawrence, leaving a tract of gradual ascent at their base, which was at first supposed to be cultivable, from its exhibiting a rich vegetable border; but it was found upon penetrating into the interior that it consisted of a deep swamp, covered with moss to the depth of nearly 3 feet, and could therefore present no agricultural attractions. East of Portneuf, the shores continue for some miles to preserve a moderate and regular elevation, and in various parts, offer to the eye white cliffs of sand, chequered by tufts of evergreen. Descending towards Pointe des Monts, the altitude of the banks becomes greater, and the characteristic boldness of the north shore is again resumed; but here the mountains to the southward do not yield in height or continuity to those rising to the north, and both shores of the gulf are conspicuously remarkable for their lofty, frowning, and forbidding aspect.

The chief rivers discharging themselves in the river and gulf of St. Lawrence between the Saguenay and Ance Sablon, are the Grande and Petite Bergeronnes, the Portneuf, Missisiquinak, Betsiamites, Bustard, Manicougan, Ichimanipistick or Seven Islands, St. John, St. Austin's and Esquimaux. None of these rivers have been explored to any extent; and the interior of the country remains as yet the undisputed haunt of the prowling wolf and savage bear. It has, however, been traversed in various directions, by Esquimaux and Indians of other tribes, in the pursuit of the martin, the otter, and the beaver; but few facts of much importance have been gleaned from their narratives; and although it is probable, from the geographical situation of the country, and its unpromising appearance, that it is unfit for the purposes of settlement, it were still very desirable and satisfactory that a more accurate knowledge of its locality existed. The possibility of its leading to the discovery of minerals and mines, that might eventually prove of great advantage to the trade of the province, is by no means visionary, as fragments of coal were found in several rivers of that section of territory, by individuals connected with the Indian trade of Labrador.

As far as our information of the face of the country goes, as derived from the natives, it may be described as consisting of rocky cliffs, and rugged hills of no very considerable elevation, variously dispersed over barren plains or thick forests, studded with crooked and stunted pines, birch, firs and cedar. The valleys are generally coated with a thick moss, which usually extends beneath the woods, and is frequently overgrown with a variety of small shrubs, some of which bear quantities of berries; and the country is chequered with small lakes, that are sometimes formed by the melting of snow, and the accumulations of rain water.

There are no roads along the coast; and the only settlement of any consequence to be met with upon it, is that of Portneuf, which is composed of a chapel, 3 or 4 dwelling houses (the most conspicuous of these being the agent's house), and several stores. After traversing the gulf, and dwelling for some time upon the grand but gloomy range of prominent hills that bound the shores of the River St. Lawrence, the eye is agreeably relieved by the aspect of this solitary and picturesque little settlement, wholly unconnected with the civilized world excepting by water communication. It is one of the trading marts of the King's Posts Company, and has been many years established. Below it, at considerable intermediate distances, are the trading posts at Les Isles Jérémie, the Seven Islands and Mingan. At Pointe des Monts, at the mouth of the river St. Lawrence, is stationed the light-house mentioned in a previous chapter describing the St. Lawrence.

Along the coasts of Labrador, extensive fisheries are carried on that contribute to the supplies of the markets of the province, and also to the exports of fish and oil from Quebec. The fisheries of the Gulf are extremely productive, and it is the policy of the colonies to encourage them, as one of the exhaustless feeders of the trade of the country. Their importance has been sensibly felt, especially at Halifax, where an association exists for the avowed purpose of protecting and encouraging the fisheries on the coasts of Labrador, the banks of Newfoundland, and the Gulf of St. Lawrence; and the Assembly of Nova Scotia, in 1825, voted a sum of 1500*l.* to be expended in bounties on vessels, that should pass the equator, engaged in the whale fishery.

Almost the whole of this vast section of country, together with a

considerable portion of that lying west of the Saguenay, is styled the *Domaine*, and comprised under a lease from the crown, granting to a company by the denomination of the King's Posts' Company, the exclusive privilege of bartering, hunting, and fishing within the limits assigned to such domain, or what was originally called in the ordonnances of the time *La Traite de Tadoussac*. At an early period after the formation of French settlements in various parts of Canada, the government of France turned the wilderness of the country to account by farming or leasing extensive waste domains, receiving an annual consideration for the privilege it granted, of a monopoly of the fur trade and fisheries within the boundaries of particular tracts. The tract termed the King's Domain, which formed part of the "United Farms of France," was surveyed between the years 1731 and 1733, and its boundaries are described in an ordonnance of Intendant Hocquart, bearing date the 23rd May, 1733, as follows, viz.:—"By the north shore of the river St. Lawrence, from the lower extremity of the seigniory of '*Les Eboulemens*,' which is opposite the north-east point of the *Isle aux Coudres*, as far as Point or Cape Cormorant, being a front of 95 leagues, or thereabouts, with the *Isle aux Œufs*, and other adjacent isles, islets, and beaches; on the west by a line assumed to be drawn east and west, beginning at the lower extremity of the seigniory of Les Eboulemens, and thence proceeding as far as that height of land where the carrying place of Patitachekoa is situate, in latitude  $47^{\circ} 15'$ ; which Lake Patitachekoa is the source of the river Metabetchouanou, which flows into Lake St. John, the outlet of which is the Saguenay; further to the west, by Lakes Spamoskoutin, Sagaigan, and Kaouakounabiskat, the height of land in latitude  $47^{\circ} 27'$ , the said Lake Kaouakounabiskat forming other lakes, and the river Ouiatchouanan, which flows through Lake St. John into the Saguenay, which two lakes shall form the boundary of the hunting territory of the rear of Batiscan, and proceeding further westward towards Three Rivers, and in rear by the height of land distant two leagues, or thereabouts, from the little Lake Patitaouaganiche, in latitude  $48^{\circ} 18'$ ; which lake flows through Lake Askatichi into the river Nikoubau, which also receives the waters of Lake Nikoubau; all which lakes and rivers flow into Lake St. John, and thence into the Saguenay, and shall form the

boundary and division between the lands of the domain and the hunting territory of Three Rivers, and of the River du Lievre. Within these limits are included the posts of Tadoussac, Malbaye, Rondésir, Papinachois, the Islets of Jérémie, and Point of the Betsiamites, Chekoutimi, Lake St. John, Nikoubau, Chomonthuane, Misstassins, and rear of Misstassins as far as Hudson's Bay. Lower down the river, the domain shall be bounded by virtue of our aforesaid *Ordonnance* of the 12th instant, by Cape Cormorant as far as the height of land, in which tract shall be included the river Moisi, Lake of the Kichestigaux, the Lake of the Naskapis, and other rivers and lakes which flow into the same."



## CHAPTER X.

### SOUTH SIDE OF THE ST. LAWRENCE.

#### § I.—*Country west of the RIVER CHAUDIERE.*

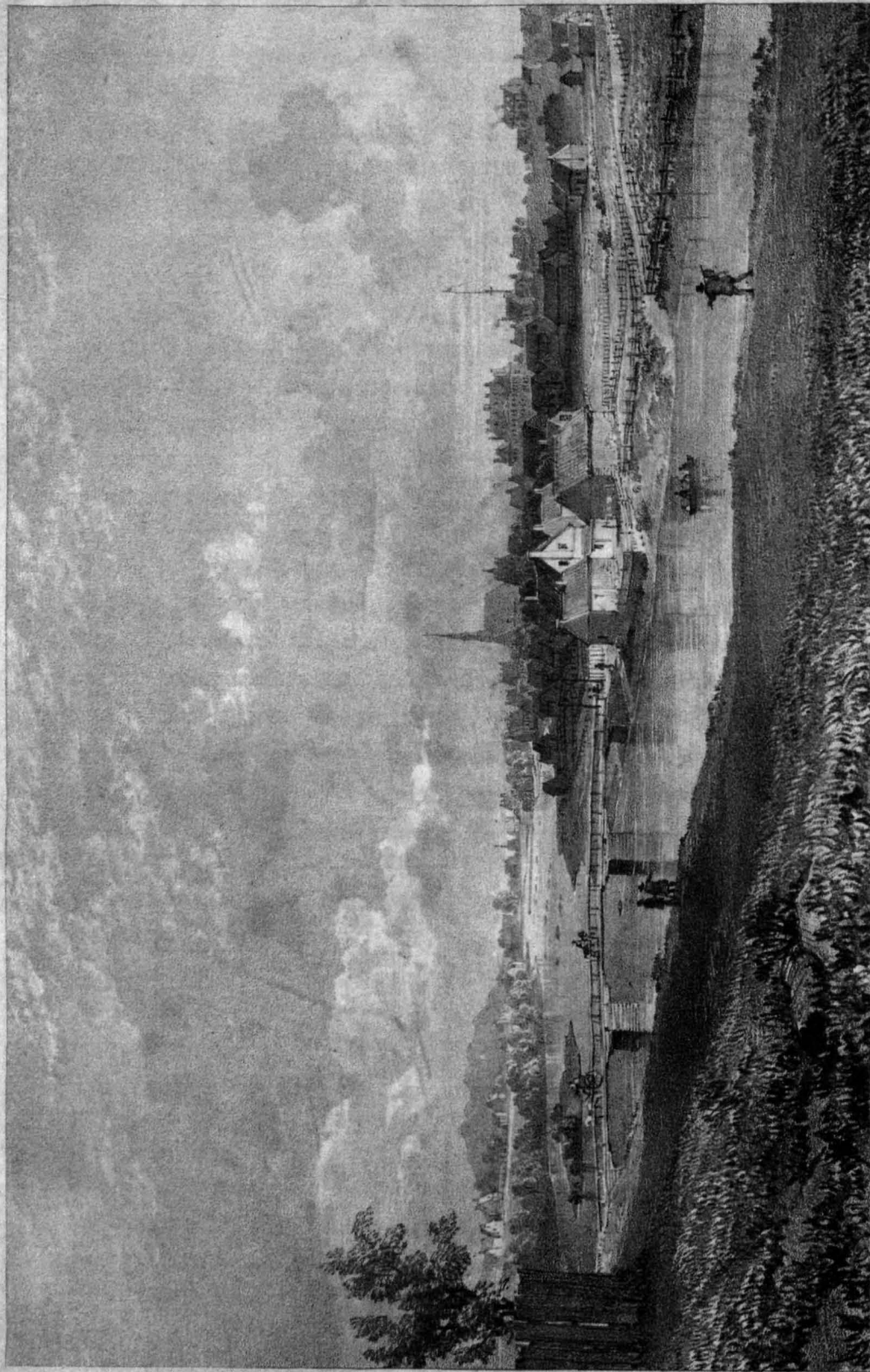
THE highly valuable tract of country embraced in the present section, is bounded to the eastward by the River Chaudiere, to the northward, in front, by the St. Lawrence, and in the rear, by the highlands of the Connecticut, and the parallel of the 45th degree of north latitude, which constitute the southern and south-eastern boundary of Lower Canada, dividing it, in that quarter, from the American states of New Hampshire, Vermont and New York. In superficial extent this tract contains about 13,864 square miles, and includes 17 counties,—Megantic, Sherbrooke, Lotbiniere, Nicolet, Yamaska, Drummond, Richelieu, St. Hyacinthe, Shefford, Stanstead, Missisquoi, Rouville, Acadie, Chambly, Beauharnois, LaPrairie and Vercheres; and parts of two others, Dorchester and Beauce. It contains one town, numerous villages, and a total population of about 181,000 souls.

To give at once a collective and correct idea of the face and features of this extensive tract, it may be said that, receding from the St. Lawrence in the direction of east and south-east, after passing the almost uninterrupted level of the country, through which flow the rivers Richelieu and Yamaska, the land gradually swells into ridges, becomes progressively more hilly, and finally assumes a mountainous character towards lakes Memphramagog and St. Francis, the country beyond continuing to preserve, more or less, that boldness of aspect to the borders of the Chaudiere and the height of land at the Connecticut's sources. The range of hills traversing Bolton, Orford, &c. appear to be a continuation of the Green Mountains, that form a conspicuous ridge running from south to west, through the state of Vermont. The uniform flatness of what might be called the valleys or plains of the Yamaska and Chambly (Richelieu), is agreeably relieved by the several isolated mountains that rise boldly and conspicuously above the surface, their soaring forms

being distinctly seen, and giving by the various combinations of perspective, as they are viewed from different positions, considerable beauty and interest to the scenery. These mountains are distinguished by the names of Rouville or Belœil, Yamaska, Boucherville, Chambly, Rougemont, and Mount Johnston. As might be expected in so wide an extent of territory, some variety of soil will occur and occasional swampy tracts be found; but the uncultivable tracts bear no proportion to the lands susceptible of a high degree of agricultural improvement. It is profusely watered by lakes, rivers, and rivulets winding through it in every direction. The principal rivers, besides the Chaudière, which bounds the tract to the eastward, are the Becancour, the two branches of the Nicolet, the St. Francis, the Yamaska, the Richelieu or Chambly, the Chateauguay, and the Salmon\*. All these have their sources within the province, except the three last, whose waters flow from the other side of the boundary line, the one issuing from Lake Champlain, the others having their rise, as well as several of their branches, on the confines of the State of New York. Numerous other rivers and streams of inferior magnitude, with an innumerable class of tributary waters, also contribute to fertilize the soil, and are very useful to the farmers for various purposes of rural economy. The chief lakes are Memphramagog (which lies partly within our territory and partly ~~within the~~ dominions of the States), Scaswanipus and Tomefobi, ~~Lakes~~ St. Francis, Nicolet, Pitt, William, and Trout, together with a ~~number~~ of others of inferior note.

Of the rivers, the Richelieu is the ~~only~~ one navigable for steam-boats, the minor class of those vessels being able to ascend from Sorel to the basin at Chambly, provided, however, their draught of water do not exceed four feet, and even then there is a cessation of this description of navigation during the low waters about midsummer. The Chateauguay is navigable for a considerable distance above its confluence, for batteaux, the smaller sort of keel boats, and canoes. Large quantities of timber, from Godmanchester and Beauharnois, were formerly conveyed in rafts down this river, but the trade of this article has much diminished since

\* See *Topographical Dictionary of Lower Canada* for a further account of these rivers.



R. S. M. Bouchette del<sup>to</sup>

VILLAGE of ST. HYACINTHE.

C° of S<sup>t</sup> Hyacinthe.

Day & Haghe Lith.<sup>rs</sup> to the King W. Gate S. Lincoln F.

the settlements have increased, and it is now comparatively insignificant. Salmon river is navigable for boats to French mills, within the American line. It was up this river that the American force, under General Wilkinson, retreated after the battle of Chrystler's Farm, on the 13th of Nov. 1813. The Nicolet floats batteaux, at all seasons, to some distance beyond the village, and much intercourse is in consequence kept up by the river with the town of Three Rivers, on the opposite shore of the St. Lawrence. Above the village, the Nicolet becomes more or less rapid through both its branches to its sources, presenting nevertheless frequent intervals of gentle current, which may be practised by small flat boats and canoes. The Becancour is a beautiful river, and, like the Nicolet, is navigable a few miles up for batteaux, beyond which it may be ascended to a remote distance by canoes in making a few portages, the longest of which, called the Grand Portage, is one league, avoiding the Great Falls in front of the township of Blandford. This part of the river is remarkably picturesque, and the cascade scarcely yields in magnitude or beauty to the Falls of the river Chaudiere, the scenery of which is so much, and so justly, celebrated for its wild magnificence and romantic attractions. The Yamaska winds through a fertile country for upwards of 90 miles. Its medium breadth is about 400 yards, and its inland navigation of some importance, though confined to batteaux and rafts that can ascend several leagues above its discharge, at the head of Lake St. Peter. The navigation of the Chaudiere is obstructed at its entrance by rapids, and the impediments increase further up the river to the Falls, about four miles from its estuary. Narrowed by salient points extending from each side, the precipice over which the waters rush is scarcely more than 130 yards in breadth, and the height from which the water descends is about as many feet. Huge masses of rock, rising above the surface of the current just at the break of the fall, divide the stream into three portions, forming partial cataracts, that unite before they reach the basin which receives them below. The continual action of the water has worn the rock into deep excavations, which give a globular figure to the revolving bodies of brilliant white foam, and greatly increase the beautiful effect of the fall. The spray thrown up, being quickly spread by the wind, produces



in the sunshine a most splendid variety of prismatic colours. The dark-hued foliage of the woods, which on each side press close upon the margin of the river, forms a striking contrast with the snow-like effulgence of the falling torrent. The hurried motion of the flood, agitated among the rocks and hollows as it forces its way towards the St. Lawrence, and the incessant sound occasioned by the cataract itself, form a combination that strikes forcibly upon the senses, and amply gratifies the curiosity of the admiring spectator. The woods on the banks of the river, notwithstanding its vicinity to the capital, are so impervious as to render it necessary for strangers who visit the falls to provide themselves with a competent guide. Few falls can be compared with this for picturesque beauty. The best view is to the left from a ledge of rocks that project into the basin; from this spot the scene is surprisingly grand. The next point of view is from a parallel ledge behind the former. There is also another good view from the ledge of rocks above the fall, looking down and across the fall and up the river. From the falls, the river may still be called rapid up to its source, although sections of it are navigated by small boats and canoes. The river St. Francis traverses the heart of the southern townships, and opens a communication with them and the United States through the Lakes Scaswaninipus and Memphramagog. The numerous difficulties of its navigation are surmounted by the skill and courage of battalions and canoemen, who avoid the falls and stronger rapids by portages at carrying places, and thus, however laboriously, render this water communication available. The sources of the St. Francis, are to be traced to the large lakes of the same name in Garthby and Colraine. In the circumjacent country to these lakes, are found the sources of the largest rivers falling into the St. Lawrence, eastward from the St. Francis, and those flowing into the Chaudiere. Many of the rivers that have not yet been particularized, as the river Beaurivage, the Duchesne, La Tortue, Montreal, &c. are for the most part capable of floating light boats and canoes at certain seasons, the streams, generally speaking, on this shore of the St. Lawrence, being far less broken and rapid than on the other.

The tenure of the lands composing this section of country is two-

fold—feudal and soccage; and the lands held by the one, being so situated as to be distinctly contrasted with those held by the other, we shall first give some account of the settlements of the seigniories and fiefs, and afterwards take into consideration those of the townships.

The feudal grants occupy a superficies of about 3,800 miles, and circumscribe at all points, excepting to the southward, the tract known by the appellation of the eastern townships, having to the east and north-east the seigniories of Nouvelle Beauce, on the Chaudière, to the north and north-west those of the St. Lawrence, and to the westward the seigniories of the Yamaska and the Richelieu, and those composing the fertile tract of seigniorial lands lying between the Richelieu and the St. Lawrence, to St. Regis.

In glancing at the settlements of the circuit of country thus presenting itself, those of La Beauce will be found to possess considerable interest, whether we view their advanced and flourishing condition, or their advantageous geographical position, enjoying a climate somewhat milder than the seigniories on the St. Lawrence below Lake St. Peter, and situated on a direct communication with Boston, in the United States, by the Kennebec road, which was effectually completed last autumn (1830), and is already much frequented. By this important route the distance from Quebec to Boston is essentially abridged, and the markets of the capital consequently thrown more easily open to American produce. Through this route, large importations of live stock are made into this province, and the internal trade being otherwise great and increasing, a custom-house officer was appointed at St. Mary's, which is the largest and most flourishing village on the Chaudière. The general character of the land in the seigniories of St. Mary, St. Joseph, Vaudreuil, and Aubert Gallion, is hilly and broken, but the soil is excellent in the aggregate, and very fertile, although light, and in some parts stony. The road along the Chaudière, upon the borders of which are the most improved and oldest settlements, is remarkably good, and presents various points of view extremely beautiful and picturesque.

At the mouth of the Chaudière, the banks of the St. Lawrence still retain the characteristic boldness, for which they are remarkable at Quebec

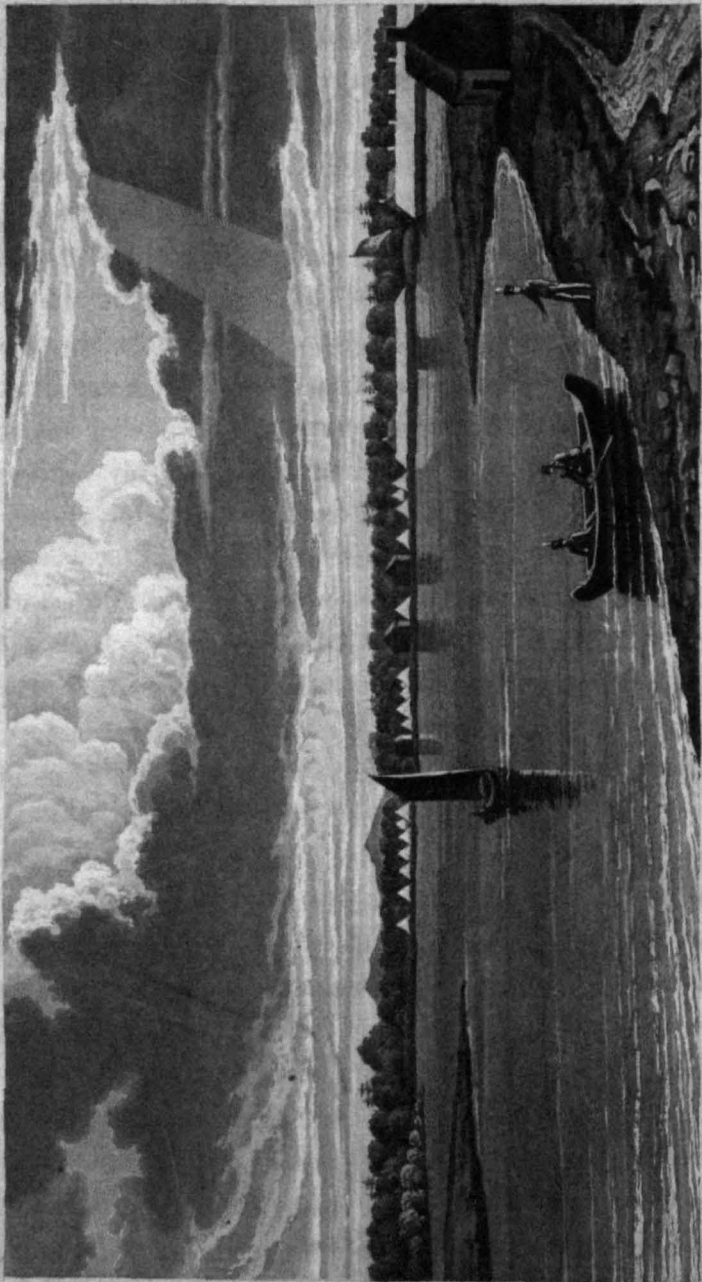
and Point Levy ; but proceeding westward, they gradually subside to a moderate elevation, till they sink into the flats of Baie du Febvre, and form the marshy shores of Lake St. Peter. Between the St. Francis and the Chaudiere, the soil and settlements of the seigniories are of various degrees of excellence and prosperity. There are, generally speaking, much larger portions of them yet covered with impervious forests, than undergoing the operations of tillage ; but such as are now under process of improvement, yield abundant harvests of every description of grain ; and, from the prevailing depth of the soil, would not be unfit for the growth of hemp. Flax is already raised in small quantities for the use of domestic manufactures. A number of the villages are peculiarly well built and prettily situated on the river's banks, at intervals of 3 or 4 leagues, a bright tin-spined church, invariably figuring a pleasing and conspicuous object in the landscape of a Canadian village.

The villages more worthy of note are those of De Lotbiniere, Becancour, St. Gregoire, Nicolet, St. Antoine, and St. Francis.

At Nicolet, a college was long since established by the late catholic bishop of Quebec, Monseigneur Plessis, which holds the third rank in the province among institutions of a similar nature. It has of late years been placed under the management of the royal institution, but continues under the immediate direction and tutorage of the catholic clergy, though with some modifications.

The foundations of a new college were laid a few years ago, to the eastward of the existing one, exceeding by far the dimensions of the present building ; but from the magnitude of its scale, its completion is likely to take up several years. Such an institution, in the heart of the province, cannot be too highly appreciated, and must spread its beneficial influence broadly, and disseminate through an extensive district, the advantages of education.

The rich and luxuriant plain, lying between the Yamaska and the St. Lawrence, and traversed centrally by the Richelieu, completes the circuit of French grants, described as confining the eastern townships. Of this tract, the only lands held in free and common soccage, are those of the townships of Hinchinbrooke, Hemmingford, and Godmanchester,



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*Let our Navy in the River, Richmond*



most of the lands of Sherrington, being held *en roture* by *censitaires* of La Salle. The exuberance of the crops raised in this fertile tract of country, justifies the appellation it bears as the granary of Lower Canada; since it not only affords subsistence to a dense and large population, but is the principal source whence the export wheat is derived for the British markets. The most prevalent quality of soil, is a deep rich mould, consisting chiefly of clay, in some places combined with a black earth and marl. The lighter soil is generally to be found along the rivers Chambly and Yamaska, and bordering the St. Lawrence. If any degrees of fertility, can properly be distinguished in one section of this valuable tract, over another, the seigniories in the vicinity of the basin at Chambly, seem entitled to the superiority: such are Chambly, Blairfindie, and Longueuil, that enjoy a climate several degrees milder than the seigniories on the St. Lawrence, and even sensibly milder than the fruitful country lying below them, on the Richelieu river. The main roads, following the banks of the several rivers, are very good in general; but the stage routes from St. John's, through Blairfindie, to La Prairie, or by Chambly to Longueuil, are exceedingly bad, and the latter in particular, when traversing the swamp between the villages of St. Joseph and Longueuil. By these two roads is kept up the communication with the United States, the intercourse with which is carried on, without cessation, at all seasons, rendering Chambly, Blairfindie, and La Prairie, great thoroughfares; and largely contributing to the encouragement of trade and business, and a consequent increase of the settlement and population of those places, and others situated on that route. The village of La Prairie on the north shore of the St. Lawrence, about 8 miles from the city of Montreal, has the advantage of any other village of the province, as regards the extent of its trade and population. The streets are more defined, the buildings more contiguous, and not unfrequently two stories high, and many of them covered in tin; tradesmen of every order, mechanics and shopkeepers, are to be seen in every direction, and much activity appears to prevail every where. The constant arrival and departure of steam boats and stages, contribute to enliven the place, and produce an almost ceaseless bustle and novelty of scene, occa-



sioned by the coming and going of strangers, from the States, or from Canada.

The village of St. Joseph is inferior to La Prairie in extent, but its locality is probably superior, situate as it is on the broad and beautiful basin of Chambly, at the head of which the impetuous stream of the river St. John's makes a last and violent struggle to leave its contracted bed, and dilating at the foot of the rapids, into an expansive reservoir, flows afterwards in a gentle current, through an unbroken channel, to its junction with the St. Lawrence at Sorel. Upon the rapids above the basin are situated the large corn-mills built by the late Hon. Colonel de Salabery and Samuel Hat, Esq., the respective seigneurs of West and East Chambly. The excellence of these mills, 7 in number, and working a total number of 24 sets of mill-stones, has induced the inhabitants of remote parts of the surrounding country, to bring their wheat thither yearly for grinding. Below Chambly basin, the sluggishness of the stream precludes the possibility, with any prospect of advantage, of building mills of this description, and in consequence wind-mills are more frequent and are to be seen in almost every parish of the Richelieu. The river Yamaska offers several excellent sites, where mills have been erected by the seignors of St. Hyacinthe, St. Ours, and the seigniories lower down.

If the scenery about Quebec command our admiration for its boldness, sublimity, and grandeur, that of the Richelieu will no less do so for its champaign and picturesque beauties. The eye here dwells with peculiar delight, on the frequent succession of rich and fruitful fields, luxuriant meadows, neat and flourishing settlements, and gay villages dispersed over this beautiful plain, and adorning the banks of the Richelieu, the Yamaska, and the St. Lawrence; whilst the towering mountains of Rouville and Chambly, Rougemont, Mount Johnson, and Boucherville, are seen soaring majestically above the common level, the monarchs of the vale. The Table Rock, at the summit of the cone, or *Pin de Sucre* of Rouville mountain, has been established to be 1,100 feet above the level of the river. Its access is extremely tedious and difficult; but none will look back to their fatigues with regret, when they behold from its exalted pinnacle, the most enchanting panoramic