

the interest excited in all parts of the Provinces and the United States for her safety, induced a great number of strangers to visit Quebec for the sole purpose of witnessing this immense vessel embraced by her native element.

As early as four o'clock, the streets and avenues leading to the wharves, were thronged; numbers had also gone the preceding evening, and slept on the island, for the purpose of witnessing the preparations. The river at five o'clock was covered with row-boats and batteaux; and at six the steam-boats *Chambly*, *Richelieu*, *Quebec*, *Laprairie*, *Hercules* and the ferry-boats *Louzon* and *Experiment* left the wharves, crowded with passengers; the *Chambly* and the *Richelieu* having each a military band, and the *Laprairie* two Highland Pipers correctly dressed in the costume of their country.

The scene was imposingly grand beyond description; and the number of ladies that graced the decks, added in no small degree to the brilliancy of the whole.

About a quarter past seven, the steam-boats having nearly reached their intended position, the object of their visit began to move, which was announced by the firing of guns: she continued to move slowly a little more than half her own length, when, from some unknown cause, she unfortunately rested on her ways. Various efforts were made to put her again in motion, without effect; the tow-boat *Hercules* (which was to have towed her up to the falls of Montmorenci, where she was to have taken the remainder of her cargo, nearly one half of which being already on board) here displayed the strength of her engine, a hawser being conveyed from the large ship to the H. which she broke like a piece of twine; a second and a much thicker one, went like the first.

We learn from a gentleman who has just returned from visiting the *Isle of Orleans Ship*, that there is no reason to apprehend she will not be safely launched. Her stopping on the ways was caused by her not having started fairly, one side having been cleared before the other. It was only necessary to cut away the place where she was wedged, and as she was in part hanging in the water, a small movement would send her in entirely. The same gentleman has furnished us with following measurement of this vessel.

Length, 309 feet.

Beam, 60 "

Hold, 35 "

Length of main mast above deck 75 feet, whole length 104 feet.

Main Yard, 72 feet.

Between Decks, 14 do.

Draught of water, 24 feet, loaded.

Tiller, 28 feet long. 1.8-12 square.

Tonnage, 5280 tons.

Chain Cable, 2½ Iron, 120 fathoms long, 1-4 inch link, 7 inches over.

Hemp Cable, 26 in. Rope, 100 fathoms.

Weight of Anchors, 74 cwt. and 87 cwt.

Has on board 4000 tons of Timber, is 10 feet wider and 5 feet deeper than the *Columbus*.

A man going round the Capstern at the end of the bar 31 times, travels a mile going round the deck 11 times, a mile.

Carries 1500 tons more than the *Columbus*.

5 Decks, carries about 9000 tons timber,
12 tons Oakum, 125 tons Iron Bolts.

A new ship called the *Aid*, of upwards of 300 tons, and owned by Capt. Alder, was launched on the 4th from a new ship yard above the Bridge over the Saint Charles. Some difficulty was experienced in passing her through the draw-bridge, and she remained on shore above the bridge 48 hours. She is, we understand, built upon Mr. Annesley's plan of ship building; the hull being held together nearly like the staves of a common barrel.

LAUNCH.—On the 4th a Ship of nearly 400 Tons, called the *CASSANDER*, was launched from Mr. Owen's Building Yard Portland St. Johns. She is owned by Mr. COOPER, of Port Glasgow, and is a most substantial, well built, and handsome vessel.

A Meteor was observed on the 19th a little before nine o'clock in the North