

only twenty-four hours and a half under way between the two cities, with a strong head wind all the way. She is most superbly fitted up, and offers accommodation for passengers in every respect equal to the best hotel in Canada. In short, for celerity and security, she well deserves the name of 'Swiftsure.' America cannot boast of a more useful and expensive undertaking by one individual, than this of Mr. Molson's. His Excellency, the Governor-in-Chief, set out for Montreal on Tuesday in the steamboat." She was used as a transport for troops during the war of 1812.

AS early as 1847 there were two lines of steamers

making the passage between Quebec and Montreal, the Royal Mail and People's line, and the Montreal and Quebec Steamboat Company steamers. The Richelieu Steamboat Company, later known as the Richelieu and Ontario Navigation Company, now the Canada Steamship Lines, was founded in 1845. It began by running market boats between Sorel and Montreal. The company started to run mail steamers between Quebec and Montreal in 1854.

The steamer "Lauzon," built on the St. Lawrence River, by John Goudie, in 1817, was a vessel of 310 tons and propelled by steam. She crossed between Quebec and Levis from that date until 1828, besides making an occasional trip to Montreal. The company that owned the boat was known as the Quebec Steamship Company and the shareholders comprised Quebec and Montreal merchants. The "Lauzon" was the first steam ferry on the river at Quebec. The time occupied in crossing was from ten to fifteen minutes, and the price for the passage was six-pence per head with a regular tariff for merchandise. The steamer ran from 5 a.m. to 9 p.m. daily, and ten minutes before each trip a bugle or horn was sounded to give travellers warning that the boat was soon to leave. The venture was considered a great novelty at the time and many Quebecers took advantage of the boat to make the first trip in their lives to Levis. The French-Canadian captain was obliged to shout out all his orders to the English-speaking engineer, as bells or telephones were out of the question then, and such commands as "stop her, Joe," "reverse her, Joe," "start her, Joe," and "another stroke, Joe," were quite frequently given. Copper tokens, of various values were used as tickets in place of money for passengers and freight for many years on the "Lauzon," another old pioneer, and some of these tokens are still in the possession of numismatians.

HORSE boats date from an earlier period than the boats propelled by steam and were used for years on the St. Lawrence at Quebec. To cross to Levis, even in the recollection of our older citizens, it was very often necessary to take a ferry boat worked by horses, and the time occupied in crossing varied, especially if a storm prevailed or the old nags working the paddle wheels took it into their heads to have a rest. In that event the boat might float up or down the river any distance, according to the tide. On the Quebec side the landings were made at the Finlay market. A well known character, before the departure of the boat, raced through the market square as far as Notre Dame Street, stopping at intervals, going and returning, to blow his tin horn and call out in a loud voice, "Embark, Embark." This he would continue until, in the judgment of the captain, the load warranted a start. Horse boats were often used as tow boats in the harbour.

The first regular tow boat on the St. Lawrence at Quebec, known as the "Hercule," was built in 1824. The steamer made regular trips between Que-

bec and Bic, taking two days and a half to cover the distance of one hundred and sixty miles. She also travelled to Montreal in the double capacity of a tow boat and passenger steamer, and is given credit for having towed the first ship, named the "Margaret," of Liverpool, to the sister city in 1824.

Although deepened in 1831, owing to the lowness of water in Lake St. Peter down almost to the middle of the past century, vessels of even less than five hundred tons had difficulty in making the passage from Quebec to Montreal. It was necessary at times, during the dry season, at least, to take down the yards and topmasts and float them alongside the vessels, while cables, chains and other rigging were

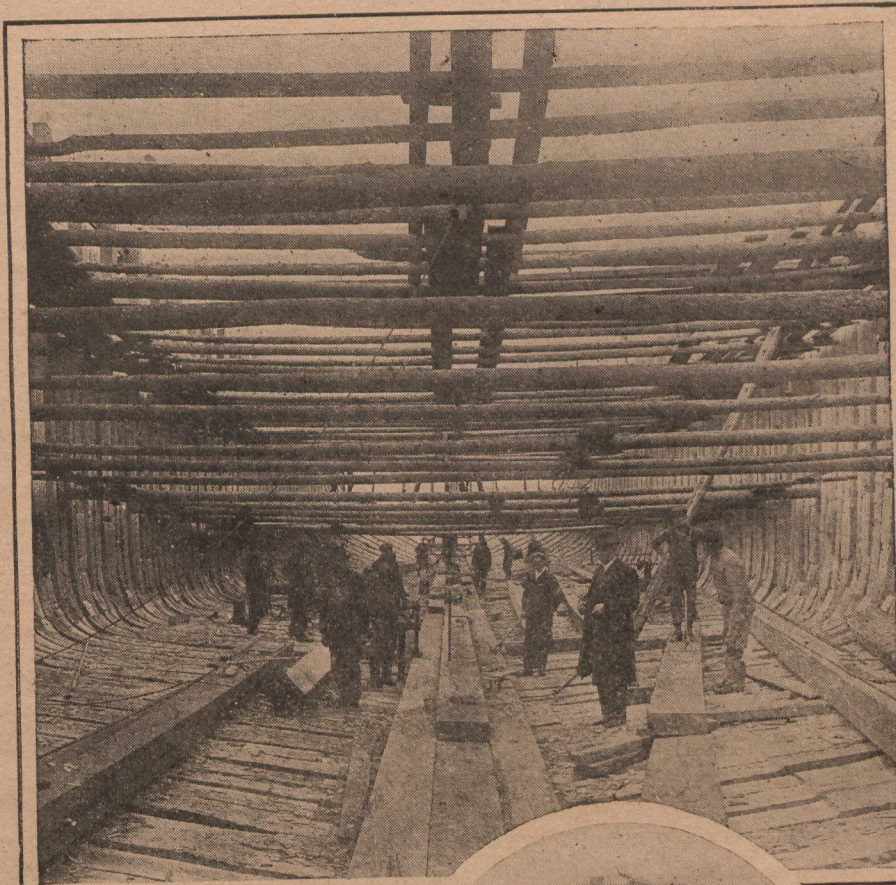
Wolfe breathed his last on the historic Plains of Abraham. The launching of the steamer took place on Friday afternoon, April 29, 1831. The Mayor of Quebec proclaimed a public holiday, which fact brought out a large concourse of people. Lord Aylmer was present as Governor-General, to represent King William IV., after whom the steamer was to be named the "Royal William" by Lady Aylmer. The guard and band of the 32nd Foot were drawn up near the ship. Lady Aylmer took the bottle of wine and, throwing it against the bows, pronounced the historic formula: "God bless the 'Royal William' and all who sail in her." Then, amidst the crash of arms and music, the roaring of artillery from the Citadel, and the enthusiastic cheers of all the people, the stately vessel took the water.

THE tonnage of the Royal William by builders' measurements was 1,370 feet, though by net capacity of burden only 363. The length over all was 176 feet. The rig was that of a three masted topsail schooner with paddle wheels, and there were fifty passenger berths and a good saloon. Besides several trips to Halifax in 1831 she went to Boston later, when the band at Fort Independence played her into port to the tune of "God Save the King," because she was the first of all steamers to enter a seaport of the United States under the Union Jack.

It was on the 5th August, 1833, under the command of Captain John McDougall, that she left Quebec for England, coaled at Pictou and took her departure from there on the 18th. The whole passage from Pictou, counting the time she was detained at Cowes repairing boilers, took twenty-five days. But either the port or starboard engine, or both, worked her the whole way over, and thus forever established her claim to priority in transatlantic navigation under steam alone. In London the vessel was sold for ten thousand pounds. She was at once chartered by the Portuguese government. In 1834 she became a man-of-war under the Spanish flag, though flying the pennant of Commodore Henry, then in command of the auxiliary steam squadron against the Carlists in the north of Spain. Two years later, under her Spanish name of "Isabella Segunda," she made another unique record. As the British Legion, under Sir de Lacy Evans, was attacked by the Carlists in the bay of St. Sebastian, she fired the first shot that any steam man-of-war had ever fired in action. She continued in the Spanish service till 1840, when she was sent to Bordeaux for repairs, and the French bought her for a hulk and left her where she was. But the Spaniards took her engines out and put them into a new "Isabella Segunda," which was wrecked in a storm on the Algerian coast in 1860.

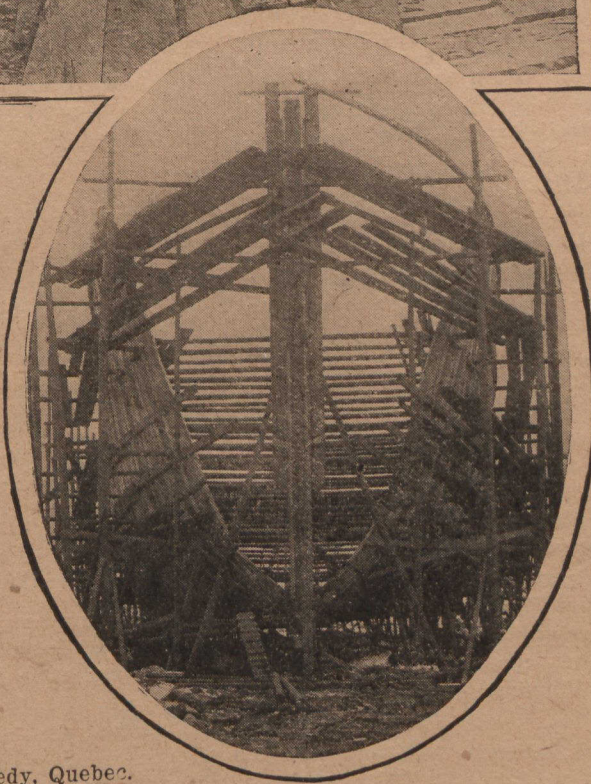
The first ocean steamer making a continuous voyage between Liverpool and Quebec, westward bound, was the "Geneva," Captain Paton, which arrived in Quebec May 9, 1853. She made the passage in twenty days and on arrival received a salute from the Citadel and returned it. She was built of iron, a little over eight hundred tons and equipped with sails. The first steamer of the Allan line to reach Quebec was the "Canadian," which arrived on her maiden trip in 1854.

Among all these little stories of "first ships" on the St. Lawrence it is encouraging to all real Canadians to know that Quebec is not to lag behind any of the eastern provinces in the modern business of reviving the ancient art of building Canadian ships. Canada should be one of the greatest maritime nations in the world. What other country has 1,000 miles of riverway cutting into the heart of it, along the direct line of steamer traffic?



THE Island of Orleans, just below Quebec City, is a very poetic picture to the passenger on deck of a tourist steamship. He little dreams that here, at the present time, some of the ancient glory of Quebec as a shipbuilding province are pictures of industry and construction such as these hulls of 1917 which, in 1918 will be afloat in the name of Canadian shipping.

Photographs by Kennedy, Quebec.



put into lighters.

In 1842 steamers were running between Quebec and Chicoutimi, calling at Kamouraska and other seaside resorts going and returning.

The year 1831 was a memorable one in the history of Quebec, opening as it did a new era in shipbuilding. It marked the construction and launching of the first vessel to cross the Atlantic under her own steam. The event at the time was of great significance. It was the turning point of sail vs. steam, marking as it did a complete departure in the order of things in the maritime world. It finally closed the career of the sailing ships.

It was on September 2, 1830, that James Goudie laid the keel of the steamer in the yard belonging to George Black, a shipbuilder, and his partner, John Sexton Campbell. The shipyard was situated at Cape Cove, directly in line with the spot at which