

end; both churches are covered with tin; the English steeple is a spire, and the Roman has two cupolas.

THE BASIN OF QUEBEC.—Ships arriving at Quebec, with a flood-tide and easterly wind, should take in their sails and have their cables ready, for the ground does not hold well; the tides are commonly strong, and the water deep. If obliged to come-to in the middle of the stream, they will have from 16 to 20 fms. abreast of the town; but within 2 cables' length of the wharves there will be 11 fms., and here the vessel may easily be brought up; while in the offing it will require 60 fms. On the Pt. Levy side is a depth of 30 fms., and strong tides; near the wharves they will not be so strongly felt; but should the wind be violent, and from the eastward, the best riding will be above the wharves, abreast of Diamond Harbour, in 10 fms. The great annoyance to vessels at anchor off Quebec, are the large rafts of timber dropping down with a strong ebb-tide; they often get athwart hawse, and do them injury, by starting their anchors, &c.

The North Bastion at Quebec is in lat. $46^{\circ} 49' 0''$ and long. $71^{\circ} 12' 46''$, variation 16° W. It is H. W., F. and O., at 6h. 37m.; in an easterly gale spring-tides will flow 20 ft. The velocity of the tides off the town wharves are, the floods 3 knots, and the ebbs 4 knots. The floods run about $4\frac{1}{2}$ hours, and the ebbs $7\frac{1}{2}$ hours. Common springs rise about 18 ft., and neaps 13 ft.

THE BALLAST GROUND is the place appointed for vessels to discharge their ballast in; this is to the westward of two beacons on the S. shore, above Quebec, and are placed on the brow of a hill near Charles Cove, which, when in a line, bear N.W. and S.E. of each other.

The R. St. Lawrence extends from Quebec to the city of Montreal, from which it is distant 155 m., and from the island of Bic 270 m.; it is navigable to the Rapids of Richelieu for vessels of 600 tons; the impediments are few, and those very easily surmounted. The banks of the river are in a high state of cultivation, and adorned with numerous towns and villages, most of which are built around and adjacent to a church, which commonly makes a handsome appearance, and is generally a stone edifice; while single houses and farms keep up a regular kind of communication.

From Quebec, the shores of which are exceedingly lofty, the hills gradually decline, and become less elevated, until you reach the river St. Maurice, where the tide entirely ceases; here, on the N. side of the river stands the town of the Trois Rivières. Beyond Trois Rivières, 33 m., is the Richelieu Rapid: at the entrance of which, and above the Lake St. Pierre, is the town of William Henry, formerly called Sorel. Lake St. Pierre, which is between the towns, is 22 m. in length, and in some places nearly 8 in breadth; but its western part is encumbered with numerous islands, which divide it into several channels, two of which are navigable; but that on the S. is the cleanest, deepest and best, and is pointed out by a light-vessel and buoy. The banks here are low, and shelve off to a considerable distance, leaving only a narrow channel of from 12 to 18 ft: the river here is obstructed by masses of rock, and at the ebb-tide the descent of the rapid becomes so great, that the utmost caution must be taken to pass it; vessels, therefore, should wait for the proper time of tide, and, if necessary, they may anchor at the bottom of the rapid till a proper opportunity offers. From hence to Montreal, the banks are of moderate height, and uniformly level.

MONTREAL is considered the most fertile part of Lower Canada: its port is convenient, and situated on the S.E. side of the city. The harbour is not large, but vessels drawing 15 ft., can lie close to the shore, near the Market Gate, and both deliver and receive their cargoes with expedition: the depth is generally from 3 to $4\frac{1}{2}$ fms.: its great inconvenience arises from the rapid of St. Mary, which is about a mile below, and the current is sometimes so powerful, that without the benefit of a N.E. wind, or a steam-tug, vessels may be detained for weeks, within 2 m. of the spot where their freight should be delivered.

Steamers run regularly between Quebec and Montreal, with goods and passengers; and ships bound to Montreal with cargoes, may engage steamers for towing at Quebec. There is a regular rate of charges for towing ships, according