

General Wolfe, and later on attached to the Royal Engineer Department at Quebec, embracing a period of seventy-two years, (1758-1830) having been placed on the market, the Society devoted a portion of the historical fund to procuring these unpublished diaries, eight or ten volumes in number, which comprise so much of the history of our city, pending the sieges of 1750 and 1775 and later on.

The Council have also to report that steps have been taken to acquire from the Morrin College the privilege of using one of its spacious apartments for its meetings, where papers and essays may be read.

The report of the Treasurer will be laid before the Society to make known the state of the funds at the present moment and also the different heads of receipt and expenditure during the year just expired. J. M. LEMOINE, President.

### THE "QUEBEC FERRY TOKEN."



THE July number for 1874, of the Canadian Antiquarian and Numismatic Journal, page 42, contains a short article on "The Quebec Ferry Token," which I presented to the Quebec Literary and Historical Society.

A day or two since Mr. Cyrille Tessier, N. P., an active member of that society, and an indefatigable numismatologist called on me with another of these Quebec Ferry Tokens, confirming what I before said about the "*New Lauzon*" having succeeded the first *Lauzon*, the first steam ferry boat built by Mr. John Goudie.

The new *Lauzon* was built, owned and sold by Mr. James McKenzie of Point Levis, who succeeded to the ferry having bought the first *Lauzon* on the death of Mr. Goudie, and the ferry token shown me by Mr. Tessier, confirms this, having the letters "T. McK." stamped across its face in plain Roman Capitals; also showing that he had adopted the same mode of payment or check as was asked by his predecessor, Mr. Goudie. The only difference between