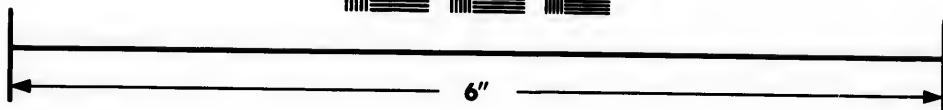
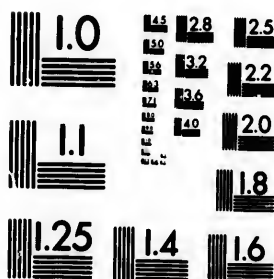


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1983

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- | | |
|---|---|
| <input type="checkbox"/> Coloured covers/
Couverture de couleur | <input type="checkbox"/> Coloured pages/
Pages de couleur |
| <input type="checkbox"/> Covers damaged/
Couverture endommagée | <input type="checkbox"/> Pages damaged/
Pages endommagées |
| <input type="checkbox"/> Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée | <input type="checkbox"/> Pages restored and/or laminated/
Pages restaurées et/ou pelliculées |
| <input type="checkbox"/> Cover title missing/
Le titre de couverture manque | <input checked="" type="checkbox"/> Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées |
| <input type="checkbox"/> Coloured maps/
Cartes géographiques en couleur | <input type="checkbox"/> Pages detached/
Pages détachées |
| <input checked="" type="checkbox"/> Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire) | <input checked="" type="checkbox"/> Showthrough/
Transparence |
| <input type="checkbox"/> Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur | <input type="checkbox"/> Quality of print varies/
Qualité inégale de l'impression |
| <input type="checkbox"/> Bound with other material/
Relié avec d'autres documents | <input type="checkbox"/> Includes supplementary material/
Comprend du matériel supplémentaire |
| <input type="checkbox"/> Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure | <input type="checkbox"/> Only edition available/
Seule édition disponible |
| <input type="checkbox"/> Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées. | <input type="checkbox"/> Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image/
Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible. |
| <input type="checkbox"/> Additional comments:
Commentaires supplémentaires: | |

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The copy filmed here has been reproduced thanks to the generosity of:

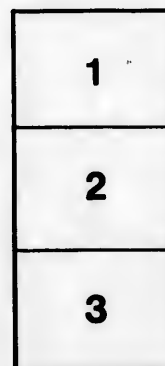
National Library of Canada

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

Bibliothèque nationale du Canada

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

aire
s détails
ques du
t modifier
iger une
e filmage

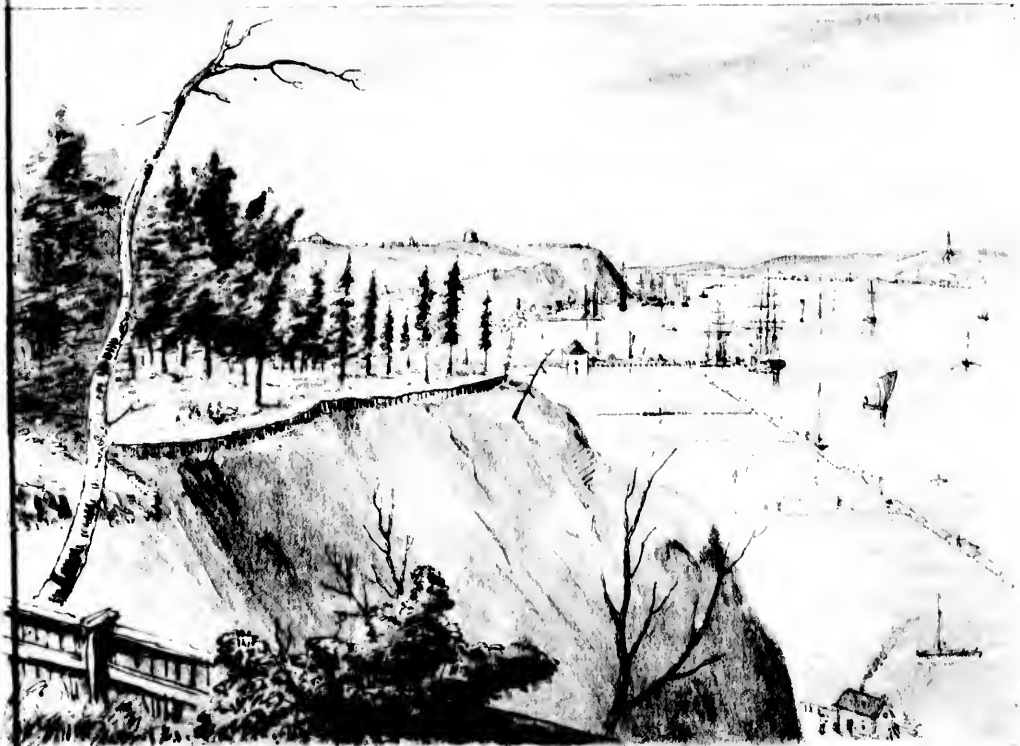
/
uées

ire

cy errata
ed to

ent
ne pelure,
çon à





QUEBEC FROM THE CLIFF

RECOLLECTIONS OF CANADA.

BY

LIEUT. CARLILE, R.A., AND LIEUT.-COLONEL MARTINDALE, C.B.

"De omnibus rebus, et quibusdam aliis."

QUEBEC.

LONDON:

CHAPMAN AND HALL, 193, PICCADILLY, W.

1873.

All Rights Reserved.

230795

LONDON
PUBLISHED BY RICHARD CLAY AND COMPANY, LTD.

TO
THE PEOPLE OF CANADA.

OWING TO WHOM, AND AMONG WHOM, THEY HAVE SPENT SO MANY HAPPY DAYS,

THESE RECOLLECTIONS

Are Gratefully Dedicated

BY

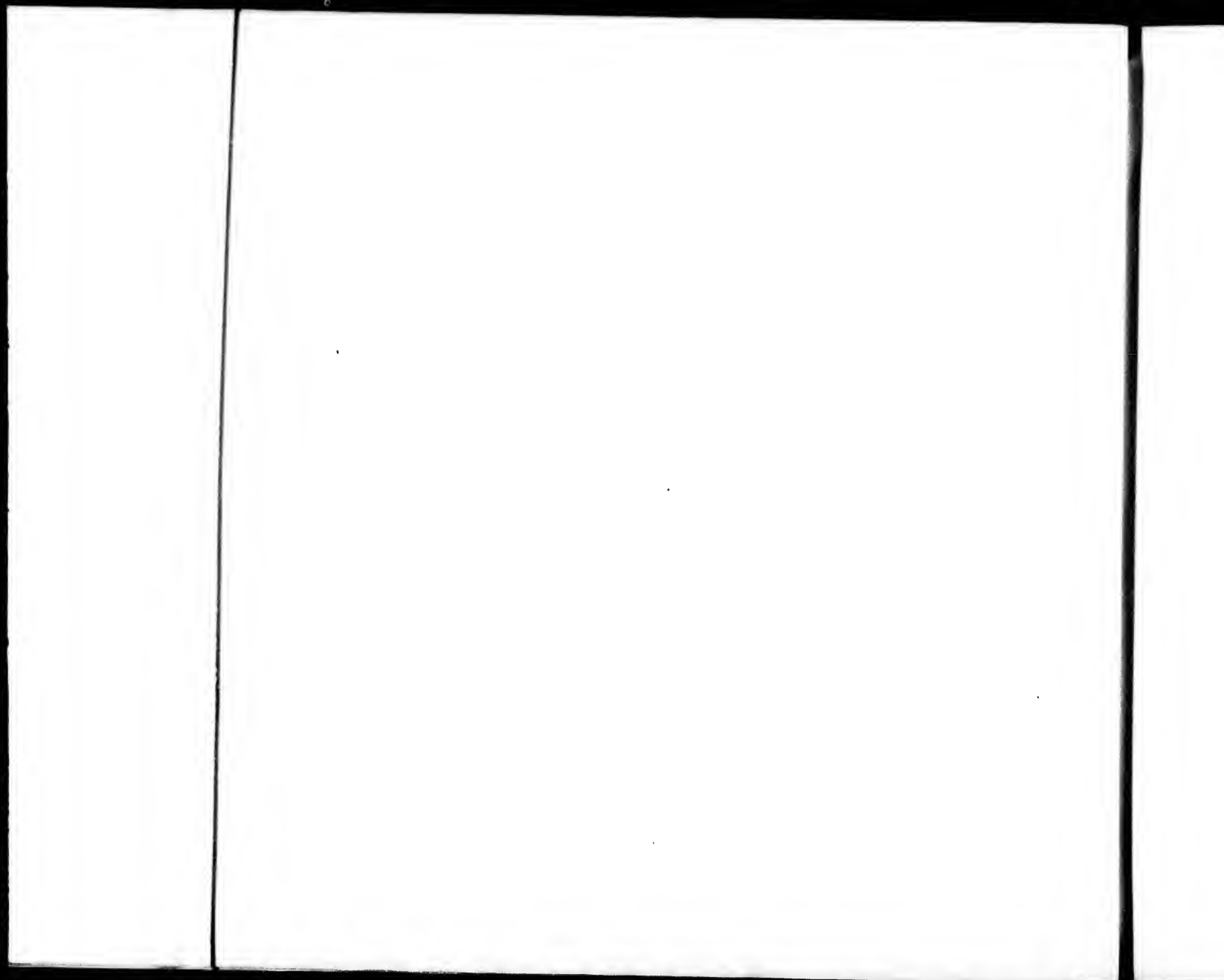
THE AUTHORS.

CANADA, *April*, 1872.

PREFACE.

The Sketches in this Volume relate principally to Quebec and its environs, and are a portion only of a much more numerous collection made in various parts of Canada. The already vast and rapidly increasing importance of the Dominion of Canada, and the interest attaching to its Future, will, it is hoped, make the present Volume not unacceptable to the Public, and may cause Volume II. to follow Volume I. If, by this or by any other means, they can in any degree extend at Home the knowledge of and also express to their many friends in the Dominion their affection for Canada, it will be a singular pleasure to

THE AUTHORS.



LIST OF PLATES.

	100. <i>Photopics.</i>
QUEBEC, FROM SPENCER WOOD	20
QUEBEC	22
BUILDING OF NO. 1 FORT TO DEFEND QUEBEC	24
BUILDING OF NO. 1 FORT TO DEFEND QUEBEC	25
SLIDING	26
THE MEET	27
TOBOGANNING	28
CROSSING THE ST. LAWRENCE IN WINTER	29
TANDEM CLUB	30
MONTMORENCI FALLS—WINTER	31
MONTMORENCI FALLS—SUMMER	32
UPPER TOWN MARKET; 17 BELOW ZERO, FAHRENHEIT	33
MARKET SCENES	34
RETURNING FROM MARKET	35
SKATING IN THE RINK	36
MUFFIN AND BELL(E)	38

LIST OF PLATES

ESOOT GATE	9
ST. LEWIS GATE	10
FOADDER FALLS	11
CALCHE AND BLACKBOARD ON A CORNER OF ROAD	12
SNOW-SHOEING	14
MAPLE STAIRS	15
OLD HOUSE IN ST. LEWIS STREET	17
EVACUATION OF QUILBO	19
DE ST. LAWRENCE QUILBO	50

CANADA:

FROM ITS DISCOVERY TO THE PRESENT TIME.

THE history of Canada naturally divides itself into two great periods; the first extending from the year of grace 1534 to 1763; the second from 1763 to the present day. During the first the French ruled; during the second the fortunes of Canada have been linked with those of England. The first may be subdivided into three epochs, viz., from 1534 to 1632, when the Company of Associates established themselves at Quebec; from 1632 to 1663, when Canada became a Royal Government; and from 1663 to 1763, when the treaty of Paris confirmed the possession of Canada to England. The second into four epochs, viz., from 1763 to 1791, when the colony was divided into Upper and Lower Canada, and representative government was accorded to each; 1791 to 1841, when the two provinces were united, and one legislature substituted for the two; 1841 to 1867, when the Dominion of Canada and her present Constitution were established; and from 1867 to the present time. Each epoch has been marked by features peculiar to itself; each should be studied when considering the relations between Canada and England.

Failure in colonization, and growing hatred between the Colonists and Indians characterize the first century. During it no real progress was made in the settlement of the country. A successful fishing season on the Banks and in the Gulf of St. Lawrence, and good returns from the peltry trade along the coast, were matters of far higher moment in the eyes of the merchants. When, in 1534, that pious and valiant mariner, Jacques Cartier of St. Malo, seeking ever a passage to the Indies, had discovered the Bay of Chaleurs, and set up the Cross and taken possession of the land for his king, he carried away with him to France two of the natives. When, next year, he explored the St. Lawrence to Stadacona and Hochelaga, now Quebec and Montreal, the Indians received him kindly, and with the aid of the two natives he established friendly relations with them. The winter was a hard one; the French suffered much; but the good will of the Indians remained unchanged. When, however, in the spring of 1536 they saw Cartier erect the Cross, and with firing of guns and other ceremonies assume possession of their land, and require their

CANADA: FROM ITS DISCOVERY

hospitality by seizing their chief, and others dear to them, and carrying them away to France, where they died, suspicion and hatred naturally took the place of trust and amity. The treacherous deed bore ever thereafter its sure fruit. When, in 1541, the state of affairs at home permitted Cartier to return with five vessels and the title of Captain-General of the Fleet, he could no longer stay at Quebec, but was compelled to winter higher up the river at Cap Rouge. The ill feeling increased throughout the winter: he was ill off for ammunition; his people were discontented; the search for gold was fruitless. In the spring of 1542 he left for home, to return no more to Canada. Monsieur de Roberval, who had been appointed Viceroy over Newfoundland, Labrador, and Canada at the same time as Cartier was named Captain-General, was not more successful. Cartier, whom he had met at Newfoundland on his way home, would not return with him. He proceeded alone to Cap Rouge, and what with the rigour of the climate, his convict colonists, and the hostile Indians, passed a wretched time. In 1544 he was ordered back with all his people to France. There remained from his labours and those of Cartier only the miserable heritage of Indian enmity.

The next efforts at colonization worth noticing are those of the company under de Monts; for the attempt in 1598 by the Marquis de la Roche was an utter failure, and had no effect on the future history of Canada. De Monts himself and many of his company were Huguenots; and it is curiously illustrative of the times in

which they lived that while permitted the free exercise of their own faith, they were to convert the Indians to Roman Catholicism. Among the partners were Poutrincourt and de Champlain. By them and de Monts Annapolis was founded; and about the year 1606 a grant of it was made to Poutrincourt by de Monts, in his capacity of Lieutenant of the King. Three years before de Champlain and Pontgravé, another partner, had visited Tadoussac, already a trading station, and had ascended the St. Lawrence to Montreal. It was not, however, until July, 1608, that de Champlain founded Quebec. Then in his desire to extend the peltry trade, and to be on friendly terms with the Indians around him, de Champlain entered into an alliance with the nearest tribes, against their hereditary enemies, the Iroquois. The results were twofold: a greatly extended knowledge of the country on the part of de Champlain, and the most bitter steady enmity on the part of the Iroquois, which lasted during the whole period of French rule in Canada, and repeatedly brought the colony to the verge of destruction. Neglected from home, plagued by the trade in drink with the Indians, incessantly harassed by the Iroquois, and treated, as the weakness of the colony became more and more apparent, with contempt and aversion by even the allied Indians, the best the settlers could do was to maintain a painful struggle for existence. Even this was suspended in 1629, when Kirkt, or Kerkt, taking advantage of the breach between the Courts of France and England in 1627, detached three ships from Tadoussac to take

Quebec. To these de Champlain had no option but to surrender, and Kirkt, in accordance with the terms agreed upon, sent him and his people to Europe. Thus Canada, for a very brief period, passed into the hands of England. Almost a century had elapsed since Cartier first anchored at Quebec; but the work of colonizing Canada still remained to be done. The first epoch was over; there was little to show for it but the deadly hatred of the Indians.

When Canada was restored to France by the treaty of 1632, she passed into the hands of the Society of one hundred Associates, founded by Cardinal Richelieu in 1627. During their reign of thirty-one years matters went on miserably enough. The Society was much more anxious about the profits of the peltry trade than the settlement of the country. They sent out, indeed, about two hundred persons with de Champlain, who, as chief officer of the Company and Lieutenant-General over New France, arrived once more in Quebec in 1633, and died there two years later. But in 1663 the colonists had not increased to more than about two thousand. Even of these very few had been sent out by the Society. The remainder were due to the efforts of Jesuit missionaries, of pious ladies, of minor companies, to the system of "engagés," and to the emigration of some families of rank and means, who brought with them mechanics and labourers. To these families were granted large tracts of land, and thus arose the system of seigneuries, which lasted over two hundred years. At this time also there came into force that jealousy of the Indians

trading with the English which influenced, perhaps more than any other single cause, the future history of the colony. Moved by it de Champlain did his utmost to prevent the Indians having any dealings with the few English who remained after his return to Quebec in 1633. It grew with the growth of the English colonies in America. The first of these, planted by Raleigh in Virginia in 1584, had indeed proved a failure, and the unhappy settlers had thankfully abandoned their plantations to return home with Sir Francis Drake. But in 1607 James Town had been founded in the Bay of Chesapeake; and by 1625 Virginia had become a royal province, with a tide of emigration exceeding a thousand yearly. Five years before New Plymouth had been settled by the Pilgrim Fathers. Thenceforward, hardships notwithstanding, the colonies grew and increased. The religious intolerance of the reign of Charles I. caused many Puritans to emigrate to New England, and many Roman Catholics to Maryland. Each succeeding generation saw new settlements arise, and old increase. Each succeeding generation saw also the strife of rival races and the struggle for a bigger share of the peltry trade adding to and even inciting the horrors of that Indian warfare which marked the first century.

The fallness of this storm fell, indeed, not in the time of the Society of Associates, but the little cloud that heralded the tempest then appeared. As it was, the incessant attacks of the Iroquois, ending in an avowed determination to drive the French from the country, the evils arising from the traffic in liquor, the ravages of

small-pox, and the neglect of the Society, were as much as the colony could bear and live. It was, in truth, moribund when the second epoch closed. If to the sketch already given be added the efforts made for the promotion of the Roman Catholic faith in the colony and among the Indians, the characteristics of this brief but important period will be sufficiently indicated.

The abolition of the Society, and the creation of Canada into a province under the Crown in 1663, saved the colony. With increased strength a different policy was adopted towards the Indians. They in turn were attacked, and their settlements and supplies destroyed. Advantage was then taken of the terror and confusion thus created to make peace. One such peace lasted from 1666 to 1684. Of the peace advantage again was taken to send among the Indians missionaries, who, in addition to their religious duties, acted as agents in forwarding what were supposed to be French interests by prejudicing the Indians against the English, and hindering the trade between them. The "summum bonum"—the biggest share, if not the whole of the peltry trade—remained unaltered. With the same object forts were built, and outposts extended; anything if only the English and the Indian trade could be kept apart. Yet for a most simple reason, all these efforts met with but very partial success; the English paid much the best prices for peltry, and not only the natives, but the "voyageurs" or "coureurs de bois," also persisted in trading with them. These were principally Frenchmen, who, having originally gone away to trade and hunt with the

Indians, had remained among them, and to a great extent adopted their language and habits. By degrees a vast extent of country became known, and it grew more and more difficult to restrict trade and at the same time avoid hostilities, even had the wish to do so prevailed. The Richelieu Valley, and Lakes Champlain and George, the St. Lawrence and Ottawa rivers, Lakes Nipissing and Simcoe and the Great Lakes, the country between Lake Michigan and the Mississippi, and the Mississippi itself, even to the Gulf of Mexico, were explored, and the country discovered taken possession of for France. Unhappily as the colonists advanced, small-pox advanced with them. Both they and the Indians were fearfully afflicted by it. About 1683-4, the Iroquois, supported, it was said, by the English Governor of New York, appeared disposed to give trouble. They attacked some of the Western Indians, and it was thought were only awaiting their opportunity to attack the French. These anticipated them in 1687 by a raid against the Senecas, near the river Genessee. At the same time they kidnapped a number of chiefs, at a peace conference, and sent them to France to work in the galleys as convicts. A furious struggle broke out which lasted nearly fourteen years. The English colonists sided with the Iroquois, and supplied them with arms and ammunition. The French could hardly hold their own. The Indians in alliance with them, were secretly plotting against them. Matters were made worse by the treacherous slaughter by hostile Indians of some Iroquois, while actually treating, in 1688,

with the French for peace. The Iroquois were furious, and ravaged the colony, and massacred the inhabitants in all directions. Ruin appeared once more imminent. The tide turned, however, with the arrival of de Frontenac for the second time as governor. He brought back with him the Iroquois who had been carried away to France, and with great ability sought their good will, and that of the Iroquois generally. Nor was he satisfied with defensive measures only: in 1690 he organized raids against the English, who, in some cases, were cruelly massacred. So the circle of strife and cruelty was widened, and the English made a third party in the wars between the French and Indians. As in the previous epoch the Iroquois had threatened to drive the French out of the country, so now de Frontenac declared his determination to drive the English out. He defeated with much loss, in 1690, the attack of Commodore Phipps on Quebec: that upon Montreal, by General Winthrop, broke down. From this time the French steadily pursued the policy of strengthening their lines of forts and outposts, intimidating the Iroquois by expeditions or endeavouring to conciliate and detach them from the English, and checking and attacking the English in every possible way. The treaty of Ryswick in 1697, and the Indian peace conferences of 1700—1701, gave some hopes, indeed, of more peaceful relations. But 1702 saw France and England again at war. In the colonies disputes about trading and territory had never ceased. The incursions of the Iroquois were replaced by a cruel warfare along the borders of New England and

Canada, and by raids against the English. They, in turn, attacked Acadia, and made attempts upon Canada. In 1710 Annapolis was taken: the expeditions of 1711 against Canada failed. After this came the treaty of Utrecht in 1713, and a state of peace, if not of good-will, between the French and English colonies for thirty years. During this time both sides prospered and increased in importance. In 1738 the French exceeded 40,000 in number; the English were much more numerous, and gradually drove back the Indians, and extended themselves as far as the south shore of Lake Ontario. This the French objected to, yet took no active measures to prevent. But towards 1744 disputes and collisions became constant in the valley of the Ohio. In the same year, consequent on the complaints of England of the encouragement given by Louis XV. to the Pretender, France declared war. The peace of Aix-la-Chapelle, in 1748, settled nothing respecting the contested boundaries of Canada. At length, in 1754, the struggle for supremacy, which had never ceased in the valley of the Ohio, broke out into open warfare, which continued until Canada ceased to be a French colony. To this the English colonists had been looking for many years, for as de Frontenac in 1690 had declared his determination to drive the English from the country, so they, as far back as 1710, had decided that the French and English rule could not co-exist. In June, 1754, Washington at the head of a party of Virginian colonists fell in with a party of French militia. By some misfortune, while the parley that ensued was in progress, the

CANADA: FROM ITS DISCOVERY

French were fired upon, and their leader and some few of his men killed. In revenge the commander of the neighbouring French fort Duquesne, fell upon the English station Fort Necessity, which surrendered after a heavy loss, the terms being signed on the English side by Washington himself. It is not necessary to follow in detail the expeditions and raids that ensued. In 1756, England, already engaged in hostilities with France, became involved in the Seven Years' War. A determined effort to conquer the French power in Canada was decided on. The 13th of September, 1759, saw the battle on the Plains of Abraham. On the 18th Quebec surrendered to the English. The gallant attempt of the French in the following April to recapture it was rendered nugatory by the appearance in the harbour of two British vessels of war. Surrounded by an overwhelming force at Montreal, whither they had retired, the French had no choice but to surrender. On the 9th of September, 1760, the capitulation of Montreal was signed. With this terminated the French rule in Canada. In February, 1763, just one hundred years after Canada became a province of France, the treaty of Paris was signed. By it Canada was ceded to Great Britain, the full enjoyment of their religion, language, laws, customs, and property being confirmed to the Canadians. Thus Canada became a part of the British Empire, and thus terminated the third and last epoch of the French power in Canada.

Looking back upon it, the misfortunes under which the colonists

suffered are traceable to the neglect of the companies, concerned only for gain, and of the government, too occupied with wars at home to heed its distant struggling colony; to false policy pursued with the Indians; and to the greed which endeavoured to keep the peltry trade to itself. The difficulties bequeathed to the incoming English were those arising between themselves and the French who remained after 1763, from the difference of race, religion, language, laws, and customs, and the embers of the old hostility.

It is a curious thought what North America might have been had the colonies, in place of a rivalry in destruction, been content to strive how they could best promote each the prosperity of the other, and both the welfare of the Indians. There was ample room and scope in the country for all.

The story of the four succeeding epochs during which Canada has been united to England, differs wholly from that of the previous period. It is not, however, the less instructive.

The appointment of General Murray as Governor-General terminated in 1763 the military government which had followed the capitulation of Montreal. The French Canadians were at this time about 65,000 in number. The British, including even those who came out under the advantages offered by the proclamation of October 1763, were comparatively a handful. The former were Roman Catholics; the latter Protestants, who expected to see the government administered as in England, and Protestants only

appointed to all offices. The former became alarmed, and not without reason. For Murray was instructed to introduce, as far as practicable, the laws of England, and to require the inhabitants, under pain of having to leave the country, to take the oath of allegiance, to make a declaration of abjuration, and to give up all arms in their possession.

The oath was taken readily enough, but the rest was equally impossible and unjust. The very existence of such instructions was, however, as revolting to the great majority, as their non-fulfilment was to the minority. Discord and heartburnings were the inevitable result. Grievances existed also concerning the administration of law. The French Canadians were sore at their exclusion from office. The English wanted the Assembly promised by the proclamation of 1763. So matters went on until, in 1774, the "Act for making better provision for the Government of the Province of Quebec," somewhat turned the tables. By this Act the territory of the province, which was previously confined to the borders of the St. Lawrence and the northern shores of the Great Lakes, was extended, the proclamation of 1763 was annulled, the rights and dues of the Roman Catholic clergy and provision for the Protestant religion secured, the oaths of supremacy and allegiance modified, the ancient laws of Canada continued in civil cases and those of England in criminal cases, and a Council of seventeen to twenty-three members established. So dissatisfied were the minority in Canada, that they petitioned against the Act,

and were joined in their petition by people of the other British colonies in America.

The Act was to come into force in May, 1775, but in the previous month broke out the War of Independence. The revolting colonies failing in all their attempts to induce her to side with them attacked Canada, in which at the time there was only one weak battalion of British troops. The singular spectacle was seen of States which, only fifteen years before, had assisted in subjecting Canada to England, now invading Canada to detach her from England. It is not necessary to follow the varying fortunes of the invasion of 1775 and 1776. It is more important to note that the French Canadians remained true to their allegiance, though the States constantly endeavoured to win them over. They had no great attachment to England, but they had still less sympathy with her American colonies.

In 1777 the Act was put into force, but no one was pleased. The old grievances rankled, and new ones cropped up. The French Canadians became dissatisfied because they numbered less than one-fourth in the Council, and because, by the treaty of Versailles in 1763, the Province of Quebec was reduced to nearly the same limits as in 1763. The English settlers became dissatisfied with the absence of representative government, and of the "Habeas Corpus" Act, and with the administration of the law in civil cases. Trial by jury in civil cases, and the "Habeas Corpus" Act were established; and committees of inquiry, composed of the members

of the Council, were formed to obtain the fullest information regarding the real wants and condition of the province. This was the more important because the population which, in 1763, had been about 65,000, was by 1791 upwards of 150,000 ; and because the English, who, as late as 1782, had been a mere handful, had, by emigration from home and the United States, increased in 1791 to upwards of 30,000. Moreover, these were for the most part people accustomed to think and to act for themselves ; and who had principally settled in the country to the north of Lake Ontario. These causes led to the grant of another constitution in 1791, with which the second epoch of British rule begins.

Under this the colony was divided into the two Provinces of Upper and Lower Canada. Each had a Legislature, consisting of a Legislative Council, a House of Assembly, and a Governor, assisted by an Executive Council. The members of the Legislative Council were appointed for life by the Crown ; those of the Assembly were elected for four years by the people. Both Legislatures first met in 1792 ; that for Upper Canada at Niagara ; that for Lower Canada at Quebec. In the latter the business was conducted in both languages. The new constitution gave great satisfaction. The sense of being saved from the horrors of the French Revolution of 1793 added to the general content. So identified had the French Canadians become with Great Britain, that they celebrated the victory of Trafalgar with many rejoicings. Yet the seeds of trouble existed. They first showed themselves in

regard to the Executive Councils, of which the members generally belonged to the nominated Legislative Councils ; some were judges ; some public officers in receipt of salaries. In Lower Canada there were the additional grievances that Protestants alone were appointed Executive Councillors ; and in 1800 that the chief care of education had been committed to the Royal Institution, a body wholly composed of Protestants. The Act passed for the erection of guals widened the dissension. By it the cost was to be met by duties to be levied on goods imported from England. For this the English, who were most interested in commerce, desired to substitute a tax on agriculture or land, which would chiefly have affected the French. The excited feeling was embittered by rival newspapers. The Legislative Assembly became composed almost entirely of French Canadians, and thus came into chronic opposition with the Legislative and Executive Councils, composed chiefly of English Canadians. Nevertheless, in 1807, when there was a talk of the United States attacking the provinces, the inhabitants of all classes and both races were equally eager to repel any attack. In 1808 the Assembly decided not to allow Jews to sit in their House, and passed a bill to exclude judges also. The Legislative Council rejected the bill. In the next session, the first of the fifth parliament of Lower Canada, the Assembly pursued the same course. The Governor dissolved the Assembly. The same members were again elected. The Governor and Councils were plainly at issue with the Assembly and the majority of the

people of Lower Canada. Party feeling ran exceedingly high, but before it could issue in open disaffection, the war of 1812 absorbed the attention of all classes.

It would appear that a feeling had to some extent prevailed in the States, that in case of an attack on Canada the inhabitants would not take part against the forces of the States. This, as in 1775, proved to be a complete delusion. The Legislatures were convened, and were most active in providing for the defence of both provinces. The colonial militia and volunteers, aided at first by only four or five thousand British troops, showed themselves fully able to protect their country. In 1812 they were successful in nearly every contest. The attempts against Upper Canada were thus entirely defeated. The attitude of Lower Canada was such that General Dearborn, who had collected a force of nearly 10,000 men, thought it advisable to retire without a blow. In 1813-14 the war raged with varying fortunes on the Detroit and Niagara frontiers, and on Lakes Erie, Ontario, Huron, and Champlain; but some of the States were altogether opposed to the continuance of the war. Three demonstrations against Montreal were completely repulsed at Chateaugay, Chrysler's Farm, and Rouses Point. In these actions the Colonial forces bore their full share. The American invasions were calculated to have cost them 50,000 men. All parties suffered severely. At length peace was signed at Ghent in December, 1814. The war was marked on the part of Canada by the resolution shown to defend herself, and by the

excellent spirit of the local forces. Not an instance of desertion from the Canadian Militia occurred.

When the war closed, civil discord recommenced. The French Canadians contended that while their rights were recognised in theory, they were violated in practice. The English Canadians replied that law itself had been strained to secure to the French the enjoyment of their religion, customs, laws, and language. All the old jealousies revived and grew worse. In 1827 the leader of the opposition in Lower Canada was chosen Speaker of the Assembly. The Governor refused his sanction. The opposition grew more determined. The Governor prorogued the Legislature, and carried on the government by advances from the military chest. 87,000 persons petitioned home. Conventions and Committees were formed. They insisted on an elected Legislative Council, and that the Home Government should cease to interfere in local affairs. A lull followed the advent of a new governor. But in 1834 the storm was more violent than ever. The majority of the Assembly embodied their view of the existing grievances in a document known as the Ninety-two Resolutions. Similar papers became the fashion. At length Lord Gosford was appointed Governor-in-Chief, and Sir Charles Grey and Sir George Gipps were sent with him to report on the affairs of the province. In April, 1837, the news reached Quebec that their report had been discussed in the House of Commons, and that resolutions had been passed which virtually suspended the Constitution of 1791. The

malcontents were furious, and openly proposed to establish a republic. In November some acts of violence occurred at Montreal, and some insurgents assembled themselves together at St. Denis and St. Charles on the Richelieu. They were promptly defeated, or dispersed of their own accord. Of their leaders some fled to the States, and some were taken on their way thither and thrown into prison. Another party of insurgents were crushed at St. Eustache in December. With this ended the movement of 1837. It never had any chance of success. The Roman Catholic bishop sided against it. The ranks of the volunteers of Lower Canada were crowded. Upper Canada, Nova Scotia, and New Brunswick proffered the most ample help. The British troops, who reached Quebec at the end of December from New Brunswick and Nova Scotia, met everywhere on their march through the snow the warmest reception.

The Constitution of 1791 was actually suspended in March, 1838, and a special council of eleven English and eleven French Canadians, under the Earl of Durham, was substituted for it. Feelings of discontent, however, still prevailed, and in November another rising took place. But the whole affair lasted only seven days. The insurgents, with whom were some American sympathizers, were put to flight by the militia before the regulars could encounter them.

Meantime in Upper Canada political discord had also prevailed, which ended in open insurrection. The volunteers and militia,

who had fought in the war of 1812-14, complained that the lands promised for their services were not given. Others were aggrieved that appointments were almost exclusively distributed among a certain clique, who gradually formed a powerful party. With others the management of the post office, and of the public lands, and the "clergy reserves," were grounds of discontent. By degrees the majority in the Assembly became hostile to the Government. The newspapers were bitter and violent. The Government prosecuted them. The Assembly sought to exclude the judges from any connection with the legislature. The Legislative Council rejected the bills passed by the Assembly. M^cKenzie, a member of the Assembly, was a main promoter of discord. In 1831 he attacked the Assembly in his newspaper. Five times the Assembly expelled him from their House. Five times the county of York re-elected him. Public meetings were rife, and a cry arose for the recall of the Governor, for an elected Legislative Council, and for the dissolution of the existing Parliament. Finally M^cKenzie conceived the idea of setting up a republic. He appears, however, never to have had a thousand followers. His ill-armed band was attacked at Toronto: some thirty men were killed or wounded, the rest fled. M^cKenzie himself escaped to the States. The whole affair began and ended between the 4th and 12th December, 1837.

Poor as the attempt was, it met with certain sympathizers along the frontier, who gave much more trouble. These, with some

Canadian refugees, first invaded the Canadian territory at Niagara, in 1838, and to assist their operations openly employed a ship called "The Caroline." She was cut out by a party of Canadians, but failing to bring her across the river they set her on fire, and she fell burning over the Niagara Falls. At Cleveland and Detroit expeditions were also organised against Canada, and some fighting occurred along the Detroit frontier and on Lake Erie. In the spring of 1838 the British Commander-in-Chief had no less than forty thousand men in arms along the frontier. The Governor of New York issued a proclamation forbidding all subjects of the United States to join in attacks upon Canada; and also endeavoured to arrest a piratical band, under a notorious character named Johnson. Nevertheless, in November, 1838, an expedition crossed the St. Lawrence from Ogdensburgh to near Prescott, and a severe fight ensued between it and the Canadian militia. The expedition was completely defeated. Further attacks from Detroit met the same fate. No one on the Canadian side joined the invaders. Thus the troubles in Upper Canada terminated at the same time as those in Lower Canada.

In 1839 the Right Honorable Poulett Thompson, afterwards Lord Sydenham, came out to Quebec as Governor of Lower Canada. His efforts were at once directed to the union of the two provinces. This was speedily concurred in by the Special Council of Lower Canada, and the Legislature of Upper Canada. The necessary Act was passed in England in 1840, to take effect in

Canada on the 10th February, 1841. With this commences the third epoch of British rule in Canada.

The Constitution established in 1841 lasted twenty-six years. Under it there was to be one Legislature in place of two; the Legislative Council were to be appointed for life; the members of the Assembly were to be equal in number for each province, and to have a property qualification; a civil list was provided for; both languages were to be used in all documents connected with the Legislature. The first Parliament was opened by Lord Sydenham in person, in June, 1841, at Kingston; the second by Lord Metcalf in 1844, at Montreal. In 1849, in consequence of the political disturbances that took place in connection with the Rebellion Losses Bill, Lord Elgin transferred the meetings of Parliament from Montreal to Toronto. Subsequently they were held alternately at Toronto and Quebec, until, in 1858, the Queen named Ottawa as the future seat of government. It is impossible* to do more than enumerate some of the very important measures dealt

* Those who desire to study the history of Canada more at length, and yet in a very simple and condensed form, are referred to "Miles's History of Canada," published at Montreal, by Dawson Brothers, in 1870. Of this, and of all other sources of information within his reach, the writer has not hesitated to avail himself to the fullest, and to one and all he desires in the amplest manner to express his obligations. His object in the present summary is as briefly as practicable to recall to those previously acquainted with it, or to bring before any whose attention may not have been previously turned to it, the past history of Canada, and the present condition of that great country, and to invite consideration to the importance of the relations between it and England.

with by the Canadian Government between 1841 and 1867. They embrace public education; a municipal system; the management of the post-office; the railway system and other public works; the increase of the Assembly from eighty-four to one hundred and thirty members; the substitution of an elected for a nominated Legislative Council; the Clergy reserves; the Reciprocity Treaty with the United States; laws affecting navigation, trade, and currency; the abolition at a very heavy cost of the ancient system of seigneuries, which in the province of Quebec comprised nearly ten million seven hundred thousand acres: and representation by population. The last of these was a main agent in bringing the Constitution of 1841, and with it the third epoch of British rule, to an end.

The peace of this epoch was broken by only one exception. The Trent affair in 1861 threatened, indeed, serious consequences, and a considerable force was sent from England to Canada. But this danger to peace was happily averted. Nor was Canada further affected by the civil war in the States, than that the sympathy of a party in Canada and of a portion of its public press with the Confederates, and the shelter afforded to Confederate refugees, were supposed to have displeased the North, and to have been among the causes of the refusal to renew the Reciprocity Treaty in 1865; not, be it observed, in passing, to the real loss of Canada. On the other hand, more than forty thousand Canadians are said to have been serving at one time in the Northern armies. In 1865, however, the Fenians, who for some time had openly been making preparations

in the State of New York for a raid upon Canada, actually crossed the frontier in force. The attack was repulsed with the utmost ease; but, unhappily, several Canadian volunteers lost their lives, and some property was destroyed. The failure on the part of the United States to prevent this most lawless movement, and the expense, trouble, and sorrow thus occasioned, gave great concern to Canada.

The population in Upper Canada increased much more rapidly than in Lower Canada: the number of members, however, returned by each province to the Assembly was equal. Hence arose the demand for representation by population, to which reference has already been made. Upon this question the Assembly was about equally divided; so were they also upon other measures. Party feeling ran high; the minority from one province, by uniting with that from the other, could and did effectually hinder legislation. No government could count on a majority. Five times between May, 1862, and June, 1864, new governments were formed. The credit of the country was damaged; the Queen's Government could not be carried on. From this deadlock the creation of the Dominion of Canada, which ushers in the fourth epoch of British rule, delivered the country. Between the early part of 1865 and 1867 the great question discussed in British North America was the Union of the several Colonies. Into that Union, Upper and Lower Canada, Nova Scotia, and New Brunswick decided to enter. Newfoundland and Prince Edward's Island stood

aloud. In March 1867 the Queen's sanction was given to the British North America Act, which abolished the Constitution of 1841, and conferred that under which the Dominion of Canada is now governed. At the same time the Canada Railway Loan Act was passed, which made provision for the construction of the Inter-colonial Railway, to connect Quebec and Halifax. The new Constitution came into force on the 1st of July, 1867.

Under it the Queen, represented by the Governor-General, is the supreme authority. The Queen's Privy Council for Canada takes the place of the Executive Council. The Senate is limited to seventy-eight members, appointed by the Crown for life. The House of Commons is elected by the people each five years, unless a fresh election is rendered necessary by a previous dissolution. There are sixty-five members for Lower Canada permanently, and a number for the other provinces based on the proportion borne by the population of each to that of Lower Canada. The original numbers were, for Ontario 82, for Nova Scotia 19, and for New Brunswick 15. These were subject to revision after the census of 1871, and after every succeeding ten years. The Governor-General has the power to assent to any bill, to refuse assent, or to reserve any bill for the Queen's decision. The Queen has the power to veto any bill within two years of the time it passed. The Dominion Parliament deals with all general questions, including public debt and property, trade and commerce, post-office, census, militia and defence, navigation, currency and coinage, criminal law and

procedure, penitentiaries, sea-coast and inland fisheries, and the like. Each province has also its own Legislature; these deal with the affairs of each province, as distinguished from those which affect the Dominion as a whole. Judges are selected for each province from its own bar; their salaries are fixed by the Dominion Parliament. Either French or English may be used in debate, but in the Quebec Legislature both languages must be used in the records, journals, and printed Acts. Other colonies than those which first were united into the Dominion, may be admitted into it.

Five years only have elapsed since Canada entered upon this epoch in its existence, but they are years fraught with events of the highest importance. Among these stand pre-eminent the addition to the Confederation of the two Provinces of Manitoba and British Columbia, and the withdrawal of the British troops from all parts of Canada except Halifax.

For some years a favourite idea in Canada had been the incorporation of the territories of the Hudson Bay Company, and negotiations had been opened for the transfer of the rights of the Company to the Crown, and from the Crown to Canada. As these drew to a close in 1869, arrangements were made for the government of the new province. Misunderstandings, however, unfortunately arose; the settlers about the Red River became divided among themselves; arms were taken up; admission into the country was refused to the representative of the Dominion Government; a sort of Provisional Government was established at Fort Garry, and

a state of great confusion, most unhappily attended with loss of life, arose. In the course of 1869-70, however, the terms upon which the new province should enter the Confederation were discussed with delegates sent from the Red River; the transfer to Canada of the North-West territory, on payment of £300,000 sterling, was settled; and finally, by an Act of the Dominion Parliament in 1870, Manitoba became a province of the Confederation. In May of that year, a mixed force of regulars and militia was sent to Fort Garry to ensure good order on the introduction of the new government. The expedition was a complete success; the regulars returned to Canada before the winter; the militia remained behind until the spring of 1871, when, with the exception of about eighty men, they were disbanded. One excellent fruit of the expedition was the rapid opening up of communication between Prince Arthur's Landing in Thunder Bay, at the head of Lake Superior, and the Red River.

The province of Manitoba comprises that part of Rupert's Land between 96° and 99° West Long., and the United States boundary line and 50° 38' North Lat. The area exceeds 9,000,000 acres; the population in 1871 was nearly 12,000. The soil is admirably adapted for wheat and other cereals, potatoes, and many kinds of vegetables; flax, hemp, and apples do well; wild fruits abound; cattle, horses, and sheep thrive excellently. The climate is liable to sudden changes; is very cold in mid-winter, but also very bright and healthy. The early spring is considered the best time

for emigration. The distance from Montreal to Fort Garry is about 1419 miles; of this 442 miles are traversed by railway, 531 miles by steamer, and between Thunder Bay and Fort Garry, by the Dawson route, there are 305 miles of water carriage, and 138 of land carriage, of which 8 miles are portage. Along this route, on the alarm of a Fenian raid into Manitoba in 1871, the Dominion Government was able to move a force of 200 men from Thunder Bay to Fort Garry, between the 25th of October and the 18th of November, although two of the steamers on the lakes were laid up, and the weather was unusually severe.

Beyond the limits of Manitoba lies the vast remainder of the north-west territory, rich not only in lands but in mineral resources. The climate becomes milder in proceeding westward from the Red River.

The province of British Columbia contains an area of about 220,000 square miles. Its coast-line is about 500 miles. Its population is estimated at about 50,000. The climate is excellent. Its coast and streams abound with fish; its shores and rivers with magnificent timber. In it are found immense coal-fields, gold, silver, iron, copper, and lead; marble, stone, and slate; and amidst the mountain-ranges large tracts of excellent land. It was received into Confederation in 1871; and thus the Dominion of Canada became extended from ocean to ocean, and that became fact which a generation before would have been regarded as a thing idle to attempt.

The special feature that marked the admission of British

Columbia into Confederation was the agreement that the Dominion Government should commence within two, and complete within ten years, a railway from the Pacific over the Rocky Mountains, to connect British Columbia with the railways of Canada, and thus with the Atlantic. One such railway, the Union and Central Pacific, already exists from San Francisco, viâ Omaha to Chicago, a distance of 2410 miles, and thence to New York. A second, the Northern Pacific, is in course of construction from Duluth at the western end of Lake Superior, to Puget Sound, a distance of 2000 miles. Of this line about 560 miles were opened for traffic in 1871; and it is stated by the promoters of it, that the value of the land granted along the line will more than cover its cost. For the Canadian Pacific Railway the surveys are in progress. It is claimed for it that the distance between Montreal and Bute Inlet is in round numbers only 2800 miles, as against 3300 between New York and San Francisco; and that between Liverpool and Bute Inlet, viâ the St. Lawrence and the Canadian railways, will be 1000 miles less than between Liverpool and San Francisco, viâ New York; a vital advantage as regards the trade with China, Japan, &c.; to which is added, that the prevalence of the trade winds of the Pacific is in favour of the British ports. Hong Kong would be reached from London by this route in about forty days. Further, the highest pass of the Rocky Mountains crossed by the Canadian Pacific Railway, is given as 3760 feet above the level of the sea, as compared with 8235 feet on the Union and Central Pacific, and 5,000

feet on the Northern Pacific Railways. Both the latter have also to encounter the arid region, known as the American Desert, which the Canadian line will be free from. The cost of constructing this line is estimated at £25,000,000 sterling. Towards this are granted lands not exceeding twenty miles on each side of the railway; and the Imperial government has guaranteed a loan of £2,500,000 sterling. If to the through traffic, which it is estimated would pay six per cent. on the cost of construction if equal to only half that which is even now carried by the Union and Central Pacific Railway, be added the traffic arising from settlement along the line, and from the vast extent of magnificent land, of coal-fields, of gold, silver, and other minerals, which the line will open up, it cannot be doubted that the Dominion of Canada has evinced a far-sighted and wise policy in undertaking the construction of their through line of railway.

Coincident with the admission of Manitoba and British Columbia into the Confederation was the withdrawal, in pursuance of the general policy of the Imperial Government, of the British troops from the Dominion of Canada, except Halifax. The force which had been sent out in consequence of the Trent affair had gradually been diminished. In 1869, London, Toronto, Kingston, Ottawa, Montreal and its outposts St. John and Isle aux Noix, and Quebec, alone contained British troops. As the garrisons were withdrawn from each of these stations, all the works, lands, and buildings, belonging to the Imperial Government, and the arma-

ment on the works with ammunition and stores, were presented as a free gift by the Imperial to the Dominion Government.* By the winter of 1870, Quebec alone was occupied. November of the following year saw that garrison also removed. Their removal was a matter of no less sorrow to the troops than to the Canadians. But thoughtful men were not few who, regretting indeed the separation, yet had faith in the promise of the Imperial Government to assist Canada with all the might of England in case of need ; and who even from the loss sustained, saw a hope of growth and energy which promised no small compensation. They felt that the Dominion had in its people and natural resources that upon which under Providence they could rely. Among other things its excellent militia organisation became at once more fully recognised and more important.

Under the militia system of Canada, every able-bodied man in the Dominion is enrolled yearly, in the month of February, for the defence of the country. The number on the rolls exceeds 700,000 men. These are divided into four classes ; unmarried or widowers without children forming the two first, married or widowers with

children the third, and men from forty-five to sixty years of age the fourth class. Each class must be exhausted before the next is touched. The active or regular militia is limited to 45,000 men ; volunteers, or failing these, selected by ballot. They are drilled annually in camps of exercise. Artillery batteries are also embarked and drilled on board ship. Two batteries of artillery have been raised at Quebec and Kingston for more permanent duty, and a small force of infantry at the Red River.

The preceding pages sufficiently show the ability of the Canadian militia to defend their country. Their conduct in the joint expedition to the Red River in 1870 received the highest praise. Many more volunteered for the expedition to Manitoba in 1871, already referred to, than could be accepted. The same readiness and efficiency marked their conduct in repelling the wicked and silly invasion of the Fenians in 1870. These crossed in two places the Canadian frontier, but fled precipitately on meeting the militia. The bubble burst as soon as blown ; but it compelled Canada to assemble a large force under arms for weeks, put the Dominion to a heavy expense and great inconvenience, and created a feeling of extreme indignation that such incursions should be possible from the territories of a neighbouring state at profound peace with Canada.

In these days of sudden attacks and immense forces, it might well be wished that in England, as in Canada, all able-bodied men were enrolled for defence of the country. Failing this, it is thought that the people might be more generally trained than they

* A considerable quantity of stores were also purchased by the Dominion Government as a reserve. Such of the remainder as were worth freight were sent home. The rest were sold on the spot. For one reason and another a variety of groundless and silly reports were circulated, principally in England, about these stores ; as for instance, that the sentry-boxes and snow-shoes were sent home. As a fact, the sentry-boxes were included in the gift to the Dominion Government, and the snow-shoes were sold on the spot.

now are to a knowledge of arms. For instance, if in our great public schools, and also in all schools over which the government has in any way control, drill and a knowledge of arms were taught, as a matter of course, to *every* boy, and if, under the present competitive system, marks were allowed for proficiency in such knowledge, it cannot be doubted but that all the schools in the country would adopt such instruction as a part of their regular teaching. The interference with the hours of play would not be felt; the interference with trades, professions, or the other daily duties of men would be nil: the addition to the defensive power of the country, in other words to the chances of peace, would, it is conceived, be great.

In considering the four epochs of British rule, it is impossible not to see throughout an anxious desire for the just government and welfare of Canada, rendered more difficult of accomplishment by the differences in race, religion, and language, and more apparent by a consideration of the state of legislation and feeling between Protestants and Roman Catholics, especially in the earlier years of that rule. The steady allegiance of the Canadians, whether of French or English origin, to Great Britain; their ability and fixed determination to defend their country; the recurrence of attacks by the United States or from their territories and from no other quarter, if the one rising of the Indians in 1764 be excepted; are also marked features. The political struggles of the people, and their gradual and therefore surer growth from a military to full constitutional government, complete the picture.

If the advent be compared with the present era of British rule, an advance in every respect truly astonishing presents itself. The territory, which at the commencement of that rule was limited to the borders of the St. Lawrence and the northern shores of the Great Lakes, now extends from Nova Scotia to British Columbia. The population which under its first Governor did not exceed 76,000, numbered in 1871 for the Province of Quebec alone, 1,190,000; for Ontario, 1,621,000; for the entire Dominion, 3,600,000. The annual revenue of £20,000 or so which had to be supplemented from the military chest to meet the expenses of Government, was for 1870-71 about £3,900,000 sterling, with an expenditure of £3,200,000. The surplus income of the consolidated fund for the previous three years, was in round numbers £538,000, while a sum not far short of this was spent from income on public works and services, which with propriety might have been defrayed from capital. The steady increase during the same three years of the capital invested in banking, which amounted to over thirty-seven per cent., and of deposits in the banks which amounted to over eighty-two per cent., further marks the prosperity of the country. Instead of some 200 to 300 vessels manned by a couple of thousand men, there arrived in the year 1870 at Quebec, over 1600 vessels, with a tonnage of over 1,000,000 tons; and in the ports of the entire Dominion, 9600 vessels, with a tonnage of over 2,600,000 tons. There departed nearly 9000 vessels, with a tonnage of 2,500,000 tons. In addition, employed in the inland

trade between Ontario, Quebec, and the United States, nearly 18,000 vessels of 3,190,000 tons arrived, and nearly 19,000 vessels departed. 329 vessels of an aggregate tonnage of 93,000 tons were built in the Dominion, and 495 vessels of 110,000 tons in all were registered. The value of the trade of the four provinces during the years 1869-70 was nearly £30,500,000; the imports exceeding the exports by only about £255,000. The increased value of the trade in 1870, as compared with 1850, was nearly sixfold. In business with the mother country in 1870, Canada rose from the eleventh to the eighth place. Her exports exceeded those of Russia, China, Brazil, and Turkey. In proportion to her population she carried on the greatest commerce with Great Britain of any in the world. No other country owns under one firm a finer fleet of ocean steamers. In railways she has between 3000 and 4000 miles in operation. Others, in course of construction, or for which charters have been granted, will bring the road up to 5000 miles, independent of the Canadian Pacific Railway. Kept open all the winter with great skill, labour, and expense, the existing railways are of the utmost value in opening up and improving the country. France has only between 10,000 and 11,000 miles, and England between 14,000 and 15,000 miles of railway. It is not too much to anticipate that what with the lines to the north of the St. Lawrence and Ottawa Rivers, between Quebec, Montreal, and Ottawa, and new lines to connect the great through route with existing Canadian railways, Canada will in another ten

years rival France in railway communication. Of more importance even than her railways are at present her canals to Canada. These provide for the continuous navigation of the St. Lawrence and Ottawa Rivers, connect them with the Great Lakes, and convey to them a share of the vast western traffic. The Welland Canal, twenty-seven miles long, connects Lakes Erie and Ontario. Six canals of an aggregate length of forty-three miles, overcome the rapids of the St. Lawrence. The Sault St. Marie Canal, a mile long, unites Lakes Huron and Superior. The largest vessels that can pass through these respectively are of 400, 600, and 2000 tons. By these canals there is uninterrupted water communication from the Straits of Belle Isle to the head of Lake Superior, a distance of 2384 miles. From Liverpool to the Straits is only 2234 miles. A second line connects Lake Ontario at Kingston with Montreal, by the Rideau Canal, and the Ottawa River and Canals; a distance of 246 miles. A third line extends from forty-six miles below Montreal, to Lake Champlain, and thence by the canals of the United States and the Hudson River to New York, 456 miles away. The principal object now aimed at is the enlargement and deepening of the Welland and St. Lawrence Canals, so as to allow vessels of 900 tons to pass through them; and of the Ottawa Canals for such vessels as the depth of the Ottawa River will permit. Whenever the route by the Ottawa valley can be opened up, it is calculated that Montreal will be nearer to the Great West than any other ocean port by between 400 and 500 miles. To

meet the present and future trade it is proposed to enlarge the harbour accommodation at Montreal, and to deepen the channel of the St. Lawrence between Montreal and Quebec, so as to allow vessels drawing twenty-four or twenty-five feet water to pass safely up. To these gigantic works, begun or contemplated at an early date, must be added the Bay Verte Ship Canal of twelve miles, to connect the Gulf of St. Lawrence and the Bay of Fundy, and to save a dangerous sea voyage of 460 miles. Nor does the list of Canadian public works stop here. Slides and booms for facilitating the transport of the lumber down the rapids, or collecting it in the rivers,—light-houses and fog-whistles,—humane establishments on lonely islands for shipwrecked mariners,—harbours of refuge on the lakes,—must go to make up the tale.

Looking forward into the Future, what lessons may be learnt from the Past? Still in the North-West there exist tribes of Indians fewer in number but otherwise much the same as existed when Canada was first discovered. Already they are exposed to great hardships from the gradual disappearance of the buffalo, from the poison used by the settlers to destroy the wolves and foxes, from small-pox, from drink, and from contact with miners sometimes more savage than themselves. Among them reside some 2000 half-breeds, whose political position is not altogether unlike that of the French Canadians in the early days of British rule. The Past speaks the lesson of just and equal dealings towards both. From the United States have hitherto come all attacks on the peace of

Canada. Such attacks, it may be hoped, have ceased for ever. Should this most unhappily not prove to be the case, the Past teaches that Canada can keep her own. Nor does there appear to be any more serious prospect of annexation by peaceful means than by war. Except perhaps by a very small section in Canada, annexation is not desired. At the meeting of the Dominion Board of Trade at Ottawa in January last, representing 1578 members, the idea of a Zollverein was generally repudiated, because of its possible tendency to annexation, and because, as one member remarked, "a Zollverein embracing Canada and the United States would simply be the extension of an organised illiberality towards England." And at the same meeting a member of the National Board of Trade of the United States observed that "he had heard less talk about annexation in the United States than he had heard in Canada. He did not desire it, and he did not think the people did." At the same time all who were present concurred in desiring the most cordial trade relations; though not the renewal, under existing circumstances, of the Reciprocity Treaty. That Canada does not desire independence is sufficiently manifest from the feeling of its people regarding the Washington treaty. That treaty will, it is believed, bear good fruit for Canada. Many Canadians, however, may be found who think otherwise. Yet they would rather suffer and bear their share in any sacrifice,—if, as they conceive, sacrifice there must be,—than abate one jot of their sympathy and union with the mother-country. They are proud of

her, as she in turn may well be of them. Canada seeks, it is believed, not annexation, not independence, but rather,—since the visible sign of union, which the presence of the Imperial troops afforded, has been withdrawn,—by what links the connection between herself and the mother-country can best be strengthened. She looks to emigration, and especially to emigrants in companies, to found in her midst new English homes, and villages, and towns; to vast public works to provide ample employment for all who seek it; to trade relations ever increasing; to a tide of travel a thousand-fold what it now is, when the Atlantic shall be but as a great ferry crossed incessantly by ships 10,000 tons in burden; to the increase of wealthy Canadians residing in whole or part at home, and in measure representing her there; to some just, broad, enlightened policy which shall include not only herself, but all the other Colonies in one great Imperial Federation with the Mother-Country. Is it possible that the germs of a greater Dominion may be found in the system established for the Dominion of Canada?

At any rate, a Colony which at one and the same time can receive two new Provinces into its organisation, defend its territory from insult, see without disquiet the departure of the Imperial

forces, be prepared to treat on equal terms with the United States in matters of commerce, be able to undertake a railway from sea to sea, and canals to carry ships of nine hundred tons on inland waters that measure their continuous course by thousands of miles, can rank itself among the leading maritime powers of the world, has so large a surplus of revenue over expenditure and further sources of revenue as yet untouched, and is prepared to stand or fall with the Mother-Country, is worthy of all the consideration that man can give.

Looking back at its close on the French period of rule in Canada, the thought naturally suggested itself, what North America might then have been had the Colonies of France and England, in place of a rivalry in destruction, been content to strive how they could best promote each the prosperity of the other, and both the welfare of the Indians. Since the French rule closed, a little more than a century has passed. Inevitably the thought recurs with greater force, what may not America be if only through the century to come the struggle how all can best co-operate for the greatest good of all shall be the only struggle between the United States and the British Empire, including her great Province, the Dominion of Canada.

QUEBEC.

IT has been our fate to wander round the world, and to see some of the fairest scenes in Europe and in its Antipodes—Australia. But with the exception of some two or three, which are set in our memory as pictures unapproachable in grandeur or in beauty, we have never seen anything that *satisfied* us more than dear old Quebec. And they may be reckoned by thousands, we are sure, who will say the same.

We came upon it first towards sunset of a day early in July, and from our lips and those around us burst forth an irresistible cry of admiration. We have since seen it in every season of the year, in sunshine and in storm, at dawn and sunset, in the fierce noonday and in the moonlight almost as clear as the noonday; but never have we looked upon it without the same feeling of satisfaction gradually filling our minds in the contemplation of this handy-work of the Great Creator.

We could not tell—who can that sees Quebec for the first time?—as we swept in the steamer past the end of the Isle of Orleans, tide with us, whither the noble river ran. Before us was spread a glassy lake, landlocked apparently at the upper end; on our right the valley of the St. Charles, and the far-stretching

broken lines of the blue Laurentian ranges; on our left the town on Point Levis, with its slopes wooded and dotted with houses and tents, and everywhere around the soft green shades of spring. In the centre, as a queen enthroned upon the waters, sat Quebec. We marvelled, for we knew that we were in only one of the countless reaches of the St. Lawrence. Through the stiff cliffs at that upper end the mighty waters had in the ages past fought their way; and still they rush swiftly on, bathing, a hundred feet in depth, the shores of Quebec.

Very many are they in whom a glance at our sketches will revive innumerable "recollections." Very many to whom they will recall the genuine hearty affection subsisting between the kindly, loyal, people of Canada, and those who, like the army and navy, have lived among and with them. *Esto perpetua!* Very many "young men and maidens, old men and children," who can speak pleasant things of Quebec. Every spot is replete with interest. There, where the waters of the tributary St. Croix meet those of the St. Lawrence, Cartier in September, 1535, anchored his little fleet of three vessels, the largest only 110 tons, and the other two of but 60 tons each. On that right bank, where the

suburb of St. Rochs now stands, was the village of Stadacona, and thence the friendly Indians under their chief Donnacona brought their first presents of fish and maize and fruit to the French. Just at the foot of the present Mountain Street, only one year after the English founded James Town, De Champlain in 1608* constructed his first small Fort, and laid the foundations of Quebec. On that high ground he began some twelve years later to build the Castle of St. Louis, within which the early colonists found refuge from the Iroquois, and around which for many years were the principal fortifications of the Settlement. From it he gallantly defied in 1628 the summons of Kirk,† and sheer destitution alone compelled him to surrender it to Kirk's two brothers in the following July. It escaped unhurt from those terrible earthquakes of 1663, which lasted for more than six months, and changed the features of the country through which the St. Lawrence flows. The cannon gave from it De Frontenac's sufficient answer in 1690 to Sir William Phips, when in the names of William and Mary he summoned the brave old Count to surrender. Within its walls Monsieur de Vandreuil smiled a grim smile at the tidings of the disasters in 1711 of the English fleet under Sir Hovenden Walker, and of his

* By this time Stadacona had disappeared, and the promontory was called in the native tongue Quebec; and a few years later the Recollet priests changed the name of the St. Croix, which Cartier had given the river, into the St. Charles, which it still retains. It is not certain whether the name "Canada" is a native name or not.

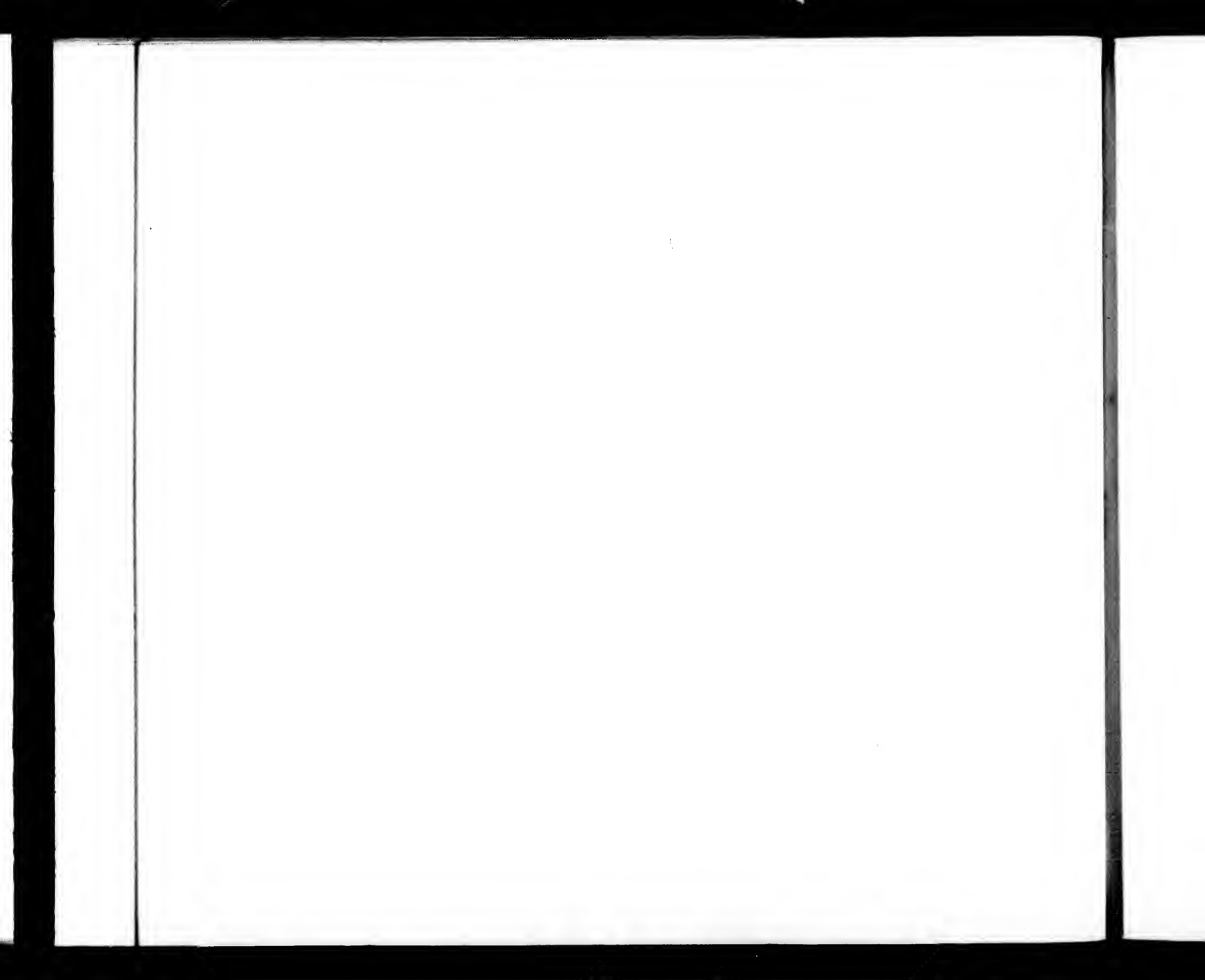
† Better known perhaps by many in England as Sir David Kirk.

vessels wrecked and sailors drowned on the Seven Islands. The residence for nearly a century and a half of the French Governors of Canada, it became that of their successors after the fatal day in 1759, which cost England the life of Wolfe, and France the life of Montcalm and the loss of Canada. In its garden stands the monument erected to the joint memory of the two generals. At length, in January 1831 it was utterly destroyed by fire, the intense cold nullifying such efforts as could be made to save it. The site was then given by the Earl of Durham to the city of Quebec for a public promenade, and this after an interval of four years was opened for general use under the name of Durham Terrace.

And there, prominent in our sketch, is Durham Terrace overlooking the great St. Lawrence; and who since 1838 has lived at Quebec that has not walked up and down it a thousand times and looked over, upon its stone buttresses hoar with age, upon the markets, upon the river busy with shipping in summer or cold and dead in winter, and upon the varied scenery beyond. And there are the Citadel and Barracks; and the old flag-staff; and the ever-beautiful mountains and hills, and valleys and plains, and rivers and island; and the busy bustling town; and the heights of Spencer Wood,* with the lumber-yards beneath; and the French and English cathedrals; the Laval University; the Custom-house;

* His Royal Highness Prince Arthur resided at Spencer Wood while staying at Quebec.






the Queen's Wharf, where so many a regiment and such myriads of military stores have been embarked and disembarked; and last, not least, the Allan's Wharf, where lie those magnificent steamers for old England. And there, circling round by the Point Levis shore to her anchorage under the Citadel, is coming in from Montreal, having run her 170 miles in some ten or eleven hours, that

great floating hotel, "The Quebec" or "The Montreal" (we can't make out her name from this distance) laden with provisions and supplies, and with some hundreds of passengers. The summer tide of travel is just beginning to flow, and the wise in their generation stay their course to see Quebec.

THE FORTS—POINT LEVIS.

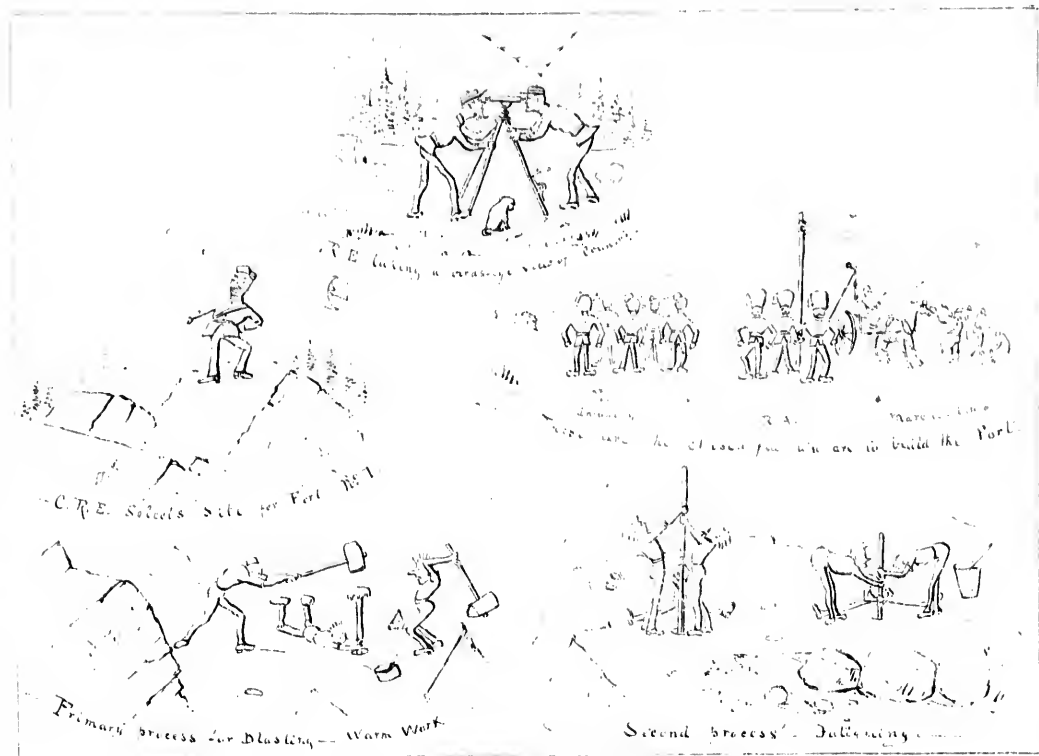
HE best defence of Canada, should she ever again need defence, will no doubt be found in the brave hearts and strong hands of her people, inured to hardships and accustomed to arms. Yet none who have read ancient history or modern warfare aright, will value lightly the help that defensive works can afford, from the slight field-trace to the full-grown fortification. The character of a great proportion of the frontier of Canada renders, indeed, for it a naval warfare the necessary first line of defence. And the vast length of that frontier precludes the possibility of doing more than occupying permanently some vital points. For these works are contemplated or already exist. Among the latter are the forts, as yet barely completed, at Point Levis.

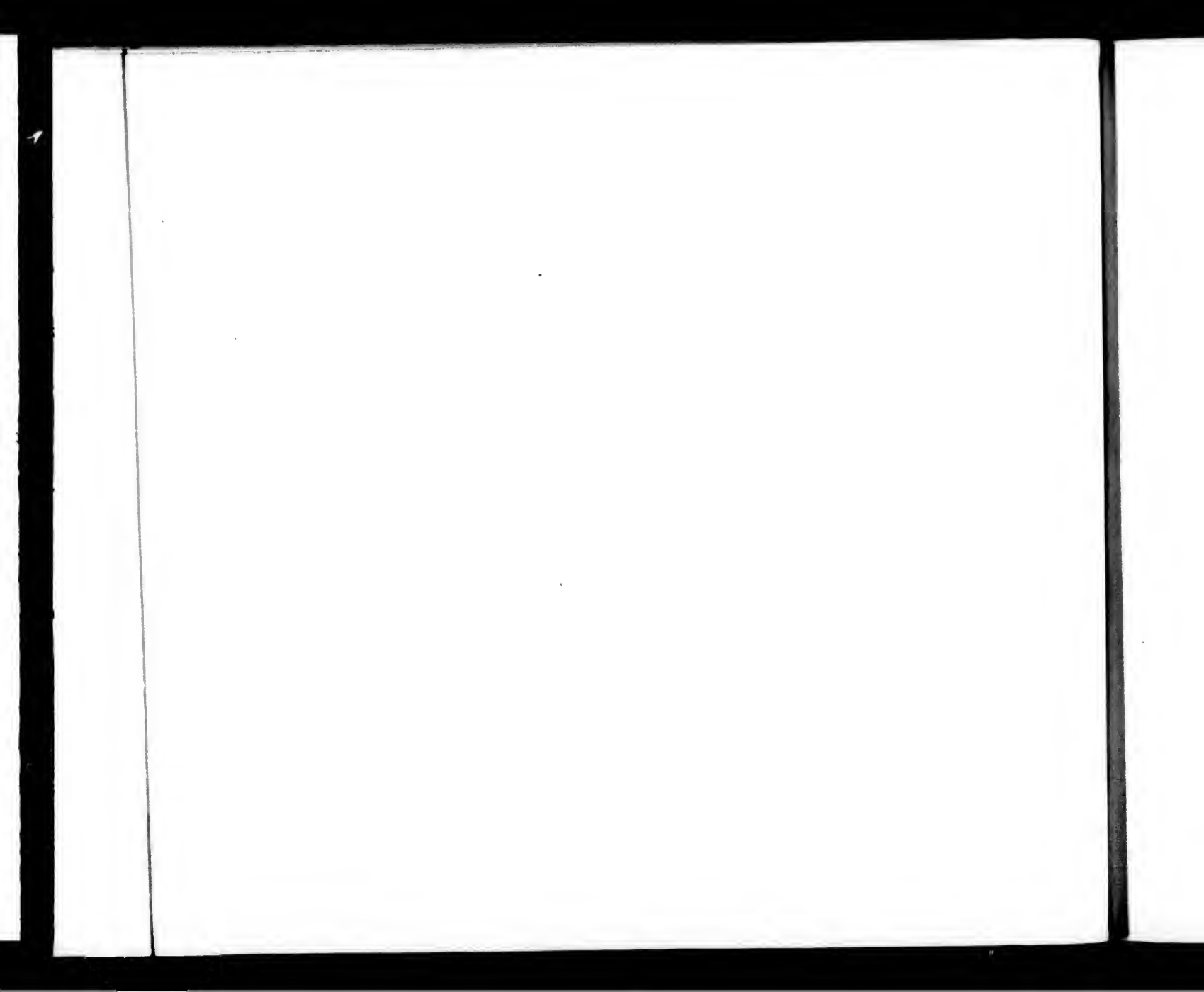
These occupy the difficult ground in advance of the fast-growing town of Levis, or South Quebec, on the south bank of the St. Lawrence, which flows between them and the ancient fortifications and citadel of Quebec. Constructed with the utmost care, with ditches hewn out of the rock, and solidly built casemates, they are capable of receiving the heaviest ordnance necessary for the defence of the position; and will doubtless be very useful, if ever wanted. Already they *have* been very useful in materially adding

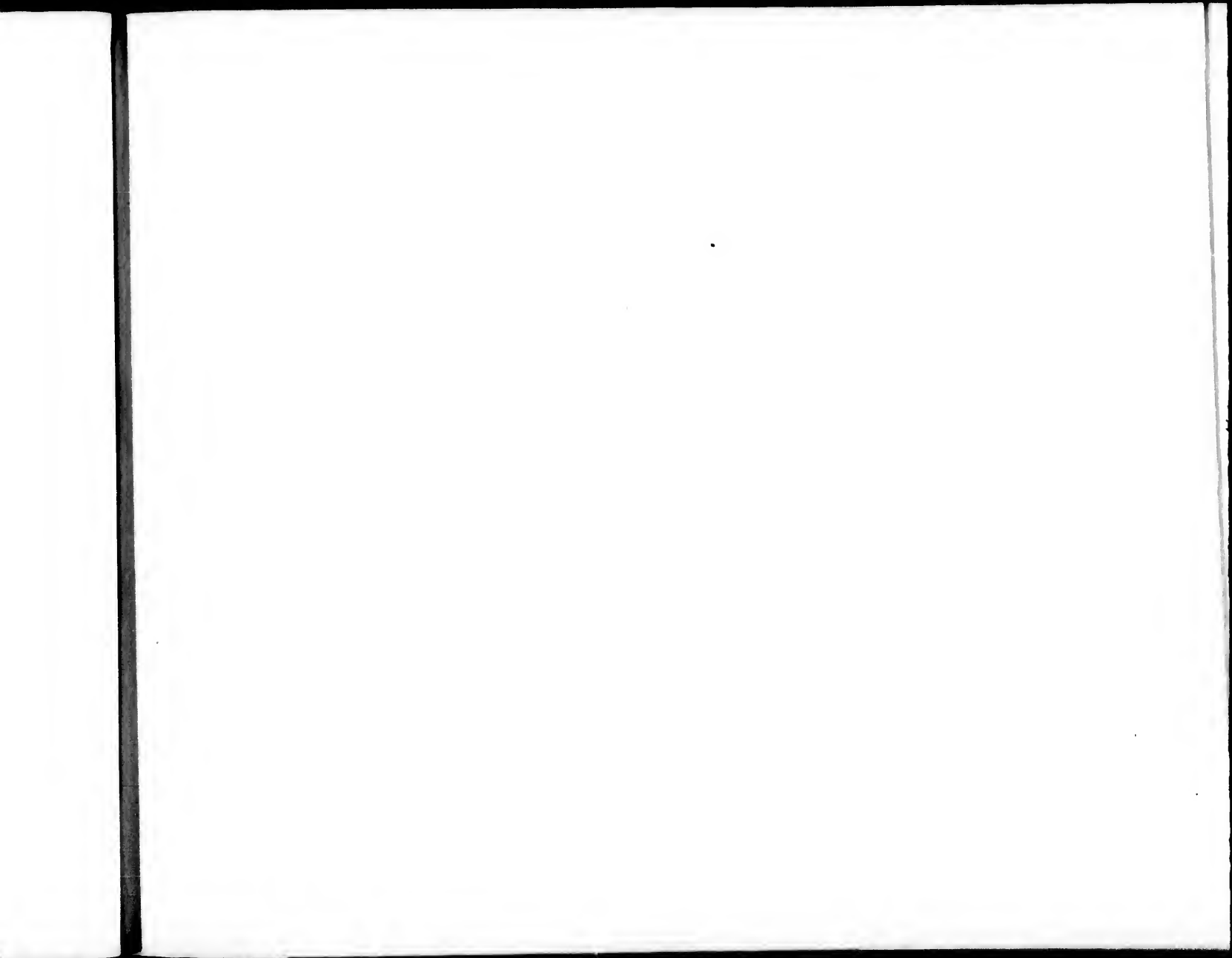
to the prosperity of Quebec by the money spent in their construction.

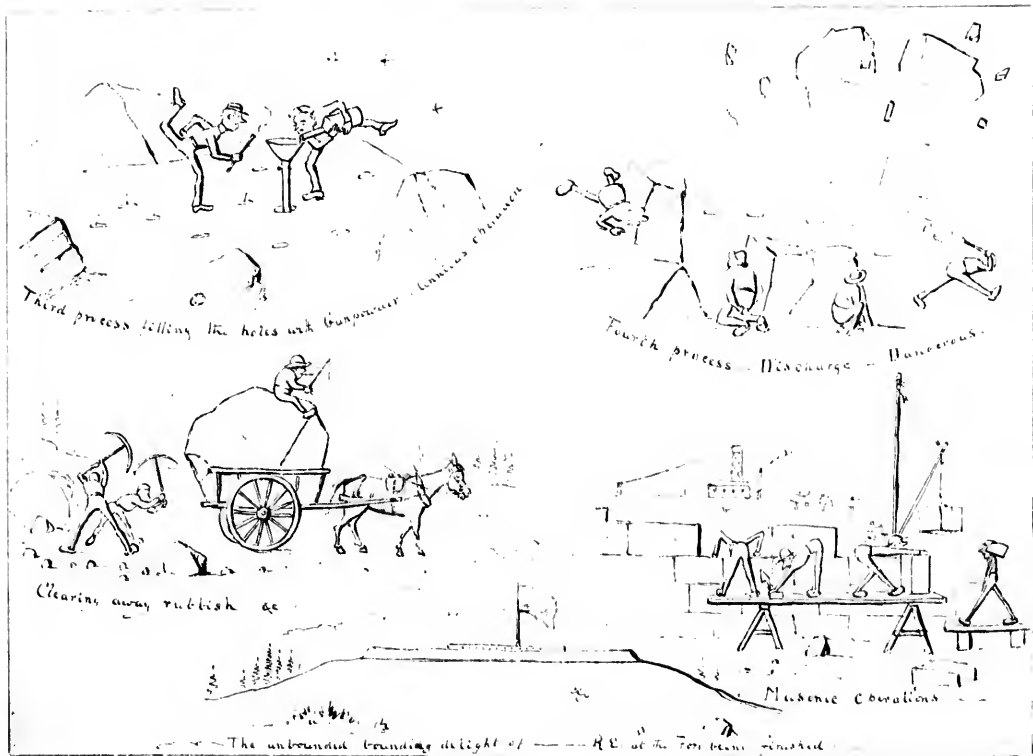
It would be tedious were we to give you their history from the beginning in words. But you cannot fail to gather the leading events regarding No. 1 Fort from the annexed Sketches; and the stories of Nos. 2 and 3 are very similar.

C—, a man of strict veracity, asserts that he took the whole of these sketches on the spot. Their accuracy must therefore be considered as past doubt. The striking resemblance between the sun and the C.R.E. is remarkable, while the early rising of both affords an excellent example for imitation. So also does the zeal, even if somewhat mistaken, of the two officers who, in their anxiety to commence work, are at one time looking through the different ends of the same theodolite. The melancholy attitude of the little dog deploring their oversight is quite touching. And how true to nature is the fidelity with which the relative "standard height" between the R.A., the Infantry, and the "Marche-donc" is maintained, and the "points" of genuine "marche-donc" transport shown. The blasting and masonic operations speak for themselves. Those who have seen









the Scientific Corps at work cannot fail to recognise their style. But it is only they that beheld the scene—alas! too few—who can altogether appreciate the reality and value of the final Sketch. It was indeed refreshing in these days of nonchalant affectation, or affected nonchalance, whichever the right term may be, to see a

man, and he one of the best of fellows, so capable in every sense of the word of giving expression to such “unbounded bounding delight.”

“And when he next doth ‘dance’ abroad
May I be there to see.”

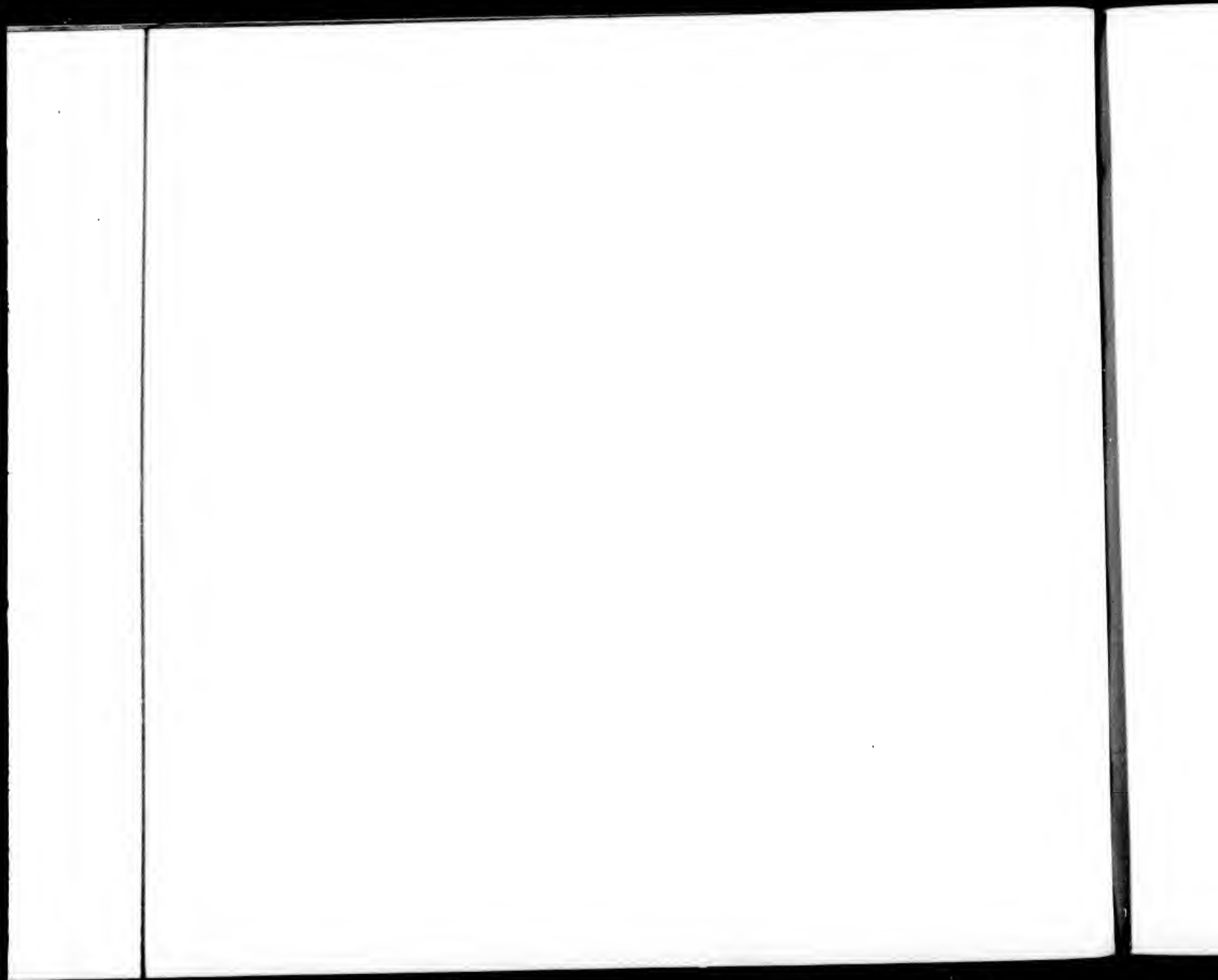
SLIDING AND TOBOGANNING.

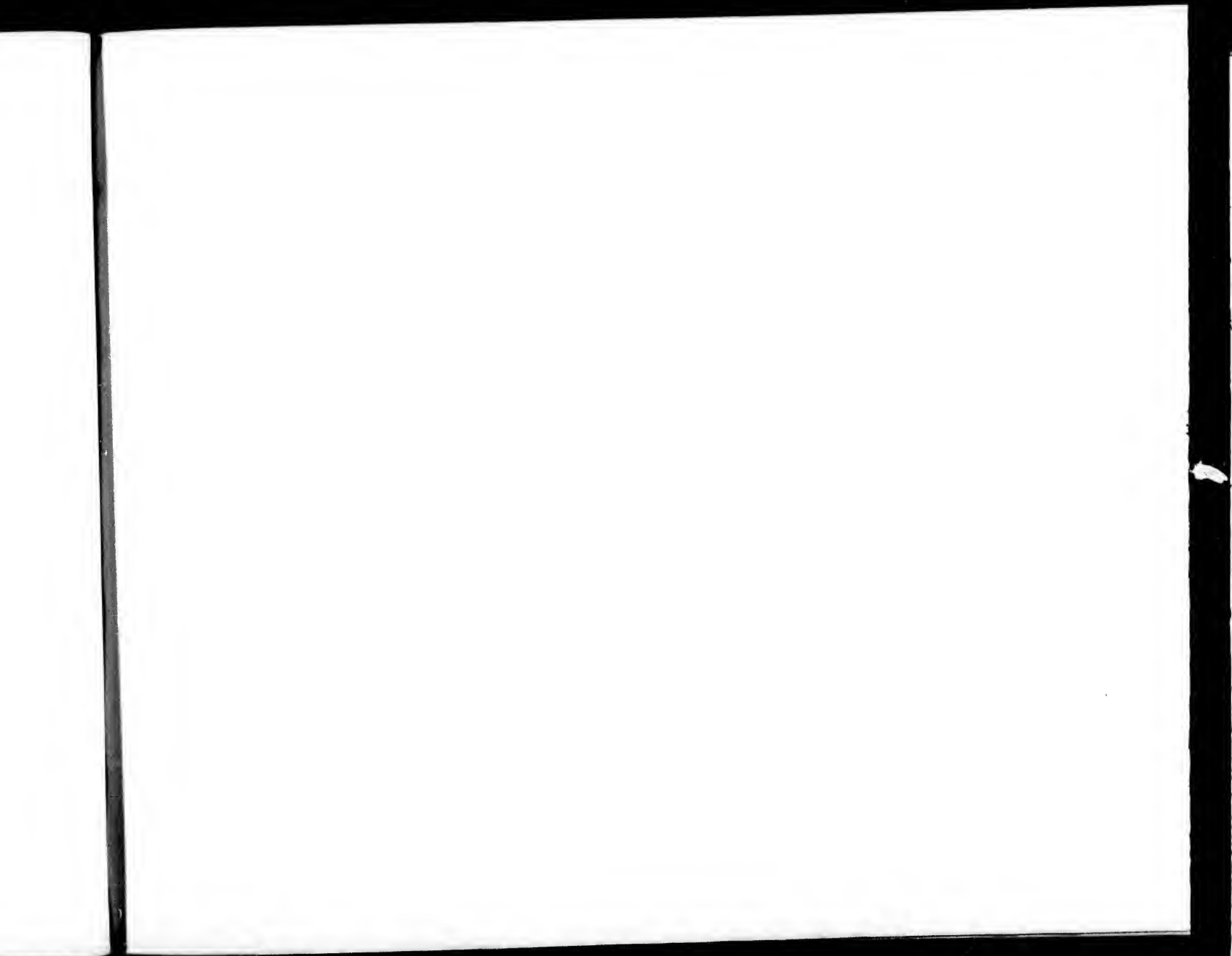
HUNTING supplies in England to some extent the want of tobogganning; they have indeed many features in common, but the latter has advantages over hunting. In both there are fresh air, rapid exercise, society, fun, and a certain, or rather uncertain, amount of danger; but you can tobogan by night, at least on moonlight nights, as well as by day, and in frosty weather, and you can't hunt; and while in England only the wealthier classes can keep hunters, anyone in Canada can keep tobogans.

Look at that mob of boys and girls of all ranks and of all ages from four to fifteen. They are "sliding" or "coasting," and will make famous tobogannners by-and-by. Their stud, you perceive, is very simple. It requires for each mount only a bit of wood just big enough to sit upon, with iron or even wooden runners underneath, and called a sleigh, pointer, cutter, or rounder. There is hardly a child so young or so poor as not to possess one. Just

see that little nite, certainly not more than six years old, coming down that bank of snow some forty or fifty feet high, and shooting along that field of snow at the foot of it. How close she sits to her sleigh; what a pace she is going at. How cleverly she has cleared that jump and landed on the other side, and raced on again at some fifteen to twenty miles an hour, pulling up her sleigh at last just in time to avoid running into that awkward fence at the bottom of the field. There she goes, dragging her sleigh over the snow up to the top of the bank, to come racing down again; and so she will go on for hours to come. Not much room for nervous complaints to germinate in there. But look out, or this mob coming one after another will be over us as sure as fate, for they are no respecters of persons, and it's no joke being knocked off your legs by a sleigh. For that matter they are no respecters of places either; wherever there is a field, or indeed a









street, steep enough to slide down, there the rising generation *will* slide. They have but scant fear of the policeman, and are off again as soon as his back is turned; and they have even less fear of the trucks, and sleighs, and horses' feet, among which they find themselves when they get to the foot of the street they have "slidden" down. What ruddy checks, what happy faces, what shouts of laughter. Old as we are we laugh aloud for very sympathy. You would like to try it. Come then, and join our friends there; you know all, or nearly all of them, I think, and they will be delighted to initiate you.

The tobogan you see is to the sleigh what the horse is to the pony. It varies somewhat in length and breadth, but is usually made of a piece of ash, about nine or ten feet long, eighteen inches wide, and a quarter of an inch thick. It is as smooth as glass on the under side, and rolled up at the front, where the wee bit of rope runs through to drag it by. Yes, three can go on it, but two are the more usual number. Those three are Miss —, and Miss —, and young C—. You notice that the first is sitting with her feet inside the roll in front, the second close behind her, and C— is lying down behind her again; he is steering

with his foot. Those two in the next tobogan are Miss —, and Mr. F— S—, the most hospitable of men. That couple following them, where the gentleman is sitting down in front, and the lady is standing up, are Colonel and Mrs. —. *Standing* on the tobogan she will take you down a bank that many a brave man unused to the thing will wink at when going down it sitting.

Do you see how carefully each lady, as she sits down, gathers in her dress so that no part of it shall touch the snow? That is because the least thing will alter the course of a tobogan. How easily they steer. They are all going through that gap in the fence. It would go hard with them were they to miss the gap and strike the fence, or run against that tree below it, at some fifteen miles an hour. Such things happen very seldom, but when they do happen the consequences are serious.

Those three tobogans coming down lashed together with nine people on them form an omnibus or family coach; they usually upset *en route*. There, I told you so; that bit of bare ice did for them. But the snow is as dry as dust, and if we may judge from their shouts of laughter no one is hurt. They are all old hands, I see, and it's not the first time they have taken a header into the snow.

RECOLLECTIONS OF CANADA.

Well! how do you like it? Took away my breath: never was so frightened in my life. Ha! ha! you will soon get over that, and——. But pardon me, your left ear is just getting frost-bitten. Rub it with this snow, or your fur glove. All right. And now come in. Will you have tea or mulled claret? Neither, thank you. Oh, you'd better have something before you start for the top again.

Ah! happy days at Quebec, on the Cove Fields, the Glacis, the Lower Park with its first slope at about 70°, and then down past the Mess. Ah! hospitable H——, and G——, and R.A., and R.E., and —— Regiments, and —— Rifles. Gone for us are those days, never it is to be feared to return.





CROSSING THE ST. LAWRENCE—WINTER.

WHEN the winter is less severe than usual, the passage across the St. Lawrence at Quebec has of late years been made by the little steamer Arctic. This is not unfrequently troublesome enough, and may occupy hours instead of the usual fifteen or twenty minutes. One effect of the steamer is to make it much more difficult for the ice-bridge to form, or even entirely to prevent it; but once formed it usually remains for the entire winter, and the road over it is by far the most speedy and pleasant route across the great river.

But there are times in which the state of the ice is such that the steamer cannot drive through it, and yet there is no ice-bridge. There is nothing for it then but to cross in a canoe; and many indeed prefer this at any time to the steamer.

The best thing a passenger in the canoe can do is to sit still, and watch the wonderful activity, skill, and courage, with which the canoeemen take him over. If he attempts to leap out and help he may possibly get frost-bitten or drowned, probably get a very nasty tumble, and certainly hinder everything. But they, in their fur caps or "bonnets rouges," thick flannel jackets pushed down into their trousers, and beef morassins up to their thighs, and

reckless of ice, iced-water, snow, and cold, they "to the manner born" are paddling through a strip of open water one minute, then out of the canoe, shouting one to another and running her over a more or less level field of ice, then half lifting, half dragging her over a succession of hummocks, then paddling away again, or sailing if wind and water will permit, and singing one of the old French Canadian songs, such as

"En roulant, roulant, roulant,
En roulant, ma bonle,"

or

"Il y a longtemps que je t'aime,
Jamais je ne t'oublierai."

and all done with such quickness, unity, and judgment, as to make the passage a matter not only of certainty, but of surprising rapidity. But cases have occurred when the strong tide and wind dashing masses of ice together have crushed the canoe, and the men have with difficulty escaped by remaining on the heaving ice until they could be taken off. The trifle which the canoeemen get for each passage is hardly earned. A very small present in addition greatly pleases them, and hurts no one.

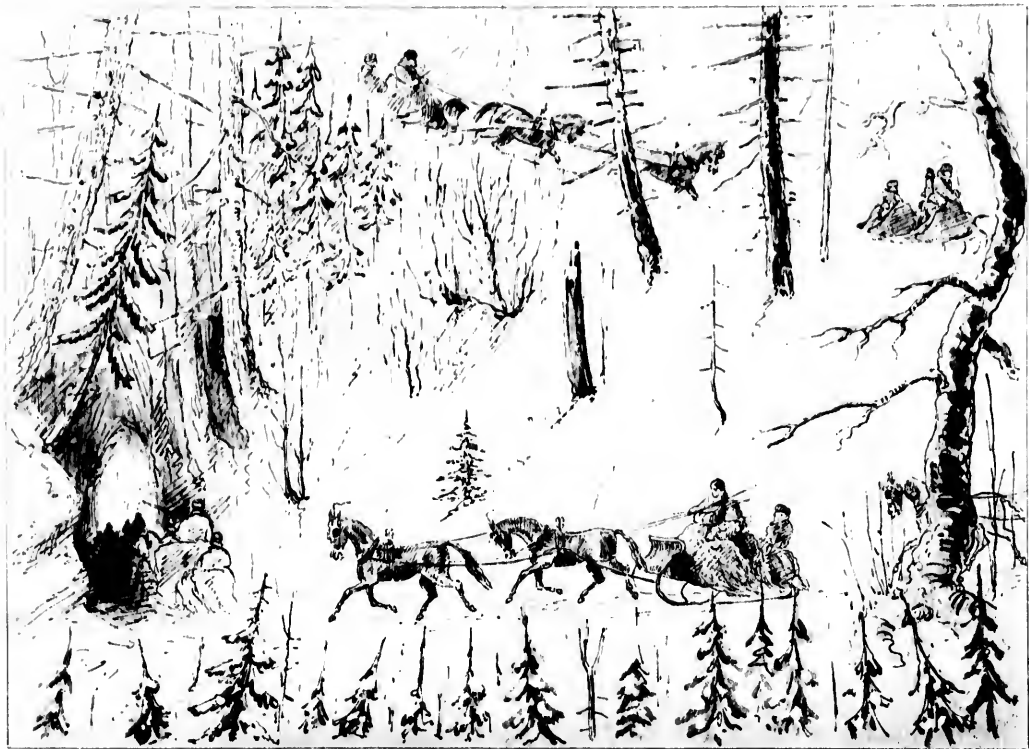
THE TANDEM CLUB.

NO, as you are so new to our roads and sleighs, we should not recommend you to try driving a sleigh tandem for the first time with the Club. You would be pretty sure to come to grief. But a little practice will make you quite at home.

They have been lurching before the start at Mrs. T——'s, no bad thing before a twenty-mile drive. J—— G—— gives them a lead to-day, and T—— brings up the rear and pays all tolls. They are assembling in the Place d'Armes. That is D——'s sleigh, and that belongs to F—— S——, and that to H——, that to W—— W——, and that to F——, celebrated for mistaking turnings and plaining his leader in the snow. But he is a genial fellow, and takes it all as it comes very cheerily. There are fifteen tandems out to-day. What a pretty sight it is in this sunshine, and with this fresh keen *air*, not *wind*. You may go far and not see so many sleighs together so well built and horsed, and with such robes and furs, to say nothing of the "get-up" of the Club, and of the ladies they are driving. The robes just touch the snow behind; and it is next to impossible for any cold to get through those furs when wrapped round you "à la

Canadienne." How handsome those fur coats and cloaks are, and how very becoming the cloaks, though they will permit but little more than the ladies' eyes to be seen. This is the really national costume of Canada, and very pretty it is.

They are off to the pleasant sound of the tinkling bells, G——'s trained team starting steadily as usual, T—— in rear waiting till his turn comes to move, and the rest displaying the various arrangements of horses common to a number of tandems starting together. They are to go through the Lower Town, where G—— has two or three twists and turns and corners for them that will try their powers of driving, and then away to Montmorenci. Bon voyage. If we can catch them again as they wind down the Zig-zag to the foot of the Falls, we shall see a very pretty and curious picture. Our drive, by the way, will take us by the Dorchester Bridge across the St. Charles River, and through the village of Beauport. On the heights near it was Montcalm's camp in 1759, and in it, upon the land of Colonel Gugy, still stands the house occupied as headquarters.





M. NITZLICH. FALLEN WINTER

MONTMORENCI FALLS—WINTER—SUMMER.

NOTHING in nature perhaps presents stronger contrasts than the Fall of the Montmorenci river in winter and in summer. In the winter there stretches, in place of the swift St. Lawrence, across to the Isle of Orleans and far as the eye can see, from the base of the Fall a vast field of snow, with here and there great bare patches of uneven ice. The rocky precipitous banks with the shrubs and trees that line their ridges and cover their summits are white too with snow, or shining with ice in every fantastic form of stalagmite and stalactite. Such of the waters of the Montmorenci River itself as even a Canadian frost cannot bind, are rushing through casual narrow openings. But up to the natural steps, where the narrowed river better holds its own, and up above again with rare straight intervals, all is ice and snow. Where the river in summer hurls itself over the rocky ridge, that forms the top of the Fall, are large ice-channels or gigantic tubes, through which the waters run and dash over the frozen rocks beneath. Sometimes these channels or tubes descend a long way down the face of the Fall itself, and present shapes of endless variety and exquisite beauty.

The cone at the foot of the Fall is formed by the freezing of the spray, and when the ice-tubes descend far down they

seriously affect the height of the cone by lessening the amount of spray. The cone varies greatly in height with the season and prevailing wind. Thus, in the winter of 1869-70 it was more than 100 feet in height; in that of 1870-71 it was not more than 50. But in the latter year the cone broke up and sunk during the winter, and had to grow up again. A westerly wind is the best for the increment of the cone, and naturally therefore the worst for "sliding" down it; for the spray driven in thick blinding clouds speedily wraps in a sheet of ice whatever it encounters.

The first descent of the cone undoubtedly requires "awful" pluck; but many a Canadian lady has "slidden" down it times without number, and would take anyone down without the slightest hesitation. It is rather "sliding" than "toboggaming," for the vehicle used is a sleigh and not a toboggan. The descent is usually made with a guide, who sits in front. The sleigh rushes with lightning rapidity down the surface of the cone, and then shoots far away over the frozen St. Lawrence. The novelty and vigour of the entire proceeding might communicate a sensation even to poor "Used-up" Sir Charles Coldstream.

In summer the Fall of the Montmorenci is simply lovely. The river banks are studded with the pine, the birch, the moun-

tain ash with its bright red berries, the butter-unt, and the maple; but the time to see the last in its glory is in autumn, when its foliage shines in green and gold and crimson. The waters hurry along between the banks, and change from the swift stream to the foaming torrent, from the torrent to the wild beating-into-itself rapid, from the rapid to the headlong fall some 70 or 80 feet in width and 200 feet in depth sheer into the St. Lawrence, striking once only in its descent about half way down on some huge jutting rocks, and so breaking into still more beautiful clouds of foam. Up from the foot of the Fall comes the never-ceasing misty cloud, with great columns of spray leaping through it like jets of steam from some mighty engine. And the foam and the cloud and the spray ceaselessly change their shapes, and momentarily present fresh, fantastic, but ever more beautiful features. Just beyond the foot of the Fall the waters lie stunned and almost motionless, until they are caught and swept away in the life of the swift St. Lawrence. The story runs that nothing carried over the Fall ever rises there again, but that it is borne away by an under-current which rises again to the surface far away down the St. Lawrence. Above the Fall come happily into the landscape the ruined columns of a suspension-bridge, which was barely finished when it gave way. A poor habitant crossing at the time with his horse and waggon fell with it, and all were swept


over the Fall. Now the river is crossed a few yards higher up by a bridge leading to an excellent little inn, the Montmorenci. By those steps you can descend until you can look into the very depths of the Fall, and never tired watch the wonderful lights which the waters reflect as they break themselves up dashing against each other and against the rocky ridges which they hide. Nearly opposite is where S — so nearly lost his life. Reaching after his stick which he had dropped, he slipped and slid along the slimy wood with which the bank is there revetted until a slight plank at the end arrested him as he hung over the precipice, so remained until, with much time and labour, he was rescued. Beneath are the vast lumber-yards of Mr. H —, from whose house and pretty grounds you have such a charming view of the Fall, and of the lovely panorama of the St. Lawrence. Nothing can be more beautiful than the Montmorenci as you ascend it, narrowing as it rises until you reach the "natural steps," some distance above the Fall. Here the river has cut its way through the shaly limestone, and brawls along its tortuous, steep, confined channel with headlong force and clamour. The left bank is precipitous, rocky, and wooded; the right is formed by a series of natural steps, with very wide treads. It is an exquisite place for a pic-nic, and there is no better spring of pure fresh water known than here exists, either for teetotallers or—for cooling champagne.





UPPER TOWN MARKET, QUEBEC, BY HENRI J. FAH

THE MARKET—QUEBEC.

 HERE is nothing more characteristic of Lower Canada than the Quebec Market in winter. You might have imagined that with a country covered feet deep with snow, and the thermometer 17° below zero, the stalls and their attendants would have been few and far between, and the market but poorly supplied at the best. Quite the contrary,—it is as well or even better furnished than in summer. There is everything you can want, and plenty of it too; game in every variety, and pigs on their legs as if alive, and fish standing on their heads or tails in the most absurd way. They are all frozen as hard as hard can be, but they will be just as good eating as ever, after judicious thawing in cold water, and cooking by an intelligent Canadian cook. The snow has made capital roads for market, except where the wind yesterday blew it into drifts, as that group of habitans are just acquainting each other. And the cold (which, by the way, you will observe nobody minds) came on so suddenly and sharply that the river got blocked

at Cap Rouge, and then one of the best ice-bridges known for years formed at Quebec. So that wearisome "Arctie" is laid up for the season, and the ice-bound river makes the best of roads, across which from all the country beyond provisions come pouring in with even more than usual briskness. It is a fine time too for that habitan with the load of half a cord of wood on his traineau, alongside of the carriole, for he is pretty sure of a good price this hard season. That boy with the barrel is as "happy as a king," or as our friend in the corner there, who is smoking his "pipe of peace;" but the boy will be happier yet, when he has left his barrel at the big house there at the very top of the hill, and when he comes "sliding" home down it as fast as he can come, missing by a hair-breadth only, as he shoots into the street, the fore legs of the old horse in the snow-sleigh.

Those snow-sleighs are indeed an admirable institution, for without them all locomotion would soon be stopped in the narrow

streets of Quebec. But scarcely has the heaviest fall of snow ceased, than out swarm the primeval snow-sleighs, horses, and drivers with their long wide snow-shovels (you may see one stuck up in the corner of each laden snow-sleigh, and there are some more by the frozen cabbages, near that corner stall, where those frozen cakes of milk are for sale) and the piled-up snow is carted off, and the roadways left clear again in a wonderfully short time. London itself might here learn an excellent lesson in civic administration.

How very *French* the market looks, and what *is* that language which they are talking so energetically together? That, any of the habitans will tell you, is French, as old, as good, and as pure as the original settlers from Normandy, Brittany, or Poitou. You would be puzzled to match it anywhere at present. Listen to that couple in front of the old man, with his hot mutton pies:—

Bo jour, comment sa va-t-il ?

Assez bin, et vous ?

Bin merci. Votre frère où ist qu'il est ? (où est-il ?)

Chez lui, il a trappé le fret (caught cold).

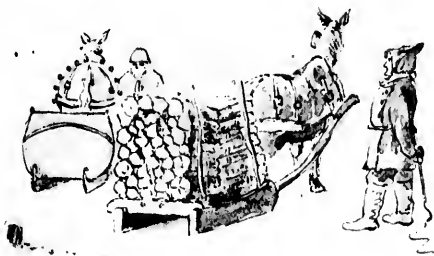
Bin ! avez-vous des patacks ? (potatoes).

Non, il fait trop fret aujourd'hui porter, mais j'ai des pains de let glé (cakes of frozen milk) et de blé d'Inde lessité (Indian corn boiled in lye), et pis des Volloilles (Fowls).

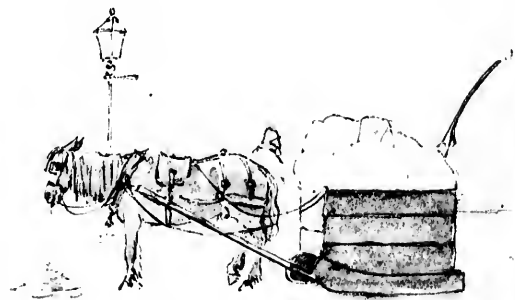
Les chemins donc sont-ils mauvää ?

Ah misère ! Mauvää sont bons sens.

Mauvää, indeed, as that poor old fellow finds who is returning home from the market. For it is not *all* fun going to or returning from market, nor, indeed, is it fun at all, if you happen to meet such a wind and driving snow as he is facing. It is as much as he can do to croak out from under his ice-bound moustache to the patient old horse his periodical "marche-donc," and to shake the stiff reins to give the horse a lift. The bargaining has been too hard for the old man, and he has failed this time to sell that very intelligent-looking frozen pig, riding behind him, and appearing much the more cheerful and animated creature of the two. He will try to sell him again next market-day, and let us hope will then succeed in getting the few additional sous, for the chance of which he will carry his pig to and fro a matter of twenty miles.



Carriage and Wain-sleigh



Snow-Sleigh



Market Boy



Traders discussing the Roads



The Time of Peace

ENGLISH MARKET



RETURNING FROM MARKET.

The trees, heavily laden with snow and ice, are bending over with the wind, and so are the saplings, stuck in the snow by the roadside to mark the now nearly obliterated track. None but a born Canadian and his horse could face such weather at all, or plod through the uncertain depths of soft snow; and even "Pierre" and

his old horse "Brave" don't like such a journey as this. But the market is Pierre's refuge from the solitude of the long winter. There he meets all his friends, hears all the news, and turns an honest penny. Pierre would not miss the market at Quebec for the world.

SKATING IN THE RINK.

WHEN it's a poudré, or too cold to drive or even walk, or is blowing, or one has nothing better to do, or wants exercise, or oh! above all when "the band plays," the Rink becomes the centre of attraction.

It is not a handsome, nor in itself a particularly cheerful building. On the contrary, it resembles a long, rather low barn, with windows at both sides, and skylights in the roof, dressing-rooms for ladies and gentlemen on either side as you enter, and at the opposite end a sort of chancel for the band with a stove in it. But the floor is a lovely sheet of clear pure ice, round which at about fifteen inches or so above the ice runs a wooden platform five or six feet wide, with seats at intervals. From the roof descend gaslights, for the rink is usually kept open till nine or ten o'clock at night.

Like the park in the season the rink has its habitués at fixed hours. It opens about 9 a.m., and is then frequented by small children, male and female, and a few determined learners. About eleven come the young ladies and attendant "swells," and practise till lunch. These re-appear in the afternoon, "magnâ comitante cattervâ;" and lastly in the evening come, say after half-past six

or seven, those whose engagements have prevented their skating during the day.

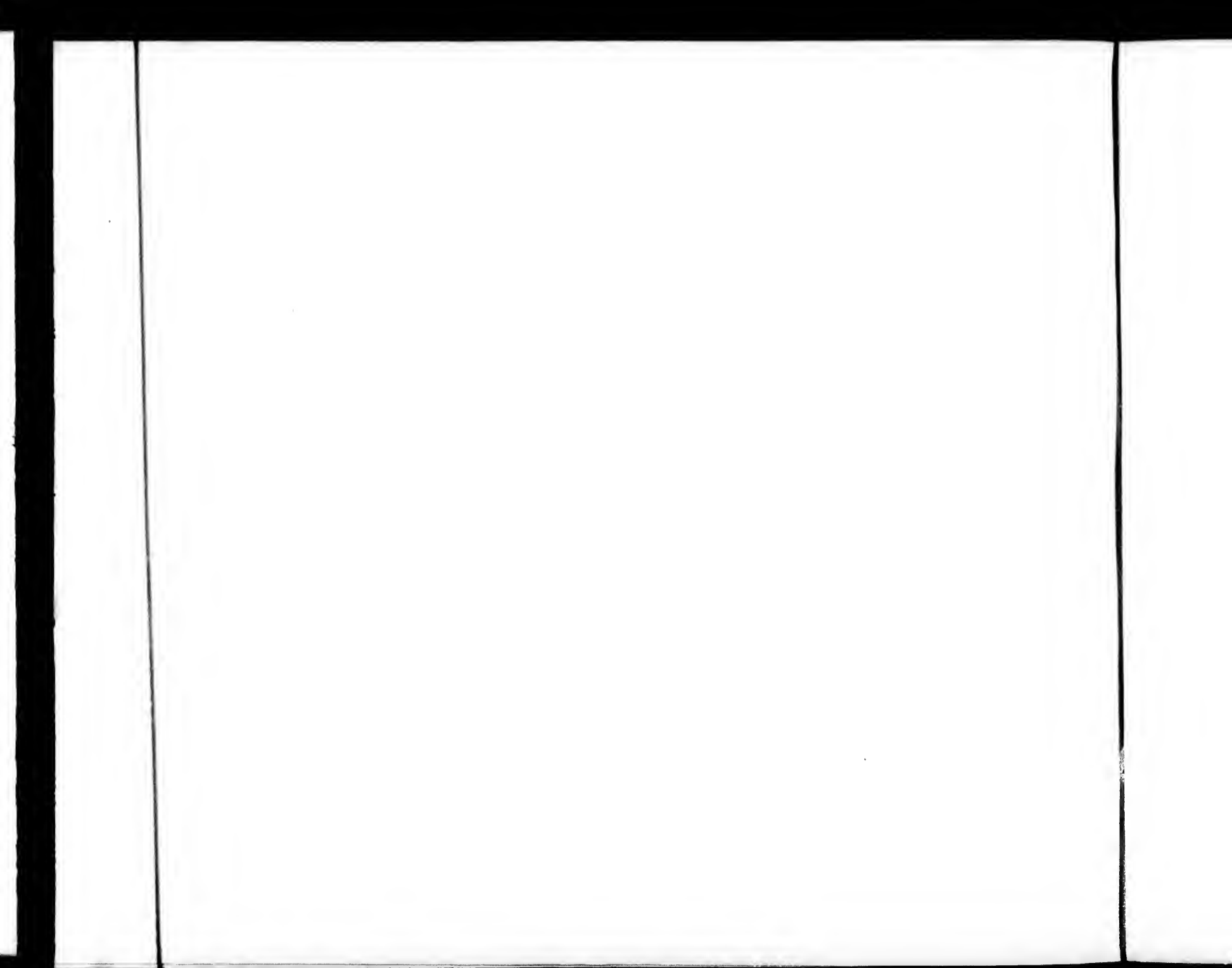
The bands, except on special occasions, such as a fancy dress carnival,* play in the afternoon. Then is the time to see what finished skating is, and to be convinced that there are no movements in the world more exquisitely graceful than those of accomplished skaters; say of a set dancing the Lancers in time to a good band. It is the perfection of human motion.

The centre of the rink is usually left for the dancers and first-rate "figure" skaters. The minor, but by no means indifferent skaters, fly round and round, with the left side always towards the centre of the rink.† You will see them in every possible attitude, step, and figure. That little lady who skims

* There were two such carnivals at Montreal in the winter of 1869-70, at both of which Prince Arthur was present, and in the latter of which His Royal Highness joined in a fancy dress, as "One of the Olden Time." Those who saw the dresses and skating then will not easily forget the scene. The Bishop of ---, who happened to be present, declared it was worth crossing the Atlantic to see.

† In some rinks, however, they change the direction with each tune of the band.





along like a bird, and seems scarcely to touch the ice as she *flies* past you backwards, is Miss P——. That slim little fellow pretending to skate like a newly-joined Englishman, on one foot, and shoving himself timidly along with the other, is Jack G——. He and his charming sisters are among the best skaters present. That quiet, elegant skater is Miss M—— M——, and that lady with the peculiarly pleasant, frank, honest face talking to her, is Miss H——. Look at that well-matched couple doing the "roll," the one backwards and the other forwards, and those two "running" round the corners. How perfectly that pair keep together as they race round on the outer edge, and those lads beating time and changing feet to that quick polka. They are just as much at home on the ice as fish are in water. And do look at that dear little child with her golden hair, deep dark blue eyes, and fair complexion, who comes running out of the dressing-room, jumps a good four feet off the platform on to the ice, and goes spinning down the centre of the rink in a series of "ransoms" along with F——, who, by way of a final flourish at the end, stands on the tip of one of his skates and spins round like a tee-to-tum. That gentleman in the centre with the high "gills," and his nose rather in the air, is ——, and the lady on his right who seems somewhat magnetically attracted towards him, is evidently, by the way she is skating, a new comer. And there is elephantine B——, skating alone as usual, and almost making the ice shake under him as he plunges along, and in the other corner is tall N—— apparently bent on cutting out K——

with the lady he is talking to, and in every sense of the word going the wrong way to do it, and pretty sure in the end to make a mess of it.

How very well and *suitably* every one is dressed. Can anything be better than the knickerbockers, wide-awakes, and well-built coats of the men; or than those very neat, laced, high-angled boots, fitting like gloves to those little feet; or than the "Aeme" skates that fit the boots to such a nicety; or the dress just long enough not to be in the way; or the light seal-skin jacket, hat, and muff, and the kid gloves exactly the right colour and size? And look at the glow of life and health reflected from every smiling face.

Glance under the windows and along the platform, and you will catch quite a different phase of the rink. There's a sight for parents to see! Well, my dear sir, not to say madam, you were young once. There are most of the mammas, and some few of the papas, and no end of young people of both sexes sitting, talking, walking; and you will observe as curious, that those with skates on saunter up and down the wooden platform apparently unconscious of them, and quite as easily as if they had none on. Ah! was there ever any quiet shrubbery, or moonlit lane, or ball-room recess, better fitted than the rink for the recounting all the past, the enjoying all the present, the making "engagements," less or more serious for the future, or—for catching cold! Oh ye savants of England! cannot ye, with all your talent, energy, and money, devise for us, before next winter, a Skating Rink at home!

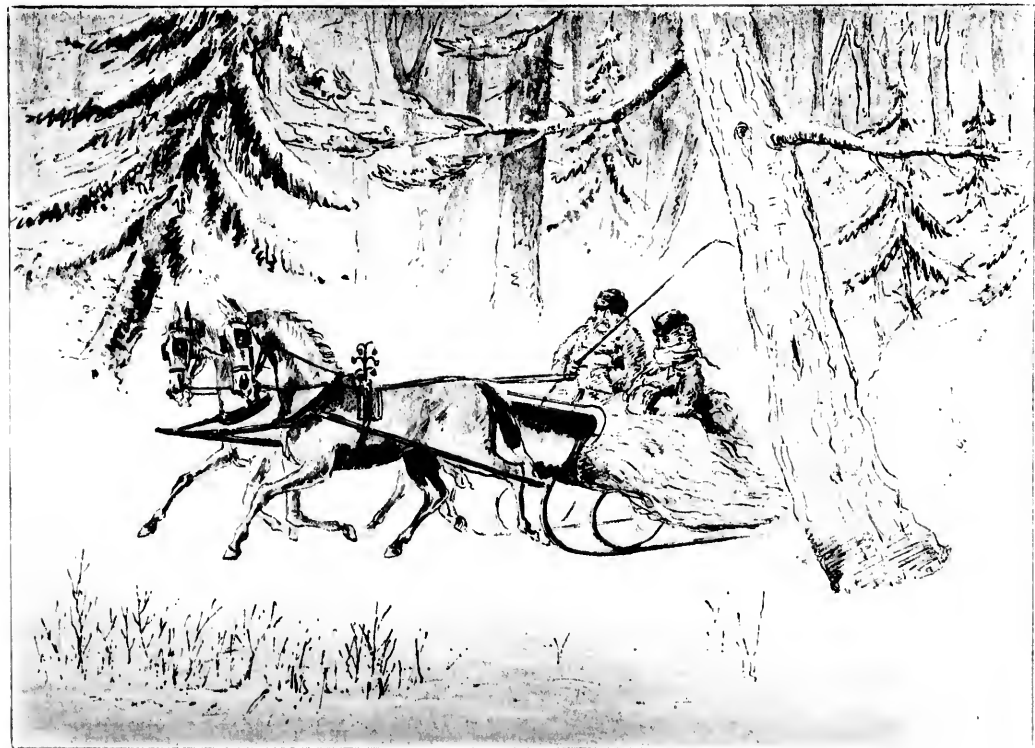
MUFFIN AND MUFFIN BELL(E).

It was altogether too bad, the trick they played on young D——. He came out rather late in the season, about the end of December, by way of Portland. A nice, good-looking youngster; but as ignorant of Canada as any one well can be. So after dinner, says D——, "Now, tell me, what about the Muffins?" "What," said they, "haven't you secured a Muffin, yet?" "No," says D——, "how could I, when I don't know a soul out here." "Ah," said they, "that's unfortunate; but you're in luck after all. There's just one left, but she's about the nicest girl here. You must secure her at once." "But who will introduce me?" says D——. "Oh!" said they, "you don't want any introduction; all you've got to do is to go straight down after lunch to-morrow, ring at the bell, and ask for Miss ——; then introduce yourself, and say that you have come to ask her to be your Muffin for the season."

D—— called next day, and saw as he entered the room a particularly pretty, quiet, lady-like woman waiting to receive him.

"I only arrived a few days ago," he said, "Miss ——, and I have come without delay to ask if you will honour me by driving out with me for the remainder of the season, as I am assured that, fortunately for me, you are still not engaged as a Muffin." Miss —— gave one terrified look at him, under a first not unnatural impression that he was a lunatic, and then, with her hand on the bell, gave poor D—— such a bow and look, that the whole truth burst upon him. And all that season wherever he appeared a sound like the tinkling of a little bell, and a subdued cry of "Muffins," were heard. He never quite got over it as long as he remained in Canada.

You laugh; but there are many people so ill-informed and credulous, as to believe to this day that such a custom prevails. They might every bit as well believe it of all the couples they see riding or driving in Rotten Row; and what little common sense they have, might tell them that if there was a Muffin, it could not be the lady.





PRESWELL GATE

THE PRESCOTT AND ST. LEWIS GATES.

WE have the rather included these Gates in this volume because they are now among the things of the past. They formed part of the ancient fortifications of Quebec, and were only removed in the course of the improvements to the town, in the summer and autumn of 1871.

The Prescott Gate stood, as all who have ever been at Quebec will remember, just at the steepest pitch of Mountain Hill. It was paved under the archway, and usually had a big hole in the macadamized road above the paving, and another below it. The gate way was too narrow for more than one vehicle to pass through it at a time, and a vast proportion of the traffic between the Upper and Lower Towns had to pass through it. Every one driving to catch the steam ferry for the Grand Trunk Railway, or the Richelieu Company's steamer for Montreal at 4 P.M.—one of the busiest times in the day—craned his neck as he came round the corner, and down towards the Parliament Houses, to see what his chance of getting through was, and impatiently anticipated being late, owing to the block at the Gate. Every one coming up the hill, and seeing the little Canadian horses with the long heavily-laden ladder carts behind them, waiting in a string to get through the

Gate, wondered why the whole did not go rolling down the hill again together, or how the horses ever got safely through the steep slippery paving under the archway when they did at length reach it. The Gate shut out the view, hindered the circulation of the air, added, if possible, to the dust of the road in summer, and to its glacial state in winter, and was, in fact, an undeniable out-and-out nuisance. And yet one cannot help being sorry with those who are sorry that it is gone, and that the utilitarian age has made it "move off."

As the Prescott Gate was the main thoroughfare from the St. Lawrence and from the Lower to the Upper Town, so the St. Lewis Gate, with its fellow St. John's Gate, were the two principal exits from the Upper Town to the country. The St. John's Gate was rebuilt at a heavy cost only a few years ago, and still remains.* It pierces the rampart some two or three hundred yards below the St. Lewis Gate, and has a double roadway and side walks.† Through it runs the St. Foy road, which passes along

* There are two other Gates still remaining in the wall looking towards the St. Charles River, viz., the Palace and Hope Gates.

† Canadian name, and a very good one, for "the pavement." The side walks of this Gate are paved; but they are usually made of wood.

the St. John suburb, and by many charming villas, and detached houses, to the village of St. Foy, and thence to Cap Rouge, where it unites with the St. Lewis road at about eight or nine miles from Quebec, and forms the main road to Montreal.

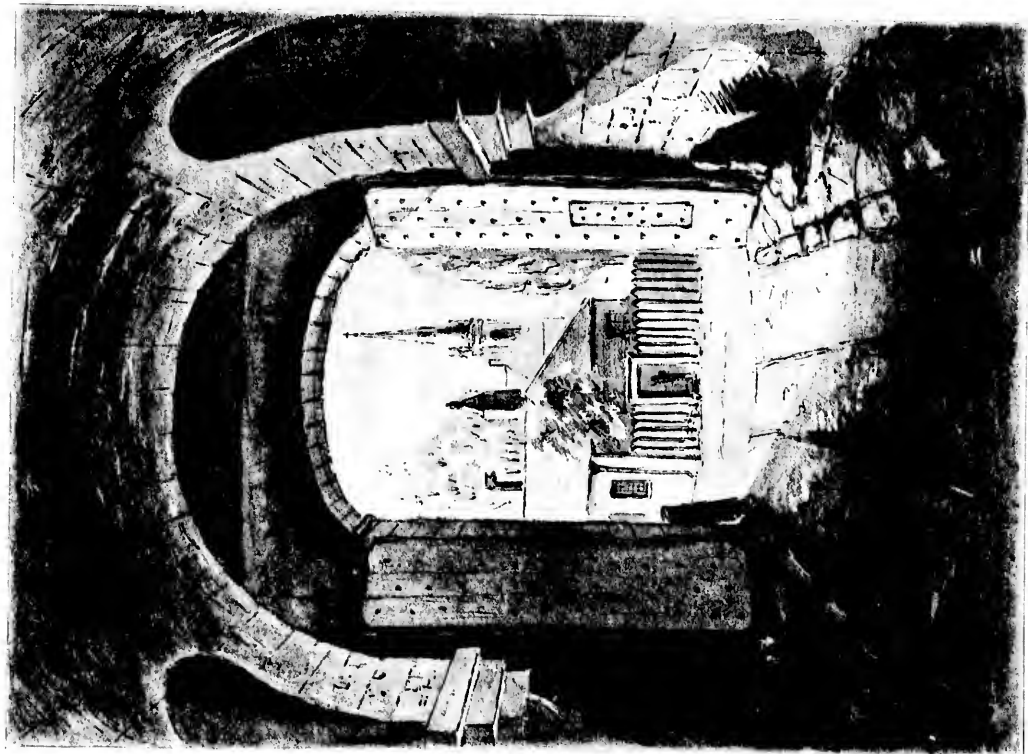
The St. Lewis is, like the St. Foy, an excellent macadamized road; and with its gentlemen's seats, lodges, park palings, and hedges, reminds one greatly of a road at home. It passes, at about two miles from the city, Spencer Wood, the former residence of the Governors of Canada and present residence of the Lieutenant-Governors of the Province of Quebec. The house is beautifully situated, overlooking the St. Lawrence.

Coming from the country, as we are now doing, the approach to the St. Lewis Gate was by a road winding with many sharp turnings and very short straight pieces through the outworks. At the country end of these windings stood the racket court on one side and the rink on the other. These windings have been cut into one broad straight high road, in continuation of the line of St. Lewis Street, down which, as you approach from the country, you can now see a long way. The removal of the Gate and winding road has had the most absurd effect in making the rink

and racket court appear to have moved materially nearer into town. Old inhabitants are constantly passing these buildings before they are aware of it, and having to turn back to go to them.

Looking through the Gate from the country, as we are doing, one saw the entrance to St. Lewis Street, the Royal Engineer Office, and one of the Presbyterian, or as they commonly call them in Quebec, Scotch churches. Up to the right is the road to the Citadel, and between the Engineer Office and the Citadel lies the glacis, down which so many merry people have toboganed. In the laughter-resounding rooms of that office how many have (after office hours, *of course*;) chatted while they drank their mulled claret and hot tea. To the left, round by the old lady sitting down to rest, is the Esplanade,* and the way to the St. John's Gate. The whole aspect of the place looks more open, bright, and sunny, since the old St. Lewis Gate was swept away; but we have a soft spot in our hearts for it and its perished brother, and so raise to them this our "In Memoriam."

* Here in 1870, Prince Arthur gave their new colours to the 69th Regiment; one of the most interesting and pretty sights ever seen in Quebec.





CHAUDIÈRE FALLS.

THE Chaudière is at about much the same distance from Quebec as the Montmorenci Fall; but it is on the opposite, or Levis side of the St. Lawrence, and thus somewhat less accessible. There is, however, a good road to within a few hundred yards of it, and the Chaudière is the junction station for trains running either east or west from Quebec. One can go also to within one or two miles of the Fall by boat.

The Chaudière is as unlike the Montmorenci as two things can well be whose name and nature are the same. The Montmorenci, as we have pointed out in these pages, is narrow and deep; the Chaudière, without being wanting in height, strikes you rather by the breadth and magnitude of its fall. This, however, varies much in different years, and at different periods of the same year; unlike Niagara, whose mighty volume rolls on apparently the same irrespective of time and season. But Montmorenci and the Chaudière together are but a thread of water as compared with Niagara.


The banks above the Fall of the Montmorenci are far more beautiful than those of the Chaudière, the latter partaking of the level character which so distinguishes all this part of the southern side, as contrasted with the northern side of the St. Lawrence.

But as you walk along the Chaudière by the right bank, touching the edge of the Fall as you pass, amid the green grass ever wet with the spray, which falls over you also and surrounds you with innumerable rainbows, and as you see the vast waters, chocolate-coloured and brown close to you, many-coloured, green, and grey, and blue as they recede, but all flecked with white, hurried, boiling and leaping and struggling, to the edge, and in an instant transformed into vast sheets of foam, falling into the white misty cloud rising for ever from below, and mingling with the falling foam, you cannot but feel a sense of keen delight. As you move on, fresh "things of beauty" strike you at every turn, until you reach a wooded knoll, where you face the Fall from below it, and clambering down stand at the edge of the surging rapids, and with a full heart look out upon the mighty waters around and above you.

"Sweet is the lore which Nature brings;
Our meddling intellect
Mis-shapes the beauteous forms of things:
We murder to dissect.

"Enough of Science and of Art;
Close up those barren leaves;
Come forth, and bring with you a heart
That watches and receives."

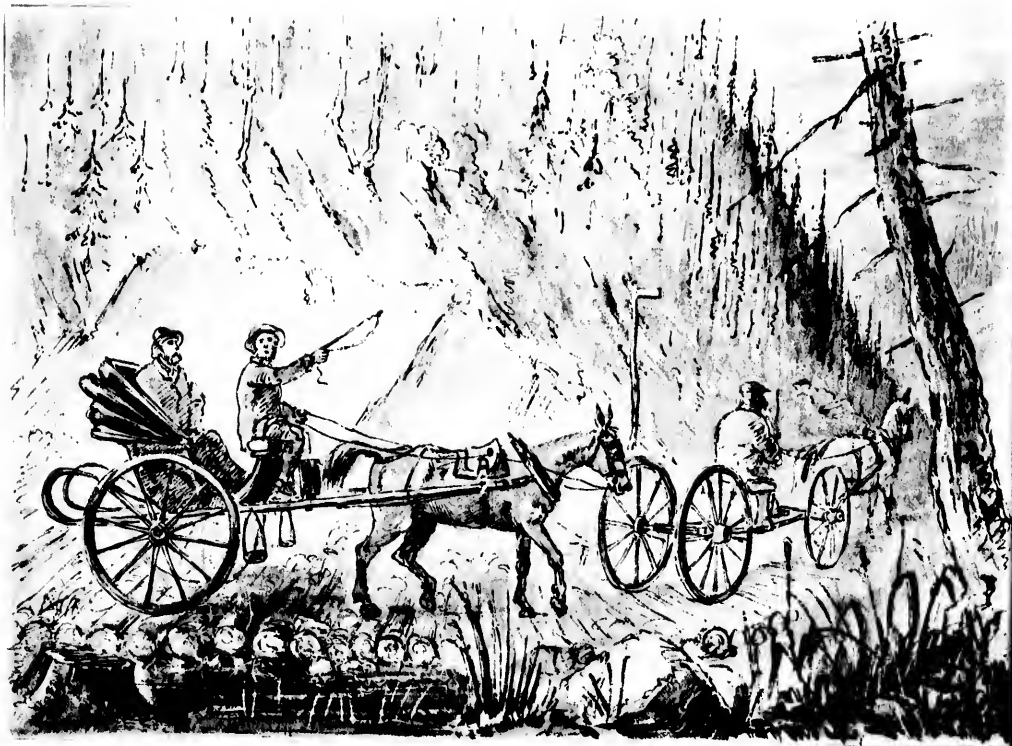
A CALÈCHE AND BUCKBOARD OVER A CORDUROY ROAD.

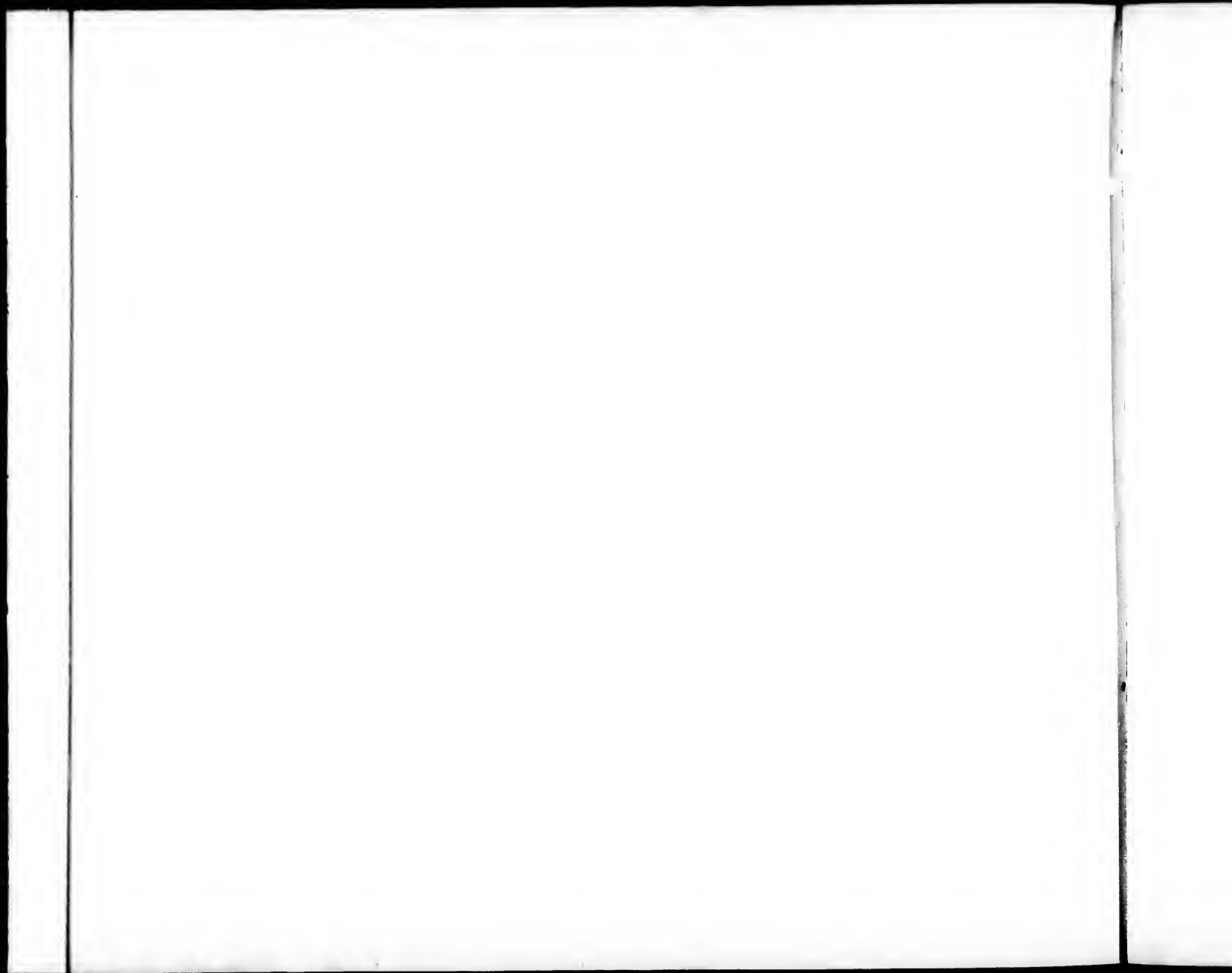
HE last time that C—— and I were at the Chaudière was at a picnic rather early in the season. It was not a large party, about sixteen or eighteen in all, well acquainted with each other, of all ages, and both sexes, and pairing off or splitting into little groups very well. Our only regret was that H——, who had never seen the Falls, had been detained as we were leaving Quebec, and had not arrived, though he had promised to follow as quickly as he could. We had delayed lunch as long as possible, not liking to sit down without the dear old fellow; but living him up at last were on the point of beginning, when a joyful shout announced his arrival. He was in a comical state of fun and anger. He declared that he had never suffered so much in so short a time in his life, that he had not a whole bone in his body, that he had been flying all the time in and out of the "thing" in which he came, that they had galloped half the way, and down all the hills, and that he would have been with us much sooner had it not been for an old fellow in another "thing" in front of them, who would neither go on himself nor let them pass him.

The "thing" in which H—— had travelled was a calèche, or calash" as they call it at Quebec and on the Lower St. Lawrence.

It is of French origin, and something like the London cab of Pickwick's time, except that the driver sits in front, and that no London cab ever had such wonderful springs. It holds two besides the driver, and is usually open; but the hood can be drawn up for rain, and two scanty little curtains can be tied across the front, and make believe to keep out the wet. There are similar vehicles in Malta, but covered and uglier.

The calèche is made of the usual wood, iron, japan, and paint, that go to make up similar carriages; but its most peculiar feature is the springs, to which we have already referred. These consist of strong leathern bands, which in rear are fastened to curved steel springs, and in front to a cross bar. As a rule the drivers jump out and walk up the hills, jump out and run down the hills reins in hand, if they think the descent and load too heavy on the horse, jump in again without stopping, and like the rest of the world are civil enough fellows if you are civil to them. The machine, from its structure, naturally makes travelling pretty lively work, and if you happen to trot over a corduroy road, look out. But calèches are quite at home on tracks and up and down hills that nothing else could face; and with a trifling





"pour-boire" to the driver you may make very good travelling in them.

The "thing" which had blocked H——'s way was a "Buck-board." It is simply an ingenious application of the spring board. It is made by laying a couple or sometimes one board, fixed at the ends, on two axle-trees, which, like the calèche, have high wheels. A seat, sometimes two, which can be made to slide up and down the boards at pleasure, completes the trap. It is a vehicle not at all to be despised on corduroy roads, or on heavy roads with holes eighteen inches or say when the frost is coming out of the ground two feet deep. It usually carries two, but can accommodate four, and some light things besides.

H—— was not only most amusing, but most useful on this occasion. For suddenly, while we were at lunch, the embers of our

fire, which we had thought extinguished, burst into a blaze, and the veering wind drove the smoke and fine ashes straight towards us. H——, an old Cape man, immediately seized a bough and began beating down the fire, and all hands helping we soon had it under, except in one gully, too steep for us to get at, where it went crackling down towards the rapids. As we came away, towards evening, the contrast of the sunset and of the firelight on the foaming waters of the Fall, and on the wreathing smoke, produced some wonderfully striking effects. But before we reached home a thunder-storm, which had come rapidly up from the west, burst upon us in torrents of rain, and satisfied us that no harm could possibly come from the fire; and also, that in Canada a remarkably short space of time only is required in order to get wet through.

SNOW-SHOEING.

"COME away," said C—— to me one morning; "we are going to Gomin Wood—snow-shoeing party."

"I can't," said I. "Pressure of official business."

"Pressure of humbug!" said C——, irreverently: "you'd better say you won't!"

"Well then," said I, "if you like it better that way—I won't." And C—— discontentedly departed.

The snow-shoe invariably puts me in mind of a magnified racket. It is, for men, about thirty-eight inches long by fourteen inches wide in the widest part; and for women, about twelve inches wide and thirty-three inches long. Mocassins are always worn with it, over which the snow-shoe is fastened by strings of tanned deerhide four or five feet long. The framework of the snow-shoe is made of ash; the net work inside the frame, of raw or green deerhide.

Snow-shoeing must take its place with sleighing and skating, among the amusements of a Canadian winter, and there are snow-shoe clubs which execute marvellous feats in the pedestrian way. It is useful, however, as well as enjoyable, and it is surprising how far, without fatigue, men and women will in snow-shoes walk over a surface which they could in no other way traverse at all. Young people, also, both at races and at other times, will run with

astonishing rapidity and ease, all things considered, on snow-shoes; but this effort has always struck me as being, what I think it is Kinglake calls, a funny specimen of misdirected human energy. The Indians have used a snow-shoe from time immemorial; indeed, they could not have travelled in winter, nor have obtained sustenance for themselves and families without it. The lumbermen in the woods are also dependent upon it; and all who hunt the moose, cariboo, &c., when the snow is on the ground.

The party to Gomin are all old hands, judging by the quiet facile way in which they are coming through the wood. The snow is in excellent order, neither too hard nor too soft, and there is plenty of it, indeed, for it spreads around far as the eye can see, and is of unknown depth in places. There will be no good-humoured fun to-day at the catastrophes of young hands who are not unapt to stumble and find themselves with their heels in the air, and heads in the snow, prostrate until some friendly hand picks them up. Yet I see some quiet fun of another sort going on. The party are not all together; some couples have loitered a little behind, and are talking of—well, of those things which young people do talk of, when they pair off and think that there are no people in the world but themselves, whether at a picnic, or sleighing, or in the rink, or in the ball room, or snow-shoeing.





MAPLE SUGARY.

WHEREVER sugar maples are in abundance, there the Canadian constructs in the centre of the grove a Sugary, consisting of rough sheds made of branches, birch bark and fir tops, or of log huts, furnished with the necessary tubs, boilers, &c. Towards the end of March or beginning of April* when the thaws are pretty well advanced, the days sunny and the nights frosty, the sap rises in the trees. These are then tapped by making a deep slit through the bark of the tree about two feet from the ground, in order to obtain the greater quantity of sap while it is in the early stage ascending from the ground. Into the slit is inserted a small semicircular tin trough, by which the sap is led into large buckets or tins placed beneath. In many sugaries small wooden spouts and "dug-out" wooden troughs are used instead of the tin troughs and buckets. A good tree will give several pints of sap, but the yield varies; it takes from two to three gallons of sap to make a pound of sugar.

The collected sap is boiled down in large iron boilers over a slow fire, till it is so thickened that if some of it is poured on

the surrounding snow it becomes crisp and hard. When sufficiently boiled it is poured into moulds of various forms, and usually made of birch bark, and is left to cool and harden. It is sent to market both in and out of the moulds, and is scraped or broken up when required to be used. It varies in colour from a dark to a light brown, but the latter is always preferred, as the dark colour is supposed to imply either that some sugar of a former year's make has been boiled down with the new sap, or that the sap itself has not been good. A considerable part of the sap is never made into sugar at all, but is reserved for syrup, the boiling being stopped before the proper consistency is obtained for sugar. The syrup is a very favourite substitute for molasses or golden syrup, of which large quantities are eaten in Canada and in the United States with hot buckwheat cakes, &c. The sugar itself is chiefly used by the habitants; indeed, they scarcely use any other. A favourite dish with them is a quantity of fresh cream with this sugar; it is very nourishing, but its saccharine properties are not as great as those of the common brown and other sugars.

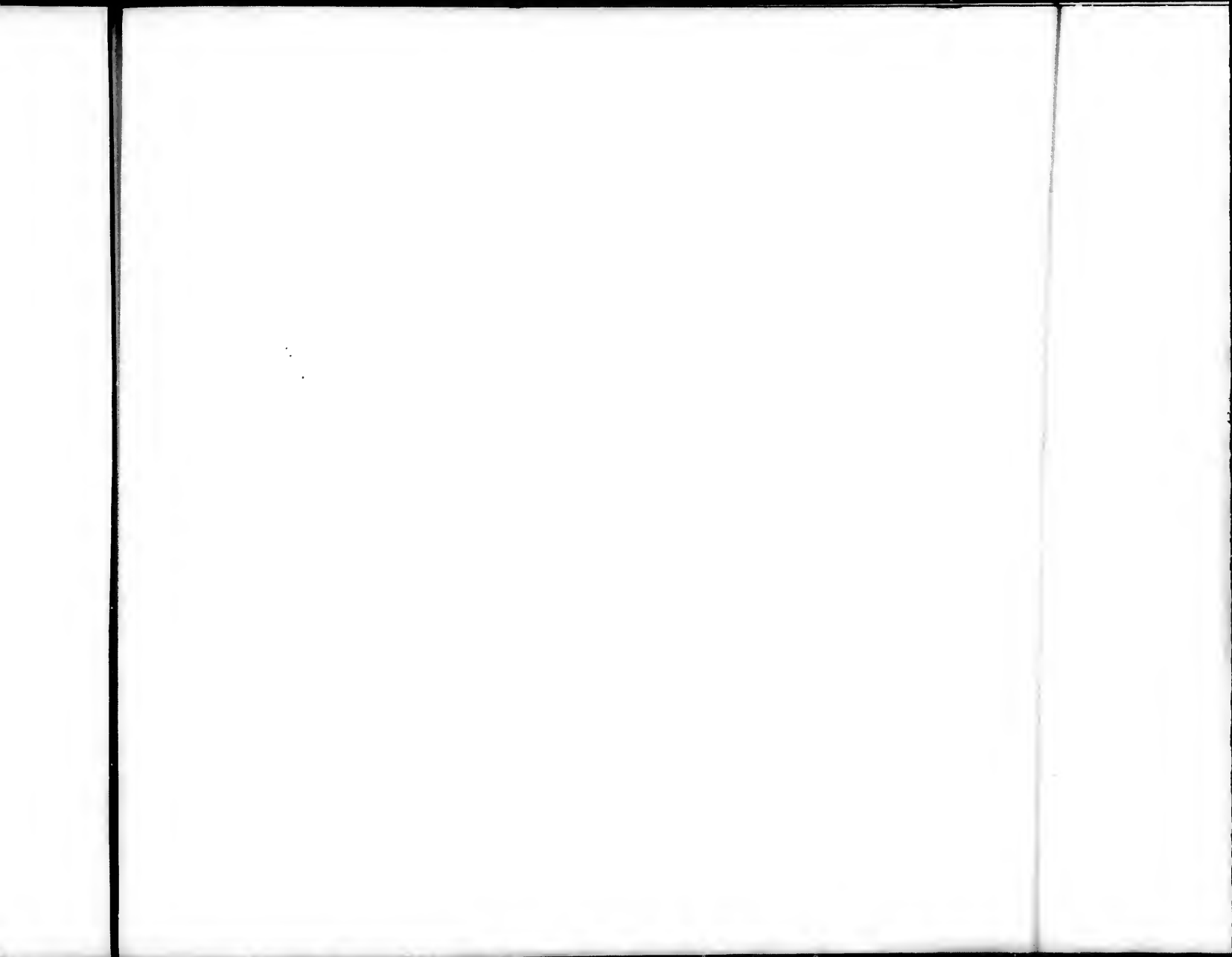
This may, however, probably be traced in a great degree to the want of care and knowledge in treating the sap. This when first

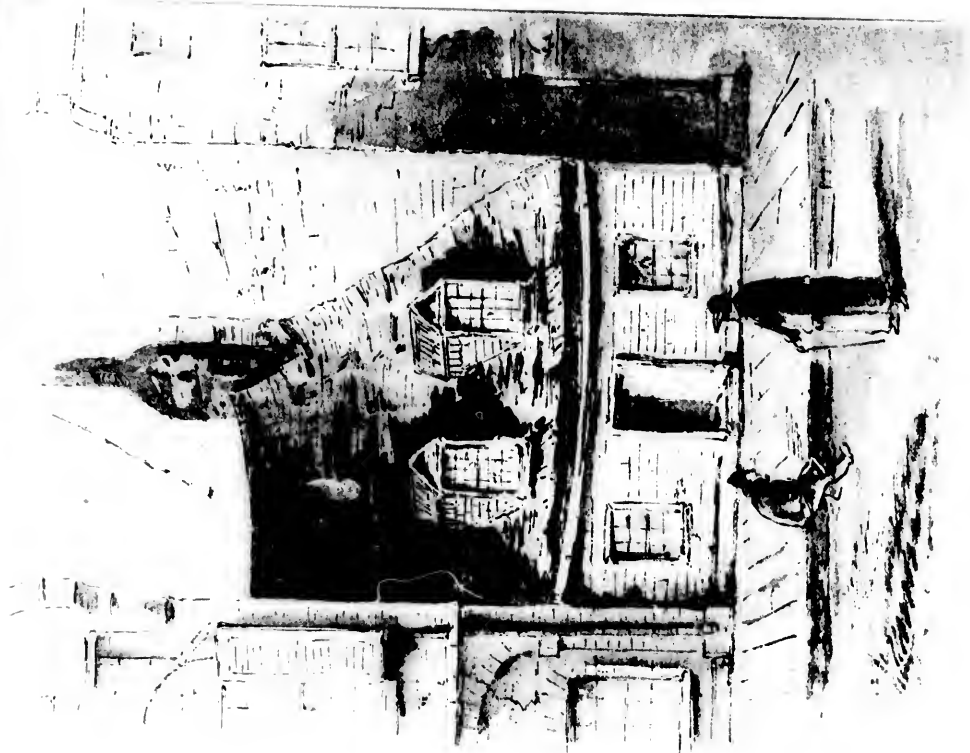
* The time varies with localities and seasons.

drawn is an almost pure, though very dilute, solution of cane sugar, the impurity usually consisting of a slight trace of tartrate of lime. This solution, from want of skill in the manufacture, is changed into a strong grape sugar, not so delicate, and only two-fifths as sweet. It is confidently stated that were the orifice in the tree protected from exposure to light and air, the tin buckets and tubs kept scrupulously clean, and supplied with close-fitting covers, the sap at each transfer passed through flannel strainers, and converted into syrup in the shortest possible space of time, and

with the least possible reboiling, the tartrate of lime would practically be removed from the syrup, and a vast improvement be found, both in the sweetness and delicacy of the sugar.

If the trees are deprived of their sap annually they soon die. But that this should in some cases be done is the less surprising when we reflect that many a farmer has been known to cut down his maple trees and to sell them for a trifle for fuel, though a maple sugary well managed is one of the most profitable branches of Canadian farming.





WORLD'S FAIR - 1893

OLD HOUSE IN ST. LEWIS STREET.

THIS "old house," with its long, sloping, shingled roof, huge chimney, dormer windows, low walls, projecting eaves, little casements, and low door is situated in St. Lewis Street. It is curious, not only on account of its antiquity and mediæval appearance, but because, as is alleged, to it the body of Brigadier-General Montgomery was conveyed after his death, on the 31st December, 1775, nearly a century ago.

Richard Montgomery was a gentleman of good family in the North of Ireland, and as a captain in the 17th Regiment of Foot, had fought under Wolfe on the Plains of Abraham. He afterwards married a daughter of Judge Livingston, of Livingston Manor, on the North River, imbibed the politics of his father-in-law's family, and joined the cause of the colonists against the mother-country.

When Canada was invaded by the forces of the American Congress in 1775, nearly all the regular troops had been removed to Boston. On the 17th of September of that year, Brigadier-General Montgomery besieged the fort of St. John, which after a gallant defence surrendered on the 3rd of November, the garrison marching out with the honours of war. Montreal, which was entirely defenceless, capitulated nine days later.

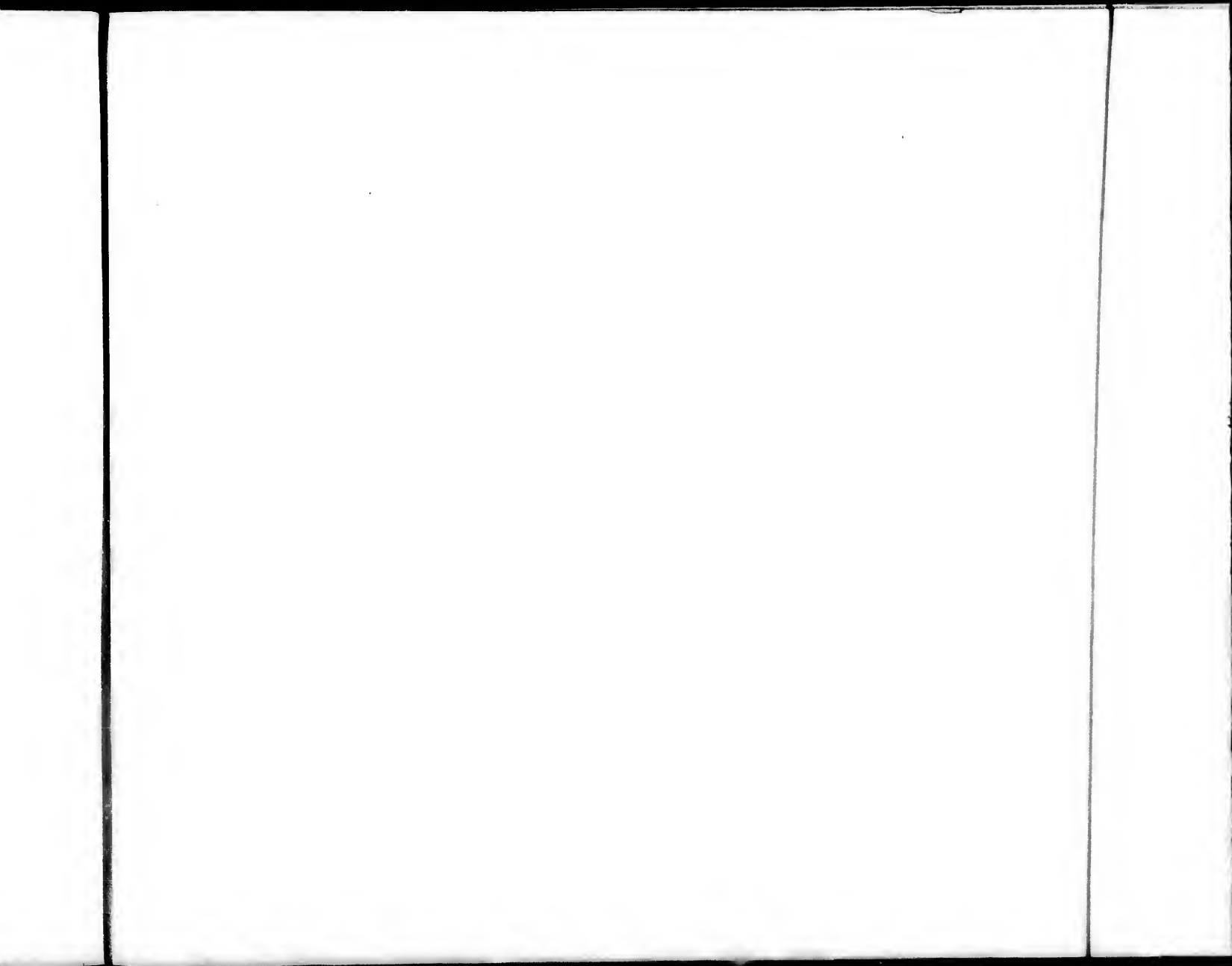
Meantime Colonel Arnold, an officer in the service of the Congress, with about 1100 men, forced his way, notwithstanding all natural impediments, frequent accidents, and the desertion of one-third of his number, from Boston in thirty-two days, by Lake Megantic and the Chaudière River, to Point Lévis, where he arrived on the 9th of November. In the night of the 13th—14th November he crossed the St. Lawrence without being observed, with 500 men, and landing at Wolfe's Cove, established himself on the St. Foy and adjacent roads.

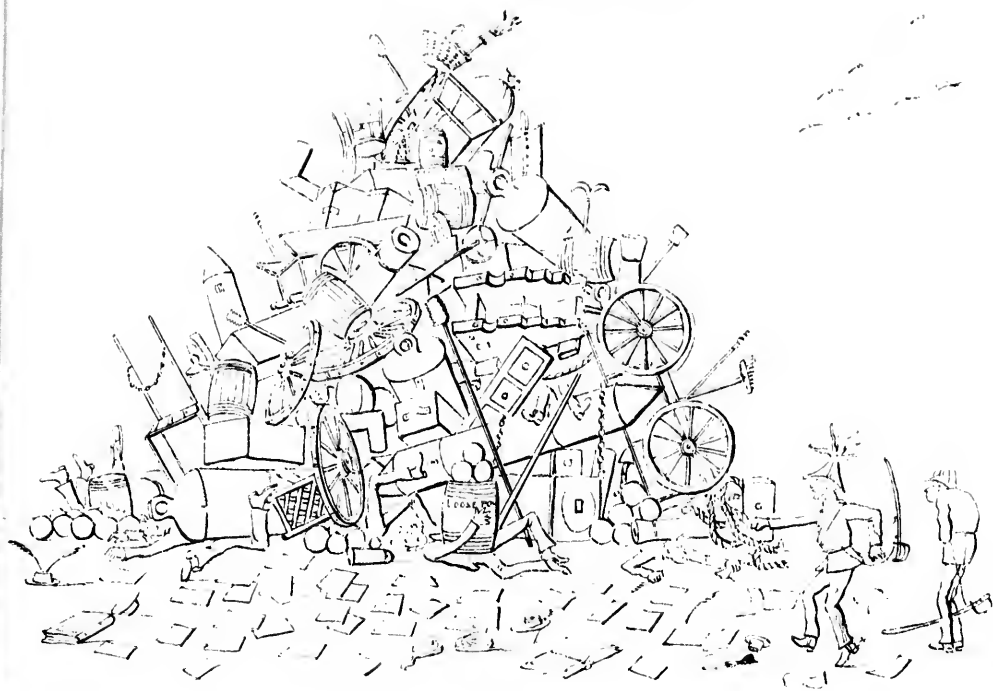
On the 1st of December Montgomery arrived from Montreal and took command. General Carleton was at this time Governor of Quebec, and Colonel Allan Maclean in immediate command of the garrison. This consisted of about 1800 men of all arms, including detachments of the Royal Artillery, Royal Fusiliers, 84th Regiment, Militia, Canadians, 400 seamen, masters and mates, marines and artificers. The blockade was maintained throughout December, when Montgomery resolved on a night attack. This took place on the 31st of December, during a violent snow-storm, and was led by Montgomery and Arnold. But at day-break the storming-party under Montgomery was discovered and fired upon by

the guard, which caused a precipitate retreat. Thirteen bodies were in the morning found in the snow, among which were those of Montgomery and his two aides-de-camp. An inscription on the rock now marks where Montgomery fell. The attack of Arnold was equally unsuccessful, and he himself was wounded. He, however, continued the siege until May 1776, when on the arrival of ships-of-war from England, he at once retired. Mont-

gomery was buried a little way within the St. Lewis Gate; but in 1818 his remains were disinterred and conveyed by his widow to New York.*

* These details regarding Brigadier-General Montgomery are abbreviated from a pamphlet entitled "The Sword of Brigadier-General Montgomery;" a Memoir, compiled by J. M. Le Moine, Esq., of Spencer Grange, near Quebec. Printed by Messrs. Middleton and Dawson, Quebec, 1870.





THE EVACUATION OF QUEBEC.

IHAVE spoken to C—— in vain about this sketch. He *will* have that it is exactly what he saw, and that any one who was at Quebec at the time will recognise its truth. He says, when I press him further, "Quorum pars magna fui," and I know that he *had* something to do with the shipping of stores when the troops were concentrated at Halifax in 1871. Popularly he is supposed to be the individual at the extreme corner of the sketch, who has evidently been getting "toko for yam;" and it *is* said (but hush! speak with bated breath), that the next figure is the C-ntr-l-r, or even the G-n-r-l himself.

I have begged C—— further to consider how impossible it would be for any one, let alone an Assistant C-ntr-l-r, to live with that weight of loose powder on his "innards," or under a 32-pr. or even a 12-pr. brass howitzer, or a pile of shot, or the wheel of a sling wagon, or with his legs hanging over a pontoon, even supposing he could remain in so ridiculous a position. And I have pointed out that the way in which the most valuable "mili-

tary stores," foolscap, red-tape, ledgers, correspondence, and such like, are scattered on the ground, may convey a very wrong impression, and worse moral. But all that I can get from him is, 1st, "Exegi monumentum tere perennius. Horace, old fellow." 2ndly, That he has kept to the triangular form in accordance with the strict rules of art. 3rdly, That it's "all right;" and 4thly, That he *can't* and *won't* alter it.

In his more reasonable moments C—— says in a soothing tone that this sketch is an allegory, and meant to commemorate the pressure of work occasioned by the evacuation of Quebec, and the successful arrangements made to overcome it. When I tell him that no one will so understand the sketch, he replies, with a faint smile, and the most provoking and self-satisfied air, that the object intended must be obvious to the meanest capacity, because "birds of a feather flock together;" but the wild geese in the sketch are manifestly flying away from and not towards the scene of action.

TIDE ST. LAWRENCE—QUEBEC.

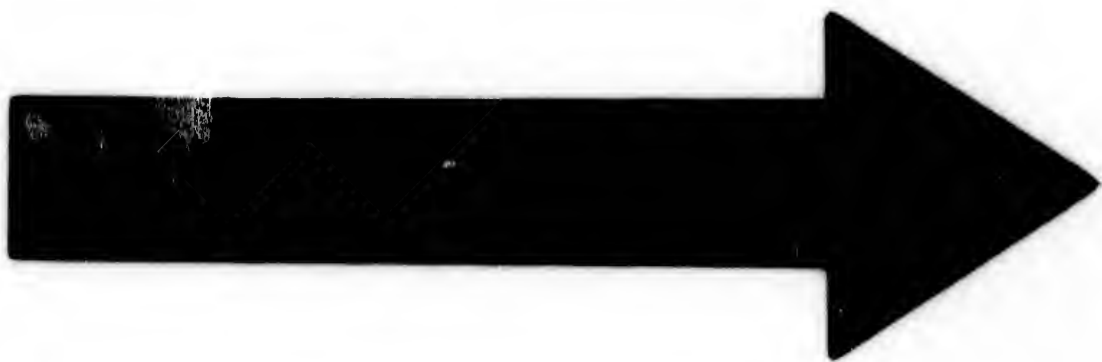
WE do not envy the man who can descend the St. Lawrence without being strangely moved. A king among rivers it rolls forth from Lake Ontario, at once a mighty stream. Thence past Gananoque, amid the beautiful Thousand Islands, by lovely Brockville to Prescott and Cornwall, down the rushing rapids and across the wide lakes to Vaudreuil, Lachine, Indian-Cauchma-waga, and Montreal, 170 miles away from the Lake Ontario shore opposite Kingston. Then through level banks and winding reaches and fresh lakes past Strel, and away another 160 or 170 miles to Quebec; and once again 230 miles to where the Gulf begins, the dividing line extending from Cape Chat on the south, to Pointe des Monts on the north shore, a distance of twenty-eight miles across.

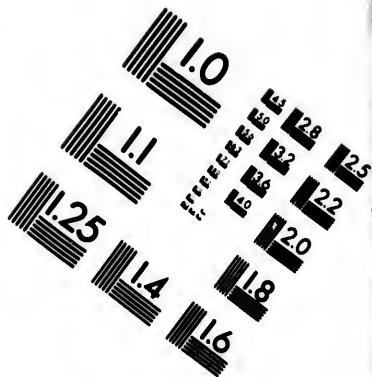
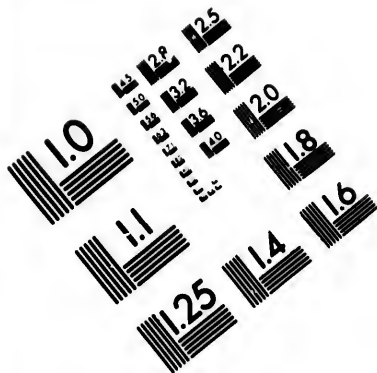
As you ascend the river from the Gulf, keeping by the south bank, the distant mountains are very fine, and now and then on clear days you catch glimpses of the far away ranges on the north bank. At Father Point, sixty-four miles above Cape Chat, the river pilot is taken. Thence you pass one beautiful landscape after another, the northern shore as you ascend becoming far the finer of the two. It may serve to give some idea of its magnitude

if we mention that ninety miles below Quebec, and therefore about 110 miles from its mouth, the river is nearly the width of the English Channel between Dover and Calais, and that the tidal waters run to between seventy and eighty miles above Quebec, or about 300 miles from the river's mouth; the total length of the river from Lake Ontario to the sea being about 560 miles. The St. Lawrence carries off the superfluous waters of Lakes Michigan, Superior, Huron, St. Claire, and Erie, which form the Niagara Falls, and pass by the Niagara River into Lake Ontario, whose waters, with those of the enormous tracts of country thus drained, and of the vast area from Kingston to the Gulf, all find their way to the Ocean by the St. Lawrence. Yet such is the formation of part of the country, that a little difference in level would divert all the waters above Lake St. Claire from an eastern to a westward course, from the St. Lawrence to the Mississippi.

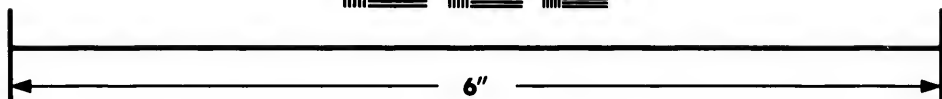
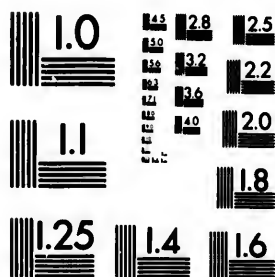
In its course the St. Lawrence is joined at Vaudreuil, about twenty miles above Montreal, by the "Big River," or River "Ottawa." A little way above the junction are the village and rapids of St. Anne on the Ottawa; the river destined to be the







**IMAGE EVALUATION
TEST TARGET (MT-3)**

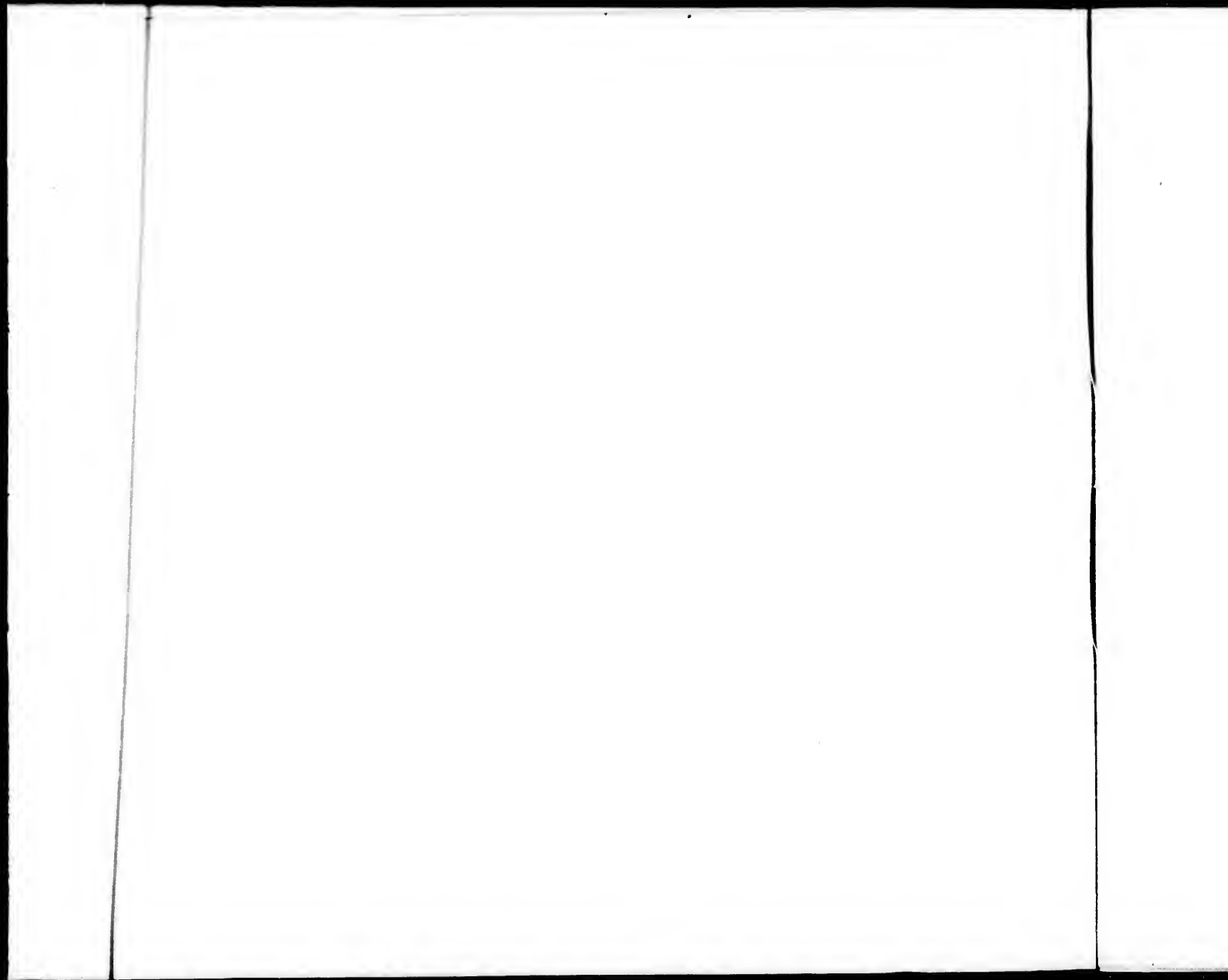


**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

0
16
18
20
22
25
28
32
36
40

ii
01
16
20



rival of the St. Lawrence for the transport of the traffic from the far west. At St. Anne was written by Tom Moore,* the universally known "Row, brothers, row;" and at St. Anne the Grand Trunk Railway crosses the river by a bridge beneath which the rapids run their headlong course. In addition to those of the Ottawa, the St. Lawrence receives the waters of many great rivers, which have already been fed by long and deep tributaries. We do not wonder that much as Canadians admire many things at home, they are lost in amazement at the funny little rills which we there call rivers.

The finest rapids in the St. Lawrence are the Long Sault and Cedar, and the Lachine. In the spring of 1869, the steamer *Grecian* was wrecked in the Cedar rapid with a battery of Royal Artillery on board, and some scanty remains of her are to be seen to this day. All on board escaped with life, except one man, who jumped overboard and was drowned. A rapid resembles little what at any rate we in our childhood had conceived it to be like. It is always heralded and followed by swirls in the waters, and smooth glassy circles as if oil had been poured on the river. As

* In August 1804. The original air was in two sharps, and the words sung to it were

" En revenant d'un boulanger
Dans mon chemin j'ai rencontré
Deux cavaliers très bien montés."

See vol. i. page 173, and vol. vii. page 102 of *Memoirs, &c.*, of Thomas Moore, edited by the Right Honourable Lord John Russell, M.P. Longman and Co., 1856. The original air is given in the latter place referred to.

you near the rapid its aspect more resembles that of a heavy surf rolling on to a beach than anything else which we can compare it to, the waves appearing to run contrary to the course of the stream. As you enter the rapid, if in a steamer, the steam is usually shut off, yet you rush tossing with frightful rapidity past islands and rocks, incessantly changing your course, as the boiling waters leap around you. The descent requires the nicest and most practised steering. Ascending steamers and other craft pass the rapids by canals and locks.

Mighty as is the St. Lawrence, the frost of Canada is mightier, and all navigation is suspended during the winter; as indeed nearly all heavy traffic along its banks would be were it not for that greatly abused and greatly used line, the Grand Trunk Railway. How that surmounts as well as it does the difficulties it so often has to encounter, is a marvel.

The two first and the last sketches in this volume give a full idea of the harbour and anchorage of Quebec at, as has been said, about 230 miles from the sea. Looking east from Spencer Wood, one just catches the points of Levis and the Isle of Orleans, which come more fully into view in the last sketch. Between Spencer Wood and the north shore opposite the Island of Orleans, lies Quebec, as seen in the second sketch. Under the heights of Spencer Wood, and between it and the Citadel, is where Wolfe landed, and above are the Plains of Abraham; and all along this and the opposite shore of Levis are the vast lumber yards of Quebec.

Lumbering has been for years, and still is, the great trade of Quebec. Lumber in North America is the generic name for every description of timber that has not been worked up into some article. The trade is carried out on an immense scale, and furnishes employment to an enormous capital, and to great numbers of men. It would be out of place to give more than a very brief description of this business here, but we must not altogether omit it.

The timber limits are vast tracts of country held under license from the Crown, at a fine or bonus of from five dollars to forty dollars per square mile, an annual ground rent of two dollars per square mile, and a duty on all timber cut. The tenure is a kind of lease "en perpétuité," while the holders fulfil all its conditions.

With the arrival of winter, the lumbermen proceed to the limits in gangs, each under a foreman, parties having been sent in advance to secure fodder for the cattle employed in hauling the lumber, &c. The gangs live in log shanties, covered with bark, the sleeping bunks or berths being round the sides, and the fireplace in the centre, with a hole above it in the roof for the escape of the smoke. Their food consists of salt pork, beef, flour, molasses, beans, peas, sugar, and boiled tea. All spirits are forbidden.

The necessary roads having been cleared to the watercourses which intersect the scene of operations, the gangs proceed to fell the trees. This is done with wonderful rapidity with axes of a

peculiar shape. A large tree will be cut down in about three quarters of an hour. As soon as it has fallen it is stripped of its branches, and cut into various lengths for saw-logs (twelve feet is a common length), or taken in hand by the scorers, by whom and the hewers the four sides are soon brought into smooth surfaces. The logs or square timber are then hauled by oxen and horses to the watercourses. This continues as long as the snow-roads are sufficiently good.

When with the spring-thaws the snow melts, and the waters rush off in freshets, the more buoyant owing to their extreme coldness, then commences what is called the "drive." This begins generally in the end of April or early part of May, and on some rivers lasts nearly all the summer. It consists in shepherding, if one may use the expression, the logs and timber down the watercourses to the rivers, often over great distances, and amidst constant obstacles from setting, or grounding, or jamming. The last, when the logs get massed together, is perhaps the worst, and can sometimes only be got over by cutting through the logs where the jam centers, a very perilous and sometimes fatal work. An opposite and perhaps even greater trouble than a jam occurs when the waters do not rise sufficiently to float the logs, and they lie stranded in the watercourses, and require the most incessant watching and labour to get them down, even if this can be done at all.

When the logs arrive at the rivers they are collected together

by booms, and formed into "cribs," by fastening a number together. These cribs or small rafts are then guided down the streams, each by its own crew, who live upon it. As soon as the rivers will admit of it, a number of these cribs are bound together by twisted flexible rods or withes, and formed into one raft, which becomes the lumberer's home for weeks or even months. Houses and fire-places are built upon it, and it is provided with many huge oars, and sails, and the necessary appliances for steering and anchoring.

In the old times the logs were allowed to make the best way they could over the Falls, and great numbers were thus rendered useless. Now, at the principal points, "slides" have been made, by cutting passages through the rocks round the Falls, and thus forming inclined planes floored and lined with wood. Down these sufficient water is allowed to run to enable the cribs to descend rapidly in safety, until meeting the floating timber-aprons secured to the foot of the slide, the cribs glide off upon the river, are reunited again into rafts, and floated on until finally landed; the timber at the shipping places, and the logs at the mills to be sawn into lumber and planks, and in some cases manufactured into doors, windows, shingles, and even matches.

Business contracts are usually made in the autumn and winter. At Quebec the large exporting firms buy from the manufacturers of square timber both white and red pine (soft wood) and hawl wood, which is supplied from limits hundreds

and hundreds of miles away, and also sawed lumber, such as deals, &c. In some instances the manufacturers are themselves very large exporters. Nine-tenths of the square timber and three-inch deals go from Quebec to the home market.

It is confidently stated that since the Reciprocity Treaty expired in 1865 nearly all the export lumber trade which the United States had from their seaports to the South American and Australian markets has reverted to the ports of Montreal and Quebec.

Another trade in which Quebec did a great business was the building of wooden ships. This had almost died out, but it is satisfactory to know that it is reviving, and not unlikely, from present appearances, to increase.

Quebec has been through a period of depression, but there is every reason to believe that such times are passing, or have passed away. The growth of manufactories, the increased attention given to the fisheries, the coming North Shore Railway and its tributaries, and the ever-increasing travel and traffic from Europe, the United States, and the great Far West, all point to that growth and prosperity which the position of Quebec appears naturally to command. Were we fortunate enough to be owners of property in Quebec we think that we should be "holders."

The great mistake that people make in visiting Canada is that they come in summer, and rush through the country and imagine that they have seen and are acquainted with it. Whereas almost

all the peculiarities exist in the winter. Then it is that their national dress, habits, necessities, contrivances, work (to a very great extent), amusements, and frank, genuine, kind hospitality come to light. No one can know anything of Canada who has not passed at least one winter in it.

And how few comparatively do know anything of Canada. How few could tell whether Montreal is east or west or north or south of Quebec, or which is the larger city, or where or what Ottawa is. How few know that the Dominion of Canada is the third maritime nation in the world, and boasts under one firm alone a fleet of merchant steamers second to none in the world; that she has a population of between 3,000,000 and 4,000,000; that she extends from the Atlantic to the Pacific; that even now her canals are marvels of utility, and are yearly being enlarged and improved to try and meet the ever-growing trade from Europe and the West; that while England herself has only between 14,000 and 15,000 miles of railway, and France only between 10,000 and 11,000 miles, Canada has already upwards of 3000

miles, and will soon have nearly 5000 miles, independently of the line which she is pledged to construct within the next ten years, to span the continent and to connect the two great oceans. That within her territories lie not only unlimited woods for the lumberer, and lands for the emigrant, but vast stores of minerals and coal. And last, not least, that within her beat hearts as truly English as any that beat at home.

Whatever may have been the hurry and work which so attracted C----'s attention, as shown in the preceding sketch, all, as seen in that before us, is now peaceful and quiet enough at Quebec. The last of the autumn fleet are homeward bound, and the last belated raft is close to its yard; a little more and winter will be on us. And off the point of the Island of Orleans, passing down by the south channel, steams H.M.S. the *Orontes* with the best garrison of Quebec. In our ears still linger the soft sad strains from the band, "Good-bye, sweethearts, good-bye." Farewell;—but not we hope for ever; not we hope for long;—farewell Canada, farewell Quebec.

THE END.

