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The Annals
of the
Port of Quebec
1535-1900



SIR JAMES M. LEMOINE,
F. R. S. C.

QUEBEC:
THE CHRONICLE PRINTING COMPANY
1901

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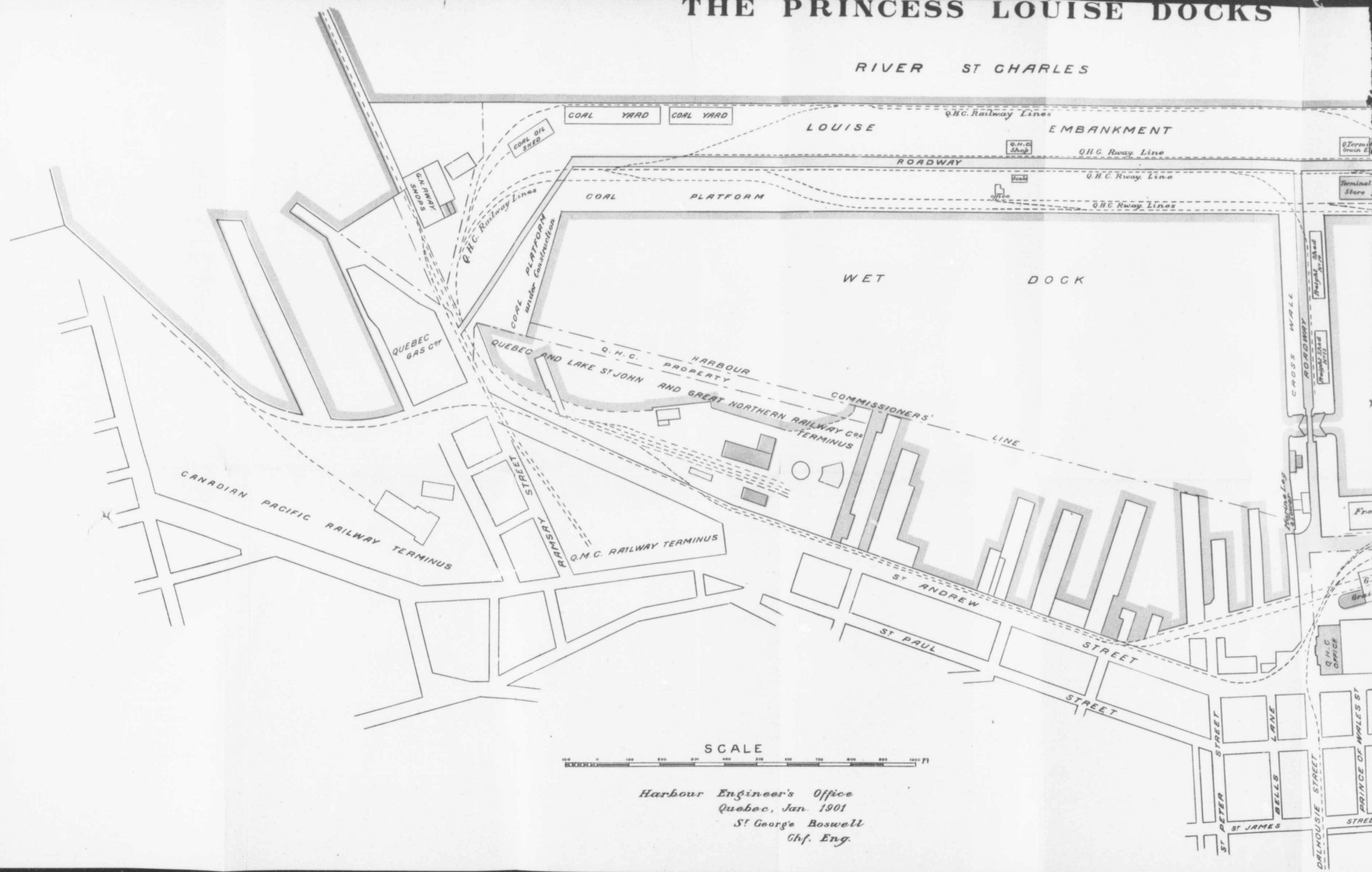
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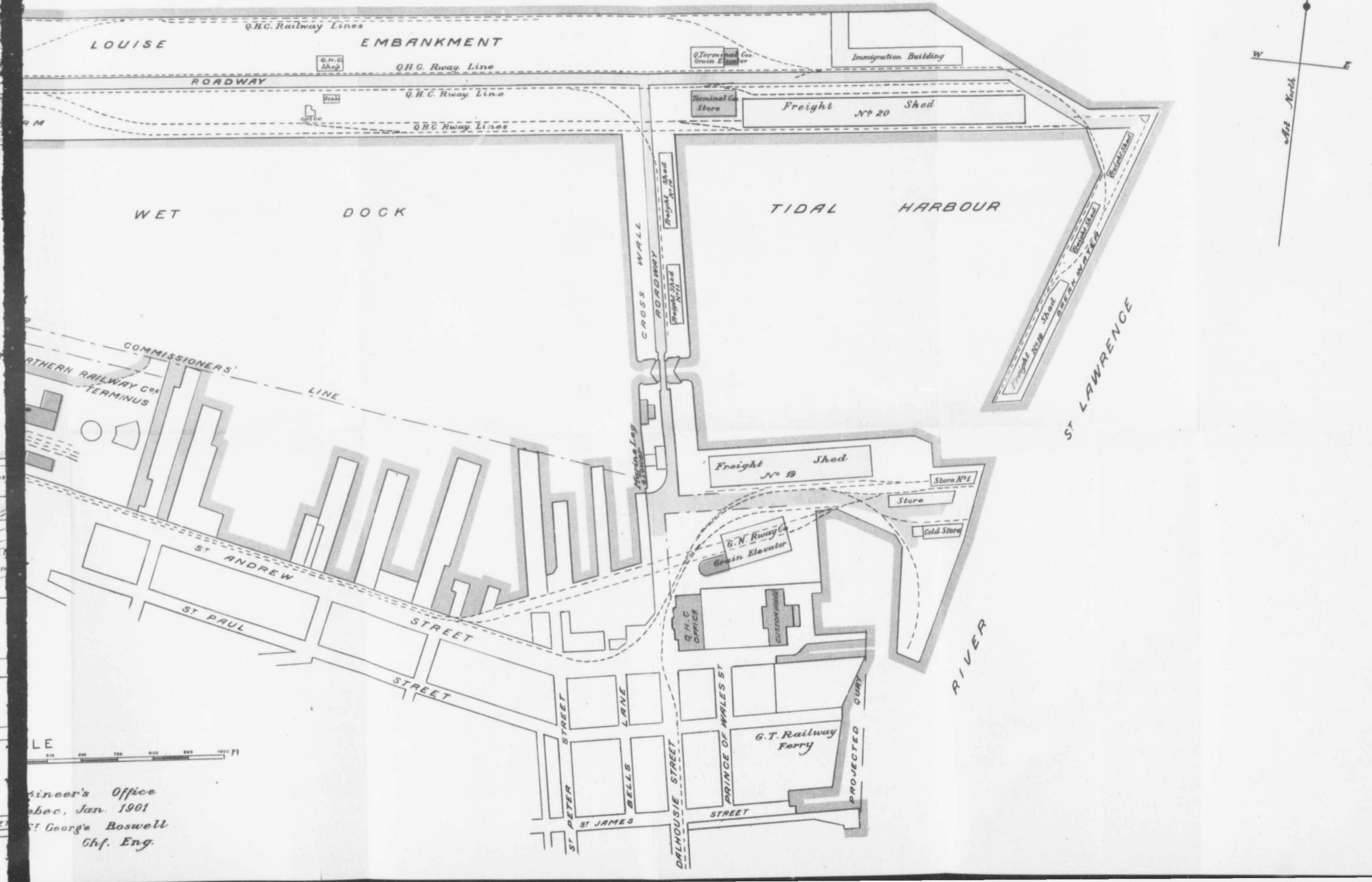
THE PRINCESS LOUISE DOCKS

RIVER ST CHARLES



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RIVER ST CHARLES



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THE PORT OF QUEBEC

ITS ANNALS

1535-1900

— BY —

SIR JAMES McPHERSON LeMOINE

AUTHOR OF

QUEBEC, PAST AND PRESENT
PICTURESQUE QUEBEC

MAPLE LEAVES: HISTORICAL SKETCHES
THE CHRONICLES OF THE ST. LAWRENCE
THE EXPLORATIONS OF THE LOWER ST. LAWRENCE
THE LEGENDS OF THE ST. LAWRENCE, &c.



QUEBEC:

THE CHRONICLE PRINTING COMPANY

1901

TO MY FELLOW-CITIZENS

THESE PAGES
ARE CORDIALLY INSCRIBED.

THE AUTHOR.

Spencer Grange,
Quebec, 1st May, 1901.

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THE PORT OF QUEBEC

ITS ANNALS

1535-1900

Chap. I

ARRIVAL OF THE *Grande Hermine*, *Petite Hermine* AND *Emerillon*
AT STADACONA QUEBEC, 14TH SEPTEMBER, 1535.

1535—Our port annals take one pretty far back in the dim past. Useless to scan Lloyd's Shipping List, or any marine almanac of the period for the mention of the "First Arrivals from Sea," at Quebec, on the 14th September, 1535; the three pioneer exploring vessels, bearing the white flag of France:—*La Grande Hermine*, 120 tons, Jacques-Cartier, master. *La Petite Hermine*, 60 tons, Mace Jalobert, master. *L'Émérillon*, 40 tons, Guillaume Le Breton-Bastille, master, direct from St. Malo, France.

All three had reached in safety, their destination, without the assistance of pilots, light-houses, beacons, buoys, alarm guns, despite the shoals, ledges, and flats of the Lower St. Lawrence, now shorn of their terrors by the recent lighting and buoying of our noble river.

All three unannounced by telegraph; no quarantine to order *pratique*, nor customs officers to overhaul their manifests.

Great had been the surprise ; nay, the alarm in the Indian village on the heights, Stadacona ; not less the anxiety of the Chief Donnacona and of his crafty nephew, Taignoagny, on contemplating the white sails and black hulls, and the " foreign devils," 110 all told, crowding on the decks of the unwelcomed craft. Still greater their terror when Cartier's big guns roared out a salute, which echo repeated from hill to dale along the St. Lawrence.

The occasion required the convocation of an Indian Council. Donnacona called together his braves ; an address and offerings were tendered by the great Chief, with 500 followers. This brought back a reply and presents for the Redskins.

Such, three hundred and sixty-five years ago, was the birth of European civilization at the harbor of Quebec.

Soon the sons of the forest had made up their minds, that the untoward event might be used to their advantage, and if the strangers could be induced to tarry long enough, a profitable traffic or barter might spring up.

Capt. Cartier, however, engrossed in discoveries, was bent on pushing further up the river, and openly asserted his intention of exploring the other Indian village—Hochelaga—one hundred and eighty miles west of his present location, and of which his Indian hosts had furnished him with an account.

The 18th of September—four days later, was the date fixed on for his departure, taking his two largest ships and anchoring them at the mouth of the Lairet stream, which enters the St. Charles River, one mile to the north-west, he resolved to face the perils of the unexplored ascent to Hochelaga—with his smallest vessel—the *Emérillon* only. Had a little bird whispered in the ear of the brave mariner that his resolve was wise, as the tortuous and narrow channel was not a safe place for big ships. His determination

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did not suit the Stadacona folks. Indian eloquence was tried to dissuade him by a vivid and exaggerated portraiture of the dangers of the route and the inhospitable climate of Hochelaga. Indian eloquence failed to move the earnest explorer ; a singular stratagem was devised by the Redskins to terrify the French discoverers, but all in vain.

Let us allow Cartier's biographer to describe this quaint stratagem, which old Richard Hackluyt calls "a prettie sleight or pollicie," intended to produce by fear that which arguments could not effect.

"On the 18th September, 1535, they caused three of their fellows, covered with skins, having horns on their heads, and their faces hideously besmirched to represent emissaries of their god, Cudragny, secretly to put out in a canoe in the middle of the stream. The rest remained hidden in the woods, waiting for the rising of the tide, at which time only boats could approach the vessels. The hour having arrived, the Indians emerged from the wood and gathered about the bank of the river, as was their wont to do. Cartier, not suspecting anything, called out to Taignoagny, asking if he wanted to come on board, to which the latter replied that he would come later. Just then the boat with the 'devils' emerged from the gloom and approached the ships. As it was passing them to go towards the shore, up rose the demons, the middle one of whom, gazing steadfastly before him, as though reading the future, delivered his message in sonorous tones, but without making any stop. On the boat touching the shore Donnacona and his people made a rush towards it, but just as they reached the spot the 'devils' suddenly fell prostrate and lay as dead, whereupon the Indians carried them into the wood near by, where they were revived and again delivered their warning. The French could plainly hear all

this commotion from their ships, but could not divine its purport."..... Cartier, seeing their excitement, enquired the cause, whereupon they informed him that their god Cudragny had sent his messengers to inform the French that there was so much ice and snow at Hochelaga that whoever would be fool-hardy enough to go there would freeze to death. At this the French laughed heartily and prepared for the mysterious voyage to Hochelaga—now the great city of Montreal—in the diminutive *Emérillon*.

Such the proceedings of the first Europeans—seen by the Indians of Stadacona, on the 18th September, 1535.

Chap. II

Emerillon SAILS FOR HOCHELAGA (MONTREAL); ARRIVAL AND RECEPTION OF JACQUES-CARTIER THERE—RETURNS TO STADAONA, WINTERS AT QUEBEC, ON SHORE OF RIVER ST. CHARLES—RETURNS TO CANADA IN 1541—WINTERS WITH THREE SHIPS, AT CAP ROUGE, NEAR QUEBEC.

FOUNDATION OF QUEBEC BY SAMUEL DE CHAMPLAIN, 3RD JULY, 1608.

We left Jacques Cartier and his sturdy crew wending their course by water to Hochelaga, the Huron palisaded town, on whose site is partly built the grand commercial metropolis of Canada. On his return from his western exploring tour to Stadacona, Cartier decided to winter here and caused to be erected as a protection against Indian aggression a fort close to the spot where his ship, *La Petite Hermine*, lay at Hare Point, on the St. Charles River. During the long, dreary winter months' cold, dysentery and scurvy decimated his crew, though the latter ailment ceded to the influence of a decoction of white spruce. On the 3rd May, 1536, being the feast of the Holy Cross, he had erected a cross, thirty-five feet high, on which were hung a shield bearing the lilies of France and underneath the inscription "Franciscus Primus, Dei Gracia Francorum. Rex Regnat."

On the 6th May he set sail for his native land, carrying with him six of the natives, amongst them the Supreme Chief Donnacona, who had treated him so kindly on his arrival in September preceding. This treacherous proceeding was seemingly dictated by Cartier's desire to produce to his royal master living exhibits of his

discoveries, somewhat in the fashion of several of the other great discoverers of the period—Drake and others—

1541—A lapse of six summers will now intervene without any record of arrivals from sea in our port. “Nox alta velat.”

In August of that year 1541 the inmates of Stadacona, so treacherously despoiled of their loved Chief Donnacona, saw a French squadron of five vessels rounding the Point of Levi—Admiral Jacques Cartier in command. One is our old friend *L'Émérillon*, another bears the name of *L'Hermine*, probably the *Grande Hermine* of 1535.

Agona, the new Chief's greeting, was too demonstrative in Cartier's eyes. Was treachery, or possibly revenge, lurking in the mind of the savage on learning from Jacques Cartier that Donnacona, instead of being brought home to his tribe, “after twelve moons,” as was promised, had died in France.”

The St. Malo mariner deeming it prudent to give Stadacona a wide berth, sailed up the river nine miles and landed, it is generally supposed, at Cap Rouge, where he had land cleared, and built two fortified forts—one on the summit of the cliff, facing the St. Augustin stream, the other on the beach below, to protect his ships. He called the place Charlesbourg Royal, after Charles, Duke of Orleans, son of the French King.

Cartier caused his five ships to be brought up to the entrance of this little river, in which he placed three of them, leaving the other two in the main river, in readiness to return to France, with letters to the King, informing him of their proceedings, and of the non-arrival of Roberval, his superior in rank, who, it appears, only sailed from Rochelle for Canada on the 16th April, 1542, the year following. The presence of his ships in our harbour is but obscurely alluded to by historians.

Cartier's subsequent brilliant career pertains to the domain of history, and is not in anywise identified with the annals of our port, except perhaps the startling discovery, in 1843, embeded in the mud at the confluence of the Lairet stream, of what was thought to be the decayed hulk of *La Petite Hermine*.

1626—From 1541 the maritime chronicles of our port are shrouded in cimmerician darkness. No record exists. Doubtless the savage Lords of Stadacona, Hochelaga, and intervening Indian towns, when not revelling in internecine wars, paddled their canoes up and down our historic stream, and during the summer months beached them in the numerous sheltered coves and indentations under our rocky heights.*

Though Tadousac, a trading port on the St. Lawrence, 120 miles lower than Quebec, had been for years much frequented by the Basque, Norman and Breton fishermen and traders in quest of whales, and later, on account of the remunerative traffic with the North Shore Indians, for their furs, there is no record of any European craft ascending the St. Lawrence as high as Quebec, from 1543 to 1603. Frs. Parkman describes as follows the passage to Quebec and westward of Samuel de Champlain and Pontgrave: "Armed with a letter to Pontgrave, Champlain set forth for Honfleur (France). Here he found his destined companion, and embarking with him they spread their sails for the west.

Like specks on the broad bosom of the waters, the two pigmy vessels held their course up the lonely St.

* On the summit of the lofty cape at Cap Rouge, in the vicinity of the spot where Cartier and Roberval wintered (1541-2-3), the late Henry Atkinson, in 1820, built a picturesque cottage, which he inhabited in summer, and which had until 1845 as occupant his brother William, and later George W. Osborne (Atkinson, Osborne & Co.) and Lt.-Col. J. Bell Forsyth. At present it is tenanted during the summer months by Mr. Nicholas Flood, Manager of the St. Lawrence Wharf and Pier Co.

Lawrence. They passed abandoned Tadousac, the channel of Orleans, and the gleaming sheet of Montmorency. They passed the tenantless rock of Quebec, the wide lake of St. Peter and its crowded archipelago, till now the mountain reared before them, its rounded shoulder above the forest-plain of Montreal. All was solitude—Hochelaga had vanished, and of the savage population that Cartier had found here, sixty-eight years before, no trace remained. In its place were a few wandering Algonquins of different tongue and lineage.”

We shall not follow the footsteps of the brave explorer pending his sojourn in Acadia and return to France, but again allow that brilliant word-painter Francis Parkman, to describe the arrival of Samuel de Champlain—the immortal founder of our city—at Quebec, five years later, in July, 1608.

“A lonely ship sailed up the St. Lawrence. The white whales floundering on the Bay of Tadousac, and the wild duck diving in the foaming prow drew near—there was no life but these in all that watery solitude, twenty miles from shore to shore. The ship was from Honfleur, and was commanded by Samuel de Champlain. He was the Æneas of a distant people, and in her womb lay the embryo life of Canada. Above the point of the Island of Orleans, a constriction of the vast channel narrows it to a mile; on one hand, the green heights of Point Levis, on the other, the cliffs of Quebec. Here a small stream, the St. Charles, enters the St. Lawrence, and in the angle between them rises the promontory, on two sides a natural fortress. Land among the walnut trees that formed a belt between the cliffs and the St. Lawrence, climb the steep height, now bearing aloft its ponderous load of churches, convents, dwellings, ramparts and batteries, there was an accessible point, a rough passage, gullied, downwards

where Prescott Gate once opened on the Lower Town. Mount to the highest summit, Cape Diamond, now zig-zagged with warlike masonry. Two centuries and a half have quickened the solitude with swarming life, covered the deep bosom of the water with barge and steamer and gliding sail, and reared cities and villages on the site of forests ; but nothing can destroy the surpassing grandeur of the scene. Grasp the savin anchored in the fissure, lean over the brink of the precipice, and look downwards a little to the left, on the belt of woods which covers the strand between the water and the base of the cliffs. Here a gang of axe-men are at work, and Pointe Levi and Orleans echo the crash of falling trees. These axe-men were pioneers of an advancing host, advancing, it is true, with feeble and uncertain progress : priests, soldiers, peasants, feudal escutcheons, royal insignia.”

Thus, on a bright summer morning—the 3rd of July, 1608, was founded the Gibraltar of Canada—the “ walled city of the North.”

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Chap. III

FIRST SIEGE OF QUEBEC, BY ADMIRAL KIRKE, 29TH JULY, 1629—
HIS SHIPS, THE *George*, AND THE *Gervaise*, IN PORT.
SURRENDER OF CHAMPLAIN'S FORT TO KIRKE—ITS ARMAMENT.

1629-32, a misty period in our general history, but an eventful one at its opening and closing, for our port. The details of the surrender of Quebec, in 1629, to Capt. David Kirke, recently gleaned from the London Archives, by Mr. Henry Kirke, an Oxford graduate, are replete with tit-bits of antiquarian lore of quite an interesting character.

War between England and France was raging in 1629, and the conquest of Canada, a favorite topic in old England. A wealthy London Company styled the "Canada Merchants," deemed the time opportune, as Kirke says, "to make a clean sweep of the French settlements on this side of the Atlantic."

On the 25th March, 1629, a powerful fleet equipped by the latter was ready for sea. It consisted of the *Abigail*, Admiral David Kirke, 300 tons; the *William*, Captain Lewis Kirke, 200 tons; the *George*, Captain Thomas Kirke, 200 tons; the *Gervaise*, Captain Brewerton, 200 tons; besides two other ships and three pinnaces, all well manned and armed, and "furnished with Letters of Mark, under the broad seal of England."

This was David Kirke's third voyage to the St. Lawrence. Kirke ordering his brothers to visit Nova Scotia settlements, and afterwards to meet him at Tadousac, he himself, on the *Abigail*, and accompanied by another ship, sailed up the St. Lawrence to Tadousac, intending to make

that place his headquarters and place of rendez-vous in his subsequent operations.

The *George* and the *Gervaise* sailed up the St. Lawrence, and appeared before Quebec on the 9th July, 1629

The capture of the stores intended for Quebec had reduced the Governor, M. de Champlain, and his colony to the utmost distress.

After a few days' bombardment he found his food exhausted, his ammunition running low, his men dying of disease and hunger—they having been living for two months upon nothing but roots." Champlain having no other alternative, and no prospect of relief from any quarter, surrendered on the 9th August, 1629.

Captain Thomas Kirke, in the articles of capitulation granted, and which were ratified by his brother, Admiral David, agrees among other things to allow the French garrison to go out of Fort St. Louis with their arms, clothes, baggage and skins. "The soldiers, with their clothes and a beaver coat each." Fort St. Louis enlarged and rebuilt became in 1648 the Chateau St. Louis.

Our military readers, who may be curious to know what constituted the armament of the Fort, can consult an inventory subsequently drawn up by its brave ex-commander, Samuel de Champlain, on 9th November, 1629. "There was in that Fort, and habitation thereof, four brass pieces each weighing about 150 pounds, one piece of brass ordinance weighing 80 pounds, five iron boxes of shot for the five pieces of brass ordinance, two small iron pieces of ordinance weighing each eight cwt., six "murderers" with their double boxes or charges, one small piece of ordinance weighing about eighty pounds, forty-five small iron bullets for the service of the aforesaid, five brass pieces, six iron bullets for the service of the aforesaid, twenty-six brass pieces weighing only three pounds each, thirty or forty pounds of

gunpowder, all belonging to M. DeCaen, of Dieppe ; about thirty pounds of match belonging to the French Kinge's, thirteen whole and one broken musket belonging to the Kinge, five or six bushes five or six feet long, a piece belonging to the Kinge, five or six thousand leaden bullets, plate and bars of lead belonging to the Kinge, sixty corsets, whereof two are complete and pistol proof, two great brass pieces weighing eighty pounds, one pavillion to lodge about twenty men belonging to the Kinge, a smith-forge with appurtenances, all necessaries for a carpenter, all appurtenances of iron-work for a win-dmill, a hand-mill to grind corn, a brass bell belonging to the said Merchants, and about 2,500 to 3,000 beaver skins in the magazine, and some cases of knives ; and the Fort belonging to the Kinge, and the habitations and houses, then belonging to the said Merchants, were all left standing, and the inhabitants in these houses had some goods of their own in them, but what they were, he (Champlain) cannot express." Can any one tell us what style of arms was comprised under the head of "murderers" ?

Mr. Kirke furnishes curious details about the treatment the French prisoners, taken by Captain David Kirke, experienced in England, the most prominent of whom were Samuel de Champlain, the founder of Quebec, and "General de Caen," as he is now styled. DeCaen's statement to the Judge of Admiralty in England, is worthy of note. One of his chief complaints amounts to considering himself over fed. London stout and the roast beef of old England may have sat heavily on the stomach of a Frenchman used to frog stew and *vin ordinaire*. DeCaen grumbled also about his linen ; the Government wished to provide his quarters with an English laundress ; he fought hard against this invasion of his domicile by foreign females, saying "that his house had been much troubled with two women that

came thither, and having some suspicions of them he refused them entrance." Whether it was his supposed wealth and "elegant clothes" which attracted his persecutors is not stated.

We regret that the date when Charles I returned Quebec to France should not be given, though the King's commission to return it dates of 12th June 1633. Unfortunately for poor Captain Kirke, peace had been proclaimed between the two nations as early as the 24th April, 1629, and he claims the surrender of Quebec on the 9th August, 1629, not knowing of the existence of peace. King Charles having given his word to his trusty and well beloved royal brother of France, to return Quebec, it had to be given over, the English Monarch feeling the more anxious on the point, that 400,000 crowns—a portion of his, Queen Henrietta Maria's dowery—was still due by the French. Thus Kirke lost all the benefit of his conquest and never received from the French King the indemnity of £20,000—which he avers had been promised him—for ceding over his conquest. He, however, received, on the 16th July, 1633, from his English master, a knighthood, with the privilege of wearing as his coat of arms, the coat armour of the French Admiral de Rocquemont, whose fleet he had vanquished, and whom he had brought prisoner to England. Did this compensate him for the loss of the £20,000?

No light is shed by the annalist of the surrender of Quebec, Mr. Henry Kirke, on the name, number and cargo of English vessels, entering our port during Governor Kirke's troublous administration of the Rock, 1629-33.

Every spring in after years, a few ships from Rochelle, St. Malo, Dieppe, Honfleur, unloaded their cargoes of merchandise, returning home when November ice and storms closed the navigation, with the produce of our forests—

beaver, otter, marten, bear and deer skins—for European wants.

Ship-building on our shores was not mooted in these primitive times, though it is said, the progressive intendant Talon, before leaving Quebec for France, in 1672, had ordered a ship to be built, at Anse des Mères, under the frowning cliffs of Cape Diamond.

Chap. IV

SECOND SIEGE OF QUEBEC, BY ADMIRAL WM. PHIPPS, 1690—THIRTY-FOUR NEW ENGLAND MEN-OF-WAR IN PORT—FRONTENAC AND PHIPPS.

1690—The 16th October, 1690, is indeed a red letter date in the warlike annals of our port.

A writer thus alludes to it:—"It's a cool, bright October morning: a hoar frost whitens the drooping roofs of the dwellings, warehouses of the Lower Town. The sun is just peering through a veil of autumnal vapour, hanging like a pall over the cataract of Montmorency; the fir, oak and maple groves sitting like a diadem on the western point of Orleans, opposite Quebec, are resplendent with the gorgeous hues of the closing season, prior to the fall of the leaf, an indistinct white spot in the purple distance—the first snow, soon, however, to melt away—crowns the lofty peak of Cape Tourmente, on the north shore of the St. Lawrence. One by one, the hated black hulls of thirty-four ships of war, with decks covered with men, emerge—a hideous reality—from the rising fog. Thirty-four Boston men-of-war, commanded by Admiral William Phipps, are flaunting defiantly at their mastheads the colours of the mistress of the sea, old England. The damp, dripping sails, frosted over, are being stowed away: the ships have all swung to the tide.

Alarm seems to pervade the surging crowd, hurrying towards the harbour.

Who is that martial, stately figure stalking across the Chateau St. Louis terrace, surrounded by a numerous staff?

Why, 'tis my lord of Frontenac, surveying undismayed the Massachusetts fleet anchored in the offing below, the

smaller ships towards the Beauport shore, the larger ones, with the flagship, abreast of Quebec. Frontenac's staff is a brilliant one; it comprises the best blood of the colony. Among the restless group of officers one might have readily recognized by their uniforms as well, possibly, as by their family likeness, Charles Le Moyne's four brave sons, de Longueuil, de Saint Hélène, *le brave des braves* destined to an early grave, de Bienville, de Maricourt.

There stands silent, next to the Governor, de Fontenac's trusty advisor and lieutenant, Town Major François Prevost, and close to him Vilbon, Valrennes, Clermont, and Frontenac's clever secretary, Charles de Monseignat. In the background and conversing in whispers might have been noticed some of the high officials: Intendant de Champigny, René Chartier de Lotbinière, Ruelle d'Auteuil, the King's Attorney-General, and others. They exchange with bated breath their views, without daring to address the impatient, impetuous Governor.

Towards two o'clock a boat put out from the Admiral's ship bearing a white flag. Four canoes leave the Lower Town to meet it midway. It contains an officer bearing a letter from Sir William Phipps to the French commander. Space prevents us from detailing the curious adventures of the "blindfolded" messenger from the landing to the council hall of the Chateau. This is the domain of history. Nothing seems to have been done on the 16th October. Let us now take up Parkman's narrative: "Phipps lay quiet till daybreak of the 17th, when de Frontenac sent a shot to awaken him and the cannonade began again. Saint Hélène had returned from Beauport, and he with his brother Maricourt took charge of the two batteries in the Lower Town, aiming the guns in person, and throwing balls of 18 and 24 pounds with excellent precision against the four largest ships in the fleet. One of these shots cut the flagstaff of

the Admiral and the cross of St. George fell into the water. It drifted with the tide towards the north shore, whereupon several Canadians paddled out in a birch canoe (some assert that Maricourt and his men swam out to it) and secured it and brought it back in triumph (and deposited it in the Cathedral, where it remained until 1759.) On the spire of the Cathedral in the Upper Town had been hung a picture of the Holy Family as an invocation of divine aid. The *Puritan* gunners wasted their ammunition in vain attempts to knock it down. That it escaped their malice was ascribed to miracle, but the miracle would have been greater had they hit it.

After a whole week of furious cannonading the luckless fleet, on Tuesday, the 23rd October, disappeared behind Pointe Levi and set sail for Boston."

In following years armed ships will occasionally enliven Canadian waters, and land on our beaches the magnificent representatives of the sun-king, selected to administer his pet colony, on the distant shores of the St. Lawrence, Frontenac, Callières, La Gallisonière, La Jonquière, Duquesne, Montcalm, as well as soldiers and military stores and outfits.

Trading vessels carrying colonists, missionaries and merchandise, will each spring anchor in our harbour, unload that portion of their cargo intended for Quebec in those long underground vaults, of which six or seven still exist on St. Peter street and adjoining thoroughfares, whilst that portion set apart for Montreal, will be conveyed in the long, birchen canoes or flat bateaux to Montreal or ports west.

Later on a lucrative trade will spring up between Quebec and the French West Indian Islands, whose rum, sugar, molasses, spices, etc., will find purchasers in New France.

Occasionally the tidings, perhaps weeks or months old, will reach Quebec, of some appalling shipwreck down the great river, or the gulf, such as the stranding of Sir Hovenden Walker's English fleet, on Egg Island, with the loss of ten transports and 884 soldiers and seamen, on the 22nd August, 1711. *

No one of these marine disasters created more regret in France than the terrible sufferings during the winter of 1736-7, of the officers and crew of the French sloop-of-war *La Renommée*, 14 guns, Capt. de Freneuse, commander. This staunch frigate had left the port of Quebec on the 3rd of November, 1736, and was, during a blinding snow storm, wrecked on the shores of Anticosti. The fearful tale of suffering and death during that winter, is told in all its dismal detail by Father Crespel, one of the few survivors. Full particulars are set forth in my work, the "Chronicles of the St. Lawrence."

On the 11th May, 1756, there landed, ten leagues below Quebec, from the French frigate *La Licorne*, a passenger destined shortly to play a leading part in the affairs at Quebec—the Marquis of Montcalm.

* The total loss of the French vessel, the *Eléphant*, Capt. de Vaudreuil, at Cape Brulé, near Cape Tourmente, in October; 1724, the French transport, *Le Chameau*, in September, 1725, wrecked on reefs, like the recent tragedy of the SS. *St. Olaf*, in our day, without any survivors to tell her fate. This ship was bringing to Quebec the new intendant, M. de Chazel, the successor to M. Begon, M. de Louvigny, Governor of Three Rivers, along with several officers, ecclesiastics, traders, six school-masters, and a number of intending colonists.

Chap. V

THIRD SIEGE OF QUEBEC—MONTCALM AND WOLFE, 23RD JUNE, 1759,
ENGLISH AND FRENCH FRIGATES IN PORT—LIST OF THE SAME.

1759—An unforgettable, indeed, an epoch-making year for Canada, let me add, by its ultimate results, for the entire continent of North America.

From May to November our spacious port was crowded with lofty three-deckers, saucy frigates, swift sloops-of-war, some few flaunting at their main the golden lilies of France—the great majority, the Red Cross of England.

William Pitt had vowed that the flag of the traditional enemy of Albion would disappear from the battlements of Quebec. He was as good as his word. On the 14th May, 1759, the French frigate *La Chezine*, Capt. Duclos, cast anchor abreast of the city. It had brought out from Paris, Col. de Bougainville, A.D.C. to General Montcalm. Bougainville, with Doreil, had been delegated to France the preceding autumn to beg respectfully but earnestly for troops, gunpowder, armaments, provisions for the sorely beset, impoverished colony. On landing Bougainville sent for Intendant Bigot, who, as usual, was “sparkling” at the house of his pretty charmer, Madame Péan. He then conferred with him, dwelling on the chilling reply made to him and his colleague Doreil by the French Minister, M. Berryer.—“Eh, monsieur, when the house is on fire, one cannot occupy one’s self with the stables.” “At least, monsieur, nobody will say that you talk like a horse,” was the delegate’s irreverent answer.

On the 15th May, the day after the arrival from sea of *La Chezine*, another French man-of-war, *Le Machault*, Capt. Dinel, entered the port. Capt. Dinel was second in com-

mand to Capt. Cannon, in charge of the squadron sent out, one portion of which, he said, was at Coudres Island, and the other at the Brandy Pots. His own vessels, *Le Duc de Fronsac*, *Le Rameau*, and *La Nouvelle Rochelle*, entered the harbor later on. The spring fleet, consisting of three frigates and fifteen merchantmen, had brought out about 9,000 to 10,000 barrels of flour, as much of pork, abundance of spirits, and dry goods for the King's stores, at Quebec. There were also numerous consignments to private individuals, chiefly wine and brandy, imported by MM. Mounier, Lecz and Martin, Lower Town merchants.

The arrival of these supplies caused great joy among the inhabitants.

On the 28th May, *Le Duc de Fronsac*, for the safety of which fears had been entertained, made its appearance with a rich cargo.

On the 29th *Le Soleil Royal*, a frigate from Bayonne, commanded by Capt. Dufy-Charest, sailed into port, freighted with flour, peas, Indian corn and brandy.

On June 1st, 1759, the warship *L'Atalante*, 36 guns, equipped at Rochefort, with *La Marie*, a man-of-war; *La Pomone*, 32 guns, from Brest, with *La Pie*, anchored in our stream, all laden with war stores for the colony much in need of them.

On June 6th the commander of the sloop, *La Marie*, had added to the general alarm by stating that hostilities with England were imminent; that on his sailing past the Island of St. Bernabé, in the Lower St. Lawrence, he had noticed seven large vessels at anchor there, though the wind was fair for them. Some had flattered themselves that it might be the French spring fleet from the West Indian Islands. The report soon, however, was circulated, and it was confirmed by a M. Aubert, that these vessels must be the first division of the English squadron sent to intercept the

French convoy bearing succor to Quebec. M. de Lèry, sent to explore at Kamouraska, on his return to Quebec corroborated the latter report. He had seen the seven big ships at St. Bernabé Island. Great was the excitement at Quebec.

All the French ships, with the exception of the frigates and sloops of war, were stripped of their sails, and turned into fire-ships.

Capt. Cannon's fleet was safely piloted to Batiscan, while the *St. Augustin de Bilbao*, the *Atalante*, the *Pie* and the *Duc de Fronsac* were stationed at the Richelieu, higher up than Quebec, and then began the preparations to receive the English fleet before it should cast anchor in our harbor. Captain de Vauquelin, of the *Atalante*, had charge of the French ships in port and cannon had been placed on old hulks. Two fire-ships, bearing four guns of 24, and even more, each carrying one 24-pounder, were got ready ; also a floating battery mounting 12 24-pounders, four 8-pounders and four 12-pounders, in addition to some fire-rafts. Soon tidings came that the British fleet previously mentioned had anchored at, and taken possession, of Isle aux Coudres, sixty miles lower than the city.

On the 21st June, 1759, three English men-of-war had reached and anchored, at Anse du Fort, and at Patrick's Hole, nine miles lower than Quebec, and General Wolfe, on the 27th June, issued his memorable proclamation at St. Laurent, on the Island of Orleans, informing the inhabitants that he had come to avenge the insults heaped on the English flag by the French King, and to take from him his possessions in North America, asking them to be neutral.

In a very few days a most formidable assemblage of armed vessels might have been noticed dotting the fringe of the port, at Orleans, Levis and elsewhere,—out of reach of the cannon placed on the walls of Quebec.

The prevailing sentiment toast in the English fleet ascending the St. Lawrence was "*British Colors on every French fort, port and garrison in America!*"

ADMIRAL SAUNDERS' FLEET, 1759.

Independent of an immense fleet of transports, store-ships, victualers, traders, and other attendants, &c., the following is a list of the English ships of war, frigates, sloops, &c., which ascended the St. Lawrence:—

Vessels.	Guns.	Commanders.
Neptune.	90	Admiral Saunders. Capt. Hartwell.
Princess Amelia.....	80	Admiral Durell.
Dublin.....	74	Capt. Holmes.
Royal William.....	84	Capt. Pigott.
Terrible.....	74	Capt. Collins.
Vanguard.....	74	Capt. Swanton.
Captain.....	70	Capt. Amherst.
Shrewsbury.....	74	Capt. Palliser.
Devonshire	74	Capt. Gordon.
Bedford.....	68	Capt. Fakes.
Alcide	64	Capt. Douglas.
Somerset.....	68	Capt. Hughes.
Prince Frederick.....	64	Capt. Booth.
Pembroke	60	Capt. Wheelock.
Medway.....	60	Capt. Proley.
Prince of Orange.	60	Capt. Wallis.
Northumberland.. ..	64	Capt. Lord Colville.
Orford.....	64	Capt. Spry.
Stirling Castle.....	64	Capt. Everett.
Centurion	60	Capt. Mantle.
Trident.....	54	Capt. Legge.
Sutherland.....	50	Capt. Rouse.

FRIGATES.

Vessels.	Guns.	Commanders.
Diana.....	38.....	Capt. Schomberg.
Leostoffe.....	28.....	Capt. Dean.
Trente.....	28.....	Capt. Lindsay.
Richmond.....	32.....	Capt. Handkerson.
Echo.....	24.....	Capt. Leforey.

SLOOPs.

Seahorse.....	20.....	Capt. Smith.
Eurus.....	22.....	Capt. Elphinstone.
Nightingale.....	20.....	Capt. Campbell.
Hind.....	20.....	Capt. Bond.
Squirrel.....	20.....	Capt. Hamilton.
Scarborough.....	20.....	Capt. Scott.
Lizard.....	28.....	Capt. Doak.
Scorpion.....	14.....	Capt. Cleland.
Zephir.....	22.....	Capt. Greenwood.
Hunter.....	10.....	Capt. Adams.
Porcupine.....	14.....	Capt. Jarvis.
Baltimore.....	10.....	Capt. Carpenter.
Cormorant.....	8.....
Pelican.....	8.....	Capt. Montford.
Racehorse.....	8.....	Capt. Rickhards.
Bonetta.....	8.....
Vesuvius.....	Capt. Chads.
Strombolo.....	Capt. Smith.
Rodney (cutter).....	2.....	Capt. Douglass.

The *Bonetta* and *Rodney*, as also the *Charming Molly*, *Europa*, *Lawrence*, *Peggy* and *Sarah*, *Good Intent* and *Prosperity* (transport cutters) were appointed sounding vessels. The *Centurion* became famous afterwards as the ship with which Commodore Anson circumnavigated the globe. The

Richmond carried Wolfe and his fortunes. Such an array of ponderous three-deckers, stately frigates, and smart cutters must have given our port a lively appearance at the end of June, 1759.

One of the first great operations at Quebec, on behalf of the French, was the trial by fire-ships to destroy the English vessels, at night riding at anchor in the stream. Capt. John Knox, of the 43rd, one of Wolfe's officers on board the English fleet, furnishes a lively description of it in his *Journal*.

The night of the 28th June, 1759, was very serene and calm. Five fire-ships and two rafts were sent down with the ebb from the Lower Town to destroy the English fleet lying at anchor near the Island of Orleans. "Nothing could be more formidable than these infernal engines were on their first appearance, with the discharge of their guns, which was followed by the bursting of grenades, also placed on board in order to convey terror into our army. The enemy, we were told, formed sanguine expectations from the project, but their hopes were happily defeated. Some of these dreadful messengers ran on shore, and the rest were towed away by the seamen, who exerted themselves with great spirit and alertness on the occasion. They were certainly the grandest fireworks (if I may be allowed to call them so) that can possibly be conceived, every circumstance having contributed to their awful yet beautiful appearance. The night was serene and calm, there was no light but what the stars produced, and this was eclipsed by the blaze of the floating fires, issuing from all parts, and running almost as quick as thought up the masts and rigging. Add to this the solemnity of the sable night, still more obscured by the profuse clouds of smoke, with the firing of the cannon, the bursting of the grenades, and the crackling of the other combustibles, all which reverberated through the air, and the adjacent

woods, together with the sonorous shouts, and frequent repetitions of "All is well" from our gallant seamen on the water afforded a scene, I think, infinitely superior to any adequate description."—*Knox's Journal*, vol. 1, p. 299.

Chap. VI

SIEGE OPERATIONS CONTINUED; FIRE-SHIPS SET ADRIFT BY THE
FRENCH TO BURN ENGLISH FLEET—BRITISH SQUADRON AT
MONTMORENCY, 31ST JULY, 1759.

Our readers have no doubt enjoyed Capt. Knox's spirited account of the attack of the French fire-ships, on Admiral Saunders' formidable fleet, anchored in the North channel of the Island of Orleans. Montcalm, from the very beginning, had augured ill of this novel torpedo service. The naval officer, Delouche, who had organized it, "though all enthusiasm at the start, found his nerves failing him, and ended by setting fire to his ship half an hour too soon, the rest following his example."

In order to depict, in all its savage grandeur, the display of these costly fireworks, unlikely ever to be repeated in our port, I beg to be allowed to quote from Parkman. "There was," says he, "an English outpost at the Point of Orleans, and about eleven o'clock the sentries discerned through the gloom, the ghostly outlines of the approaching ships. As they gazed, these mysterious strangers began to dart tongues of flame; fire ran like lightning up their masts and sails, and then they burst out like volcanoes. Filled as they were with pitch, tar, and every manner of combustible, mixed with fireworks, bombs, grenades, and old cannon, swords, and muskets loaded to the throat, the effect was terrific. The troops at the Point, amazed at the sudden eruption, the din of the explosions, and the showers of grape shot that rattled among the trees, lost their wits and fled. The blazing dragons hissed and roared, spouted sheets of fire, vomited smoke in black, pitchy volumes, and vast illumined clouds, and shed their infernal

glare on the distant city, the tents of Montcalm, and the long red lines of the British army, drawn up in array of battle, lest the French should cross from their encampments to attack them in the confusion.

Yet the fire-ships did no other harm than burning alive one of their own Captains, and six or seven of his sailors, who failed to escape in their boats. Some of them ran ashore before reaching the fleet, the others were seized by the intrepid English sailors, who approaching in their boats, threw grappling-irons upon them, and towed them towards land, till they swung round and stranded. Here, after venting their fury for a while, they subsided into quiet conflagration which lasted till morning. Vaudreuil watched the result of his experiment from the steeple of the Church at Beauport, then returned dejected to Quebec."

The English fleet did not lie idle during the ensuing weeks; many the "hard pull" at their oars the "blue jackets" and marines had, ferrying troops and munitions to Levis, Beaumont and Ange Gardien, where batteries were erected on the point of Ange Gardien, overlooking the great cataract, whilst Wolfe had his headquarters there, and at the Island of Orleans.

The annals of the Quebec Seminary, for 12th July, 1759, as well as history, tell of a brave contingent of "blue-coated boys," having obtained leave of their Professor, as well as of Governor de Vaudreuil, to join the party of regulars, volunteers and Indians, organized to go over and dislodge from the heights of Levi, the unwelcome red coats, casting aside for a time their *Gradus ad Parnassum*, for the gory fields of Bellona. The party crossed the river at Sillery. A July moon illumined their young ardor. One would have liked to witness, from Pointe-à-Pizeau, the brave, hopeful youths, and heard the splash of their oars.

Alas! all to come back hungry, and crest-fallen with the returning dawn.

Francis Parkman thus sums up this episode of the siege: "A party of twelve or fifteen hundred was made up of armed burghers, Canadians from the (Beauport) camp, a few Indians, some pupils of the Seminary, and about one hundred volunteers from the regulars. Dumas, an experienced officer, took command of them, and going up to Sillery, they crossed the river on the night of the 12th of July. They had hardly climbed the heights of the south shore when they grew exceedingly nervous, though the enemy was still three miles off. The Seminary scholars fired on some of their own party, whom they mistook for English, and the same mishap was repeated a second and a third time. A panic seized the whole body and Dumas could not control them. They turned and made for their canoes, falling over each other as they rushed down the heights, and reappeared at Quebec in the morning, overwhelmed with despair and shame."

It was easy enough to bombard the city from the batteries erected on the heights of Levi and from the fleet, and dire was the destruction of property in Quebec, all that summer, by bomb and shell and conflagration, and before the fire from Saunders' ships ceased in September, the parish church, (the Basilica) and more than 500 dwellings had been destroyed, including several of the merchants' Lower Town vaults for merchandise, which evidently were not bomb proof, however secure they may have been against frost and inundation. It was indeed a risky undertaking, for the fleet to attempt passing the French batteries of Quebec, but at twelve o'clock at night on the eighteenth July, favored by the wind, and covered by a furious cannonade from Point Levi, the ship *Sutherland*,

with a frigate, and several small vessels sailed, and reached safely the river above the town. Here they at once attacked a fire-ship, and some small craft that they found there."

"On the 18th July," says Parkman—Panet, in his Diary, mentions on the 21st, "occurred a curious incident: the capture at Pointe-aux-Trembles, of thirteen Quebec ladies who had taken refuge there during the siege, Mesdames Duchesnay, De Charnay, her mother and sister, Mlle. Couillard, the Joly, Malhiot, Magnan families,—by a detachment of 100 men from the fleet, under the command of Colonel Carleton," he was accompanied by Major Robert Stobo, previously a prisoner of war in Quebec, 1754-9, who, Panet says, made many pretty speeches to the ladies, "qui a fait bien des compliments." This is the Virginia officer, the friend of George Washington, who, under another name, figures in Gilbert Parker's novel, "The Seats of the Mighty."

The fair prisoners were received on board the English fleet, treated with due civility, and respect by General Wolfe, who liberated them the next day, and sent them to the city under a flag of truce, during a temporary interruption of the bombardment.

On the 28th July, Vaudreuil tried again to burn the English fleet. "The enemy," says Knox, "sent down a most formidable fire-raft, which consisted of a party of schooners, shallops and stages chained together. It could not be less than a hundred fathoms in length, and was covered with grenades, old swivels, gun and pistol barrels, loaded up to their muzzles, and various other inventions, and combustible matters. This seemed to be their last attempt against our fleet, which happily miscarried as before; for our gallant seamen with their usual expertness, grappelled them before they could get down above a third

part of the Basin, towed them safe to shore and left them at anchor, continually repeating, "All's Well." A remarkable expression from some of these intrepid souls to their comrades on this occasion I must not omit, on account of its singular uncouthness, namely: ' Dame me, Jack, did'st thou ever take hell in tow before! ! ! !' The failure of this aquatic infernal machine was due to no shortcoming on the part of its conductors, who under a brave Canadian named Courval, acted with coolness and resolution. Nothing saved the fleet but the courage of the sailors, swarming out in their boats to fight the approaching conflagration."

On the 31st July, an attempt to storm the Montmorenci heights, where Montcalm's army was encamped, brought to the front a few of the English vessels, whose boats were required to ferry to Ange Gardien, from the Levi encampment a large detachment of Wolfe's soldiers.

The *Centurion*, of 64 guns, anchored near the Montmorenci, and opened fire on General Levi's redoubts, supported by two armed transports, each of fourteen guns; later on they were stranded. The serious check which Wolfe here met with, and his retreat—the scalping by the French's ferocious allies, the Indians—of his wounded men on the strand at the foot of the Falls, have furnished thrilling pages to the annalists of the great siege; they however trench beyond the special history of the port.

During the month of August, whenever the wind was fair, British ships, "favored by a hot fire from the Pointe Levi heights, gradually succeeded in running the gauntlet of the French batteries at Quebec, and operations on the river above were systematically resumed," under Admiral Holmes, who took charge of this portion of the fleet. "A crowd of flat-boats was sent thither, and 1,200 troops marched overland to embark in them under Brigadier Murray," who raided Pointe-aux-Trembles, and Deschambault with indifferent success.

The scope of this narrative compels me to forego a description of several minor, though interesting operations of the British naval armament, at Quebec, during August, and the early part of September, 1759, and to merely record the arrival, and anchoring of Admiral Holmes' squadron at Anse du Foulon (Wolfe's Cove) on the fateful night of the 12th September; the memorable conflict on land, above, on the following morning, does not properly pertain to the annals of the port.

Chap. VII

FOURTH SIEGE OF QUEBEC, BY LEVI, IN 1760—NAVAL OPERATIONS:
H. M. BRIG *Albemarle*, 28 GUNS, COMMANDED BY CAPT. HORATIO NELSON, DROPS ANCHOR BEFORE QUEBEC—THE YOUNG HERO FALLS DESPERATELY IN LOVE WITH MISS MARY SIMPSON, A QUEBEC BEAUTY—HER DEATH IN ENGLAND IN 1830, AS WIDOW OF MAJOR MATTHEWS, LATE GOVERNOR OF CHELSEA HOSPITAL, ENGLAND.

1759-1760—General Wolfe having landed troops two miles higher than the city, at an indenture in the shore, then styled by the French "Les Foulons," (the Fulling Mills) ever since known as Wolfe's Cove, succeeded unperceived, by DeVergor's guard at the top, to force his way, by a path pointed out to him, 'tis said—by Major Robert Stobo, up the precipitous, wooded bank, to the towering heights above. This was the key to the whole position—the vantage ground, which, a few hours later was to give him Quebec. After lining with his men, for some time, the heights facing the river, he drew his forces closer to the city, to the plateau on which at 10 a m, took place the lively "skirmish," which Parkman styles by its results—"one of the great battles of the world," the battle of the Plains of Abraham. In the meantime, a portion of the fleet had been sent to make a feint on the Beauport entrenchments, where were visible the white tents and white uniforms of Montcalm's martial legions, doubtful as to whether a descent was meant on their camp.

The French ships, at anchor at the Platon and Batican, hemmed in by Admiral Saunders' powerful squadron, felt themselves in a tight place. Some succeeded in escaping down the river; some were ran ashore. The

Atalante, in the ensuing spring, under her heroic commander, Capt. de Vauquelin, had to succumb after a desperate, and unequal encounter.

A sorrowful scene was soon to be witnessed in the port; the departure for England of the *Royal William*, 84 guns, with the embalmed remains of General James Wolfe, which, on the 17th November, 1759, were landed at Portsmouth, with salves of minute guns, fired by the ships at Spithead, whilst some of his trusted comrades-at-arms, Col. John Hale, sailed in Capt. James Douglas's ship, and conveyed to the King the news of the astounding victory, which gave him the rank of a General, with a commission to raise a Regiment of Light Infantry, and a gift of £500 to purchase a sword.

The French frigate *La Chezine*, previously mentioned, had run the blockade of the port, now virtually in the possession of the English, only to meet disaster later on. We read in a Diary of the siege: "The *Chezine*, from a place twenty leagues above Quebec (Batiscan), of near 500 tons, mounting 22 six-pounders, with one hundred men and six English prisoners, was sent into Bristol by the *Ripon* man-of-war; she sailed from Quebec with four or five others; the forts fired at her as she passed the town, but did little or no damage. It was thought impossible that they could escape." Quebec, in 1759, evidently was poor in French, or English first-class artillerymen.

Soon, November, cold November, followed by bleak, colder December, were to set their indelible seal on the icy face of our noble river; the deep St. Lawrence froze over, affording the new Governor of Quebec, Brigadier General Murray, a solid bridge to cross over detachments of troops to Levi, in order to disperse some French armed bands lingering behind, whilst the routed French had retired by land to Montreal. A solemn silence was brooding all that

winter over its glassy surface, until the breaking up, then as at present, of the ice-bridge in the latter end of April, generally about the 23rd.

On the 26th of that month, 1760, at nightfall, plaintive cries and moans^s reached the ears of the Lower Town sentries, as if coming from the grinding ice-fields floating past the shore. A boat from an English frigate, wintering in the Cul-de-Sac, was sent and found helpless and exhausted, on an ice floe, a French artilleryman, who was carried up on a hammock to the quarters of the English Commander, in St. Louis street; partially revived by cordials, he told the astounding news that General Levi, with 13,000 soldiers, was at Cap Rouge, on his way to re-take Quebec. The poor canoneer then expired.

We will leave Parkman, Garneau, Casgrain, tell of the momentous results, the hurried preparations of the hard-pressed Quebec garrison, the organizing of the army-corps sent out on the morrow, and on the next day, the 28th, and how brave Levi won a hard fought battle, and achieved a bootless victory, on the north-western portion of the Plains of Abraham.

On the 20th May, 1760, indications pointed to a re-awakening of activity in our port. News was received from Halifax, that Lord Colville had sailed from there, with his squadron for the St. Lawrence, in time to reach Quebec before the arrival of any vessels from France; but much needed help had already reached the old Rock on the entering into port of the English frigates, the *Leostoffe* and *Vanguard*, a line of battle ship, and others.

A startling marine disaster occurred in the autumn of 1761 to a Quebec ship, the *Auguste*, returning to France, bearing a number of French refugees fleeing from British rule recently inaugurated at Quebec; one hundred and fourteen corpses strewed the strand of the iron-bound

shores of Cape Breton on the 15th November, 1761, the fathers, mothers, daughters and sons of the most distinguished families of Quebec and Montreal; six sailors were saved, also a noted old warrior, Capt. Luc LaCorne de St. Luc, who, later, was called on to serve under General Burgoyne, in his inglorious campaign against Washington.

The account of this lamentable tragedy is most pathetically given by a descendant of one of the victims, the gifted P. A. de Gaspé, in an interview in the winter of 1762, at his seigniorial manor, at St. Jean Port Joly, County of L'Islet, when the worthy seignior was horrified in recognizing in the emaciated, famished skeleton confronting him after a snowshoe trudge of some hundreds of miles from Cape Breton, the once martial and stately figure of an old friend, Luc LaCorne de Saint Luc, probably the only one out of the seven saved, whose physical vigour and endurance could stand the extraordinary amount of suffering, and privation which followed the shipwreck.— This is one of the most thrilling chapters of Mr. de Gaspé's "Anciens Canadiens," written by him at 76 years of age.

The din of war, the hissing of shells from Levi's heights, or from ships in the Basin below, the deafening roar of cannon will be heard no more, except possibly long after 1760, when the British guns from the ramparts overshadowing the port may, in 1812-14, give out a salute to proclaim a Canadian victory at Chateauguay, Lundy's Lane, Chrysler's Farm. Glorious memories indeed, and dear to every Canadian heart!

Occasionally, however, the meteor flag of the mistress of the seas will stream out proudly from the main of a fleet, of British frigates or a ponderous three-decker, moored, under our battlements, in sixteen fathoms.

In 1776, two armed schooners, specially constructed in England—the *Carleton* and *Maria*, the one named after

Guy Carleton, the other, after Lady Maria, his genial Countess, left our port towards autumn for the seat of hostilities, on the western lakes.

Lieutenant Thomas Anbury, in a letter from Montreal to a friend in England, under date of 30th November, 1776, furnishes the following particulars:—"There are two schooners here, the *Carleton* and the *Maria*, which were built in England, upon a construction to take into pieces, in order to be transported across a carrying place of about two miles.

After sailing from England to the mouth of the rapids, which prevented their proceeding up to St. John's (near Montreal) rather than lose the time of taking them to pieces, and reconstructing them, Lieutenant Shank, of the navy, an ingenious officer, informed General Carleton "that they might be conveyed upon a cradle over land to St. John's, entire, provided there was a good road made for them. The General acquiesced in this gentleman's proposal, and the whole army were employed in making a road. One of the vessels was near half a mile on it, by means of cables fixed to windlasses every twenty yards; but the General perceiving that this mode of conveyance would take up more time than the other, gave orders to have the schooners taken to pieces and rebuilt, which was accomplished in as short a space of time as they had been creeping that small distance upon land..... The shipwrights were instantly employed to build a frigate, and the army in cutting the timber for it, and it is now as complete a vessel as any in the King's service....."

The *Carleton* and *Maria*—the General being on board of the latter—though shattered, fought well.—(*Canadian Antiquarian*, 3rd Series, Vol. III., No 1, p. 15.)

In September, 1778, the brigantine *Hawke*, Captain Slaitor, brought to Quebec Major James Rogers, of the

King's Rangers, and eleven officers gazetted to the new corps—from whom the Colonel, Robert Rogers, with a staff of officers, was conveyed in H. M. S. *Bland* to Penobscot.— (*Transactions U. Empire Loyal Association*, 1899, p. 89.)

On the 8th October, 1783, after a run of one month, from New York, a fleet of seven sail reached Quebec, with U. E. Loyalists, under the guidance of Major Van Alstine, a prominent Knickerbocker Loyalist, the fleet was conveyed by the brig *Hope*, of 40 guns. "The Government rations, with which they were supplied, consisted, as the story goes, of pork and peas for breakfast, peas and pork for dinner, and for supper they had the choice of peas or pork. The party proceeded from Quebec to Sorel, where they passed the winter, inhabiting their canvas tents, which afforded them but little protection from the winter's cold. During the winter, it was decided to grant Major Van Alstine's party, the Fourth Township, about to be surveyed, on the Bay of Quinté.....

No time was lost, on completion of the survey, in locating each settler, each received 200 acres.—(*Transactions U. E. Loyal Association*, 1899-1900, p. 80.)

On the 1st July, 1782, a noteworthy incident enlivened our sea-faring population, the anchoring in our port of the British brig *Albemarle*, 28 guns, commanded by the future hero of the VICTORY, then a studious, but impressionable youthful son of Neptune, Captain Horatio Nelson.

This may have been his first visit to our port; according to his biographers, Clarke and McArthur, he seems to have paid Quebec at least two visits, between July and September, 1782.

Curiously enough, no allusion is made to this great man's presence at Quebec, in any of the local histories, though Southey and Lamartine, his biographers, each de-

vote a page to notice the pang and regrets the impressionable Horatio, aged 24, felt at parting "by force" from his Dulcinea, one of Quebec's fascinating daughters; and the race, we may be allowed yet to say, exists now, as when the weight of years had not yet shortened our stride, alas!

Both writers assert that he was removed by force, from the influence of his Quebec charmer. What strange thoughts now bubble up from this record? What kind of force was used? And the captivating Lady Emma Hamilton, on whom would her unwifely smile have lit had the future bulwark of England, as he wished, have espoused a Canadian Juliet? Who was there, except He of Trafalgar, to forbid the Titan of Revolutionary France, from having La Marseillaise sung under the lattice of Windsor Palace, in 1804?

But a few words more about the Quebec beauty, who captivated Horatio Lord Nelson, who had to be removed "by force" to his quarterdeck from her melting glance?

Southey and Lamartine both bear testimony to this episode of his career in 1782; but the name of "La Belle Canadienne" is not given.

In my rosy youth, alas, now so far distant, I spared neither time nor research to elucidate the mysteries of our old town; one of the most attractive was that relating to Lord Nelson, at Quebec. After exhausting the meagre, dry-as-dust files of the old *Quebec Gazette*, I concluded to consult the traditions of the past. The oldest inhabitant, if intelligent, gossipy, and not bereft of memory, was ever to me a dear friend.

The late Lt.-Col. John Sewell, a brave officer in General Isaac Brock's Regiment, at the dawn of the last century, had known in his youth several contemporaries of Lord Nelson's visit to our port in 1782.

I have had to thank him for a deal of information on this distant period.

Later on Dr. H. H. Miles, the historian, having obtained some private letters, written by Nelson's fair friend, published a magazine article, which, with some inaccuracies, contained much valuable information on this incident.

With what he printed and what I wrote, I think there can be no doubt that Lord Nelson's innamorata, at Quebec, was the beautiful Mary Simpson, the daughter of Sandy Simpson, who had served in Wolfe's army, and who for years occupied the mossy old cottage, Bandon Lodge, on the Grande Allée. On its site Senator Shehyn built, some years ago, his beautiful mansion, which bears the name of Sandy Simpson's former residence, Bandon Lodge.

Mary Simpson married Col. Matthews, Lord Dorchester's Military Secretary. The responsible position of Governor of Chelsea Hospital, in England, was subsequently conferred on Col. Matthews.

Mrs. Matthews, in one of her letters, tells of her sorrow in attending the funeral of her first love—Admiral Lord Nelson—; she died in England as late as 1830.

Have we no novelist among us to weave a delightful historical novel on Lord Nelson, and his fair friend Mary Simpson?

Our Canadian novelist, Gilbert Parker, now a member of the Imperial Parliament, in London, found in the career of Major Robert Stobo, a prisoner-of-war in Quebec, materials for his admired romance, "The Seats of the Mighty."

1786.—On the 23rd October of this year, the "Saviour of Canada," Lord Dochester, our Governor-General, landed, at Quebec, from H. M. frigate *Thistle*, 28 guns, accompanied by Chief Justice, William Smith, a U. E. Loyalist, created as a reward for his loyalty, Chief Justice of Lower Canada, on 1st September, 1785. There is printed in *Picturesque Quebec*, appendix, an interesting letter addressed, by the learned Jurist, to his wife then in New York.

Chap. VIII

FIFTH SIEGE OF QUEBEC. BY MONTGOMERY AND ARNOLD, IN 1775 ;
FOURTEEN FRIGATES IN PORT FROM ENGLAND BRINGING OUT
FOUR REGIMENTS OF BRUNSWICKERS, TO FIGHT FOR KING
GEORGE III AGAINST HIS NEW ENGLAND SUBJECT, IN REVOLT—
LANDING OF GEORGE III'S SON, WILLIAM HENRY, DUKE OF
CLARENCE (LATER KING WILLIAM IV), FROM THE *Pegasus*
FRIGATE, AUGUST 1887—SHIP-BUILDING ACTIVE AT QUEBEC
IN 1797-98-1801-1808.

18TH AUGUST, 1791, ARRIVAL OF H. M. SHIP *Ulysses*, FROM GIBRAL-
TAR, WITH H. R. H. EDWARD, DUKE OF KENT, FOURTH SON
OF GEORGE III—NAPOLEON, A KIND FRIEND TO OUR PORT!

1775.—The records of the port from the opening of navigation in May to December are rather scanty ; several ships-of-war and a few merchantmen entered the harbor ; the first, with reinforcements and military stores for the garrison.

On the 8th November, Col. Arnold arrived with his force at Pointe Levi ; fortunately all the small craft and canoes had been removed to Quebec by order of the officer commanding the Quebec garrison. On the 13th, late in the evening, the men embarked in thirty-four canoes, procured from the Abenakis Indians, of the Chaudière, and very early in the morning of the 14th November, Arnold succeeded in landing five hundred men at Wolfe's Cove, without being discovered by the *Hunter* and *Lizzard*, ships-of-war ; ascended to the plateau above, occupied sixteen years previously by General Wolfe, and drew close to the city gates. A few shots from the walls caused him to operate a hurried retreat ; Arnold decided to march his "continentals" to Pointe-aux-Trembles and await there the

arrival of Brigadier-General Montgomery on his way from Montreal.

1776.—Quite a flotilla of English frigates anchored abreast of the city at 7 p.m., on the 1st June of this year: *The Pallas, Minerva, Union, John and James, Laurie, Apollo, Royal Britain, Harmonie, Elizabeth, Polly, Nancy, Prince of Wales, Providence, Lord Sandwich, Peggy* and the *Martha*.

These vessels, which had left England on the 13th March, brought out the first four regiments of German Auxiliaries from Brunswick and Wolfenbüttel, portion of the contingent of the 16,000 promised by the King of Prussia to the English Monarch to suppress the rebellion of his New England subjects.

Our harbour, we are told, was protected by an English man-of-war under Commodore Douglas, and there were two English regiments in the garrison. Not a single ship had been lost during the voyage, though some met with narrow escapes from reefs and shoals, in ascending the St. Lawrence, from Cape Rosier to Quebec.

Gen. Guy Carleton, having left with these regiments for Montreal, Lt.-Col. Baum, from the *Minerva*, was appointed Commander, not only of the City of Quebec itself, but of the entire surrounding country. At the same time 200 Brunswickers were detailed to the other side of the St. Lawrence, to Levi, we think. (*Arrival of the Brunswick Auxiliaries from Wolfenbuttel to Quebec, by the Rev. F. V. Nielskeimer, Chaplain to the Brunswick Dragoon Regiment*).

1787.—An English frigate, the *Pegasus*, arrived in August, bearing King George III's youthful son, William Henry, Duke of Clarence, a rollicking midshipman, who, after being grandly entertained by Lord Dorchester, at the Chateau Haldimand, enjoyed himself very much during his stay in the "Ancient capital."

A few years later, another Royal personage, Prince Edward, lands on our shores. His Royal Highness, Edward Augustus, Colonel of the Royal Fusiliers, subsequently Field Marshal, the Duke of Kent, had landed here, says the *Quebec Gazette*, of the 18th August, 1791, from H. M. ships *Ulysses* and *Resistance*, in seven weeks from Gibraltar, with the seventh or Royal Regiment of Fusiliers.

I shall leave to our annalists to note his doings, within our walls from 1791 to 1794. A grand levee was held in his honor, at Castle St. Louis; the sprig of royalty very soon endeared himself to Quebec by the readiness with which he and his men gave assistance to the citizens when fire took place.

Prince Edward, the father of our beloved Queen, during his stay, never ceased to take a deep interest in educational and charitable institutions, as well as in Masonic Orders. In winter, his quarters were in the dwelling opposite the Court House, which is known to this day as Kent House, whilst in summer, he occupied General Haldimand's villa, at Montmorency Falls, now styled Haldimand House. His memory amongst Canadians ought to be specially revered, were it only for the biting rebuke he gave in 1791, to some of the demagogues of the day, who, for electioneering purposes, attempted to trade on race distinctions. "Away," exclaimed the Prince to the excited voters, "with these hated distinctions of English and Canadians; you are all my august father's beloved subjects."

1794—Occasionally, a London trader would sail into port with a budget of stale news—London journals, more than a month old—possibly, with a mourning column, containing the harrowing particulars of the execution of the French Monarch; perhaps, the sickning horrors, of the slaughter in the name of liberty, near the Roquette or other

French prisons converted into human shambles, of men, women and children by the thousand ; but, there were then, neither scaffolds, nor guillotine in the Upper Town or on the Lower Town squares facing our port, to terrorize Prince, Priest or Peasant—Quebec was not Cayenne ; it had ceased to be a French Colony.

1796—The arrivals from sea would exchange their cargoes of sugar, wine, spirits, dry goods, marine stores, etc., for the Hudson Bay and North-West Companies peltries, beaver, bear, deer and marten skins, when they were fortunate enough to get a return freight. The exportation of timber, which later on attained so great an extension, was in its infancy, in 1796, and continued so for years. The building of wooden ships at Cap Blanc, Wolfe's Cove, on the St. Charles was beginning to attract attention ; we find the names of some of the leading Quebec merchants on the list, such as that of Louis Dunière, later on, member of Parliament, Patrick Beatson, John Blackwood, John Mure and others.

In 1797—Patrick Beatson, John Blackwood, Francis Badgley and John Munro built four ships and two brigs.

In 1798—Martin Borgia, John Black, Alexander Munn, John Bell, Louis Dunière, John Munn and John Young, launched three ships and four brigs.

In 1799—Martin Chinic, Louis Ruel, Arsene Pearson, James Paterson, Joseph Drapeau, Adam Pearson and John Munn, figure on the list of ship-builders, for the construction of seven ships and three brigs, varying all in tonnage from 104 to 363 tons. This was an advance on the capacity of Jacques Cartier's vessels in 1535 : the *Grande Hermine*, 120 tons ; the *Petite Hermine*, 60, and the *Emériton* 40 tons ; mere jolly-boats in size, compared to Capt. Vine Hall's leviathan, the *Great Eastern*, 18,915 tons, securely riding in sixteen fathoms in our port, in August, 1861.

In 1801—there is an increase in ship-building at Quebec: sixteen ships and brigs; but not any perceptible increase in the capacity of the craft. In 1803: eighteen ships launched.

In 1808, we find associated with this industry, several citizens of note and means: Williams Burns, godfather and protector of our quondam millionaire, George Burns Symes, Henry Osborne, Henry Black, and John Mure,* who gave the St. Rochs folks the site of their fine Church, in 1812; William Bruce, John Drysdale, Daniel Munn, Charles Hunter and Daniel Anderson; their joint efforts resulting in the building of fourteen ships and brigs.

But we must draw the line for the time on ship-building operations.

An important event has happened in Europe. Napoleon has closed the Baltic to British commerce. No more oak, pine, spruce, hemlock for England, from the grand store house of the North.

Well can I recall a conversation I had with the late Lt.-Col. John Sewell, C.B., whose general information, and happy memory more than once came to my assistance in my literary pursuits. In reply to a question put, he said:

“I remember in May, 1809, the appearance round the point, at Levis, of the first fleet of British ships, coming in quest of our oak, pine, spars and masts, for England's navy—Royal and Merchant.”

The Baltic had been closed to English commerce. This arbitrary measure of the French Emperor gave us our lucrative timber exportation trade, which has lasted nearly three-quarters of a century. Such the origin of the fortunes, and of some failures in our good old city; such the

* Hon. John Mure, later on a Trustee of the Presbyterian Church, died in England in 1823.

mandate which made our merchants tap Ottawa forests for pine, and Western Canada for oak, for Britain. Let us close this chapter with a personal reminiscence of a few years back!

About 1890—Quebec was pleased to receive the visit of Prince Roland Bonaparte, a kinsman of England's bitterest foe—Napoleon I.

Commodore Gregory, always on hand when he has an opportunity of rendering service to Quebec, or its distinguished visitors, had organized a yacht excursion in our port, for the benefit of the scientific traveller. Dr. George Stewart, and myself were the Commodore's guests.

I will not easily forget the pleasant surprise of the distinguished Frenchman, when, on asking him if he was aware that his great kinsman, on one occasion, had proved himself unwittingly, a signal benefactor of Quebec.

"No, said he"!

"Well, I replied, to his utmost surprise, when he excluded England from the Baltic ports, and compelled our Metropolis to send each year to Quebec for the wealth of her forests!"

Chap. IX

THE PRESS GANG, AT QUEBEC, 1807.

ARRIVAL IN PORT OF THE FIRST STEAMBOAT, THE *Accommodation*,
NOVEMBER, 1809—ARRIVAL OF SEVERAL AMERICAN GENERALS,
PRISONERS-OF-WAR, IN 1812—LIBERATED ON PAROLE.

BRIGADIER GENERAL R. MONTGOMERY'S REMAINS, EXHUMED FROM
CITADEL HILL, AND FORWARDED PER STEAMER TO NEW YORK,
IN 1818.

1807—During the stormy period of the Napoleonic wars, when Albion required every sailor she could command, to man her navy, the presence in port of a King's ship, was far from being a subject of general congratulation. The arrival in our harbour of the frigate *Blossom*, was no exception ; nay, it led to a tragical occurrence.

Le Canadien thus records the death, on the 13th of September, 1807, of Simon Latresse, from the discharge of fire arms. It had taken place on the evening of the preceding Saturday, the perpetrator being one of the crew of H. M. man-of-war *Blossom*, commanded by Captain George Pickett. "Latresse," says this journal, "was at the time attending a dance, in St. John's Suburb, when a press gang, under the charge of Lieut. Andre, entered. Latresse was laid hold of, but his great strength and activity enabled him to shake off his captors. He then took to his heels, and received from one of them a pistol shot, the ball going through his body. He was a native of Montreal, aged 25 years ; had been for several years a *voyageur* to Michilimakinac ; was noted for his fidelity, and attachment to his employers. Latresse leaves a widowed mother of 75 years of age to mourn his loss. He was her only support." The Montreal poet, Quesnel, wrote a fine piece of verse to

commemorate the sad event. It is to be found in the *Bibliothèque Canadienne* of 1826.

Several of our roving city youths,, says Mr. Robert Urquhart, an old Quebecer, fell into the clutches of the remorseless press gang. His Majesty's soldiers were of course exempt from being impressed into the naval service. This led to a few of our gay Lotharios, having clothes made *à la militaire*, to elude the Press Gang.

On the 18th October, 1807, His Majesty's frigate *Horatio*, anchored under Cape Diamond, bearing our new Governor, Sir James Henry Craig, a stern old soldier in ill-health, though at heart a just, nay, a compassionate man. Sir Henry was not unacquainted with Canada, having served as a subaltern in an English Regiment, when Montgomery and Arnold invaded our soil, in 1775. A military Governor was not what the colony required in those troublous times. "Little King Craig," as he was styled, on account of his love of display, attempted to rule Parliament, and his own Council, as a Colonel at the head of his regiment. Let historians tell us the results.

Prepare now for an astounding piece of news—the advent in port of the first steamer.

On Saturday, 6th November, 1809, at eight o'clock, the steamboat *Accommodation* arrived with her passengers, after a passage of sixty-six hours, thirty of which she was at anchor. Crowds hurried down Mountain Hill to see the extraordinary vessel, as the Quebec *Mercury* newspaper stated, "which no wind nor tide could stop." She measured 75 feet keel, and 85 feet on deck; price of passage down, \$8, and up \$9. It was considered necessary to give some explanations on the motive power of such a nautical phenomenon. The *Mercury*, therefore, added: "The steamboat receives her impulse from an open double spoked perpendicular wheel, on each side, without any

circular band or vine. To the end of each double spoke is fixed a square board, which enters the water, and by the rotary motion of the wheel, acts like a paddle. The wheels are put, and kept in motion by steam operating within the vessel. A mast is to be fixed in her for the purpose of using a sail when the wind is favorable, which will occasionally accelerate her headway." It is but fair to credit to John Molson, an enterprising Montrealer, the first introduction of steam as a motive power at Quebec.

1812-14—War was declared on the 18th June, 1812, by the United States to Great Britain, and an embargo shortly after put by our Government, on foreign ships in the port of Quebec.

Beyond this incident, there does not seem to have been any such exciting times as what occurred in the ports of Liverpool, Nova Scotia, and of Halifax, in Nova Scotia. Possibly a few idlers may have been attracted to the lower-town piers, to witness the landing of the American prisoners of war from the Montreal steamers, if used, for the conveyance of Generals Winfield, Scott, Chandler, Winchester and Winder.

Brave "old Fuss and Feathers," as his fellow-countrymen, later on, styled General Scott, the hero of the Mexican war, was allowed to roam on parole, within our city walls, and also his colleagues, Generals Chandler, Winchester and Winder.

We read in the Quebec *Mercury* of the 15th September, 1812: "On Friday arrived here the detained prisoners taken with General Hull at Detroit. The non-commissioned officers, and privates, immediately embarked on transports in the harbor, which are to serve as their prison. The commissioned officers were liberated on their parole. They passed Saturday at the Union Hotel (now Morgan's emporium of dry goods).....about two o'clock, they

set off in a stage with four horses, for Charlesbourg, the destined place of their residence." Some of the privates were, however, sent under escort to the De Bonne Manor, at Beauport, until exchanged later on at Boston.

Whilst the port of Quebec remained quiescent, "Liverpool, N.S., Lt.-Col. Cruikshank tells us, was one of the busiest sea-ports in British America, in arming for the fray. Dozens of privateers, which previously had been equipped to prey on French commerce during the French Revolution, were utilized for the impending struggle, and were very active.

One of the first vessels commissioned was a small, but very fast sailing schooner, the property of Mr. Enos Collins, of Halifax, but registered at the port of Liverpool by the name of the "Liverpool Packet," of less than forty tons burden, armed with five three-pounders, and a long six pounder, on a pivot amidships, commanded by Capt. Joseph Barss, a native Nova Scotian, with a crew of 46, officers and men." In the course of about twenty cruises under British colors, the famous little privateer had captured upwards of one hundred vessels, valued, with their cargoes, at more than a million of dollars, and made the fortune of her owner."—*Canadians*, vol. I., p. 81-86, *Ernest Cruikshank*.

Quebec had no such luck.

The steamer *Accommodation*, which plied from Quebec to Montreal in 1809, that is three years before any such vessel ran in Great Britain, was followed in 1813, by a larger boat, the *Swiftsure*, 130 feet keel; she made the downward trip from Montreal in 22½ hours. In the same year the *Car of Commerce* was built, followed, in 1817, by the *Quebec*, of 100 tons, and also by the *Lauzon*, 150 tons, a ferry steamboat. This boat belonged to the late Sir Henry Caldwell. Later on, the late James McKenzie built the *Lum-*

ber Merchant, of still greater tonnage, which, as a tow-boat for ships and rafts, proved very successful.

A mournful cortege, in June, 1818, followed to our port, the remains of the late Brigadier-General Richard Montgomery, placed to rest, forty-three years previously in a military cemetery on the ascent to the Citadel, the brave, but ill-starred leader of the invaders of our soil, on the 31st of December, 1775.

Mr. Lewis, a relative of the late General, had been deputed to Quebec, and fulfilled his sorrowful mission, on obtaining leave of our administrator, Sir John Cope Sherbrooke. These remains have ever since rested in peace under a Cenotaph, in St. Paul's Church, New York.

Chap. X

THE *Columbus* AND *Baron of Renfrew*, LAUNCHED, NEAR QUEBEC, 1821-5 — THE PIONEER ATLANTIC STEAMER, *Royal William*, BUILT AT QUEBEC, IN 1831—FIRST STEAMER TO CROSS THE ATLANTIC, WITH STEAM ALONE, IN 1833—TABLET COMMEMORATING THE EVENT, IN HOUSE OF COMMONS, OTTAWA.

1824.—Ship-building was taking a strong hold of our port in 1824; our worthy ancestors were at that period much exercised, on account of a scheme to build in the vicinity of Quebec, two mammoth vessels, in comparison to the ordinary run of Quebec built ships.

Napoleon I. used to compare the brightest, the purest, the softest of all sunshines, to that which dawned on Austerlitz, on the morn of his famous victory. For years, to a patriotic Frenchman, sunshine in all its radiance, was summed up in the phrase "Un Soleil d'Austerlitz."

Quebecers, in the year of grace, 1824, had also "Un Soleil d'Austerlitz," a cloudless sky to solemnize a victory—a bloodless one—the triumph of human skill over matter, the realization of a scheme, as a commercial (we dare not say a naval) venture of startling magnitude, for the times, due like many others, to the inventive brain of a Scotchman.

Neilson's *Gazette* had announced to take place on the 28th July, 1824, the launching of a colossal ship, a *Great Eastern*, in fact, for the time. The *Columbus*, 3,700 tons, built by A. Woods, of Glasgow, for a Scotch company, was on that serene morning to glide into the glad waters of the St. Lawrence, from Anse du Fort, at the western end of the Island of Orleans, four miles east of the city. A certain

halo of mystery had surrounded the origin, and object of the great ship. Was she really intended, to brave for years, the tempests of the deep? Or were her timbers merely put together, so that she might reach the other side of the "great herring pond," to be then broken up, in order to cheat His Majesty's Customs of their dues on oak, and square pine?

On that lovely July morning, the atmosphere was a marvel of limpidity. The seven steamers in port had each their living load of curious spectators. Joviality and good-fellowship reigned supreme amidst the 5,000 citizens, and strangers from other cities attracted to the launch. The *Malsham*, the *Swiftsure*, the *Sherbrooke*, the *Hercules*, &c., followed by one hundred sail boats, were gorgeous with gay flags, and bright pennants. Levis, on the opposite shore, two miles distant, was dotted with excited crowds watching for the signal"

Who was the damsel fair, who on that auspicious occasion dashed the bottle of sparkling wine from the deck?

As the monster ship springs to the arms of old Neptune, hark! to the loyal strains of the Scotch pibroch, from the 71st Highlanders, located on the deck of the *Swiftsure*, whilst the 68th Regiment, from the Island beach, struck up "God save the King."

The *Gazette* makes mention of artists from afar, having come expressly to sketch the pageant. The 28th of July was indeed a day to be remembered by our fathers, three-quarters of a century ago,—a red letter day in their annals. Scarcely was the *Columbus* afloat, ere her mate, the *Baron of Renfrew*, 5,888 tons, was placed on the stocks; she was launched on the 25th July in the following year (1825). Neither the first or the last of these monster "Flat Bateaux" turned out a success.

After being towed to Bic by the steamer *Hercules*, the

Columbus ran aground on the Betsimis shoals, and had to throw overboard some of her cargo, which consisted of timber, before crossing the Atlantic. She eventually reached England, but was lost at sea, on a subsequent voyage to St. John's, New Brunswick.

The *Baron of Renfrew* was wrecked on the shores of Britain, and floated over to the French coast.

Despite many vicissitudes, the old Province of Quebec can count many bright pages.

One likes to note in her annals the erasure of a foul blot to humanity—the abolition, as early as 1803, of slavery—which flourished for nearly sixty years later across our southern border, until the war of secession.

Her Parliament, as early as 1837, had recognized the Jew as a citizen politically, whilst in our Metropolis, he remained still as a pariah, though he might become Lord Mayor of London.

Her historic capital, Quebec, can claim the incomparable honor of having built the first steamer that crossed the Atlantic with steam alone: the *Royal William*, in 1833.

1831.—Several years previous to the trip across the Atlantic of the *Sirius* and the *Great Western*, a Quebec craft had steamed to England. The steamer *Royal William*, of 1,370 gross tons, built at Quebec by a company incorporated by Act of the Legislature, at a cost of \$66,000, to run between this port, and Halifax, commenced her first trip in August, 1831. She was drafted by James Goudie, a marine architect, of Quebec, who had brought the plan from Greenock, and built in the shipyard of Messrs. Sheppard & Campbell, at Anse des Mères, under the supervision of George Black, builder. "She was launched 29th April, 1831, in presence of Lord Aylmer, the Governor-General, and a vast concourse of people, Lady Aylmer naming the vessel with the usual ceremonies, after the reigning Monarch, William IV."

She sailed, August the 5th, 1833, from Quebec to London, stopping at Pictou, which port she left on the 18th, making the voyage thence to Cowes, Isle of Wight, in 19½ days.

1833—The Custom House Register exhibits as “subscribing owners” of the *Royal William*, 22nd August, 1831, the following names: William Finlay, William Walker and Jeremiah Leaycraft, merchants, trustees of the incorporated “Quebec and Halifax Steam Navigation Company.” On the 14th June, 1832, these additional owners, viz:—William Finlay, William Walker and Jeremiah Leaycraft, of Quebec, merchants, trustees of the “Quebec and Halifax Steam Navigation Company,” assigned by deed of mortgage, dated this day, 64-64th shares to Sir John Caldwell, Matthew Bell, Jeremiah Leaycraft, Noah Freer, James Bell Forsyth and Henry Lemésurier, of the same place, merchants.

Henry Fry, in his elaborate History of the North Atlantic Steam Navigation, speaking of the great Samuel Cunard, says:—“As early as 1830, Sir Samuel Cunard contemplated the establishment of a line of steamships, to run between Liverpool, Halifax and Boston. The arrival of the *Royal William* from Quebec in 1831, gave a fresh impetus to the idea, and we find him taking the greatest interest in her, and acting as a Director of the Company.”

If the *Royal William* attracted attention abroad, Quebec has not been neglectful of her fame as the pioneer of Atlantic Steam Navigation.

On presentation of her model by the heirs of the builder to the Literary and Historical Society, the Association felt proud of becoming the custodian of this venerated relic, and continues so still.

To Archibald Campbell, Esq., one of the Society's most zealous Presidents, we owe an elaborate memoir, setting forth in a lecture delivered before the Society, the full his-

tory of the *Royal William*—supported by statistical information of an authentic character—; through his exertions, and the kind offices of the late Sir Alfred Jephson, R.N., “the model of the ship was sent, at the request of the Committee of the Royal Naval Exhibition, to the exhibition held in London, in 1891, and numbered 4,736, where it attracted considerable attention, and the Literary and Historical Society received from the Committee a handsome diploma by way of a souvenir—now on view in its rooms.

The importance of this model was recognized by the Dominion Government by ordering a fac-simile of it to be made, and sending it to the Columbian Exhibition or World's Fair at Chicago, in 1893. It is now to be seen in the Department of Agriculture at Ottawa.”—(*James Croil, Steam Navigation.*)

On the 13-15 June, 1894, the Parliament of Canada, on the suggestion of Sir Sandford Fleming, F.R.S.C., ordered the following Memorial Brass to be placed in the lobby of the House of Commons, Ottawa, with the inscription :

“In honor of the men, by whose enterprise, courage and skill, the *Royal William*, the first vessel to cross the Atlantic by steam power, was wholly constructed in Canada, and navigated to England, in 1833, the pioneer of these mighty fleets of ocean steamers, by which passengers, and merchandise of all nations are now conveyed on every sea throughout the world.

“Ordered by the Parliament of Canada, June 13-15, 1894.”*

* Particulars of her career appear in a report of the Secretary of State for Canada, for the year 1894; also in *Quebec, Past and Present*, pp. 206-9, and *Steam Navigation*, by James Croil. “*History of North Atlantic Steam Navigation*, by Henry Fry.”

Chap. XI

SEEMER *Canada* LANDS, IN LOWER TOWN, IN AUGUST, 1837, THE PATRIOTIC MONTREAL M.P.P.'s FOR THE OPENING OF PARLIAMENT AT QUEBEC—ARRIVAL ON 28TH MAY, 1838, OF LORD DURHAM, HIGH COMMISSIONER AND GOVERNOR-GENERAL, ESCORTED BY A FLOTILLA OF WAR VESSELS.

1837.—We are nearing one of the most critical eras in our colonial history, the dark days of 1837. Insurrection and scaffolds in the back ground; unrest, agitation in the valley of the Richelieu, in Montreal, even in peace-loving Quebec, though in a milder form. The cup of colonial misrule was rapidly filling.

In Parliament, the dominant party, though unprepared for armed resistance, openly and secretly, sometimes in very undignified language, spoke of drastic, regrettable measures, as the only ones calculated to wake the attention of the Metropolitan authorities to the abuses, under which Canada groaned.

Provincial Parliament was to open at Quebec on the 18th August, 1837; the fiery Montreal M.P.P.'s were expected that day per steamer *Canada*, but not in the picturesque attire their patriotic ardor had inspired them to adopt.

The Quebec *Mercury*, no friend of theirs, had depicted the ardent political leaders in such terms, on that occasion, that one can scarcely forbear a smile, however pure may have been the motives of the chief actors. Here they come, threading their way laboriously up Mountain Hill, to the House of Parliament at the top, in sultry August weather: Messrs. Lafontaine, Louis Michel Viger, DeWitt,

Cherrier, Duvernay, Perreault, O'Callaghan, Meilleur, Côté, Jobin, Rodier, passengers from the steamer *Canada*, all habited "à la Canadienne"; Etoffe du Pays coats, vests, pants, beef moccassins, full suits of grey home-spun, in order, they said, to "dry up" the revenue England drew from British imported goods, etc.

Imported spirits and wines were also tabooed.

How sad for the "Bons Vivants," in their ranks, to have to substitute Ginger Pop and Spruce Beer for Dublin Stout and London Particular Port!

1838.—There was never so grand a display of vice-regal pomp, naval and military pageantry, at Quebec; never were the Chateau Levées, receptions and balls more decorously attended, (the Windsor ceremonies having been this year introduced); never, in fact, was our spacious port studded in such profusion with the panoply of naval warfare since the flag of Britain floats on our waters, as during the summer of 1838. On the 29th May, of that year, there had landed at the Queen's wharf, amidst excited crowds, one of England's proudest noblemen, the Earl of Durham, from H. M. S. *Hastings*, 74, escorted by a stately line of battleships, frigates, gunboats, etc. The great Earl deputed by the Queen as Governor-General, and High Commissioner to administer Canada and report in its state, had for his guard of honor, some of Her Majesty's household troops, the Grenadier and Coldstream Guards. The latter had previously landed, viz., on the 17th May from the *Edinburgh*, 74, and marched to the Citadel barracks.

The following were the passengers of the *Hastings*:— Earl and Countess of Durham and family, Mr. and Mrs. Ellice, Miss Balfour, Mr. Charles Buller, Chief Secretary; Mr. Turton, Legal Adviser; the Hon. E. P. Bouverie, Mr. Arthur Buller, Mr. Bushe, "Attachés;" Hon. Frederick Villiers, Capt. Ponsonby, Hon. C. A. Dillon, Frederick Cavendish, Esq., Sir John Doratt, Physician.

On the 21st May, H. M. ship *Racehorse*, 18, arrived from Bermuda ; also H. M. ship *Pique*, Capt. Boxer. In port at the same time, might have been noticed the *Malabar*, 74 ; on the 8th June, there sailed into port, H. M. ship *Andromache*, 28 ; shortly after arrived the *Hercules*, 74, H. M. ships *Madagascar*, *Medea* and *Vestal*, and H. M. schooner *Skipjack*.

On the anniversary of the Queen's coronation, a ball and reception were given, followed by a brilliant illumination at night in the city, and on board the vessels of war in the harbor ; their masts and shrouds were but one blaze of light. The profusion of naval and military men crowding our streets gave the city quite a festive air. Never had the gold and blue of the navy, the scarlet uniforms of the Life Guards and Grenadier Guards, mingled in finer contrast with the sober black coats of civilians, or solemn garb of priest or Bishop on reception day. To his colonial subjects, the haughty, impetuous and spirited little potentate was kindness and condescension itself. Such, the advent of the new Governor-General and Lord High Commissioner.

The pages of history record the utter failure of the Earl's memorable mission, and hence Lord Brougham, Lord Lynhurst and other bitter enemies in the British Parliament, in derision, instead of Lord High Commissioner, styled him Lord High Sedition r, for his unconstitutional ordinances, banishing to Bermuda the following eight " patriots " : Dr. Wolfred Nelson, Robert Shore Milnes Bouchette, R. des Rivières, L. H. Masson, H. A. Gauvin, S. Marchessault, J. H. Goddu, B. Viger, instead of delivering them to the tender mercies of a court-martial, for their share in the insurrection. Lord Durham has left a remarkable report on Canadian affairs ; taken all in all, the ill-advised Governor, by many is considered a true, albeit, censorious friend of Canada.

On the 2nd July, 1838, chained together to prevent a rescue by friends, the disconsolate eight prisoners were escorted from the Montreal jail to the steamer *Canada*, lying in wait for them at the foot of the current, and were transferred, immediately on its arrival in the morning at the port of Quebec, to H. M. ship *Vestal*, under immediate sailing orders for Bermuda, where they safely arrived. The Governor-General's ordinances having been disallowed in England, the exiled patriots were a few months later liberated, and sailed for New York, which they reached on the 9th November, 1838. Robert Christie, in Vol. V., pp. 226-29 of his "Parliamentary History of Canada", reproduces the two ingenious letters signed in prison by the exiles, on the 18th and 22nd June, addressed to His Lordship, which landed them in Bermuda, in lieu possibly, of on a Montreal scaffold.

1840.—During many subsequent years, a brisk trade—the exportation of square timber—was carried on, from the coves, lining both sides of the port, fed by the immense rafts of the finest pine and oak, every summer, as soon as it could be floated down the St. Lawrence by our hardy *voyageurs*, after the breaking up of the ice on Lake St. Peter, left a clear channel. Our wharves and coves were, annually during six months, crowded with sea-going ships awaiting or stowing cargo for English ports.

Soon the value of such coves—alas! so depreciated at the present time, as berths for shipping,—rose rapidly.

A few Montreal traders, each spring regularly sailed past our harbor, laden with merchandise for the rising city. Naval construction was rapidly progressing in our ship-yards. Forty-five ships were launched here in 1840. Our maritime record mentions that year the presence in our port of a handsome, well-equipped steamship, commanded by Captain Walter Douglas, an expert seaman.

"In the early days of Ocean steam navigation," says Mr. James Croil, "the *Unicorn*, Capt. Douglas, formerly of the Glasgow and Liverpool Line, plied between Quebec and Pictou, N S., in connection with the Atlantic steamers, and is said to have been the first Atlantic steamer to reach Boston, on June 2nd, 1840."—(*Steam Navigation, James Croil, p. 75.*)

There exists an interesting sketch of the steamer's career, due to the industrious pen of Mr. Thos. O'Leary, P.O., Ottawa.

It will form the subject of the next chapter.

Chap. XII

STEAMER *Unicorn*—HER SUCCESSFUL CAREER IN 1840—CAPT. WALTER DOUGLAS—SIR JAMES CUNARD.

1840.—“Though Quebec had the credit of building the first steamship that crossed the Atlantic, yet it may not be generally known that she had also as a frequent visitor the pioneer steamer of the renowned Cunard Line, and that the Hon. S. Cunard chose a Quebecer as her commander.

“It will be remembered that it was the successful voyage of the *Royal William* in 1831 that convinced Mr. Cunard that steam would become the motive power for ocean navigation. It was not, however, till 1840 that the first steamer of this line made the pioneer trip across the Atlantic from Liverpool to Halifax, Boston and Quebec. In that year the English Government entered into an agreement with Mr. Cunard for the conveyance of the mails, etc., twice each calendar month between Liverpool and Halifax, and between the latter place and Boston, Pictou and Quebec, for the sum of £55,000 in vessels of not less than three hundred horse-power for the trans-Atlantic passage, and not less than 150 horse-power for the other passages. Mr. Cunard was associated with a party of influential gentlemen of Glasgow in the undertaking. The steamer *Unicorn* was purchased to make the first voyage, while the remaining vessels of the line were building. They were the *Britannia*, *Acadia*, *Caledonia* and *Columbia*, exactly alike, though built in different yards, and were to run between Liverpool and Boston, touching at Halifax. The *Unicorn* was placed under the command of Capt. Walter Douglas, who has been long and favorably known

to all who had occasion to travel by steam on the St. Lawrence, where he had been noted for his activity and obliging demeanor in command of steamboats. He had been captain of the steamer *Canada*, running between Montreal and Quebec, and also had been master of the Government surveying schooner *Gulnare*.

"The *Unicorn* was a fine vessel of 700 tons with a crew of 0 men. She left Liverpool on the 16th of May and arrived at Halifax on the 31st of May. Her arrival at the later port caused a great sensation. The performance of the voyage in sixteen days was considered good work for a boat not built for crossing the Atlantic. Captain Douglas appeared highly pleased with the speed of his craft, and the passengers highly pleased with their commander and presented him with a piece of plate, accompanied by an address.

"The arrival of the *Unicorn* on June 5th, the first steamship from Liverpool at Boston, was celebrated with much enthusiasm, great numbers of citizens flocked to see her, flags were displayed from all the shipping in port, and salutes were fired. The city government and a large number of invited guests assembled at the City Hall, and formed in procession under the City Marshal and proceeded to Faneuil Hall, which had been fitted up in handsome style for the occasion, and a bountiful collation had been prepared. Toasts were proposed and responded to, amongst others by Capt. Douglas, a son of Mr. Cunard, Mr. Grattan English Consul, and a son of Sir Colin Campbell, Lieut.-Governor of Nova Scotia. The *Unicorn* made several trips between Halifax and Boston, and was also employed by the Government in carrying troops between Halifax and Prince Edward Island, etc., before coming to Quebec.

"On Monday, June 29th, 1840, the repeating Telegraph on the Citadel showed the signal for a steamer coming up

the river, and the town was soon in a bustle with crowds proceeding to the wharves, terrace, and other places, where they could catch a glimpse of the *Unicorn*. In about an hour from the time she was first signalled this pioneer of direct steam communication between Great Britain and her North American Colonies, made her appearance round the point gallantly steaming against a strong ebb tide. On coming abreast of Gibb's wharf a salute was fired, followed by cheers of the people on board, which were heartily responded to from the shore. In a few minutes she moored alongside the Queen's wharf, when numbers went on board to greet their old friend, Capt. Douglas. The *Unicorn* came up without a pilot, as the thorough knowledge of the river enabled Capt. Douglas to do so with perfect confidence. The many visitors on board were much astonished with the admirable order prevailing throughout, and the splendid manner in which the cabins were furnished.

"The *Unicorn* did not remain long in port, as she left on July 3rd with His Excellency, the Governor-General, and suite on board, for Prince Edward Island, Halifax, etc. Her freight on her first outward trip consisted of 100 barrels of pork shipped by Leaycraft, Dunscomb & Co., and 308 boxes soap shipped by John Jordan & Co. During the remainder of the season she made regular fortnightly trips between Quebec and Pictou, with the mails to and from England via Halifax. Previous to that time letters were sent by pack t ships, and there was a regular mail via New York, but the postage on a letter to England was considerable, and might astonish those who grumble at the present rate. On a letter from Quebec the postage to the boundary line was 11d., boundary line to New York, 11½d., steamship 1s. 3d., sea postage in England 9d., total 3s. 10½d. All letters arriving in England from the United

States by sailing or steamships were liable to a rate of 8d. stg., which was styled sea postage. The rate by the *Unicorn* to Halifax was (prepaid) 1s. 8d., total 2s. 9½d., or is 1d. less than by way of New York. It will thus be understood of what great advantage to merchants, and people at large it was to have this line established. One of the first mails consisted of 5,338 letters and 4,536 newspapers, considered an immense mail at that time.

“The unexpected arrival of the *Unicorn*, and her short stay did not allow the citizens to do anything in the way of celebrating the event, but on July 18th a public meeting of the citizens took place in the Reading Room of the Exchange to take into consideration the most appropriate manner of testifying to the Hon. S. Cunard, on his expected arrival in Quebec, the high sense they entertained of the benefits conferred on Canada by the introduction of steam navigation between Great Britain and her North American Colonies, which had been carried into effect mainly through the spirited exertions of that gentleman.

“The following resolution was carried:—“That the Hon. Samuel Cunard be, on his arrival in Quebec, invited to a public dinner.”

“Lists for subscribers were opened and left lying at the Exchange, at Payne’s, the Albion, and Schlepup’s Hotels. But this dinner did not take place, as Mr. Cunard found it impossible to visit Quebec, as will be seen by the following extract from a letter received by W. B. Meyer, Esq., Secretary, from Mr. Cunard, dated Halifax, August 10th:—“I regret to say that it will not be in my power to avail myself of the kind intentions of my friends in this instance, as I find it impossible to visit Quebec, but I beg you will express to those gentlemen who proposed conferring this favor upon me my most sincere thanks, and assure them that I shall ever retain a grateful remembrance of their kindness.”

“The *Unicorn* made one trip to Montreal, leaving Quebec on August 4th, having eighteen cabin passengers. The price for passage to Montreal was thirty shillings, cabin and seven shillings and six pence steerage. On arriving in Montreal she was viewed by crowds of citizens, who were received with every attention by Capt. Douglas. She left Montreal, August 8th, at 8 a.m., and reached Quebec, in 11 hours and 28 minutes, having the flood tide against her for two hours and a half. Much has been said recently about the fast time made by some of the Richelieu boats, but, taking into consideration the vast improvements that have been made in steam machinery during the past fifty years, I can see nothing to boast of in the time made at present, as I find that the steamer *Lord Sydenham* made the trip in 10 hours, and sometimes less, as far back as 1840.

“On August 24th the *Unicorn* started on a pleasure trip to the Saguenay with a large party on board, amongst whom were the Countess of Westmoreland, Major-General Sir James Macdonald, the Hon. Sir James Stuart, R. E. Caron, Mayor of Quebec (afterwards Judge and Lieut.-Governor), and many of the most respectable citizens.

“The fare of the round trip was £6, and in order to render the arrangements likely to be carried out, intending passengers were requested to pay half the passage money at the office of G. B. Symes, agent, Peter street. The passengers had a delightful trip, and were highly gratified with the excellent accommodation which the boat afforded, and with the assiduous endeavors of Capt. Douglas to minister to their comfort.

“The arrival and departure of the *Unicorn* always caused a commotion in the city. People never tired of looking at the wonderful boat and her powerful machinery. Of four ships built that year by the late J. J. Nesbitt for our worthy and respected citizen, G. H. Parke, Esq., one was named

the *Unicorn*, the others were the *Corea*, *Leonidas* and *Macao*, all of which loaded for Belfast and Coleraine.

“These were truly the good old times in Quebec and for many years after. It was no unusual sight to witness 30, 40 or 50 vessels arrive in a day, and sometimes a greater number, as on the night of September 14th, 1840, and the following morning, one hundred and sixteen vessels from sea rounded the point under full sail, and that same day one hundred and fifty-seven vessels were counted in the harbour from Durham Terrace.”

THOS. O'LEARY.

Vividly can I recall the presence of the *Unicorn* abreast of our Lower Town wharves. May I now be permitted to add a word or two, explanatory of the position in our city of the persons connected with Mr. O'Leary's communication.

1. The Citadel Telegraph, in 1840, consisted in a lofty mast with a cross bar—high up—to which were hoisted balls, in number or position to announce arrivals from sea.

2. Our late Collector of Customs, John Wm. Dunscomb, and J. W. Leaycraft, a Quebec merchant, were partners under the style of J. W. Leaycraft, Dunscomb & Co., in a large West India business, as importers of sugar, rum, etc. The Lower Town wharf where these vessels were unloaded, still bears the name of Leaycraft's Wharf.

3. “Payne's Hotel” (the old Union Building of 1805) is now Morgan's Emporium of dry goods.

4. The “Albion Hotel,” Palace street—famous for half a century as our best hostelry—was the trysting place of sporting and fashionable visitors—now the “Victoria.”

5. “Schleup's Hotel,” St. Louis street, was partly transformed into the old “Russell Hotel.”

6. “W. B. Meyer,” Wm. Bleadon Meyer, an intelligent

Englishman, and a well-known commission merchant and auctioneer.

7. Major-General Sir James Macdonald—a Waterloo veteran, who distinguished himself at Hougomont Castle, Commander-in-Chief, at Quebec, in 1838, when Teller and Dodge, prisoners-of-war, escaped from the Citadel, by drugging the sentry with porter mixed with opium.

8. Hon. Sir James Stuart, created Chief Justice of Lower Canada, by Lord Durham, in 1838, in lieu of Chief Justice J. Sewell, who died in Sewell Manor, St. Louis street, in November 1839. Chief Justice Stuart, Bart., died in 1853, at his residence, St. Ursule street, now owned by Wm. Molson Macpherson, Esq.

9. "R. E. Caron," the second Mayor of Quebec, died, Lieut.-Governor of the Province, at Spencer Wood, in December 1876.

10. "G. B. Symes,"—George Burns Symes—the millionaire, timber exporter, of Quebec, died about 1863, father of Miss Clara Symes—now Marquise de Bassano, Paris.

Chap. XIII

OCEAN STEAM NAVIGATION—QUEBEC TO LIVERPOOL, IN 1853; CAREER OF SIR HUGH ALLAN—THE PRINCE OF WALES (KING EDWARD VII) LANDED AT QUEBEC, JULY, 1890.

1852.—An event of great significance to our port, agitated and helped on by the Hincks-Morin administration, in 1852, took practical shape a year later, in 1853; the establishment of a line of ocean steamers between Quebec and Liverpool.

Let us hear on this momentous occurrence Henry Fry, the author of "North Atlantic Steam Navigation." At page 140, we read, "In June, 1852, the Canadian Government advertised for tenders for the carrying of mails by steamships, once a fortnight, between Liverpool and Quebec, in summer and Portland, in winter. The Allans, not being then in a position to tender, the contract was awarded to Messrs. McKean, McLarty and Lamont, of Liverpool. The first ocean steamship, the *Genova*, reached Quebec on the 9th of May, 1853, and Montreal, on the 13th, when she was visited by many thousands, and the event celebrated by a great and hilarious banquet. She was a small iron boat of only 800 tons, and was followed by the *Cleopatra*, of only 1,467 tons, and a wretched slow old boat called the *Sarah Sands*. Neither of them was fit for the service, and it was consequently very irregularly performed. In 1854, the new vessels, but small, the *Charity* and the *Ottawa*, were added. In the spring the Gulf ice was so heavy, that sailing ships were detained in it for a month, and the small boats had to put back and go to Portland. They rarely kept the contract time, and after eighteen months' trial, the service was so unsatisfactory that the Government cancelled the contract,

and in 1855 made another with Mr. Hugh Allan, paying an annual subsidy of about \$100,000 for a fortnightly line. Two new boats were then ordered from Mr. Denny, of the same size and power as the *Canadian*, but the saloons were placed on deck, like the early Cunard boats. They were named the *North American* and *Anglo-Saxon*, and in April, 1856, the former opened the service. Mr. Bryce Allan then retired from the sea, and opened a house in Liverpool, as Allan Brothers, and Messrs. George Burns Symes & Co. acted as agents in Quebec. But early in May, 1858, they decided that a weekly line was essential to complete success. The Government concurred, and an increased subsidy of \$208,000 per annum was promised, being 4,000 per round voyage, but Mr. Symes and the other partners deemed a weekly service premature. In consequence, the Allans bought them out, and became sole owners, and Mr. William Rae, being despatched to Quebec to open a branch of the firm, under the title, Allans, Rae & Co. To carry out the new contract, they ordered from Mr. Denny, four larger boats, designed by Rennie. These were the *North Briton*, *Nova Scotian*, *Bohemian* and *Hungarian*, all alike and measuring about 2,200 tons gross ; they were large carriers but rather slow." p. 143.

1855.—On the 19th June of this year, a strange craft was anchored abreast of the Queen's wharf—bearing a flag which had not floated—though not forgotten by Quebecers—on Canadian waters for close on a century. 'Twas the corvette *La Capricieuse*, Commander de Belvèse—flying the colours of Her Imperial Master, Napoleon III. The occasion was made a festive one ; its blue jackets and Commander having been invited to join in the procession from the city to the Ste. Foye Heights, to inaugurate a monument to the *braves*, who, on the 28th April, 1760, had met there under Murray and Levi, to fight the battles of their respective countries.

1857.—An unprecedented marine disaster this summer, threw a pall over our port. On the 26th June, 1857, more than 200 human beings, chiefly emigrants from Scotland, met a watery grave a few hundred yards from the shore, at St. Augustin, a short distance west of the actual limit of our port,—from the steamer *Montreal*, Capt. John Rudolf—plying daily between Quebec and Montreal.

The appalling catastrophe, was caused by fire, the raging element compelling the despairing passengers and crew to swim to the neighbouring shore, the steamer having grounded,—or be roasted alive. The city, among other well known citizens, had to deplore the loss of Mr. James McLaren, the respected Governor of the District Jail. I can yet vividly recall the livid corpses, 157 in number, strewed at one time over the Napoleon Wharf—awaiting the formality of a Coroner's inquest.

1860.—the 18th of August in the year of Grace, 1860, will be long remembered for its extraordinary display of bunting, and roar of ordnance amidst enthusiastic cheers, in the harbor of Quebec.

Though it had witnessed more than one imposing naval pageant, from the day now so distant of the arrival of the great Marquis of Tracy, to that of the landing in 1838, of the magnificent Earl of Durham, none more national, more inspiring in their effect, than the preparations, and spectacle attending the disembarking at Quebec of His Royal Highness, Albert Edward of Wales—Queen Victoria's eldest son—now our genial sovereign.

On the 14th May, 1859, an address had been unanimously voted, in Parliament, at Toronto, on motion of the Premier, then the Hon. George E. Cartier, seconded by the Hon. M. Foley, inviting Her Gracious Majesty, the Queen, to come in person or send a member of the Royal Family to Canada, to witness the progress of her great dependency,

and also to open the Victoria Bridge, at Montreal, in 1860, "the most gigantic work of modern days," as it was styled.

Her Majesty having assented, deputed her eldest son, then 19 years of age, to represent her and fulfil the duties, —incumbent on this auspicious event—to take place in August of the following year. Suitable preparations were accordingly made in England to convey Royal Edward to the land of the West.

On the 10th July, 1860, the Prince, after receiving on board ship, off Davenport, a royal salute from the English fleet, composed of the following ships: the *Edgar*, *Trafalgar*, *Algiers*, *Mars*, *Diadem*, *Mersey*, *Royal Albert*, *Donegal*, *Aboukir*, *Conqueror*, and *Centurion*, bid adieu to the white cliffs of old England for his grand tour in Canada, and in the United States of America.

His squadron and attendants were as follows: the *Hero*, 91 guns, Commander Seymour; the *Ariadne*, 26 guns, Capt. Vansittart; the *Flying Fish*, 6 guns, screw steam sloop, Commander Hope.

In the *Hero*, there were in attendance on the Prince of Wales, the Duke of Newcastle, the Earl of St. Germain, the Hon. R. Bruce, Major Teasdale, Captain Grey, Dr. Ackland and G. D. Engleheart, Private Secretary to the Duke of Newcastle.

Before landing on our shores, it may not be amiss to note one or two incidents attending the sailing up of the St. Lawrence of the squadron, were it only to show how shoals, and varying currents occasionally beset and perplex even experienced mariners. Five days before reaching Quebec, the flagship *Hero* ran aground on a sand bank in Gaspé Bay, though then under the guidance of a very able navigator, Commander Orlebar, who, under Admiral Bayfield, had surveyed, and mapped the Gulf and River St. Lawrence.

The *Hero* took ground again on the 15th August, at the mouth of the Saguenay, without any material damage in both cases. "Saturday, August the 18th," says the analyst of the Prince's Tour, was an important day for Quebec and Quebecers, and not only for them, but for Canadians generally.... ..

At nine o'clock a.m., a grand fleet of first class river steamers, composed of the *Victoria*, *Napoleon*, *Bomanville*, (with excursionists from Toronto, more than 500 miles distant), *Jacques-Cartier*, *Caledonia*, *Columbia*, *Jenny Lind*, *Magnet*, *Voyageur*, *Mayflower*, *Providence* and *Muskrat*, left Quebec with passengers to meet the Prince's squadron and escort it to Quebec. They were all gayly dressed with flags and evergreens, while some had bands of music on board, and as each passed down the river, it presented a very brilliant appearance.

During the whole of the afternoon, and in fact, during the whole day, the entire front of the city was crowded with persons to catch the first glimpse of the *Hero*.

His Excellency, the Governor-General, the Right Hon. Sir Edmund Walker Head, Bt., and suite, and the Canadian Ministry, attended in their handsome uniforms of blue and gold—met His Royal Highness on the landing steps (the Queen's wharf), as also did Lord Lyons, British Ambassador at Washington, Lt.-General Sir William Fenwick Williams, of Kars, Commander of the Forces, and his suite, Sir Allan N. McNab, and Sir Etienne P. Taché, aide-de-camp to the Queen, the various civil and military personages of Quebec, among them Mr. Mayor Langevin, now Sir Hector L. Langevin, K.C.M.G." Great indeed was the display and rejoicing on that memorable 18th August, 1860, in the historic port of Quebec!

Chap. XIV

THE PALMY DAYS OF WOODEN SHIPS BUILT AT QUEBEC, 1858-1864—
ARRIVAL IN PORT OF THE *Great Eastern*, July, 1861.

1863.—This year indicates the high water mark in ship-building at Quebec. Thirty-eight ships, fifteen barks, five brigs, six brigantines and 11 schooners were launched at our port from the 29th April to the 25th November—in all 79 vessels. The *Caledonia*, 736 tons, built by Wm. Henry, was the last; and the largest of this Canadian fleet, was James Oliver's, a ship of 1777 tons. A table of ship-building operations that summer exhibits, amongst the active promoters of shipbuilding, many well-remembered names: George Holmes Parke, Thomas Lee, John and Allan Gilmour, John Saxton Campbell, Chas. Sharples, James Tibbets, Théophile St. Jean, Wm. Russell, George Osborne, James Goudie, Baldwin and Dinning, Thos. Oliver, James Oliver, Pierre Valin, Hyp. Dubord, Wm. Price, Arthur Ritchie, John Nesbitt, Wm. Stevenson, Gale and Hoffman, Henry Atkinson, Jean Elie Gingras, Henry Dalkin, Wm. Cotnam, Hyde and McBlain, James Dean, Chas. E. Løvey, together with numerous others of less note.

These were the palmy days of this industry, at Quebec. Soon, however, the thing was overdone. Ships were launched, carelessly put together, badly equipped, without due regard to the requirements of Lloyd's surveyor.

One market only was available for the disposal of colonial craft—the London market. It was glutted on several occasions.

The rage to make rapid fortunes out of naval construction infected even humble tradesmen with small capital.

Well-to-do masons, successful shoemakers, risked their all in building wooden ships. Later, in 1876 and in 1878, strikes took place amongst the shipwrights, caulkers and riggers, equally disastrous to *employees* and employers. The inflated bubble burst at last.

Mr. Jos. Auger, N.P., in a luminous magazine article, has pointed out the causes and extent of the trouble, also the help needed to place Canada-built ships on the same footing as subsidized ships constructed in France: a Government grant and joint associations to provide capital.

Not very long since there was issued from the press of Mr. Léger Brousseau a French publication of 200 pages, under the title: "La Construction des Navires à Québec; Grèves et Naufrages, par Narcisse Rosa, ancien constructeur." This was a history, with valuable statistics, laboriously collected by a well-known ship-builder, Mr. Narcisse Rosa, still in the land of the living—of sea-going crafts of various descriptions, built at Quebec during a period of a hundred years—1797-1896—setting forth date of construction, name of ship, of builder and captain, length, breadth, rig, locality where launched, and tonnage. Mr. Rosa did not include ships built under the French regime, in the royal yards, such as the frigate *Orignal*, which came to grief in Diamond Harbor in 1750. The compilation of this list of ships—more lengthy than that of Homer's ships, certainly more capacious crafts—seems to have been a labor of love to the veteran ship-builder, who had to ransack dry-as-dust shipping lists a hundred years old, almanachs such as furnished by John Neilson, and the *Quebec Gazette*, dating back to 1764; the *Quebec Herald*, 1789; *Quebec Mercury*, 1805; *Quebec Morning Chronicle*, 1847, and other periodicals and reviews, &c. Several will doubtless regret that an English translation has not, so far, been made of this booklet, unique in our French literature. The Quebec vessels,

2,542 all told, comprised ships, barks, brigs, steamers, schooners; they recall the prosperous days of ship-building in our port, when the ship-builders counted their *employees* by the thousands in the shipyards dotting the St. Charles, Wolfe's Cove and Levis; hardy and happy men, making the welkin ring to the old chorus "Cheerily, men!" when the clippers and greyhounds slid into their native element, at high water, on a bright May morning, with the "rank and fashion" attending the launch.

Mr. Rosa's volume closes with a sketch of some strikes, disastrous in those days as they are in ours, and with a list of the vessels wrecked on the Lower St. Lawrence and especially on Anticosti, before it was lighted and buoyed, long before the golden era of the chocolate king, Mr. Menier.

This list of wrecks embraces the name of the ship, of her captain, cargo, exact locality where stranded, loss of life, if any, &c.

Notwithstanding the abundance of raw material and cheapness of skilled labor, the grand old industry of ship-building is now a dead memory in our port. Will it ever revive? Qu'en sabe?

The 2,542 vessels launched at Quebec from 1797 to 1896 represent, according to Mr. Rosa's computation, a capacity of 1,377,099 tons, and placing at \$40 per ton the cost of building we have \$55,119,600, to be divided as follows: \$16,529,988 for labor and \$38,589,602 cost of materials. It may be said that the flourishing suburb of St. Roch, rich at present with other industries, for close on a century, lived on the construction of wooden ships.

1861—July brought us Isambard K. Brunel's Leviathan, the *Great Eastern*, 19,000 tons, new m., Capt. Kennedy. "She was 692 feet long by 83 feet beam and 58 feet deep, with six masts, five funnels, 20 boats, five splendid saloons,—to be propelled by four screws and a pair of paddle engines.

Crowds had rushed to Durham Terrace to get a glimpse of her sailing into port, drop her ponderous anchors a short distance above the King's wharf, and swing to the tide. She left our port on the 6th August, 1861, and arrived at Liverpool on the 15th August. This monarch of the deep, despite her colossal size, did not prove a pleasant craft to sail in. On the 12th and 13th September following, on her trip from Liverpool to New York, in an equinoctial gale, the rudder became damaged and useless, she fell off into the trough of the sea, rolled frightfully, pitching a cow through the skylight into the grand saloon, terrifying the passengers, and had to put back into Queenstown."— (Henry Fry.) The *Great Eastern* was subsequently used in placing several submarine cables, sold and resold at a loss. Her failure as an experimental venture, it is said, shortened the days of her clever naval engineer, Isambard K. Brunel, born fifty years ahead of his time. He died, in 1859.

Chap. XV

ORIGIN OF THE HARBOUR DOCKS, AND PRINCESS LOUISE EMBANKMENT—JAMES GEORGE—ADMIRAL EDWARD BOXER.
FACILITIES OF PORT OF QUEBEC FOR THE RECEPTION AND LOADING OF THE LARGEST SHIPS AFLOAT, WITH WESTERN PRODUCE.

THE DOCKS, &C., AT THE MOUTH OF THE ST. CHARLES RIVER—THEIR HISTORY.

The exceptional facilities afforded by our harbour at the head of salt water navigation, as a roomy berth, and safe anchorage for ships of the largest draught, had been recognized long ere the *Great Eastern*, 18,500 tons, old measurement, swung to the tide abreast of the King's wharf, at Quebec, in 1861. Marine surveys had found 100 feet of water in depth at portions of the river opposite the city, and 52 feet alongside some of the Lower Town piers.

In 1822, Mr. James George, a far-seeing Quebec merchant, had suggested a scheme calculated to increase the facilities of the port, by the construction of docks, &c., at the mouth of the River St. Charles, where it empties into the St. Lawrence.

He also put forth a new project, deemed quite impracticable then: rendering the Lachine Rapids, above Montreal, navigable by steam, and offered to build wooden railways, or tramways long before the Engineer Hurlbert designed the Gosford wooden railroad—the forerunner of the Quebec & Lake St. John Railway of to-day.

Mr. James George clearly lived in advance of his time. He was pronounced “non compos,”—an ingenious madman; nothing more was said.

Twenty-six years later, in 1848, Captain (afterwards Admiral) Ed. Boxer, the well-remembered commander of H. M. S. frigate *Pique*, having with his family chosen Quebec as his home, accepted a seat in the City Council, put forth James George's idea about harbour improvements, supporting it with elaborate plans of docks, in a letter or memoir dated 3rd November, 1848, addressed to the Hon. James Leslie, Provincial Secretary, Montreal; his object being also to enlarge the capacity of our port for attracting shipping.

The following, with reference to Captain Boxer's plan for improvement of the harbour of Quebec, is taken from a "Return in part to an address of the Legislative Assembly to His Excellency the Governor-General, dated 20th September, 1852, for documents and information respecting the practicability of forming a safe dock and harbour, for the reception of shipping arriving at the port of Quebec, &c., and for other information relative to the improvement of the harbour of Quebec."

Signed by command,

A. N. MORIN,

Secretary.

Secretary's Office, Quebec, 10th November, 1852.

Appended to the return is a letter from Captain Boxer, of date November 13th, 1848, addressed to the Hon. James Leslie, Provincial Secretary, Montreal, in which he encloses for "His Excellency's information" a plan of his proposed harbour improvements in the St. Charles River.

Again on the 7th November, 1848, Captain Boxer submits a similar plan to the "Corporation of the City of Quebec," but in a more detailed form. This is the second time he had submitted his plan to the City Council, as he refers, in his letter of November 7th, 1848, to the former occasion, but without giving any date.

The plan proposed by Captain Boxer consisted essentially of a succession of three wet docks, each 1,000 feet long and 300 feet wide, situated parallel to, and 300 feet to the north of St. Andrew street. The filling up to the level of this coping of docks, all the foreshore at the mouth of the St. Charles between the docks, and the north branch of the St. Charles River, this made-ground to be used for the erection of warehouses, etc. Along the St. Lawrence face of this made-ground there were to be six piers, each 200 feet long and 100 feet wide, with a distance between the piers of 100 feet.

1853.—At this time Quebec happened to have a very up-to-date Mayor—there have been several before and since,—the Hon. Ulric J. Tessier, subsequently Minister of Public Works, and who closed his career as one of the Judges of the High Court of Appeals. Mayor Tessier strongly advocated harbour improvements, and, if I recollect well, published thereon in the press a memoir which I have not yet been able to procure. It followed the lines set forth by Capt. Edward Boxer and even enlarged on them. For a while the grand project languished, and it was reserved to a strong administration which came to power later on, to breathe into the new scheme the breath of life, and inaugurate the splendid Louise Embankment and Docks.

Chap. XVI

LOUISE EMBANKMENT AND DOCKS—AN INNER, OR WET DOCK, EMBANKMENT AND CROSS WALL.

THE GREAT NORTHERN RAILWAY'S GRAIN ELEVATORS—THE NEW SHORT ROUTE FOR WESTERN GRAIN—FACILITIES NOW OFFERED TO TRADE AND COMMERCE.

“Quebec's natural position alone warrants her people in laying claims to a large share of the Canadian shipping business, while the establishment of our transcontinental line of railway ought in time to secure for this port the handling of a large proportion of the through commerce from the east, of that Greater Britain which Professor Seeley has so aptly described as “a World Venice, with the sea for streets.”

“But, in addition to Quebec's natural position at the head of navigation in the St. Lawrence for vessels of the largest draught, her port can boast of exceptional facilities for the accommodation of shipping. Great as are the natural advantages of the harbour, engineering skill, and the enterprise of our people have added enormously to this accommodation. Quebec boasts a harbour where the entire British navy may safely ride at anchor. It extends from the mouth of the Chaudière, on the west, to St. Patrick's Hole, on the east, a distance of over ten miles in length, the river being lined for the whole of that distance on either side, with wharves or booms, with the exception of where it washes the Beauport beach, while the new Princess Louise Docks, at the mouth of the St. Charles, are the admiration of all who see them. Great things are expected in the shape of increased commerce from the facilities afforded by these new harbour works, now that they are

completed, and thrown open to commerce. It is, therefore, of the utmost importance to the Port of Quebec that these facilities should be made as widely known as possible.

The decline in the volume of Quebec's shipping trade during the last fifteen years, consequent, largely, upon the falling in the export timber trade, may be illustrated as follows:—

In the season of 1875, 779 vessels, with a tonnage of 616,098 tons, were loaded and cleared from this port. In 1880, 634 vessels, of 555,451 tons; in 1885, 369 vessels, of 294,789 tons; and in 1889, 275 vessels, of 240,392 tons. The decrease in the number of sailing ships trading to the St. Lawrence is partly compensated for by the increase in the number of steamers. Thus in 1889, according to a statement compiled by Mr. Frank Johnson, of the Quebec Exchange, forty steamships of 52,830 tons loaded timber cargoes in this port, against nineteen steamships in 1888, having a tonnage of 24,331 tons. If the increase continues every year in this proportion for some years to come, Quebecers will soon have no cause to regret the decrease in the number of sailing ships.

The problem that the trade of Quebec has to solve is to secure the loading of the outgoing cargo of steamships, and the discharge of the inward cargo in this port. In the vast majority of cases this would be incontestably to the interest of both owners and shippers. The disadvantages, additional cost, risk and danger involved in the ascent of the river to Montreal, and the return to Quebec cannot be too much enlarged upon. The loss of time, the extra insurance, the additional pilotage dues, and the dangers of the channel are all so many potential reasons against the passing of Quebec by ocean steamships, to discharge or take on cargo at a more inland port. These disadvantages, and the counter advantages offered by the Port of Quebec, with

its superior accommodation for shipping, must be made known far and wide. It is the manifest duty of all Quebecers to assist in this patriotic work, and to endeavor to bring about the removal of every disability that may weigh against the building up here of a commerce that shall make of their docks a veritable forest of masts, and of their port, the "Liverpool of Canada." — (*The Port of Quebec—its facilities and prospects*, by E. T. D. Chambers, Quebec, 1890.)

LOUISE EMBANKMENT AND DOCKS.

"These Docks are now complete, and have been opened to shipping since May, 1890. They are situated on the point formed by the confluence of the Rivers St. Lawrence, and St. Charles, being bounded on the North by the St. Charles River, and on the East by the St. Lawrence; the principal business portion of the City forming the remaining sides. The Docks consist essentially of an outer or tidal harbour, having a water area of about twenty (20) acres, and a general depth of between 26 and 27 feet of water at low water Spring tides; with a Quay frontage of 3,200 feet.

Spring tides rise eighteen (18) and neap-tides eleven (11) feet; the average rise of tide being (15) feet; but as the tide rarely falls to within one and one-half ($1\frac{1}{2}$) feet of the low water datum, the depth of water in the Tidal Basin is virtually greater than that given by the above mentioned depths.

AN INNER OR WET DOCK.

This Basin has a water area of about 40 acres, and a general depth of water of 27 feet; and a Quay frontage of 3,400 feet.

Vessels wishing to enter the Inner or Wet Docks can do so twice in the twenty-four hours, the gates being opened for a couple of hours at each time of high water, to permit of the exit, and entrance of vessels.

AN EMBANKMENT AND CROSS-WALL.

“ The Embankment is about 4,000 feet long and 330 feet wide, and the Cross-Wall 800 feet long and 150 feet wide.

On the Embankment, are six lines of Railway tracks, connecting with the Canada Pacific, Lake St. John, Quebec, Montmorency & Charlevoix, and Great Northern Railway Company's systems, giving ample facilities for the handling of all kinds of freight.

Warehouses and Freight Sheds have been erected on the Embankment and Cross-Wall, and Pointe à Carcy wharf for the protection of perishable goods, and Railway lines connecting with all the Railway Companies on the Quebec side of the Harbour brought alongside these sheds.

The Railway lines are so arranged, that vessels can be discharged into, or load directly from the Cars.

The Wet Dock, where the water remains at a constant level, affords, for loading or unloading cheaply and expeditiously, into or out of the Railway Cars—no extra charge being made for the entering this Basin. The Northern Quay Wall, 4,000 feet in length, facing on the River St. Charles, is for the use of River craft, and the lightering of lumber, and other cargoes coming down by rail.

Special portions of the Embankment, and Cross-Wall have been set apart for the discharging of coal, in order to avoid any interference, or interruption to other business from this cause.”—(From “ *Description of the Princess Louise Dock and Embankment,*” printed by Dawson & Co., Quebec, 1890, corrected up to present date.)

“ The entrance to the Tidal Basin is 200 feet wide, so that the largest vessels now navigating the St. Lawrence can enter without difficulty.

These Docks are in the immediate vicinity of all the principal Shipping Offices, Banks, and business portion of the City, and are lighted throughout by electricity.

In addition to the frontage above mentioned, the Breakwater (forming the Eastern side of the Tidal Dock) has a frontage of 800 feet on the St. Lawrence, and the Pointe-à-Carcy wharf, with the extension just completed, a frontage of 600 feet. At these Piers the depth of water is never less than 40 feet.

The Great Northern Railway Company have erected a 1,000,000 bushels of grain elevator on the Pointe-à-Carcy wharf. This elevator is equipped with the most recent appliances for the handling of grain, and can discharge either from Railway Cars or Barges. A conveyor gallery runs down the face of the South Quay of the Tidal Harbour; and in conjunction with the Commissioners' freight shed (which is 450 x 80 feet), and their Railway lines, gives to this Pier ample facilities for quick dispatch. The Quebec Cold Storage Company have also on the Pier a cold air circulation, mechanically refrigerated building, as well as ordinary stores, in which they can take care of all kinds of goods.

From the above it will be noted that the Commissioners can accommodate simultaneously, a number of vessels of the largest size, and offer exceptional facilities for the cheap, and expeditious handling of all classes of freight. There are now in connection with the Louise Docks, about six miles of Railway lines, owned by the Commissioners, a 250,000 grain elevator owned by the Quebec Terminal Company, a 1,000,000 bushel elevator owned by the Great Northern Railway, and about 8,400 feet of deep-water Quay frontage.

“The Steamship accommodation now available is sufficient for all present requirements, but owing to the opening for traffic of the Great Northern Railway with its western connections, and the probable early completion of

the bridge across the St. Lawrence which will connect the South shore Railways with the Docks, it is more than probable that additional facilities will have soon to be provided. Fortunately this can be done at a cost, small in comparison with the sums now being spent in New York, Boston, Philadelphia and other Atlantic sea ports, in order to provide the additional depth of water, and extensive Pier accommodation made necessary by the ever-increasing size of ocean steamships. The foreshore immediately to the North of the Louise Embankment offers a site for future Dock extension, which is all that could be desired ; and the time is probably not far distant, when this site will be utilized for the purpose. The project of establishing Winter Navigation on the St. Lawrence is now receiving the serious consideration of vessel-owners, and others interested in the forwarding of Western produce, and should the present agitation result in the establishment of a Winter Steamship Service, which seems not improbable, it need hardly be pointed out, how immensely the Harbour would benefit by the undertaking."

THE NEW SHORT ROUTE FOR WESTERN GRAIN.

"The grain export trade from the Great West to Europe, according to all the leading authorities upon the subject, is about to undergo a complete revolution, due to the recent opening up of a new route of shipment, which shortens the distance to be traversed by the wheat between Duluth and Liverpool, by 800 miles, as compared with the best route hitherto existing between these two points, namely, that via Buffalo and New York. The new short route involves the shipment of cargoes from Duluth to Depot Harbor on Georgian Bay by water, and from the latter point by rail over the Canada Atlantic Railway system, and the Great Northern Railway of Canada to Quebec,

where the grain is shipped directly by ocean steamers to Liverpool. This route has been completed, and made possible to exporters by the recent construction of the Great Northern Railway of Canada, extending from Hawkesbury, in the Province of Ontario, to Rivière-à-Pierre, in the Province of Quebec,—a point 58 miles from Quebec on the line of the Quebec and Lake St. John Railway. The total length of this Great Northern Railway is 170 miles, and its solidity of track, the absence of steep grades, and its superior steel bridges,—one, of 1,700 feet over the Ottawa River, and the other, of 1,000 feet over the Maskinongé—entitle it to rank amongst the best built roads on the continent of America. The construction of the Great Northern, some 48 miles of which had been previously built, was actively commenced in May, 1899, and continued without interruption until its completion in October 1900. It was built by a Company, of which the Hon. P. Garneau, of Quebec, is the President, and Hon. Mr. Parent one of the directors, and as the Federal and Provincial subsidies were altogether inadequate for the work, the greater part of the money required for the undertaking was furnished by shareholders of the Company in Quebec, Boston and New York. The American capitalists who have gone into the scheme, are very prominent and clear-headed business men, who have looked carefully into all the conditions of the trade that it is proposed to tap at Duluth and Depot Harbor, on Parry Sound, and are fully convinced that the new short route must of necessity take a very large share of the grain shipments that have hitherto gone by way of Buffalo and New York. Not one of the facilities required for doing this trade is lacking. Everyone who has visited Parry Sound firmly believes that there is a great future in store for Depot Harbor, where iron steamships from Duluth, Chicago, Milwaukee and various other ports on the great

lakes connect with the railway, and where the first far West elevator of the Canada Atlantic Railway on Canadian soil has been constructed. It has a capacity of a million and a quarter bushels, receiving the grain directly from the steamers that bring it from Duluth and other points, and transferring it to the cars for Quebec. In this last mentioned port, the Great Northern Railway elevator at the Louise Dock, with a capacity of a million bushels, takes the grain from the cars and loads it upon the ocean steamships, lying alongside of it, for England. This elevator is of the most modern construction, equipped with the best, and most perfected machinery, and is capable of taking in, or delivering 12,000 bushels per hour. Attached to the main elevator is a marine tower for the unloading of vessels from the upper lakes that may pass down through the canals. This magnificent plant has been erected at a cost of over \$300,000, by Messrs. A. F. Chapman & Co., of Buffalo, the celebrated elevator builders, on plans prepared by Messrs. Hand & Greenberg, civil engineers. It is largely due to the spirit of enterprise of Mr. H. H. Melville, of Boston, one of the vice-presidents of the railway, and a firm believer in the commercial future of Quebec, that this city is now possessed of so important an addition to its shipping facilities. In regard to the excellence of this Quebec elevator and its entire equipment, splendid testimony was borne by Mr. F. McFee, grain exporter of Montreal, on the occasion of the first shipment of grain made by it on the 15th November last. Speaking at the banquet given on that occasion in the rooms of the Quebec Board of Trade, Mr. McFee said that not only was the Great Northern Railway itself unsurpassed for solidity, but that in the entire grain business of the St. Lawrence, there was nothing in the way of modern improvements to equal this elevator at Quebec, and he congratulated the

trade accordingly upon the splendid facilities here provided for them.

The new short route has already passed the experimental stage of its existence. Its first shipment of 135,000 bushels of wheat and oats, brought from Parry Sound to Quebec over the Great Northern Railway on board of 110 cars, commenced on the 15th November, (1900) was successfully completed a few days later.

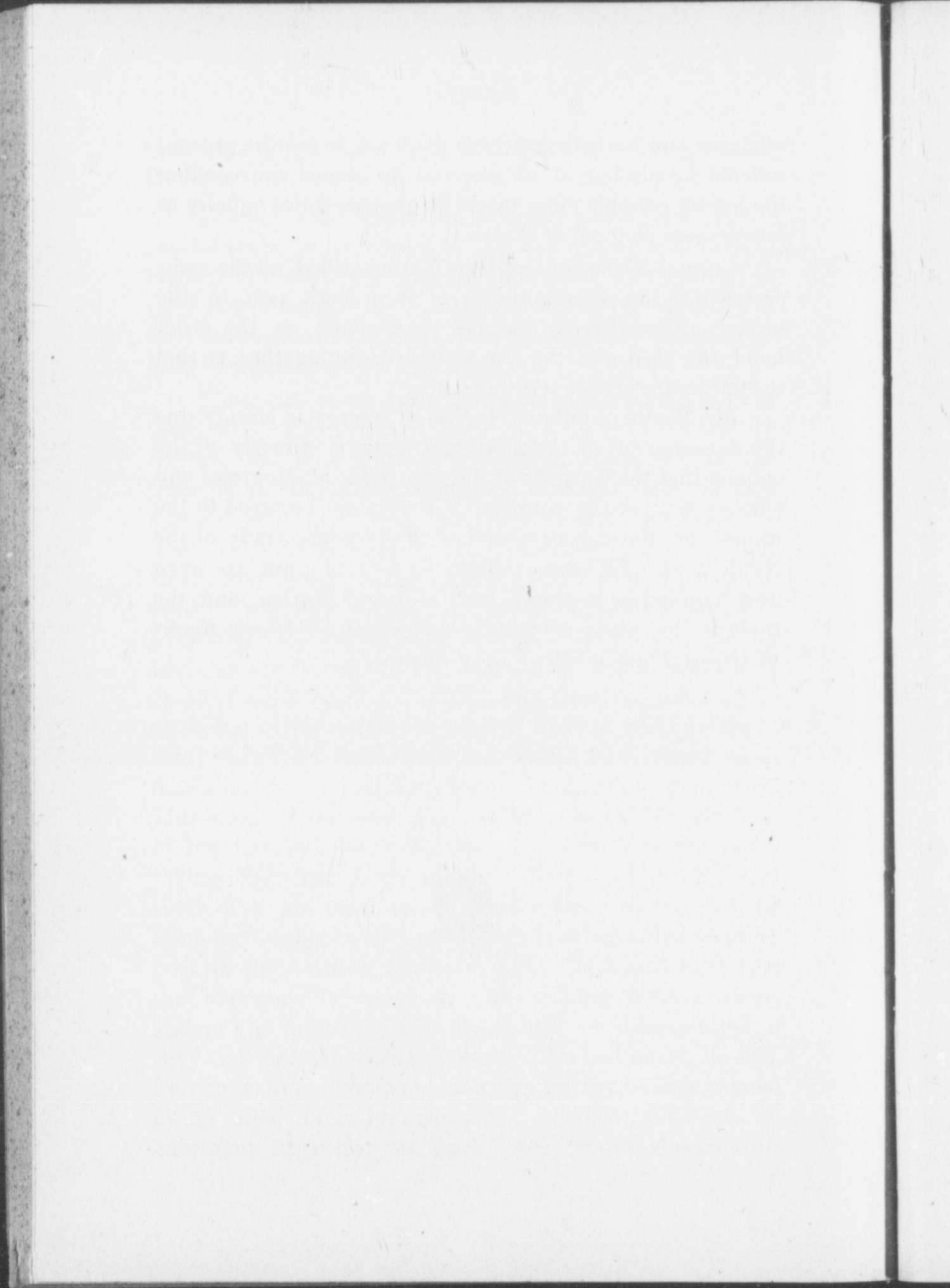
There can be no doubt of the immense possibilities of this trade. Mr. McFee, of Montreal, who has been already quoted, and who because of his long experience in the trade is an undoubted authority, declares that the new Quebec route will defy the opposition of any American one. In addition to the saving of distance there is a further large economy in the handling of grain at the Ancient Capital. There are no lighterage charges in placing the grain from the cars on board the ships. That means doing business at a minimum cost. He believed that before long ships of ten to twelve thousand tons burthen, drawing 30 to 35 feet of water, would come to Quebec, and he showed that other ports than Montreal would be required as an outlet on the St. Lawrence for the trade of the great west. This view of the case was corroborated by Mr. Harling, of the Leyland steamship line, the owners of the vessel taking the first cargo of grain from Quebec. He said there was no limit to the export trade that might be done by Quebec, which possesses advantages that no other port on the Atlantic seaboard had. He hoped next year that his company would ship ten million bushels there, and in the following year he should be disappointed if they did not double that amount. He had never, he said, known an undertaking of a similar nature to be inaugurated under such favorable auspices. Quebec possessed an enormous advantage in having deep water alongside its

wharves, and his company was prepared to aid the present scheme by placing at its disposal its largest ships so that the lowest possible rates might be quoted—rates equally as low as those charged at Boston.

Colonel McNaught, of New York, testified, on the same occasion, to the disadvantages of New York port in the matter of transferring cargoes in Quebec; on the other hand, the ship and the car were brought together, so that the minimum of cost was reached.

Mr. Booth, of Ottawa, to whose energy is largely due the development of the new short route, is strongly of the opinion that the capacity of the two ports of Montreal and Quebec, will, in the course of a few years, be taxed to the utmost for the accommodation of the grain trade of the North-West. Eighteen million bushels of grain are even now handled in a single year at Depot Harbor, and the trade of the place is rapidly increasing.”—(*From Report of Export Trade of the Port of Montreal.*)





APPENDIX.

JACQUES CARTIER.

Jacques Cartier, born at St. Malo, France, in 1491—died childless, 1st September, 1557.

First Voyage to Canada, as far as Gaspé, in 1534.

Second Voyage—winters at Quebec, 1535-6.

Third Voyage—winters at Cape Rouge, near Quebec, 1541-2.

Fourth Voyage—(uncertain) supposed to have been made in 1549.

CHAMPLAIN.

Samuel de Champlain, the Founder of Quebec, born at Brouage, in Saintonge, France.

Quebec founded 3rd July, 1608—Death of Champlain, at Quebec, Christmas Day, 1635.

ORIGIN OF NAME OF QUEBEC.

“In the ‘Bulletin des Recherches Historiques’ for April, 1901, Dr. James Douglas, who is a native of Quebec, calls attention to the old theory that the name of the Ancient Capital may be of Norman origin. He recalls the passage in Alfred Hawkins’s Picture of Quebec (not “Picturesque Quebec,” which is the title of a well known work of Sir James LeMoine), in which it is stated that the Earls of Suffolk (the De la Poles) were in the 15th century lords of Quebec, in Normandy. He also refers to a note in Ferland’s ‘Cours d’Histoire du Canada,’ (vol. i., page 90, not 190), in which Hawkins is said to have acknowledged that he had been mistaken, and that Briquerbec, not Quebec, was the name of the Norman manor of the De la Poles. Dr. Douglas thinks it is not improbable that, in the interval of time between Roberval and Champlain, some French adventurers, ascending the river, may have found the name of Kebec, or something like it applied to the spot formerly known as Stadacona. They would accept it all the more willingly because it was not quite unfamiliar to them. ‘The two syllables that compose the word Quebec are often met with,’ says Dr. Douglas, ‘in Breton and Norman names.’”

Certainly the syllable “bec” is common in Normandy, but Breton local etymology is another thing. In Taylor’s

"Words and Places" there is a map showing the Danish and Saxon names in Normandy, and their rarity in Brittany. The name "Briquebec," according to Taylor, means the "birch-fringed brook," and has, he says, its equivalent in the Birkbeck of Westmoreland. Caudebec, Houlbec, Foulbec, *i.e.*, Coldstream, Lowstream, Muddy Creek, are other examples of Norse names in Normandy. Dr. Douglas thinks that some recollection of Briquebec, near Cherbourg, may have confirmed the French sailors in their adoption of the name which they heard the Algonquin Indians giving to the spot which, in Cartier's time, the Iroquis had called Stadacona. The question continues, however, to be involved in obscurity.—(*Old and New—Montreal Gazette, April, 1901.*)

(From *Star of 5th January, 1901.*)

NELSON AT QUEBEC.

To the Editor of *Notes and Queries* :

Sir,—In what year was Lord Nelson in Quebec?

Montreal.

BEAVER.

"In Robert Southey's pleasing "Life of Lord Nelson" the following passage occurs:—"At Quebec, Nelson became acquainted with Alexander Davidson, by whose interference he was prevented from making what would have been called an imprudent marriage. The *Albemarle* was about to leave the station, her captain had taken leave of his friends, and was gone down the river to the place of anchorage; when the next morning, as Davidson was walking on the beach, to his surprise he saw Nelson coming back in his boat. Upon inquiring the cause of his reappearance, Nelson took his arm to walk towards the town, and told him he found it utterly impossible to leave Quebec without again seeing the woman whose society contributed so much to his happiness, and then and there offering her his hand. 'If you do,' said his friend, 'your utter ruin must inevitably follow.' 'Then let it follow,' cried Nelson, 'for I am resolved to do it.' 'And I,' replied Davidson, 'am resolved you shall not.' Nelson, however, on this occasion was less resolved than his friend, and suffered himself to be led back to the boat."

At p. 198 of my friend, Sir James McPherson LeMoine's "Chronicles of the St. Lawrence" (1878) the following passage may be found:—"Here (Island of Orleans), anchored, it would seem, Nelson's sloop-of-war, the *Albemarle*, in 1782, when the love-sick Horatio returned to Quebec for a last farewell from

the blooming Miss Simpson, a daughter of Sandy Simpson, one of Wolfe's provost marshals. Miss Simpson afterwards married Col. Matthews, Governor of the Chelsea pensioners, and died speaking tenderly of her first love, the hero of Trafalgar."

Sir James wrote a novelette on the subject in the "Revue Canadienne" in 1867, which was amended and corrected (after being incorporated in the "Maple Leaves") in the "Tourist's Notes Book," issued in 1876, and also, as we have seen, in the "Chronicles of the St. Lawrence" in 1878. At p. 233 of "Picturesque Quebec," Sir James says:—"Whether it was Alexander Davidson, as Southey suggests, or another Quebecker of note, in 1782, Matthew Lymburner, as Lt.-Col. John Sewell, on the faith of Hon. W. Smith, the historian of Canada, stated to us, is of minor importance. One thing is certain some thoughtful friend in 1782, extricated the impulsive Horatio from 'the tangles of of Neera's hair,' in the port of Quebec. The hand of fate had marked the future Captain of the *Victory*, not as the Romeo of a Canadian Juliet, but as the paramour of Lady Emma Hamilton. Alas! for her fair fame! It seems certain that the Commander of the *Albemarle*, during his repeated visits to our port in July, September and October, 1782, became acquainted with "sweet sixteen," (he himself was but twenty-four) in the person of Miss Mary Simpson, the daughter of an old Highlandman, Sandy Simpson."

An old gentleman of Quebec, wrote, in 1876, to Sir James LeMoine that his "mother well recollected having seen Nelson when, in 1782, he commanded the sloop-of-war *Albemarle*. He was erect," she said, "stern of aspect, and wore, as was then customary, the 'queue,' or 'pigtail.' Her idea of the Quebec young lady to whom he had taken such a violent fancy, was, that her name was Woolsey—an aunt or elder sister, perhaps, of the late John W. Woolsey, President for some years of the Quebec Bank, who died in 1852 at a very advanced age." Other writers have asserted that the young lady was Miss Prentice, one of the nieces of Miles Prentice. After reading all that has been written on the subject, I am of opinion that Sir James LeMoine was correct in his "attempt to unravel the tangles of this attractive web," and that the heroine of Captain Nelson's adventure was undoubtedly Miss Mary Simpson.—Editor of *Notes and Queries*.—*Star*, 5th January, 1901.

THE GREAT EASTERN.

The *Great Eastern*, originally to be called the *Leviathan*, was commenced building, at Millwall, on the Thames, by Mr. Scott-Russell, on the 1st May, 1854, on a design by Isambard

Kingdom Brunel, an eminent civil engineer,—by a company with a capital of £1,000,000. Her actual cost when she was fit for sea was about \$5,000,000,—Though ready to be launched on 3rd November, 1857—the launch after serious accidents, took place on 31st January, 1858, at an extra cost of \$600,000.

Her exact tonnage was 18,915 tons gross and 13,344 net.

She proceeded to Southampton, where her Commander, Capt. Harrison, was drowned by the upsetting of a boat, and on 17th June, 1860, she started for New York with only 36 passengers.—(*History of North Atlantic Steam Navigation, Henry Fry, pp. 184-85.*)

OPENING OF NAVIGATION, AT QUEBEC.

DATE AT WHICH FIRST VESSEL ARRIVED FOR A PERIOD OF TWELVE YEARS.

We have been favored with an extract from the Quebec Observatory relating to the opening of navigation for twelve years, from 1855 to 1866.

Year.	Ice Broke Up.	First Ship.
1855	4th May	6th May.
1856	No ice-bridge	28th April.
1857	23rd April	21st April.
1858	No ice-bridge	28th April.
1859	18th April	28th April.
1860	No ice-bridge	28th April.
1861	No ice-bridge	22nd April.
1862	No ice-bridge	22nd April.
1863	29th April	3rd May.
1864	No ice-bridge	24th April.
1865	15th April	29th April.
1866	19th April	28th April.

DATE OF LAST TRIP OF STEAMERS TO MONTREAL.

1854—December 2.	1864—December 1.
1855—November 28.	1865—December 2.
1856—November 30.	1866—December 3.
1857—December 5.	1867—November 22.
1858—December 14.	1868—November 25.
1859—December 8.	1869—November 26.
1860—December 1.	1870—November 28.
1861—December 3.	1871—November 26.
1862—December 4.	1872—November 24.
1863—December 2.	1873—November 18.

(*The Quebec Chronicle, 21st January, 1901.*)

ANNUAL TIMBER CIRCULAR OF J. BELL FORSYTH & Co.

“The number of sailing vessels cleared for sea (lumber laden) at the port of Quebec, including the Saguenay and Lower St. Lawrence, from 1885 to 1900, was as follows :—

Vessels.		Vessels.	
1885.....	369	1893.....	177
1886.....	325	1894.....	136
1887.....	271	1895.....	86
1888.....	227	1896.....	103
1889.....	275	1897.....	99
1890.....	250	1898.....	88
1891.....	205	1899.....	74
1892.....	244	1900.....	28

During season of 1900, 241 steamers arrived in port for entire cargoes.

The number of cars of deals, timber, pulp, &c., carried by the Q. & L. St. John Railway for the year ending 1st November, 1900, was :—

Cars.		Cars.	
Deals and lumber.....	5,414	Ties.....	555
Cordwood.....	1,420	Square timber.....	585
Pulp.....	2,282	Pulpwood.....	708

NEEDS OF QUEBEC HARBOUR.

“Beauport.—A gas buoy is wanted at the shoal.

“Quebec Harbour.—Of all the suggested improvements, up the river, the most important seems to be here. What is wanted is a good leading light, for going in and out of the harbour. At present there are two red range lights at the Quebec wharf, but those are strongly condemned by everybody. They are quite insufficient in power, and are not distinguishable, surrounded as they are by numerous electric lights. To remedy this state of affairs, powerful range lights should be placed on the western end of Orleans Island. Of the thirty odd witnesses whose evidence was heard, there were but three who did not want any improvement here. The majority was emphatic. One or two of them suggested an alternative position for these leading lights, such as some high part of Quebec itself, but they all agreed that no place could be better than the western end of the Isle of Orleans.

“Sweeping the river in the spring-time would be an advantage. The lights from Father Point up are generally good, except the Cape Salmon. The charts are good except from Bellechasse to Crane Island. Gas buoys should be oftener changed.”—(From Montreal Report of Navigation.)

Great Northern Railway

OF CANADA,

THE SHORT, NEW AND MOST DIRECT ROUTE

—BETWEEN—

Chicago, Milwaukee, Duluth, Fort William,

ALL WESTERN POINTS AND

....THE GREAT LAKES TO....

EUROPE via PARRY SOUND (Depot Harbor),

**CANADA ATLANTIC and GREAT NORTHERN
RAILWAYS,**

to QUEBEC, thence Ocean Steamer.

800 miles Shorter than via Buffalo and New York.

Unsurpassed facilities for handling Freight at Quebec.
New and Modern Elevator (capacity 1,000,000 bushels)
Deep water all the year round.

MILEAGE.

Hawkesbury to Quebec.....	226 Miles.
Montreal-Joliette Extension.....	40 "
Branch Lines.....	8 "
Total.....	274 "

Summer Homes, Grand Scenery, Good Fishing and Hunting
among the Laurentian Hills.

The Famous SHAWENEGAN FALLS—The Niagara of the
East—only Four hours run from Quebec.

Magnificent water-powers at various points along the Line,
offering unexcelled sites for manufacturing industries.

General Offices: QUEBEC, P. Q.

GUY TOMBS,

General Freight & Passenger Agent.

J. G. SCOTT,

General Manager.



FO

and

Before Deciding on the Locality for your **SUMMER VACATION**

You will find it to your interest to make inquiries about the

Quebec & Lake St. John Railway



THE NEW ROUTE TO THE FAR-FAMED SAGUENAY,

And the **ONLY RAIL LINE** to the Delightful **Summer Resorts and Fishing Grounds** North of Quebec, and to **Lake St. John and Chicoutimi**, through the

CANADIAN ADIRONDACKS.

Trains connect at Chicoutimi with Saguenay Steamers for **Tadousac, Cacouna, Murray Bay and Quebec.**

A round trip unequalled in America, through matchless Forest, Mountain, River and Lake Scenery, down the majestic Saguenay by day-light, and back to the Fortress City.

TOUCHING AT ALL THE BEAUTIFUL SEA-SIDE RESORTS

on the Lower St. Lawrence, with their Chain of Commodious Hotels.

Hotel Roberval, Lake St. John, has first-class accommodation for 300 Guests, and is run in connection with the **Island House**, at **Grand Discharge**, of Lake St. John, the Centre of the **Cananiche Fishing Grounds**.

PARLOR AND SLEEPING CARS,

Magnificent Scenery—*—Beautiful Climate.

Connections with trains of the **Great Northern Railway of Canada** for Grand Mere and the **Celebrated Shawenegan Falls**, the **Niagara of the East.**

Apply to the Ticket Agents of all Principal Cities.

A beautifully illustrated Guide Book free on application.

This railway runs through 200 miles of the **FINEST SPRUCE FORESTS IN AMERICA** through a country abounding in

Magnificent Water-Powers,

and cheap labour, and of easy access to Steamship Docks at Quebec.

AN IDEAL LOCATION FOR THE PULP INDUSTRY.

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Quebec, P. Q.

J. G. SCOTT,

General Manager.

Quebec Steamship Co.

TOURS OF THE TROPICS.

BERMUDA AND WEST INDIA LINES

OF THE

QUEBEC STEAMSHIP CO.

Bermuda, St. Thomas, St. Croix, St. Kitts, Antigua, Guadeloupe, Dominica, Martinique, St. Lucia, Barbados and Demerara, via the New York and West India Routes of the Quebec Steamship Company.

NEW YORK AND BERMUDA ROYAL MAIL STEAMSHIP LINE.

The "A 1" Iron Steamship "TRINIDAD," 3,000 tons, or "PRETORIA," 3,300 tons, having the newest and best passenger accommodations, will sail from the Company's pier, 47, North River, New York, every alternate Saturday during the summer months, and weekly from January to June.

NEW YORK and WINDWARD ISLANDS MAIL STEAMSHIP LINE.

ST. THOMAS. ST. CROIX. ST. KITTS. ANTIGUA. GUADALOUPE. MARTINIQUE. ST. LUCIA. BARBADOS AND DEMERARA.

The First-class Iron Steamships "MADIANA," 3,100 tons; "FONTABELLE," 2,700 tons; "RORAIMA," 3,300 tons; "CARIBBEE," 2,000 tons. These Vessels have excellent passenger accommodation and are scheduled to sail from pier 47, North River, New York, alternatively **EVERY TEN DAYS.**

St. Lawrence Line to Maritime Provinces.

The Twin-Screw Iron Steamship "CAMPANA," 1,700 tons, having the highest accommodation for passengers, will sail from Montreal to Pictou, N.S., calling at Quebec, Father Point, Gaspé, Malbay, Porcé, Summerside, P.E.L. and Charlottetown, P.E.I., at 2.00 p.m., every alternate Monday during the Season of Navigation, sailing from Quebec the following Tuesday at noon. At Pictou, the Intercolonial train is taken for Halifax, whence connections can be made for St. John, N'f'd., St. John, N.B., Portland, Boston and New York.

Tickets are for sale at all Principal Ticket Offices in the United States and Canada.

For passage and pamphlets giving information of the above routes, apply to

J. G. BROCK, Agent, 211 Commissioner Street, Montreal.

A. E. OUTERBRIDGE & CO., Agents, 39 Broadway, New York.

or to **ARTHUR AHERN**, Secretary, Quebec, Canada.

Leyland Line



St. Lawrence Services

Montreal
TO
Antwerp



Quebec
TO
London

SS. INDIAN	9200	Tons
" EUROPEAN	8200	"
" AMERICAN	8200	"
" MEXICAN	4200	"
" BELGIAN	3500	"
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" ALMERIAN	3000	"
" ASSYRIAN	3000	"

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ROYAL MAIL STEAMERS

ESTABLISHED 1854.

THE splendid Steamers of the ALLAN LINE Fleet sail from MONTREAL and QUEBEC every SATURDAY during the season of St. Lawrence navigation.

The Line has grown from four Steamers of a total tonnage of 7,000 tons to **thirty-four Vessels of 166,304 tons.** Amongst these are the new twin screw Steamers "TUNISIAN" and "BAVARIAN," each 10,500 tons; "IONIAN" and "PRETOREAN," of 9,000 tons, and "AUSTRALASIAN," of 7,765 tons. All of the largest size and capacity possible for the St. Lawrence route.

The passenger accommodation for all classes of passengers is unsurpassed by any line. The First and Second Cabin Saloons and Staterooms are situated amid ships. The ships throughout are lighted by electricity, and especial attention has been given to ventilation and sanitary arrangements. All the rooms have water unlimited in supply on taps. The Bath-Rooms are not excelled in appointments even in our best hotels.

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Third Class to Liverpool, London, Glasgow, Belfast or Londonderry, **\$26.**

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"COMMONWEALTH" . . .	13,000 Tons.	600 feet long.	
"NEW ENGLAND" . . .	11,600 "	565 " "	" "
"CANADA"	9,000 "	515 " "	" "
"DOMINION"	6,600 "	445 " "	" "
"VANCOUVER"	5,300 "	430 " "	" "
"CAMBROMAN"	5,000 "	415 " "	" "

BUILDING.

"COLUMBUS"	13,000 "	600 " "	" "
"LABRADOR"	10,000 "	560 " "	" "

Freight Steamers.

"OTTOMAN."	"IRISHMAN."	"ROMAN."
"ENGLISHMAN."	"NORSEMAN."	"TORCOMAN."

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To the West Indies.

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COLD STORAGE to London and Glasgow.

Special ventilated space for perishable cargo.

Steamers fitted with steam fans.

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ALONE CONTAINS HUNDREDS OF THE MOST
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GAME ABOUNDS in the FORESTS and on the BEACHES.

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FEATHERED GAME:—Canada Goose, Duck, Woodcock, Snipe, Partridge, Plover, etc., in great numbers and in many places.

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Farm Lots, for Settlement in the
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OVER
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Price of Fine Lots of 100 Acres, 20 to 50 cents per acre.

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Plenty of spruce which is in great demand for pulp making.

