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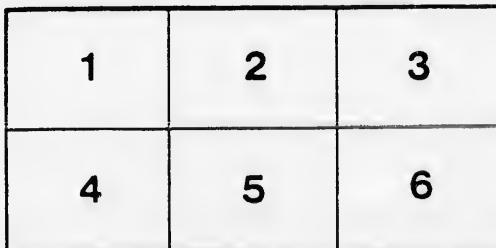
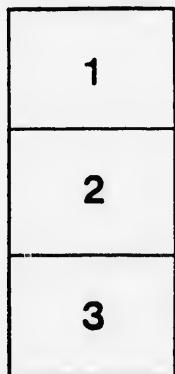
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City of Quebec Jubilee Illustrated



THE QUEEN ASCENDING THE THRONE FIFTY YEARS AGO.



THE
CITY OF QUEBEC
JUBILEE ILLUSTRATED



1837

1887

LITHOGRAPHED AND PUBLISHED BY THE GEORGE BISHOP ENGRAVING AND PRINTING CO., Limited, MONTREAL.

QUEBEC.

"I pray you let us satisfy our eyes with the memorials and the things of fame that do renown this city."

Mahopare.

Quebec, founded by Samuel de Champlain, on the 3rd July, 1608, is the capital of the province, bearing the same name—the oldest of the several provinces, federated in 1867, in the Dominion of Canada. There is no city in North America more famous, in the annals of history, and few on the continent of Europe more picturesque yet located.

Whilst the surrounding scenery reminds one of the unrivaled views of the Isthmus, the airy site of the citadel on Cape Diamond, recalls insipract and Edin-burgh.

"The Gibraltar of America," bristling with artillery, sits defiantly on a rocky promontory, at the confluence of the St. Lawrence and St. Charles rivers, miles from Montreal, and is built on a hill rising from the plain below. It has about 30,000 inhabitants, with six chartered banks, several Masonic lodges, six French and English newspapers. The chief business of the city until a few years back was shipbuilding and the export of timber; but now, as the forests have been largely cleared by arbitrary regulation, bids fair to carry to other ports a notable portion of the returns derived by the workingman from this latter rich mine of industry. Quebec, since the days of Bishop Laval, has continued to be the seat of a large number of clerical and ecclesiastical dignitaries, and the elevation of its archbishop to the dignity of a Roman Cardinal, in June last, was attended with a most imposing pageant and general illumination.

Of late years several important manufacturers have sprung up, and the growth of the population of the city is expected to derive material benefit from the convergence here of several lines of railway, connecting with the transatlantic steamships, and making it a depot of immigration and of freighting, the arrival of the projected steamer line from Asia being but a little way off in the near city, whilst supplying the missing link in that great national web, the Canadian Pacific railway, will remove the disadvantage inflicted by the winter Level crossing; there or more lines of railroads will then connect passengers and freight in the city, so that Quebec will have cause to be a centre and during six months out of the twelve.

Quebec is built nearly in the form of a triangle, bounded by two rivers and the Plains of Abraham, and is divided into the Upper Town, built on the rock, the fortifications of which are admirably fortified, and three hundred and fifty feet high, while the latter is built on the contracted (and reclaimed) strands between the cliff and the river. Hence its name of the "Walled City." The Lower Town, or village, by their name, "Grande Allée" (Great Avenue), recall the narrow paths of early days, when M. de L'Isle, reached, in 1640, a silvery home at Pointe-a-Puisieux, under the leafy shades of the intervening silvery woods, through the burr oak. After the Indian attack in 1643, when Sieur de Courval, about 1615, located his lares, near the spot where Illois Gate stood, or where Champlain, in 1623, had the path enlarged, which led from the lower to the upper town—a la Motte—there was no road, save a track, which was a narrow occasion of much toil, and very steep—peculiarities which help to make it the most quaint, picturesque and healthy looking city in America—beautiful and healthy, without "Take mountain and plain," says old De L'Isle, "and you will find a transitory state-ship and tiny boat, on the hill and shady valley, bold headland and rich, fruitful fields, frowning battlement and cheerful villa, glittering dome and rural spire, flowery garden and sombre forest—green and all in green; cross it over with a cloudless sky, light it up with a radiant sun, and let the east be too dazzling, hang a veil of lighted haze over all, to soften the lines and perfect the ripples,—you will then have seen Quebec or that September morning."

The beauty of Quebec, as Dr. John Charter, F.R.S., has borne the theme of general autopsy. The majestic appearance of Cape Diamond and the fortifications, the cupolas and minarets like those of an Eastern city, blazing and sparkling in the sun, the loveliness of the panoramas, the noble beeches, a single purple silken emblem rich with color, a hundred sail of the line, the graceful meandering of the River St. Charles, the numerous village edifices on either side of the St. Lawrence, the abode of a rich and more than princely society, the park-like scenery, the park-like scenery of Point Lévis, the beautiful Isle of Orleans, and more distant still, the towering Cape Tourmente, and the lofty range of purple mountains of the most picturesque forms which bound the precipices, and form a cusp *dorsi*, which, without exaggeration, is scarcely to be surpassed in any part of the world."

The Walled City has been truly styled the key to Canada, and a northward-looking center and a safe refuge, to meet the requirements of modern war, still make good this broad boast. It was considered so when its citadel was crowded with the *Fluer de lys* of Old France. It may yet be called upon to play a part in the future. Under St. George's cross, the two foremost nations of Europe were arrayed in deadly strife, to decide the fate of empire in the new world.

As far back as 1535, its green banks offered a refuge and winter quarters to Europeans; the city must ever awaken the deepest interest in the eyes of every student of history, development and one of the most important impresses the courage and self-sacrifice, the strength and permanency. The reader of American history, on entering its gates, or wandering over its squares, its ramparts and battle-fields, puts himself at once in communion with the illustrious dead; the achievements of daring, the valor, self-sacrifice, and chivalry, the magnanimity of the Cross, and the conflict of military heroes who died and died in the assault and defence of its walls, are here re-read with tenfold interest. There, the lover of nature, in her grandest and most rugged forms, the grand and sublime, will find around it an affluence of sublimity and beautiful sub-lests.

The wintering of the venturesome Jacques Cartier on the shores of the Iberies, in 1535-6, by his remarkable leadership of his crew, and his skillful medicine, but also to every denizen of America. It takes one back to an era nearly coeval with the discovery of the continent by Columbus—much anterior to the foundation of Jamestown, in 1607—anterior to that of St. Augustine, Florida.

Languid discussion has taken place as to the origin of the names Canada and Quebec. Some assert that Kannata, the Iroquois word, signifying "a village" or "collection of huts," was given indifferently to the whole of the region, and not to the particular point that Quebec owes its name to the exclamation of the Norman sailors "Quel bon!" "What a promontory!" whilst others with good reason think it was derived from a word in the Algonquin language signifying "a straight."

A painful derivation is that attributed to the Spanish words *a-co-nada*. NOTHING HERE uttered by some Spanish sailors on viewing the sterile aspect of some headland. The Suffolk seal inscription, pictured by Hawkin,

has been proved to mean CAUDRINO, a town in Normandy, and not Quebec. But let us not tread rashly on the ground of antiquity.

Subsequent ages have ratified the sound judgment of Champlain, and made the name of Quebec, by the location of the great fortress of French power in America, the "fulcrum, which for a century moved the continent from the shores of the St. Lawrence to the shores of the Gulf of Mexico;" though at one time, the ablerized shores of the St. Charles were freely talked of, as the propinquity of the Mississippi.

How oft, indeed, has the storm of battle raged furiously round Quebec's hoary ramparts, bristling with guns, lying in ambush, like huge beasts of prey, ready to pounce on the unwary, and planned by skilled French engineers, and casting fabulous sums to France, though the Duke of Wellington was built in 1821-30. This completed fortification, built on the St. Lawrence, with a height of 350 feet, cost England millions, by the river RAILWAY in Canada, cost England millions.

Many and murderous were the Indian raids around Quebec at the dawn of the settlement, Champlain having ingeniously planned part of the fortifications in the manner in which they were waged against the Huron and Algonquin tribes, buried in the vicinity of the fort.

Quebec, more than one-half the breadth of England and France, in this New World, had to bear repeatedly the brunt of their rivalry; these two powers, unconquered in their struggle for supremacy.

Five sieges, in 1629, 1636, 1659, 1759, 1760, 1775, have left their bloody footprints round the battlements.

Had the bulk of its citizens, the sons of old France, in 1775 and 1781, sided with the rebels, the Americans would not have been successful, in their Fair Land of the West, any longer subjects to greet Victoria, as Queen of the British Empire.

It might not be an uninteresting subject of research, to trace the complex origin of the 70,000 souls comprising the population of the Americas, and to determine your countrymen in New France, though its successful rival, Montreal, was very soon placed an important part in colonial affairs. New France in fact was originally peopled by emigration from Brittany, Normandy, Perche, Maine, Anjou, Poitou, Gascony, and Provence, and in these peasant hairy Highlanders, adventurous mechanics in quest of a home and a livelihood free from the heavy imposts then beginning to weigh on the French nation. An important class soon came to the front, in a country in which the individual was to be reckoned in the class. French interpreters, composed of men, who eventually attained important positions of trust; one of whom was for a time charged with the administration of the colony, the Baron de Louqueuil; let us also mention others such as Marsolet, Nicot, and Couture.

Attempts have been practised in the selection of colonists, by the public companies and later on, when Quebec became a crown colony, by the king; unlike the mode of colonizing which obtained for the Isle of St. Christopher and other islands. The first attempt to bring over the companies of the dashing Carillon Regiment, brought out here by the Marquis of Tracy, in 1665, by the infusion of new blood raised the standard of colonists adding a refined element to the sparse population. Louis the Great had temporal difficulties, which compelled him to offer the French nobility, to settle in Canada, by royal gifts of waste lands, offering to the privates, farm stock and all sorts of aids. This was a success, for the names of several old seigneuries, can be after their first proprietors, found in the Sorel, Beauport, Vaudreuil, Beauharnois, Granby, Contrecoeur, Varcomes, Beaupre, Malartic, La Perade, De la Haudiere, etc. Many of these refined Canadian *gentilshommes*, however, appear to have been more addicted to heading sanguinary raids on the peaceful settlers of New England, than to husbanding their broad generally than to sloughing and harrowing their broad acres.

The conquest of the country in 1759 brought out from Britain an important accession of English and Scotch, who added greatly to the wealth and prosperity, a prey to that "earth hunger" which distinguishes the English race, and anxious to acquire estates for their sons and daughters.

The exodus in 1783-4 of the United Empire Loyalists, from the colonies of America, to Canada, which was recognized in 1793, as an independent nation, was but slightly felt at Quebec. This progressive element, the founders of Western Canada were, however, represented in that city, in 1793, by the late Chief Justice of New York, the Hon. John Jay, who had been appointed to the office of Chief Justice of Quebec, by his son, William Smith, the historian of Canada, and later, in 1793, by his son-in-law, the learned Jonathan Sewell, another U. E. Loyalist, from Massachusetts, who, in 1809, became Chief Justice of Quebec, and died in 1835, leaving eight sons and daughters.

The Reign of Terror in France in 1793, which brought over a colony of distinguished French Royalists to Western Canada, added nothing appreciable to the population of Quebec, but the numerous French priests, who were provided with curæ, and in the winter of 1793, the banner of St. George, instead of the white lily of France, floating on our bastions, secured the day against the invasion of the deluge of revolutionaries, who, in 1793, had crossed the St. Lawrence, and were erected in the upper town market place, and French noblemen and French priests, were welcome among us, without the constant fear of the guillotine before their eyes. Quebec was not Cayenne.

Oppressed and autocratic, Quebec has abiding one—in our complex population yet, whose origin remains yet to be enquired into by our ethnologist: the German element. Wheare, and at what date came among us these notable men, the Wurtzels, Hoffmann, Tietz, Brotz, Leibach, Coblenz, Hind, Bowes, Stapleton, Leibach, Colbeck, Hind, Wolff, Eckhardt? How many of them can seek their ancestors amongst the Brunswick, and Hanoverians, which laid at Quebec in 1759? The Hon. Bonaparte, the Emperor of France, the shiploads of Germans, chiefly from Wurttemburg, who emigrated to Canada to escape conscription during the early Napoleonic wars and previous.

The Poyer family dates back to old George Poyer, the name of which is not to be found in any record, but he did not come direct from Germany; he had first settled in New York and then returned to England, landing at Quebec in 1791.

The Indian population of Quebec became considerable about 1823, when emigration was flowing from the Green Isle to America; emigration increased to very large proportions about 1847; the Irish headquarters in the city then was in Champlain street. The Irish settlements, in the townships and round Quebec, date back to 1823.

They grew in importance and numbers, under the wise guidance of a venerated priest, the Revd. Father McMahon, living in amity with their English neighbors; they founded a national society in 1856. They are now the largest population of the city, still French, is not by any means oblivious of the fatherland, beyond the seas.

Very oft, says M. Marsteller, "offer as many striking contrasts as Quebec, a fortress and

garrisoned by English, and garrisoned with French. The Highlanders, 78th 79th—83rd regiments; a city of which the middle class by most of its ancient institutions, with its old church, and all the marks of a modern and modern constitutional government; an European city by its civilization and its habits of refinement, and still close by, the remnants of the Indian tribes and the barren mountains of the North; a city of about the same size as Paris, situated in a basin, surrounded by hills, containing the torrid climate of southern regions, with the severities of a hyperborean winter; a city at the same time Catholic and Protestant, where the labors of our (French) missions are still uninterrupted along with the undertakings of the British colonists, and where the Jesuits driven out of our own country (France) find a place of refuge under the aegis of British Puritanism."

J. M. LAMOTHE.

Letters sur l'Amérique X. Marsteller, Paris, 1869.

THE COUNTRY SEATS AROUND QUEBEC.

A striking feature about Quebec scenery is the extensive group of handsome rustic manors which encircle the brow of this old Capital like a fresh and fragrant chaplet of flowers, though it would be idle to seek in certain cases, for the architectural elegance, or even in some instances, old-world splendor and ancient construction. As a rule, they are the pleasant and healthy abodes of the high digitalries in church and state, as well as the prizes of the successful citizens, in the professions, or in business, or in the law; these are to be distinguished from the old towers, castles, and mansions, castles, or medieval towers. We have no Blenheim, nor Walmer, nor Chatsworth, nor Woburn Abbeys, nor Arundel castles to illustrate every style of architectural beauty, but we have some fine old châteaux, as those of Hochelaga, Latinaudière, and Chambly. Levesen, Chinon, May, may have suited old France; they would have been lost in new France. Canadian mansions, the best among them, are not the stately country houses of

"Old pheasant lords."

... Partridges-breeders of a thousand years."

typifying the accumulated wealth of centuries or patriotic pride; for are they the gay *châteaux de La Tie* to be seen in the *Château de la Roche*?—old castles are to be seen without the architect's skill; nature has given so lavish to us in our boudoir decorations, that art could be dispensed with. Our country seats possess attractions of a higher character, of a nobler order, than brick and stone, and are built by the hand of man. A kind Providence has surrounded them in a setting summer and autumn with scenery often denied to the towers of Montmorency, seven miles to the east; whilst others stand embowered in sweet seclusion amidst trees and flowers, under hoary pines and verdant maple, like seraphim on the Elysian heights, waiting for meadow birds to sing, and the sun to illuminate wheat fields and green glades with the blue turban of the Laurentides" in the distance as a background. Foremost, may be mentioned STREETER Wood, Greenfield Place, as it was styled, in the days (1790-96) of General Sir Wm. Greenfield, a residence of 75 acres, occupied by His Excellency Sir James Hy. Craig, Governor-General of Lower Canada in 1807, and purchased in 1819 from the late Hy. Atkinson, then Governor-General of Canada; it is now the official residence of the Honour the Lt.-Governor of the Province of Quebec.

MARCHMONT—The country seat of Thos. Beckett, Esq.—the former seat of Jameson Price, Esq.—Elmswood—The country seat of Jameson Price, Esq.—Thornhill—The country seat of Arch. Campbell, Esq.—Spences Grange—The country seat of Janice M. La Moine, Esq.—Roslyn—The country seat of Lieut.-Col. Jas. Bell—Falkland—Montague Cottage—The country seat of Alfred P. Wheeler, Esq.—Catarquini—The country seat of the late Chas. E. Levy, Esq.—Ferme du Bois—The country seat of Alfred Furus, Esq.—Bennmore—The country seat of Lt.-Col. Wm. Rhoda Kirk Ella—The country seat of Robert Campbell, Esq.—Beauvert—The country seat of Richard R. Dobell, Esq.—Hermont—The country seat of Lt.-Col. F. Turnbull—The Cedars—The country seat of Fr. W. Stockwell, Esq.—Meadowbank—The country seat of Sir Andrew Stuart—Hayeswood—The country seat of Wm. Herring, Esq.—Roundwood—The country seat of Wm. Newell, Esq.—Bodenbury—The country seat of Hon. Jas. Bowes, Esq.—Boisbriand—The country seat of Simon Lessage, Esq.—Holden House—The country seat of Hon. James G. Ross—Lamewood—The country seat of Robert Hamilton, Esq.—Aila Mount—The country seat of Hon. David T. Ross, Esq.—Bryan—The country seat of Andrew Thomson, Esq.—Pavilly (on Grande Allée)—Hon. Fra. Langloier—Baudry Lodge—Hon. Jas. Sheehan—Arch. Chamberlain—Sir M. Head—Dinan—Montgomery House—Duke of Kent's residence, 1791-4—The country seat of Paterson Hall, Esq.—Montmorency Cottage—The country seat of Herbert M. Price—Concierge-Cash—The country seat of Hon. Judge T. T. Parsons—Ringfield—The country seat of Geo. Holmes Parkes, Esq.—Villa Mastal—The country seat of A. C. R. P. Landry, Esq.—All the above are the most extensive country seats round Quebec, there are several others in the environs, most picturesquely located and affording striking views of the city.

*Pictureque Quebec, p. 272

THE PLAINS OF ABRAHAM.

No spot in the environs of Quebec is more calculated to attract the attention of tourists than the lofty plateau, where the English and French armies met in deadly encounter one murky September morning in 1759. Smollett, Carlyle, Bancroft, Warburton, Smith, Hawkins, Harcourt, Follett, Head, Milner, etc., all give detailed accounts of this famous battle; these plains, covering about 32 acres, were called after an old Scotchman, Abraham Martin, described in old titles as Maître Abraham Martin, the grossesse, pilot on the St. Lawrence to the Quebec King.

The area is bounded to the south by the summit of the cane overlooking the St. Lawrence; to the west, by the Silvery woods; to the north, by the St. Louis road, leading to the present capital; forming the plains meadow to have comprised to the north the whole of the intervening expanse as far as the Ste. Foye road, and even beyond.

with Mootobents; a city institutions, institutions, of European city extent, and still better and the about the river, in comparison with the city at the time the labours disrupted along the St. Lawrence, and the country of British LaMouche, 1869.

QUEBEC.

The extensive encircling the Grand Chapelle in a certain field dimensions. As well as in the professions to be found mentioned, nothing no Wall-Abbeys, nor architectural Dalmatia, nor Chinese, would have been, the best of

years.

centuries or parts of La belle époque to which art could be attractions an brick and copper. A spring summered to the turbulent England, hallowed by the site, more of French—of North

are visible groves of old primeval, on from Cape Breton, over seven miles to in sweet, airy pines and oaks heights, now, with the blue sea as a background, (1787-1901) of about James H. in 1907, and Atkinson, as a Elgin, then official residence of Province of

Beckett, Esq., in Prior, Esq., Campbell, Esq., James M. Le

Col. Joe Bell

of Alfred P.

Chas. E.

Graves, Esq., Wm. Rhodes, Campbell, Esq., & Dobell, Esq., Turnbull, W. Stock

Andrew Stuart, Herring, Esq.,

Wood, Esq.,

John Lessore, Esq., James G.

Hamilton, Esq., David A. Ross, Esq., Angeller,

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Hon. Judge

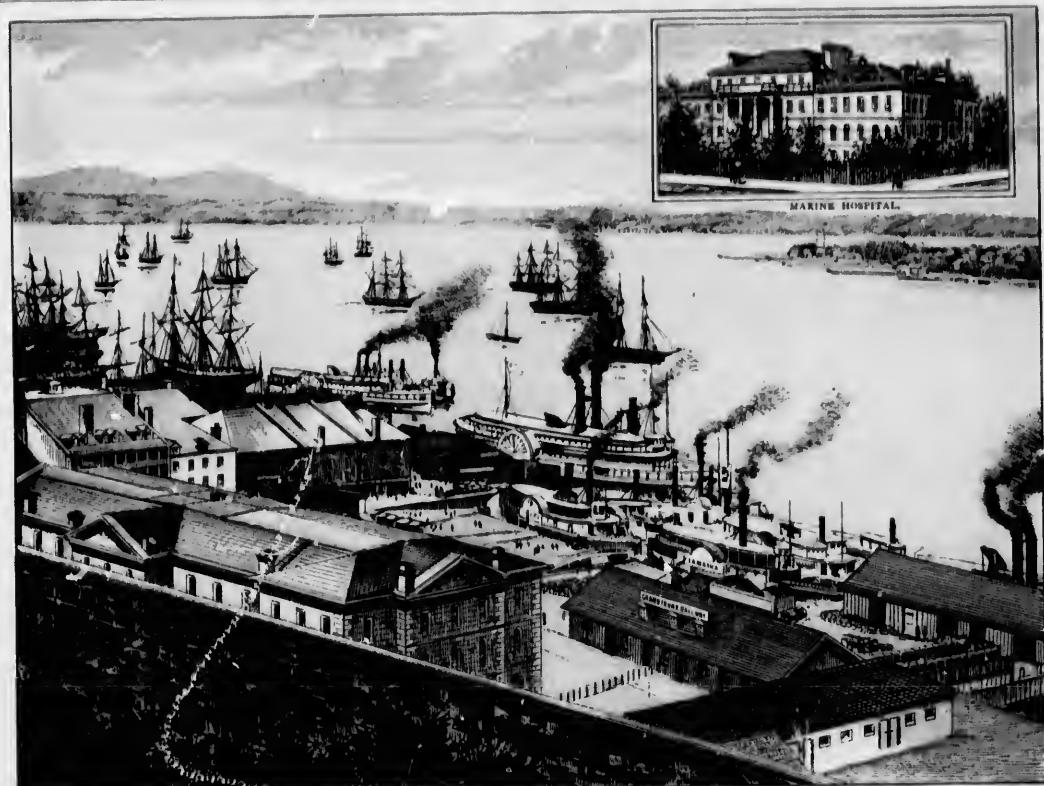
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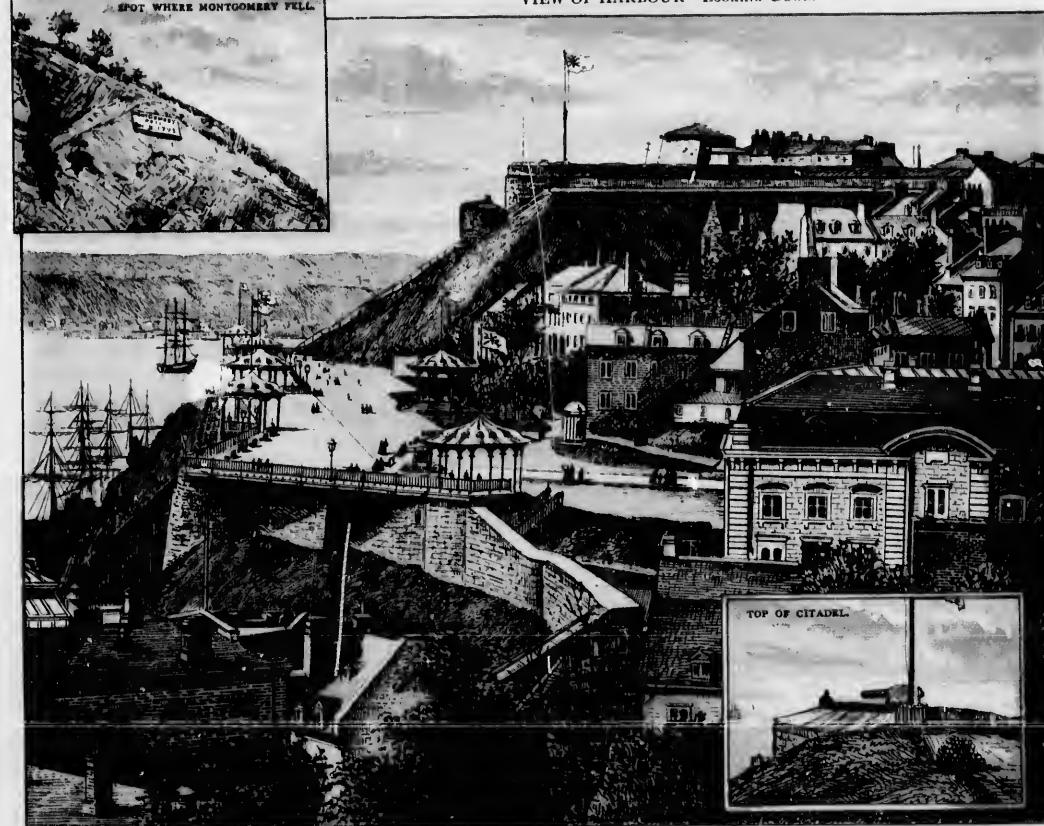
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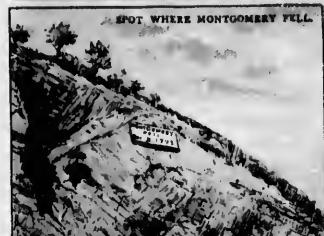
VIEW OF HARBOUR "LOOKING DOWN."



VIEW OF CITADEL "LOOKING UP."



MARINE HOSPITAL.



SPOT WHERE MONTGOMERY FELL.

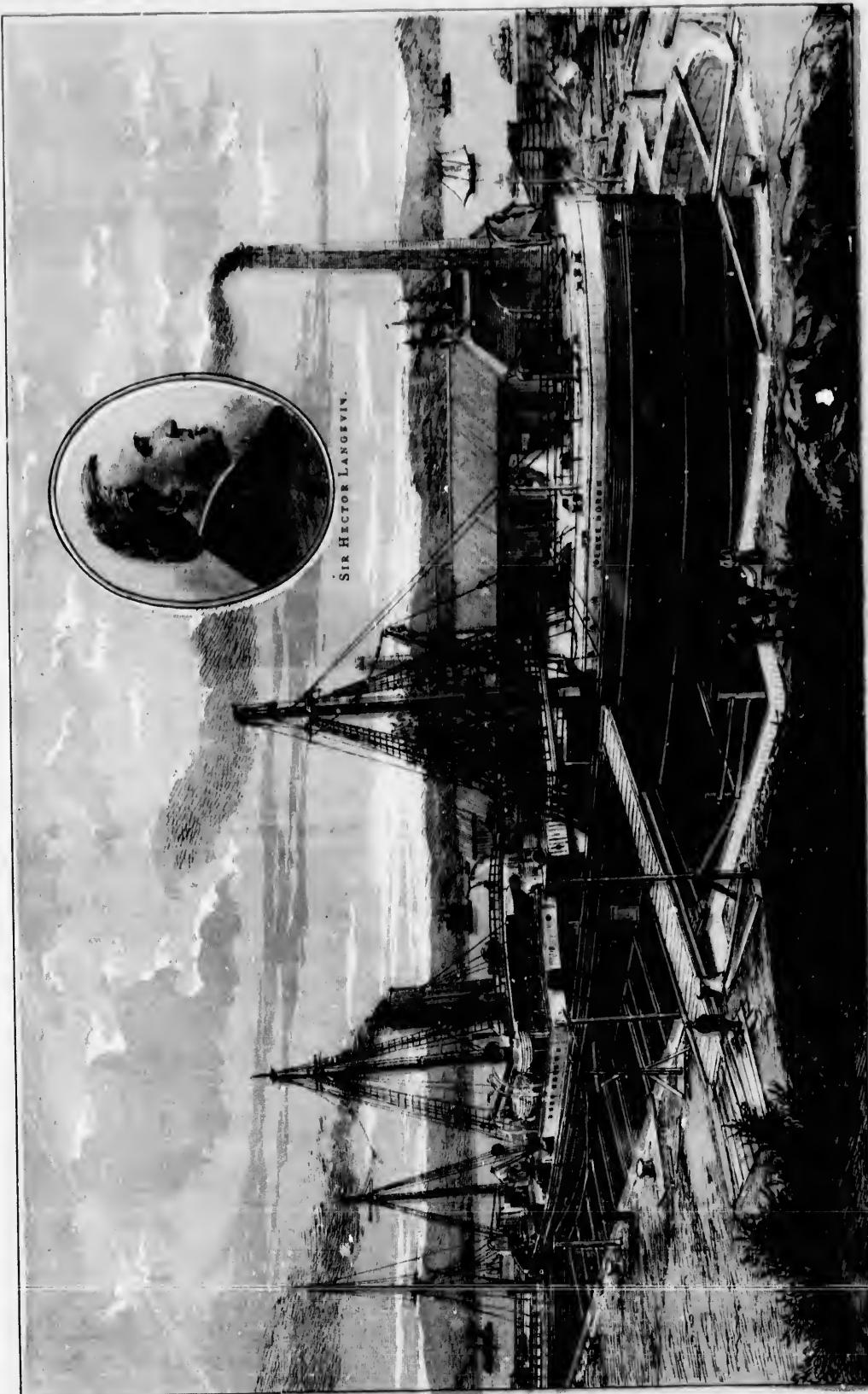
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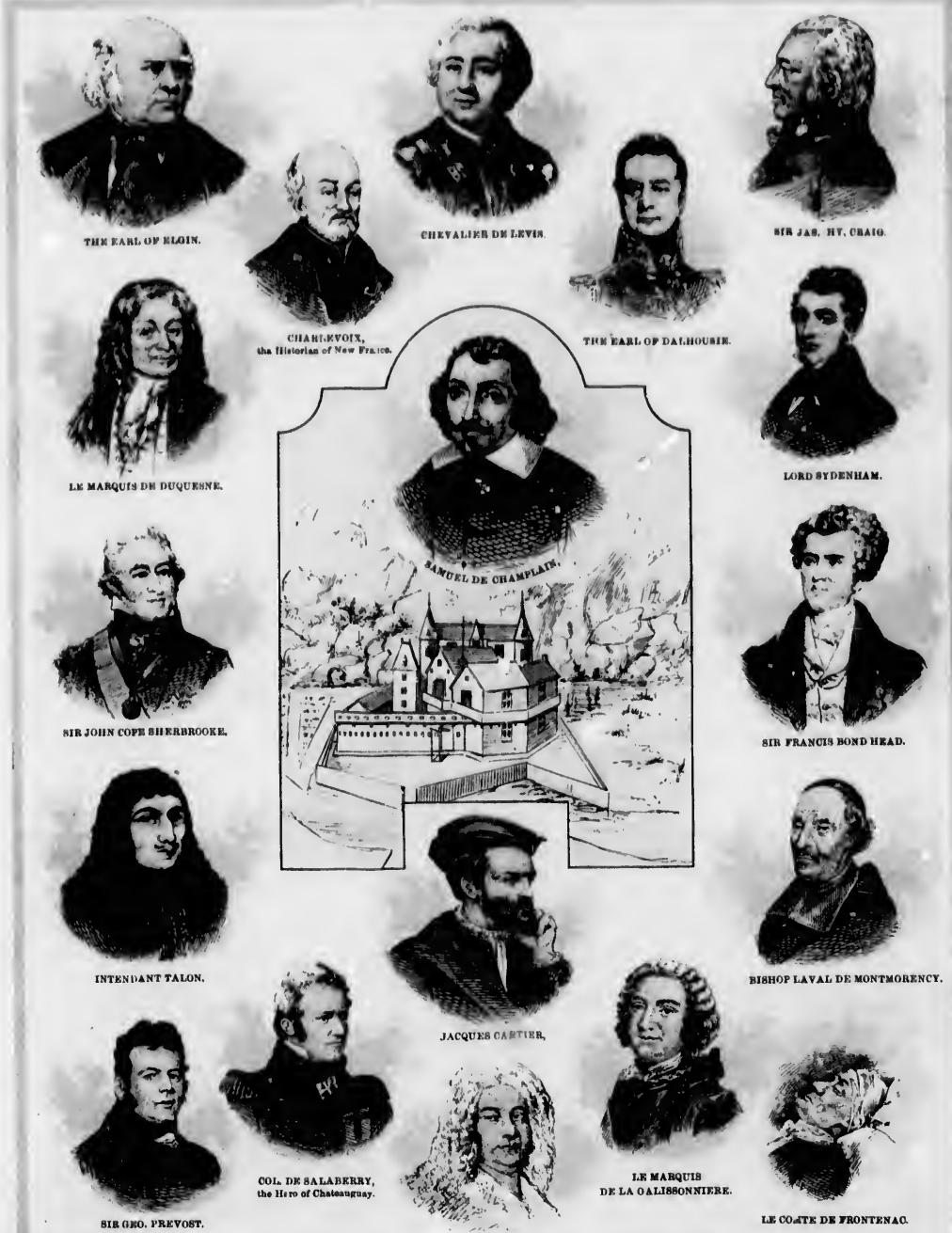
JUNE.

QUEBEC JUBILEE ILLUSTRATED.

1887



THE QUEBEC GRAVING DOCK.



General Montcalm, encamped near the Beauport Church, by some mismanagement, heard of the ascent of his enemy, only about six in the morning, though Wolfe had begun to land his troops at least six hours previously. Leaving a body of men to guard the camp, which he had established on a hill above the town, he went into the Marine Hospital, on the Beauport beach, as far as the Falls of Montmorency, where he took all his available forces with him, except his choice corps, the Grenadiers, which had accompanied him in his previous party. And here he was surrounded by the long and hideous boats, waiting to overpower the English before they could have time to establish themselves in force on the crest of the hill at Merchie most. But he arrived too late; at eight a.m., the English legions were encamped on the hill above him, above what is now called Wolfe's Hill, and ten thousand men, dis-
playing one mile closer to the city, with the two small pieces of artillery they had been able to haul with ropes, up the dizzy height, through the trees of the St. Denis forest, near St. Denis. Montcalm, mounted on a dark charger, was conspicuous in front of the left wing of his line, and Wolfe, as foot, at the head of the 28th Regiment, and the Louisbourg Grenadiers, towards the right of the British line, must have been nearly opposite to each other at the commencement of the battle, which

was most severe is that part of the field; and by a singular coincidence each of these heroic leaders had been twice wounded in the brief conflict before he received his last and fatal wound. But the valiant chief, though severely maimed, regardless of pain, relaxed not his efforts to rally his broken battalions on their hurried retreat towards their camp at Beauport and towards the city, until he received a shot in the loins, near the St. Louis Gate, and on inquiry it was his fortune to be hit in the artery, which caused his stroke to shatter his gallant spirit or alter his intrepid bearing. Supported by two grenadiers, one on each side of his horse, he re-entered the city, and in route to some women who, on seeing blood, ran from the walls as fast as they could, he stopped, exclaiming, "Oh, mon Dieu! Mon Dieu!" *La statique est finie*, coolly assured them that he was not seriously hurt, and begged them not to distress themselves on his account, and a few moments later, he fell, mortally wounded, in the mud, beside a tree. *C'est rien, rien, rien, affreux pour moi, mais bonnes bontés.* The last words of life, im-
perishably enshrined in history, excited, after the lapse of a century, the liveliest admiration and sympathy, and similar interest may, perhaps, be awakened by the narrative of the closing scenes, in the eventful career of his great opponent.

INTENDANT HOQUART.

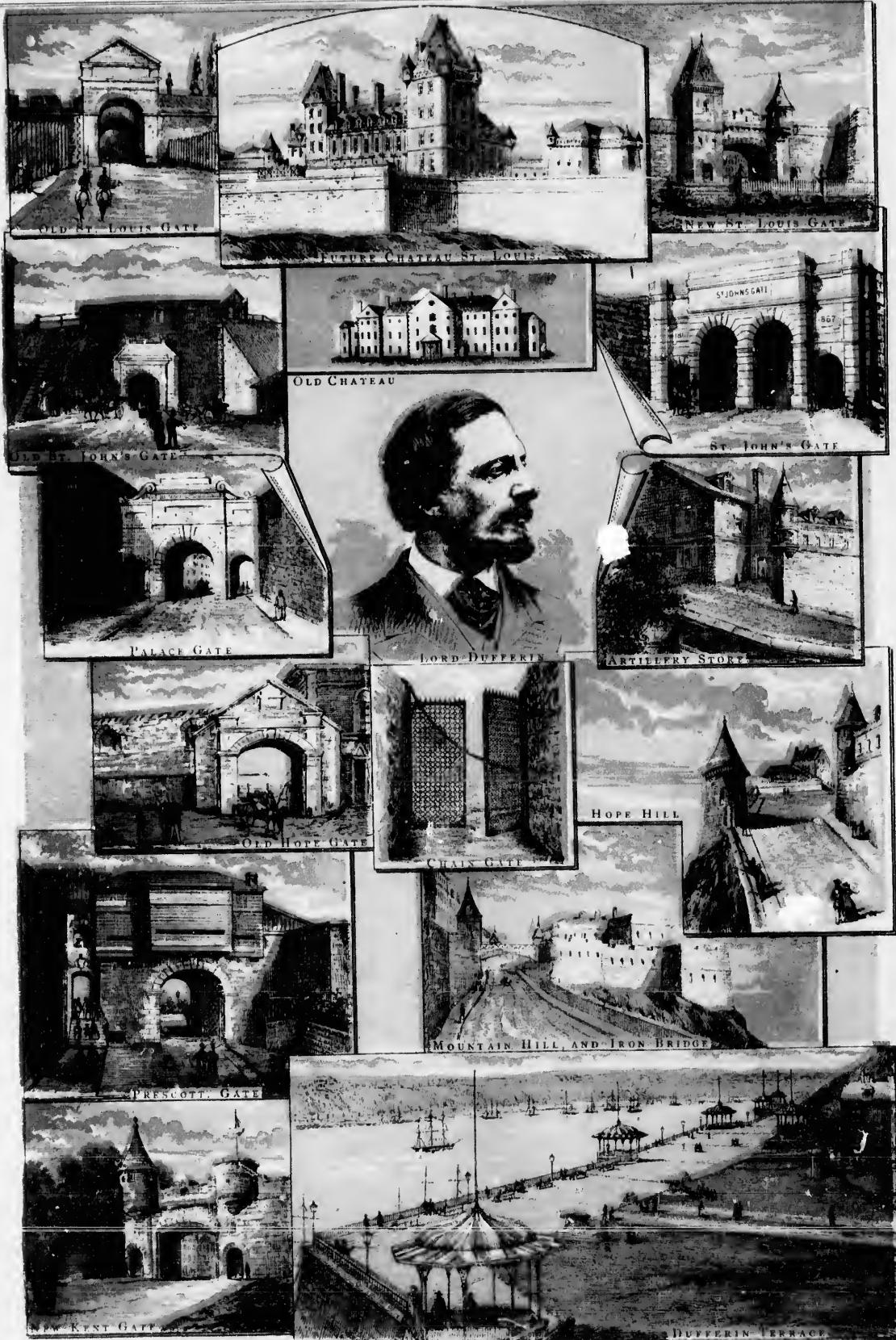
at twelve the whole French force was in full retreat, seeking to cross the St. Charles, at the ford where there was a bridge of boats and hornwork with palisades to protect that portion of the camp, located just outside of the city. The retreat, the confusion, the carnage, which are quite visible to this day, is rear of G. H. Park's residence, on the St. Charlesburg road; a party of Canadian militia concealed in the brushwood which fringed a portion of the plain leading towards the *Côte du Bas*, kept the fierce 7th Light Dragoons in check a short time, but they were soon dislodged, and then the caymanns did their merciless work. Having reached their white tents, visible from the city, the French squadrons dispersed, and, without leaders, the men, under the shade of light shrubs, encamped there, and at eight o'clock next morning, leaving their tents standing, to mislead the enemy, the retreat or rather rout commenced. The broken squadrons hurried hither, thither, towards the *Champlain*, while the road led off towards Lorette, running panic-stricken, and reached, about four o'clock morning, Cap Rouge ("W"), where they halted for a short time, and then continued their disorderly march until the towering fort Jacques Cartier, on the high bank of the river of that name, gave them shelter.

J. M. L.

JUNE.

QUEBEC JUBILEE ILLUSTRATED,

1887



QUEBEC—PAST, PRESENT & FUTURE.
OLD AND NEW GATES.

1887

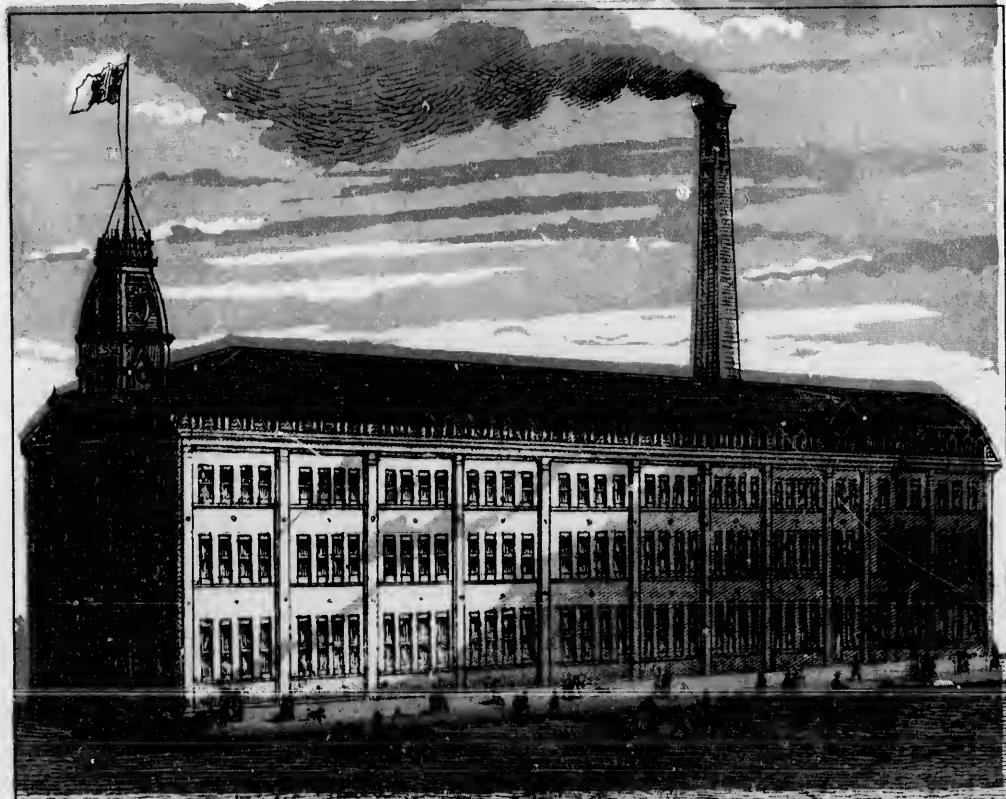
JUNE.

QUEBEC JUBILEE ILLUSTRATED,

1887



BIRDS EYE VIEW OF ST. ROCHS.

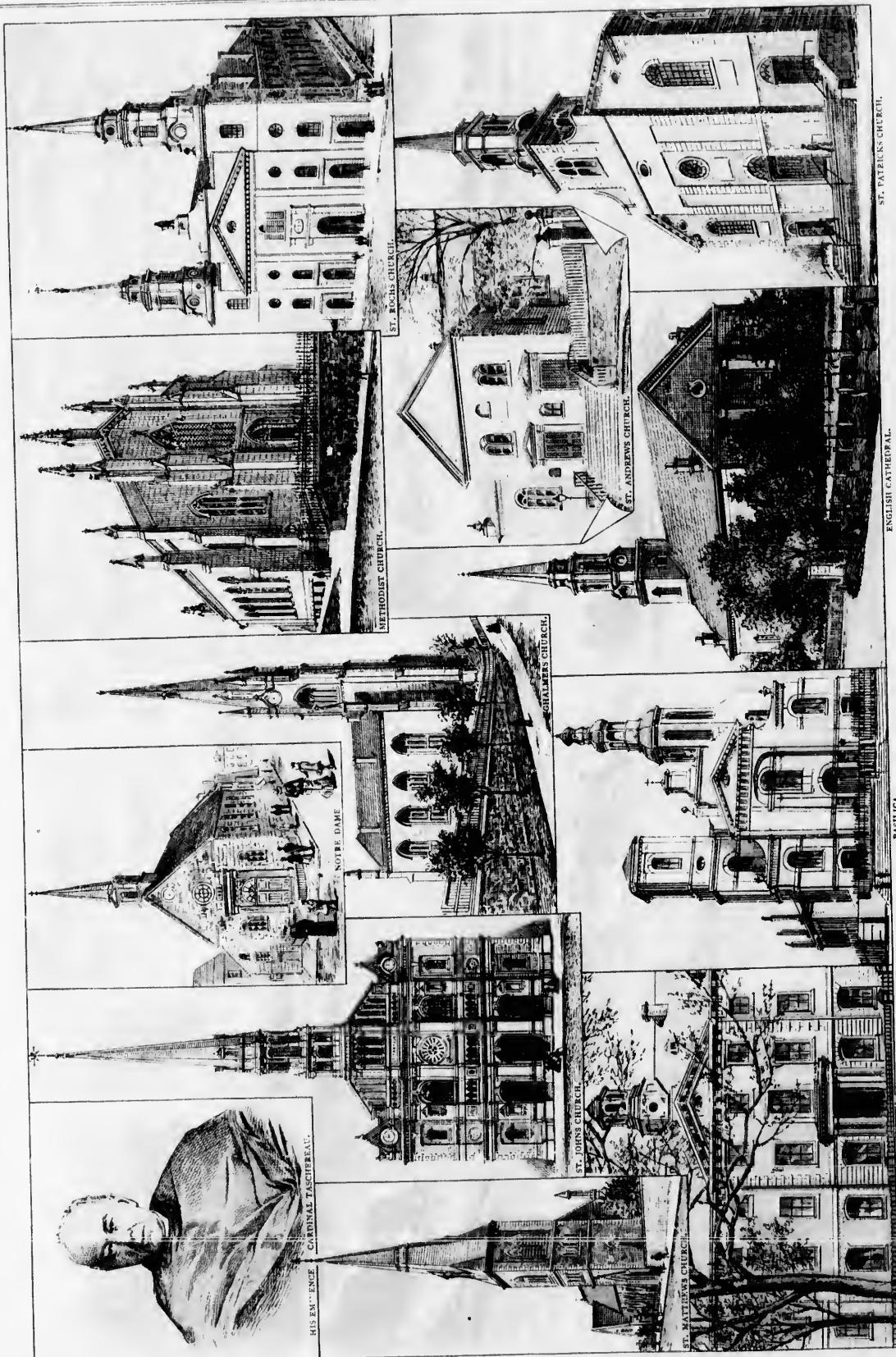


CHAUSSEES, BRESSE, BOOTS & SHOES.

JUNE.

QUEBEC JUBILEE ILLUSTRATED.

1887



1887

JUNE.

QUEBEC JUBILEE ILLUSTRATED,

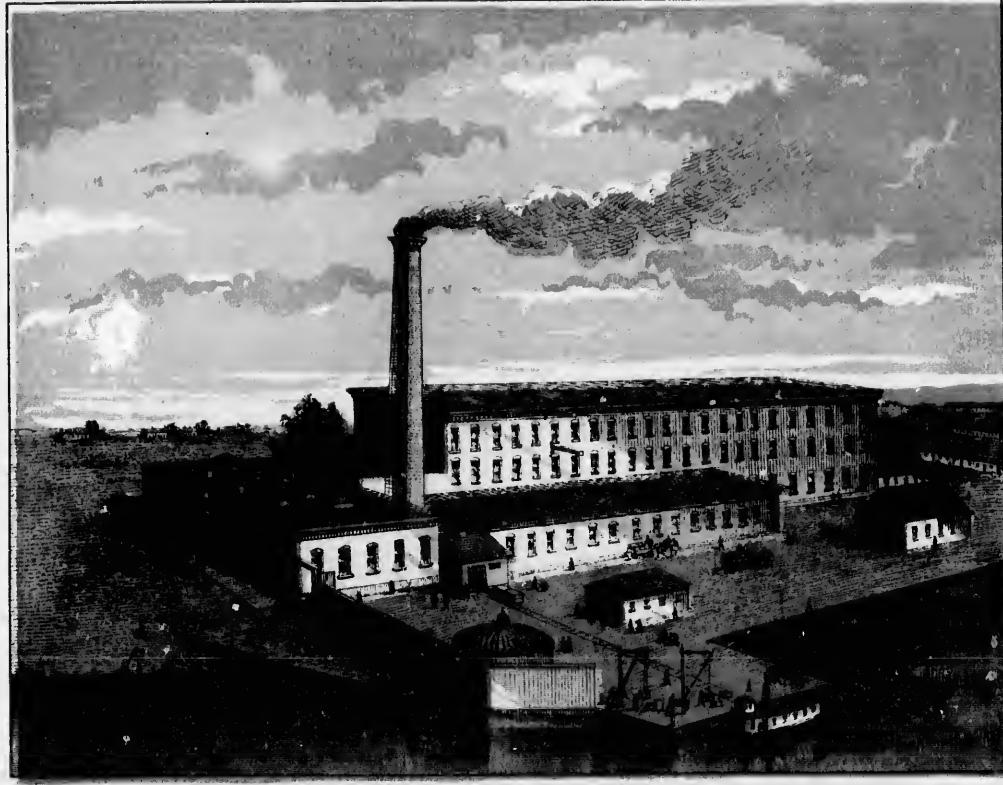
1887

ST. PATRICK'S CHURCH.

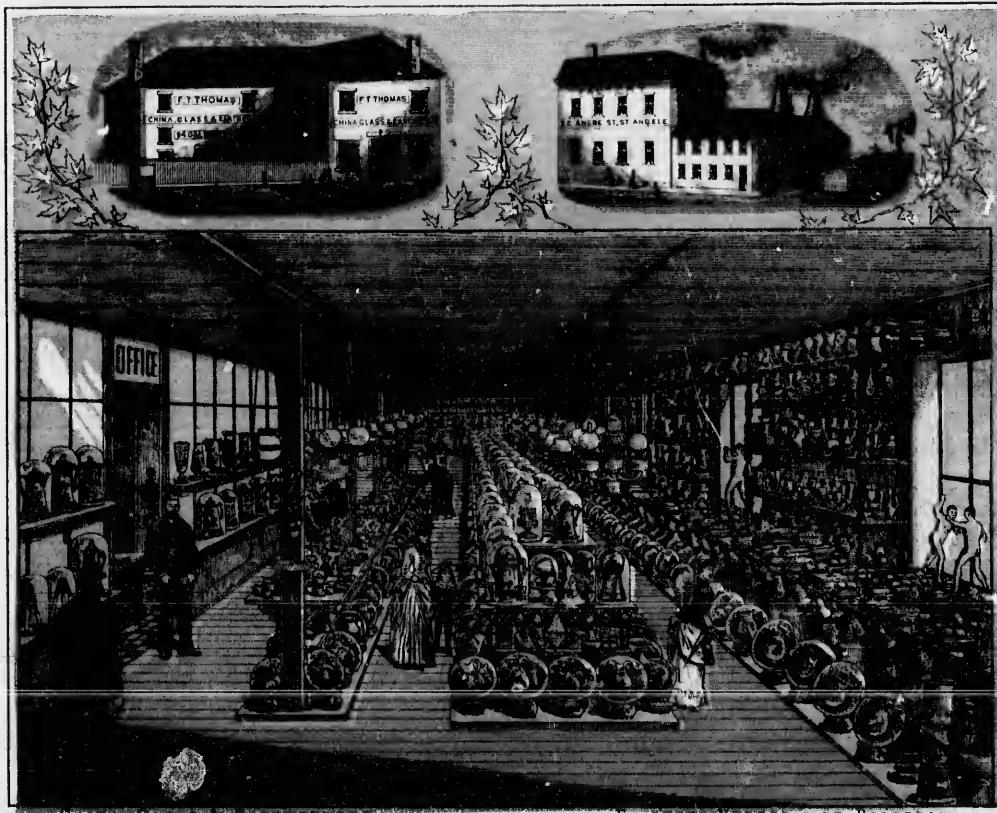
ENGLISH CATHEDRAL.

BASILICA.

RESIDENCE OF HIS EMINENCE CARDINAL TASCHERONI.



QUEBEC WORSTED CO.'S, MILLS.



CHINA, GLASS & EARTHENWARE.

F. T. THOMAS,

FAIENCE, VERRERIE ET POTTERIE.

These gentlemen are all persons of standing in the community, and represent professional, commercial and monetary interests. The Mayor is a leading lawyer and public man, and is president of the Bar Association, and one of the ablest men in the Parliament of Canada. He was Treasurer of the Province in Mr. Joly's Cabinet, and represented Marguerite County in the last Parliament of the Dominion. In the present Parliament he sits for Marguerite County. Mr. Alderman Miller, the present Mayor of Quebec, each term being for two years. Alderman Chauvinard is an advocate. He has been President of the Institut Canadien, as well as President of the St. Jean Baptiste Society, in both of which offices he has done much for the welfare of the country. The proprietors of *Le Standard* and *L'Evenement* newspapers, and, though quite young men, he has already made his mark in the community. He is a public-spirited and enterprising Alderman W. G. Miller is an advocate who enjoys great popularity among the people of Quebec. Alderman Hearn is one of the oldest members of the Corporation. He is a large property owner, and a director in several important enterprises. He sat in the Provincial Assembly from 1857 to 1873, when he was appointed to a seat in the Legislative Council, where he now exercises great influence. Mr. Duvalier is a broker and capitalist of standing, but justly entitled to his position. He is a man who has held a seat in the City Council for a quarter of a century. He was first returned to the Parliament of Quebec in 1871 and has been re-elected every general election since by the people of Quebec. Mr. Dubreuil always takes great interest in local politics, and is a member of the executive committee of the Corporation. He is popular with all classes and has seat in Parliament. He is an advocate. Alderman G. Guay is a notary. Councillor Chambers is a leading journalist of Quebec, and foremost authority on law in Quebec. He enjoys his second term in the Council, having been chosen at the last election by acclamation. Councillor Chambers is one of the most useful members of the Board. His *cousine* is Councillor Duquet, one of the longest serving members of the Corporation. He is a member of the Board. Mr. Julius Lesser is both a member of Parliament and a City councillor. He is a prominent lawyer, and in the House of Assembly represents Portneuf County. Mr. McWilliams is a warehouseman and stationer. Mr. Francis Gunn is the proprietor of a large ship chandlery establishment, and Mr. Matthew Miller is a bookseller, stationer and printer. Mr. Kain is a master carpenter, and Mr. Murphy is a coal merchant. Mr. Robert McGroarty is a master carpenter, and Mr. Vincent is a printer. Mr. D. Guay is a tanner and Mr. Flemond is also engaged in the same business. Mr. Barbeau is a roofer, and Mr. Bourchard is a cobbler. The City Hall, the Central Fire Station and the Police Office, will give the reader a very good idea of those buildings.

Quebec is the seat of the famous Catholic Archdiocese of Quebec, whose head is the Bishop of the Church of England. The large full-page picture represents the Lieutenant-Governor of the Province, the Hon. Louis Frances Rodolphe Richer, a portrait of whom is also given in the margin, son of the late Hon. Joseph Masson, brother of the late Edward Masson, M. L. C. He was born at Terrebonne, P. Q., November 7th, 1833, and was educated at the Jesuit College, Georgetown, and at Worcester, Massachusetts. He is a classmate and close friend of St. John's. He has been twice married; first in 1856 to Louise Racine, the elder daughter of the late Lieut.-Colonel Alexander Mackenzie, and grand-daughter of the Hon. Rodolphe Mackenzie, an ex-Confederate General of the American Civil War; and secondly, in 1863 to Miss Cecile Burroughs, daughter of John H. Burroughs, Esq., of Quebec. Mr. Masson was called to the Bar of Lower Canada in November, 1853. He has been Mayor of Terrebonne, and has held a committee seat in the House of Assembly for the M. L. C. district of Quebec. He has been twice elected a member of the House of Assembly for Montreal West. He has been re-elected over since by a solid majority.

The Hon. George Duhame, Solicitor-general, son of the late Louis Duhame, farmer, was born at Beloeil, in 1814, and died in 1867. He was educated at the collège de Montréal, and studied law. In 1837 he was admitted to the bar. He was first elected to Parliament last year. When running in Béarnais as a Nationalist, he defeated his antagonist by 45 votes. In January, 1868, he married Miss Cordeille Burgess, daughter of the late Dr. A. Burgess.

There are two additional ministers who hold no portfolios. They are the Hon. A. Ross and the Hon. Henri Régis Arthur Turcotte. Mr. Ross was elected for Quebec County in 1873, and entered Mr. Joly's Cabinet as Attorney-General. He did not seek re-election in 1875. In 1877 he was appointed a Legislative Counsellor. The Hon. Mr. Turcotte, son of the late Hon. J. E. Turcotte, a former legislator of the Legislative Assembly of Canada, was born January 19th, 1845. He married Miss Annae Macdonald, daughter of the Rev. Mrs. Macdonald, Esq., of Beaconsfield. He was educated at the Jesuit College, Montreal, and at Stonyhurst College, Lancashire, England. In 1867, he was called to the bar. In 1875, he was appointed a member of the House of Commons, and has been a member of the Government since 1879, when he entered the Cabinet of the Hon. H. G. Joly, as Solicitor-General. When that Government fell in October, same year, Mr. Turcotte resigned. At the next general election he was returned by acclamation, and in 1882 he again returned by acclamation to the Liberal and Opposition Party. On the defeat of the Rose-Tallien Ministry, this year, Mr. Turcotte was called on by the Lieutenant-Governor to form a Government, which he succeeded in doing. He had a special mandate from Mr. T. J. L. Foy, Member of the House of Commons, 29th May, 1883, who died; and secondly to Miss Virginia St. Denis, of the same city, May 25th, 1871.

The Hon. Pierre Garneau, Commissioner of Crown Lands, sprung from very old French families, many of which emigrated to Canada in 1636. He was born at Cap-Santé, P. Q., on the 8th May, 1823, and was educated there in September, 1857, he married Cecile, daughter of Edward Burroughs, Esq., former member of the House of Commons, who was a well-known dry goods merchant, as well as a director of the Quebec and Gulf ports steamship Co., and la Banque Nationale. He is also president of the Quebec street railway Co., and a leading member of the Quebec Board of Trade. He was a Government director of the North Shore railway company,

and from 1870 to 1873 he was elected Mayor of Quebec. In 1873 he was a member of the canal commission. He was appointed a member of the Executive Council and Commissioner of Agriculture and Public Works for Quebec, 22nd September, 1874, when he became Commissioner of Crown Lands. In March, 1878, he resigned without assigning reasons, and the following year he was appointed Minister of Internal Affairs by Mr. J. E. Turcotte. He was first returned to the House of Assembly by acclamation in March, 1873, on the resignation of the sitting member, and was re-elected at the general election of 1875. He was not a public life in 1878, but in January, 1881, he was again elected for the County of Quebec. In 1884, he was defeated at the polls, but in the following year was appointed a Legislative Counsellor, and entered the Upper House and Com-

missioner once. But they are well worth a visit and will repay any trouble that may be experienced in getting to them. The drive or the sail in St. Anne's, the "Canal" shrine, as it is called, is one of the most picturesque in the province, and the scenery is simply grand. The following are taken from points which lend themselves to the artist. A view of the harbor of Quebec, looking down the river, and showing Champlain market, gives a true idea of its size and extent. The old fortifications, which include the graving dock, and the steamer "Lake Huron," undergoing repairs, must command itself to the favorableness of the people of Quebec.

BUSINESS HOUSES.

Quebec is well supplied with factories, warehouses and extensive wholesale and retail establishments, representing almost every department of trade, commerce and enterprise. Our artists have tried to reproduce, in photo-lithography, a number of the more important of these. We can only refer to them in the brief space we have. A dry goods house presented by such noted houses as Messrs. McColl, Shephard & Co., Messrs. P. Garneau, Sons & Co., Messrs. Glover, Fry & Co., and Messrs. Thomas May & Co., all of whom do a very large trade as importers of staple and manufactured goods, and whose names are known throughout the country. As will be seen from the illustrations of their several establishments, they have excellent facilities for the prosecution of their business. A fine view of the worsted factory will attract the attention of the reader, as it is one which is likely to develop into one of the largest manufacturing concerns in the city and province. When ship-building gradually ceased in Quebec, the people in and about that thriving part of the town were thrown out of employment. The shipyards and boat and chandlery industries received a great impetus and thousands of men, woman and children now find regular employment in these great factories. The leading ones are owned by Messrs. B. B. Bruce, James W. Woods, (from Ireland), whose business is conducted on a really mammoth scale. The Donington. A view of St. Roch's酸 appears on one of our half pages. It is a striking picture and eminently characteristic. It is in St. Roch's that the large fur and hat and carpet dealers of Quebec are situated, while in the upper town of Quebec the Hudson Bay is the extensive store of Messrs. G. R. Brewster & Co., whose exhibit at the late Indian and Colonial Exhibition at London, England, provoked an much admiration. Purchasers of garments will be delighted in getting their garments made at the establishmants of the Messrs. Joseph & Sons, Whitehead & Turner, George & C. Hosack, N. Kroun & Co. and J. Bla. E. Lebel, whose stocks are always carefully selected, and bought in the best material. Many dealers have had a well known brewery at Bowhall, and ship stores in great variety are supplied by Mr. F. Gunn, who enjoys a very extensive patronage at the hands of ship owners and masters. Mr. F. Gunn is in one of the largest dealers in ships in his line in Canada.

For china and glassware, either at wholesale or retail, the reader is confidently referred to Mr. F. T. Thornton and Mr. Thomas II. Norris, both gentlemen keeping fine assortments of the latest patterns and styles. The large furniture houses of Messrs. J. Bla. E. Lebel, will furnish to the amateur and the prospector invite the bazaar to examine bargains in parlor, bedroom, hall, library or dining room furniture. Mr. Jules C. Durion's chemist's shop is one of the neatest stores in St. Joseph street. A specialty is made of the preparation of physick and ointments. Ladies and gentlemen of the colony can find their taste gratified at Mr. A. B. Dupuis' places of business in St. Paul and Du Pont streets.

The photograph studios are shown in this paper. There are three, Messrs. A. E. Ayer, J. W. L. and G. both of whom are of reputation. Their pictures have a trans-Atlantic fame, and are deservedly admired for their fine finish and perfect tone. Musical instruments and sheet music may be found at the stores of these enterprisers. Messrs. A. La. Currie, of the organ and piano, their stock embracing articles of almost every description in the line, and prices vary according to the quality. The aim of the proprietors is to meet the wishes and puroses of all their customers, rich and poor alike. Fine and handsome pianos are kept at the attractive studio of Mr. J. Alfred Langlois, at Joseph street, Capt. Hollwell, opposite the Post Office, and Messrs. Dawson & Co., foot of Mountain Hill, while the jeweller's interests of the city are well known. Messrs. A. G. Fletcher and Mr. E. L. Sauer, both of these gentlemen have rich and valuable stocks on hand. Mr. Seifert keeps up with the times, and his new twenty-four o'clock watches attract great attention. Captain Hall is, by appointment, etalonier to the Government of Quebec. His establishment, which is liberally patronized by customers in search of novelties. One of the heaviest concerns in Canada is the saw mill establishment of Mr. Messrs. Hall, Bros. & Co., at Montmorency Falls. Their mills are full of power and the product of their hands is large and massive, and have only to be seen to give the reader an idea of the volume of lumber done by this important firm. Hundreds of men are employed by the Messrs. Hall, in the various departments of their manufacture, and a large amount of timber is sent to Europe. Their shop contains a well selected stock of articles for the household and the workshop. It is one of the oldest business houses in the country.

The electric and hydraulic arrangements in connection with the Quebec & Lewis electric light power works at Montreal, are unique in their size and perfect. The great turbine water wheel for driving the dynamos, generating the electric current over a circuit of 34 miles, are run under 150 feet head, with continuous overflow, linking direct belt communication with the wheel to dynamo, forming the most compact and perfect water power for driving electric dynamos.

We may conclude our notes with a reference to the hotel accommodations, represented pictorially in this journal. They are the Quebec Fire Assurance Co., Mr. W. L. Fisher, secretary, and the Royal, Mr. G. P. Champion, agent. Both of these companies stand well, and do a safe and increasing business from year to year. Their accommodations are entire, and provide all the facilities with whom is a real pleasure. Winter in Quebec cannot be better than patronizing the old reliable Grand Trunk Railway Company, whose trains always arrive on time, and the caravans safe and comfortable. Travelling through a drowsy and peaceful section of country. Arriving here, the two large and spacious houses of the St. Louis Hotel Company offer superior accommodation to the traveller. These well known hostelleries are the St. Louis and the Russell. The Russell contains 100 rooms, and the management is in the hands of Willis Russell, Esq., a good, airy room, situated in an exquisitely elegant table may be secured at either of these houses.

In a visit and will
need in getting to
the Canadian
pictorialism in
our beautiful falls,
themselves to the
one, looking down
gives a told
of other scenes
a steamer "Lake
mand itself to the
of Quebec.

large warehouses
of establishments
of trade, have
tried to repro-
duce the more im-
portant to them in the
city of Quebec.
Messrs. McCall,
sons & Co., Messars.
May & Co., all
importers of staple
articles, are seen from the illus-
trations they have ex-
hibited of their business.
They will attract the
attention of all who
are interested in manu-
facturing concerns.
Building presenta-
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is exhibited into
and around the
thousands of men
in employment in
one are owned by
men and firms
by all over the
country. It appears on one of
the large fur and
furs are sold
Buildings are
T. Bentwich & Co.,
Colonial Exhibition
much admiration
and interest in the
published by the
Turner, George &
B. E. Letellier,
selected, and bought
at the well known
ship stores in great
who enjoys a very
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Mr. F. T. Thomas
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the largest dealers

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Quebec Fire Assur-
ancy, and The Royal
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with whom is a real
no better than

Brak Railway Com-
on time, and
around a delightful
Arriving here, the
St. Louis Hotel
station on the trailer.
The St. Louis Hotel
ents under the shade
Good, airy rooms
able may be secured



Watches and Jewellery

EMILE JACOT.
Chemist.Horloger Joaillier et Bijoutier.
Pharmacien.

China Ware Crockery

THOMAS NORRIS.

Faience et Verrerie.



Royal Insurance Co. C. P. CHAMPION, AGENT. Queen Insurance Co.



QUEBEC FIRE INSURANCE COMPANY.



Leather Merchants

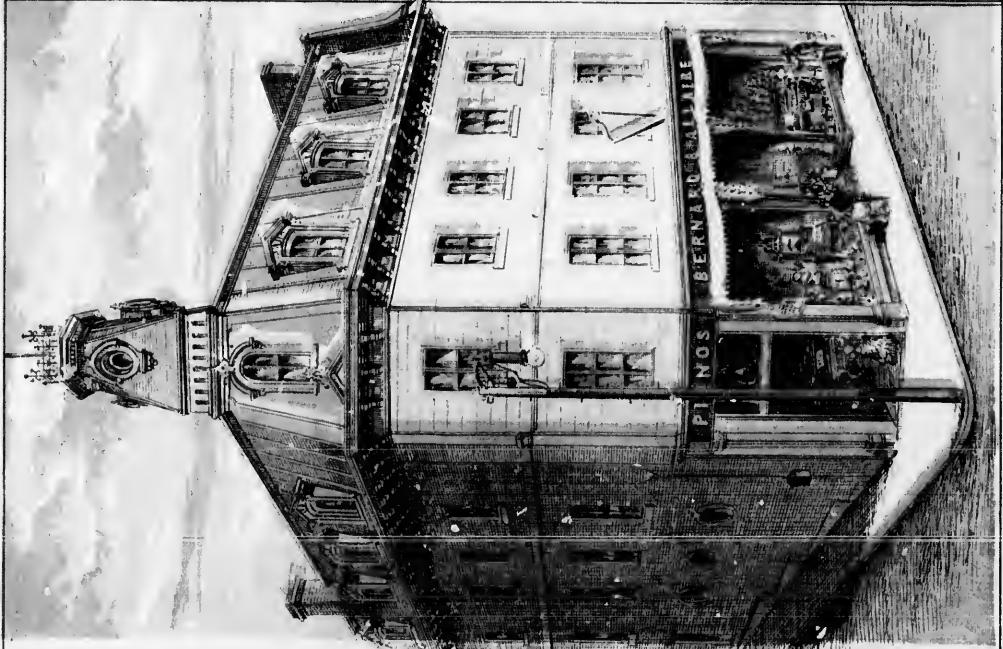
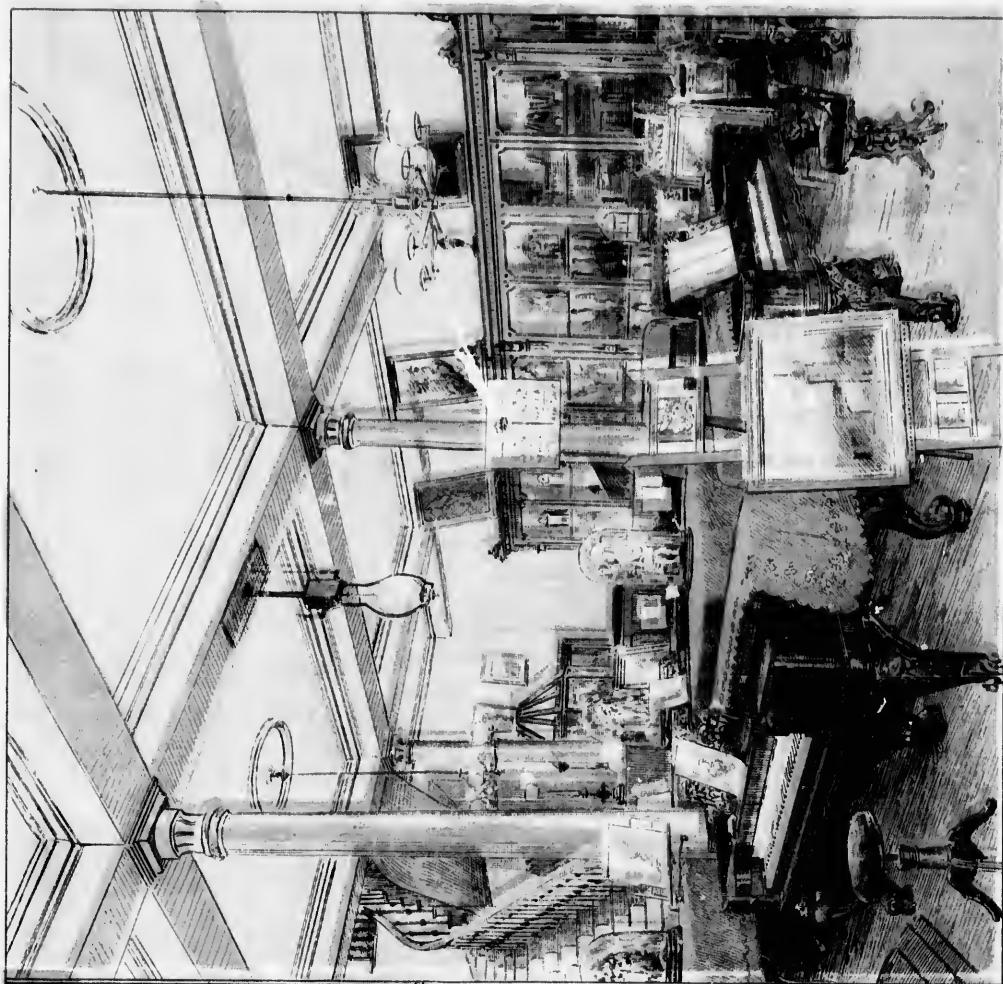
ULRIC GERMAIN & FRERRE
Tanners & Curriers.Marchands de Cuir. Boots & Shoes.
Tanneurs et Corroyeurs.

J. E. WOODLEY, Manufacturier de Chaussures.

JUNE.

QUEBEC JUBILEE ILLUSTRATED,

1887



"Domestic" SEWING MACHINES

BERNARD & ALLAIRE.
EDITEURS DE MR. STEPHEN.

PIANOS ET HARMONIUMS,
MACHINES A COUDRE "DOMESTIC."

1887

JUNE.

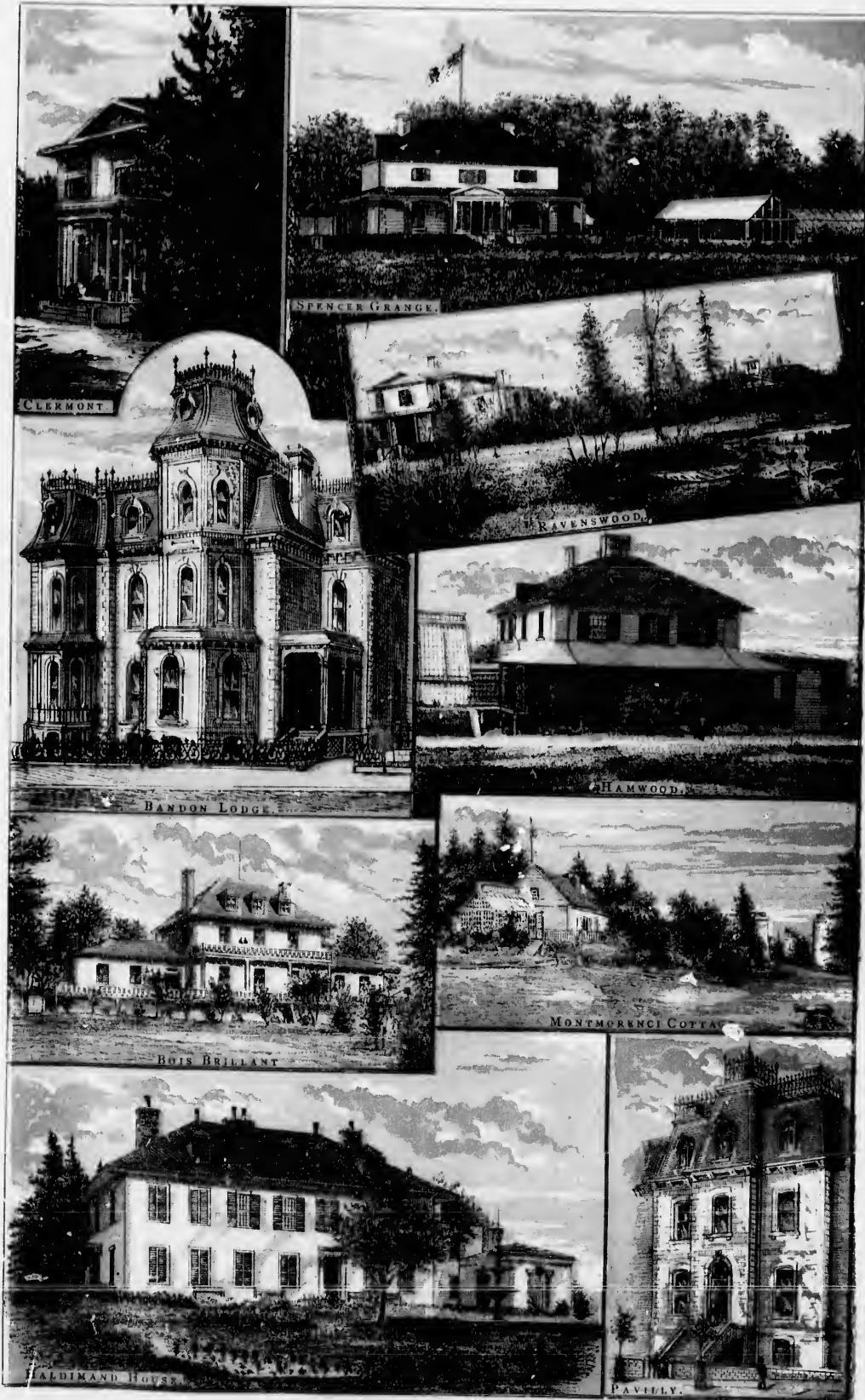
QUEBEC JUBILEE ILLUSTRATED,

1887

PIANOS ET HARMONIUMS,
MACHINES A COUDRE "DOMESTIC."

BERNARD & ALLAIRE,
Éditeurs de M. L. V.

"Domestic" Sewing Machines

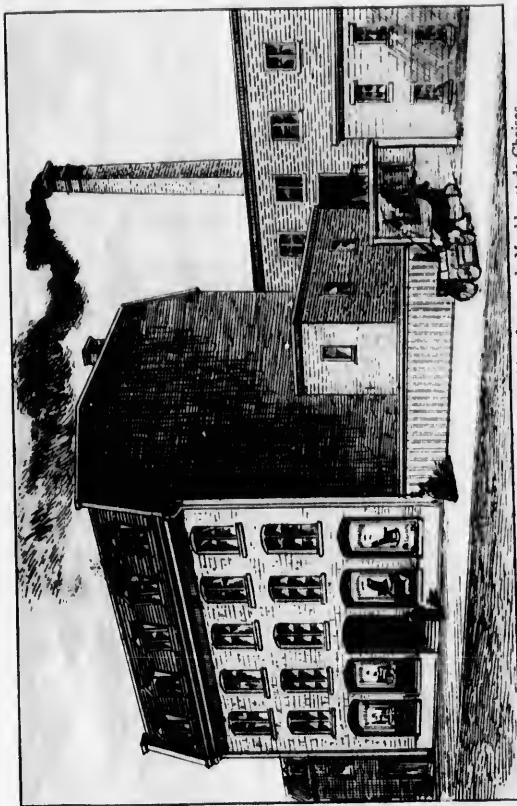


QUEBEC RESIDENCES.

JUNE.

QUEBEC JUBILEE ILLUSTRATED.

1887



Cabinet & Chair Factory.
P. VALLIÈRE.



CHAMPLAIN MARKET.

J. B. VALLIÈRE

The advertisement features a large, ornate title at the top. Below it is a central illustration of a grand, multi-story building with a prominent tower and arched windows, set against a cloudy sky. To the left of the main image, there are two circular medallions, each containing a small figure. Arrows point from these medallions towards the central building. Below the central image, the word "SPECIALTIES" is printed in a bold, serif font. Further down, the text "FANCY FUR RUGS" and "AND INDIAN CURIOSITIES" is listed. At the bottom, the address "145 ST. JOSEPH STREET, QUEBEC." is given, followed by the text "Ladies Fur Seal Sacques, Muffs, Caps, Collars, Fur Lined Circulars & Dolmans". To the right of the central image, the text "THE LARGEST FUR MANUFACTURING ESTABLISHMENT IN CANADA." is written, flanked by arrows pointing towards the building. The entire advertisement is framed by a decorative border.

THE NEW BRIDGE.

The plans for the bridge and its approaches have been prepared by Mr. James G. Scott, the eminent English engineer, assisted by Mr. A. L. Light, M. Inst. C. E., Government Engineer of the Province of Quebec.

The St. Lawrence, at the point selected for the bridge, is comparatively narrow, the

WHICH FROM SHORE TO SHORE.

being 2,000 feet. But the great depth of water prevents the construction of piers in the centre; hence the new cantilever principle has to be adopted for the superstructure.

Two massive piers of granite masonry will be built at a distance of 300 and 211 feet from the shores of the river, in a depth of about 10 feet of water, and on those the enormous cantilever iron work will be erected. The piers will be built sufficiently high to allow the centre span of the bridge to stand clear of the water. The extreme spans and dimensions of the bridge will be as follows:

Length of centre cantilever span, 1,412 feet; length of northern shore-pier, 497 feet; length of southern shore-

span, 187 feet; total length of bridge and approaches, 3,000 feet;

to bottom of bridge, 150 feet; height of piers above high water, 100 feet; extremum height of top of pier-tops, 200

above high water; total weight of structure will be 200

feet shorter than that of the Tay or Forth bridge now being

built over the Firth of Forth, which has a span of 17,000

feet and a total length of 10,000 feet. The Quebec

bridge has been designed for a double track, but ten

additional tracks will be provided so as to provide

for a single track only.

Lack of space prevents our expatiating on the value

of this proposed structure which will undoubtedly be

completed in the near future.

In the engraving of the Quebec Drawing Dock occupies

a large space in this paper. It will bear close scrutiny.

The Dock is well and strongly constructed, and will

compare favorably with similar works in any part of

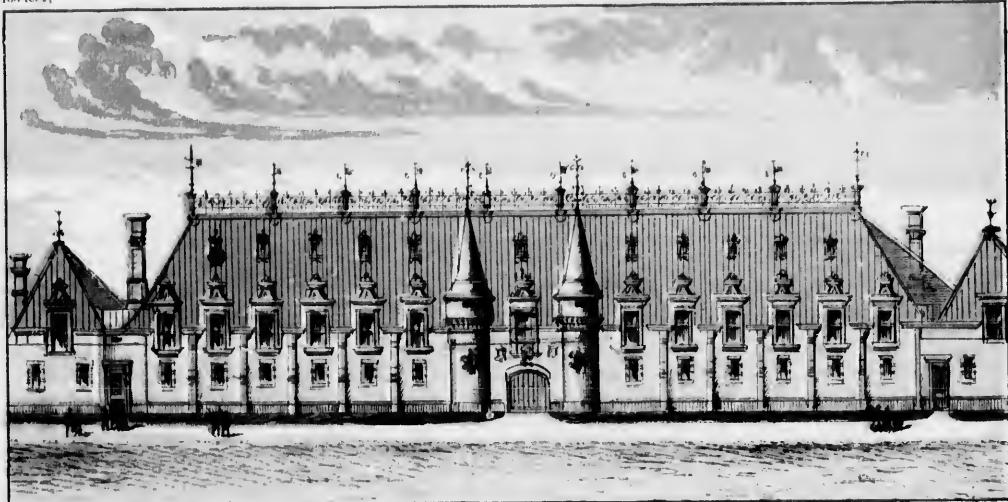
the world. The Commissioners of the Harbor are:—

P. V. VALIN, Chairman.
THOMAS D'ARCY TATE, McGHEEY, M. P.
R. H. PRINGLE.
JULIEN CHAPOT.
WILLIAM RAE.
J. BELL, FORTSIEH.

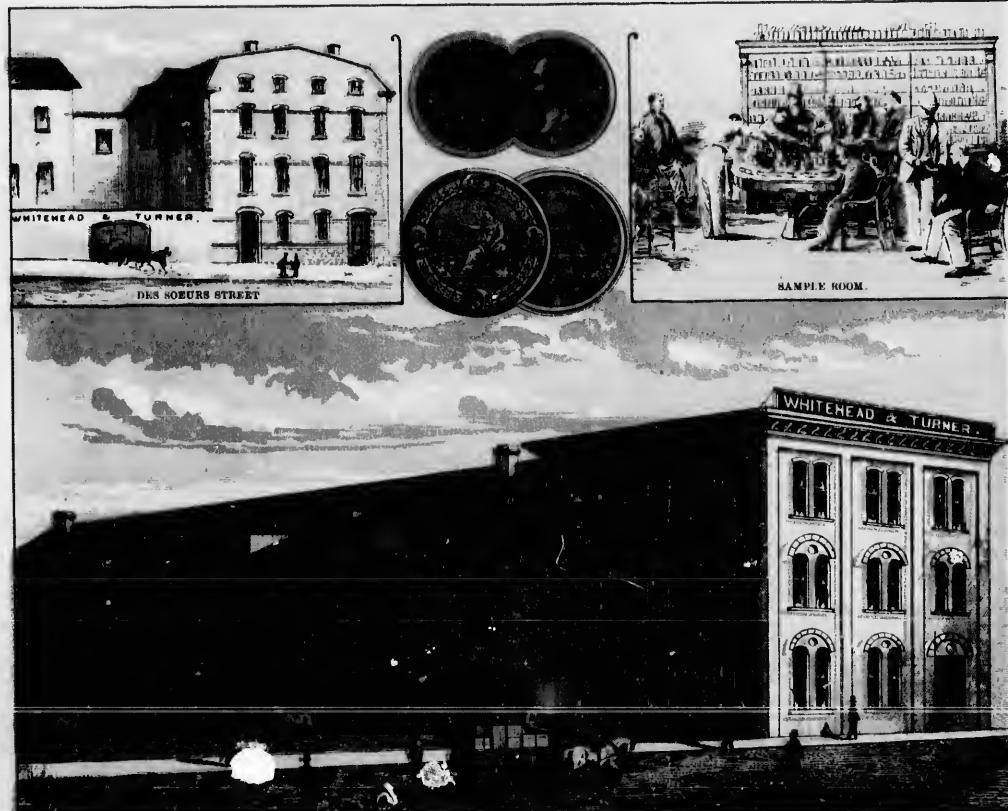
FREDERICK HAMILTON,
R. H. SMITH,
EDWARD LITTLER.

Sir Hector L. Langevin, K. C. M. G., G. B., whose portrait adorns this journal, has been Minister of Public Works since 1873. He is the leader of the French Canadian party, and we presume will be one of the key figures on the 1st of August, 1888. Sir Hector has been a most useful public man, and has occupied nearly all the chief offices of State, except that of Premier. By profession he is a lawyer, but he is known principally to the public as a representative of agriculture, and of the rural population.

He has been Mayor of Quebec, Vice-President of the North Shore Railway Company, President of St. Jean Baptiste Society, President of L'Institut Canadien, and one of the founders of the Honourable Franchise. For his services to the country he was knighted, and has been made a companion of the Bath. On the 24th May, 1881, Her Majesty raised him to the dignity of Knighthood, in the most distinguished order of St. Michael and St. George. The Pope conferred on him the honor of Knight Commander in the order of St. Gregory the Great. In Parliament, Sir Hector sits for Three Rivers.



NEW DRILL SHED.



WHITEHEAD & TURNER,
Direct Importers China and Japan Teas. Mediterranean Goods. West India Produce.
Broom and Brush Manufacturers.

DALHOUSIE STREET



WOLFE.



The Ursine Armada taken from the Ramnauts, 1756.
L'Hopital des Ursulines desservi par les Ursulines, vue june de dessus le Kémiart, 1756.

Bishop's Palace and ascent by Mountain Hill.
Palais de l'Évêque et Côte La Montagne.



Jesuit's Church and ruins of Cathédrale (Basilica) 1759.
Eglise des Jésuites et ruines de l'Eglise paroissiale, 1759.



The Plan of Quebec
1759.



To the Right Honorable WILLIAM PITTY Esq.
One of His Majesties most Honourable Privy Council
AND PRINCIPAL SECRETARY OF STATE &c

This plan is made at my command
By his most Obedient and
affectionate Servt.
John Jefferys

DISTANCES of QUEBEC.

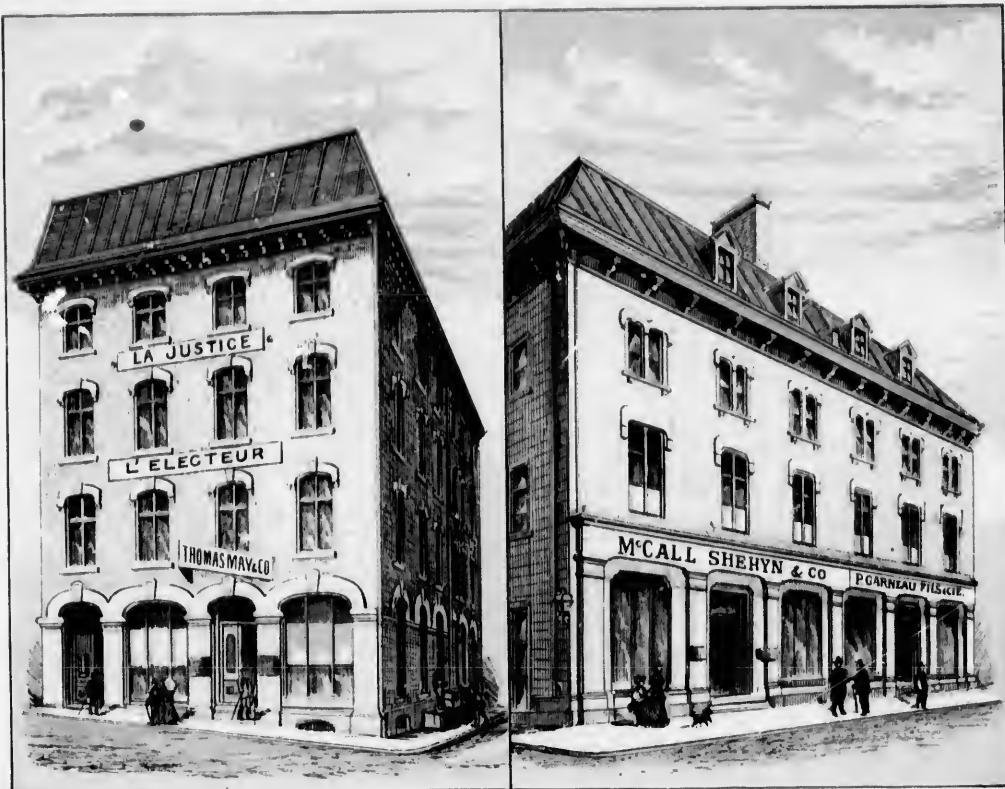
Batteries	No of Gun.	Miles
A The Grand	5	1
B The Charron en Riviere	20	5
C Centre, Lévis	7	2
D Le Béaupré	4	1
E L'île d'Orléans	20	5
F The Pointe a la Roche	20	5
G The Pointe a la Roche	20	5
H The Pointe a la Roche	20	5
I The Pointe a la Roche	20	5
K Pointe au Bas	20	5
L Pointe au Bas	20	5
M Pointe au Bas	20	5
N Pointe au Bas	20	5

The Place where a Point was

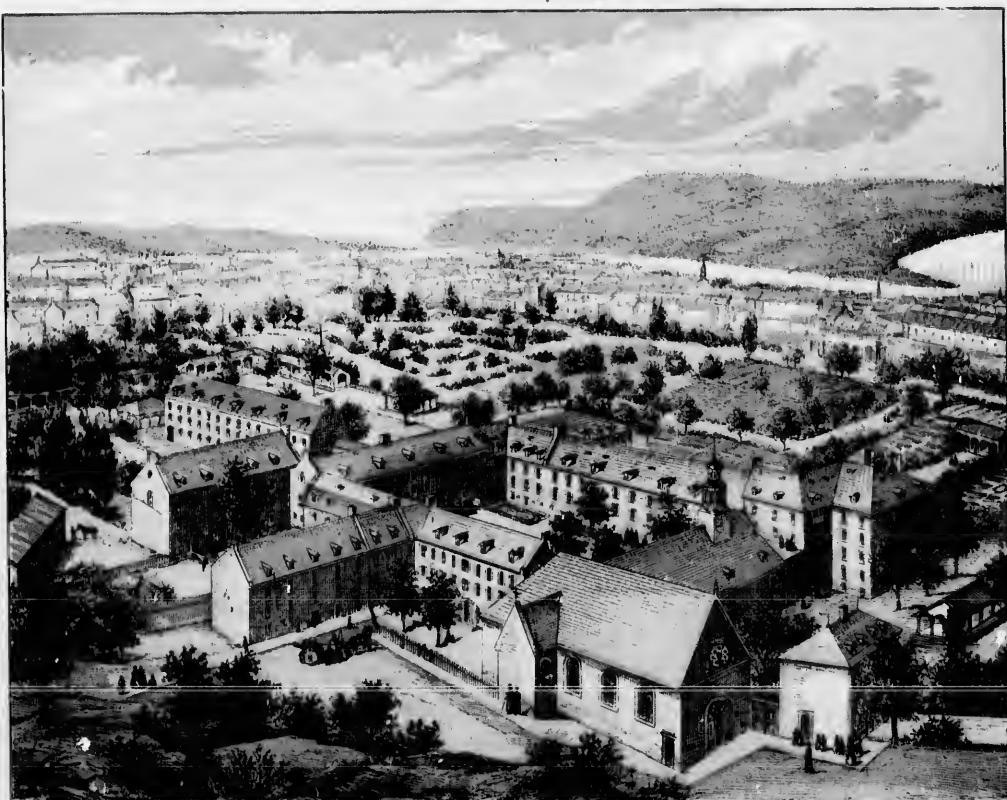
made by the French before they took the

place

which might afford their Troops ready for Action.



Millinery. THOMAS MAY & CO., Articles de Modes

Dry Goods. MC CALL, SHEHYN & CO. Marchandises Séches
Dry Goods. P. GARNEAU FILS & CIE. Marchandises Séches

THE CONVENT OF THE URSELINES. LE COUVENT DES URSELINES.



Wholesale Grocers. A. JOSEPH & SON. Epiceries en Gros.



GEO. BISHOP ENG. & PTG. CO. MONTREAL.

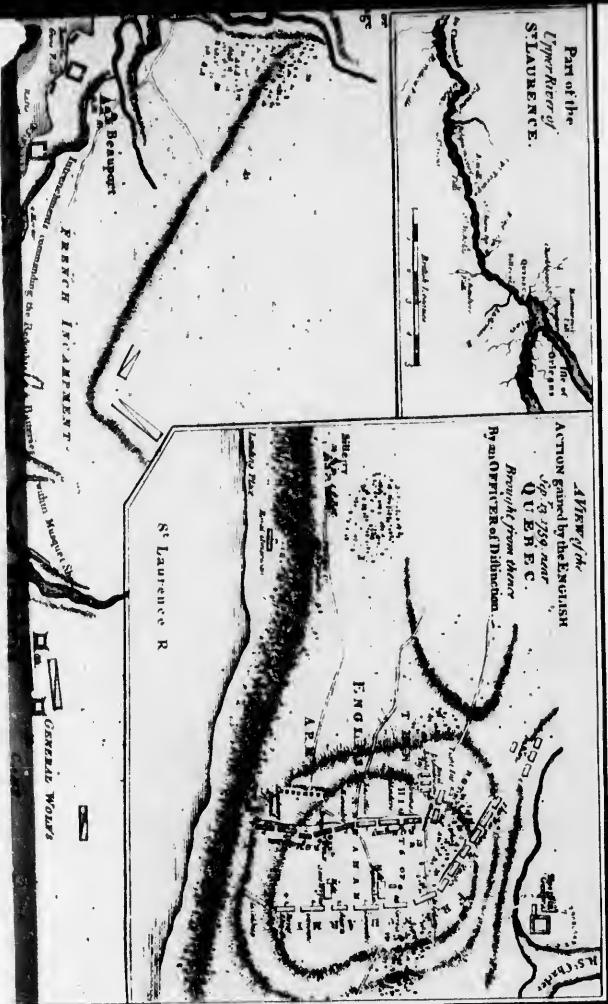
PROPOSED NEW BRIDGE ACROSS ST. LAWRENCE RIVER AT CAPE ROUGE.

JUNE.

QUEBEC JUBILEE ILLUSTRATED.

1887.



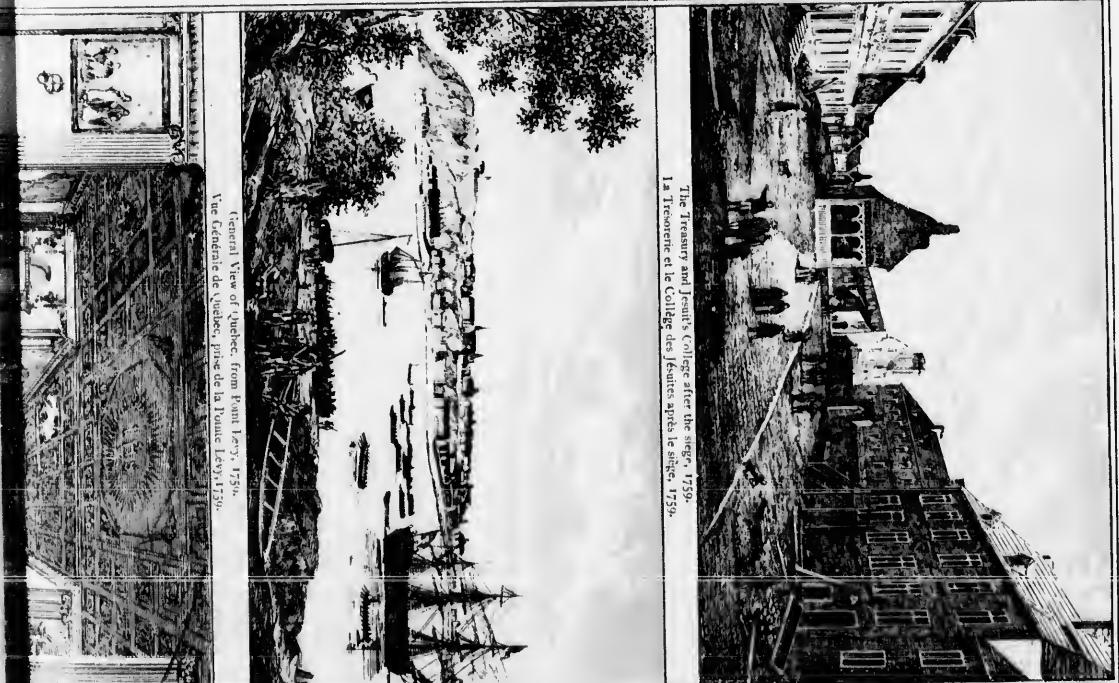


Part of the
Upper River of
St. Laurence.

MONTCALM.



The North West Part of the City of Quebec, taken from St. Charles River, 1759.
Le Nord-Ouest de la Ville de Québec vue prise de la Rivière St. Charles. 1759.



(General) View of Quebec, from Point Levy, 1759.

Vue Générale de Québec, prise de la Pointe Levy, 1759.

The Treasury and Jesuit's College after the siege, 1759.
La Trésorerie et le Collège des Jésuites après le siège, 1759.



JUNE.

QUEBEC JUBILEE ILLUSTRATED,

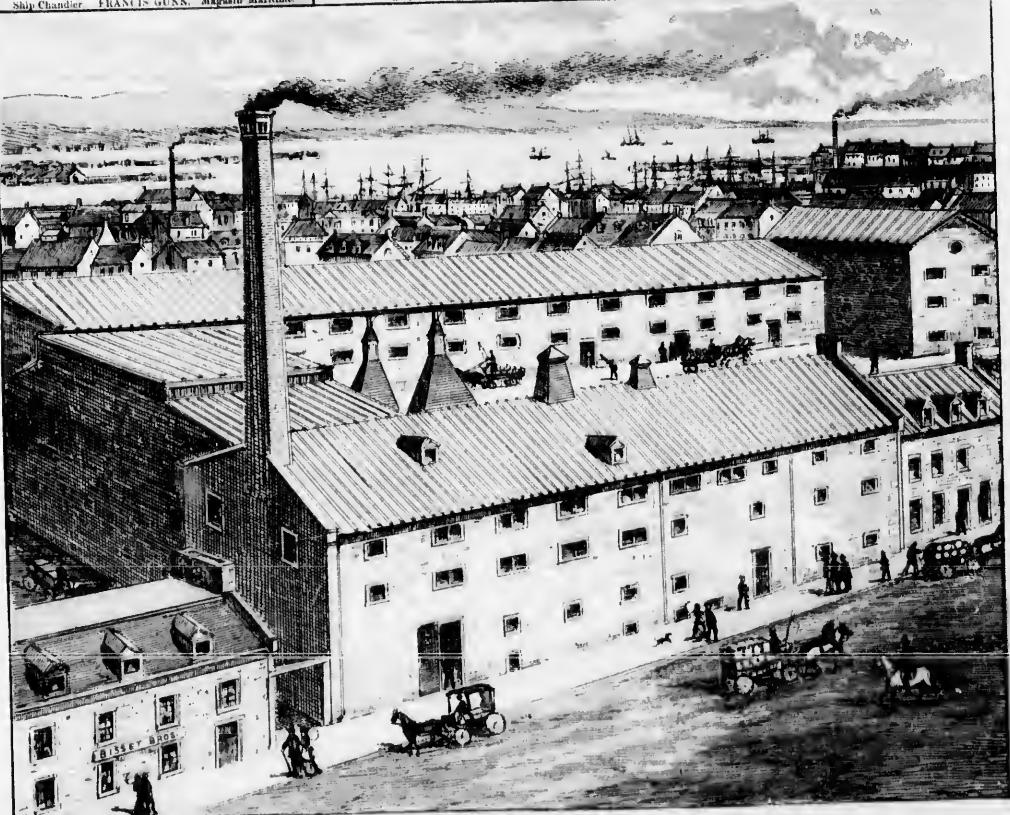
1887



Ship Chandier FRANCIS GUNN, Magasin Maritime

Photographer, L. P. VALLEE, Photographic.

Booksellers, DAWSON & CO., Libraires.

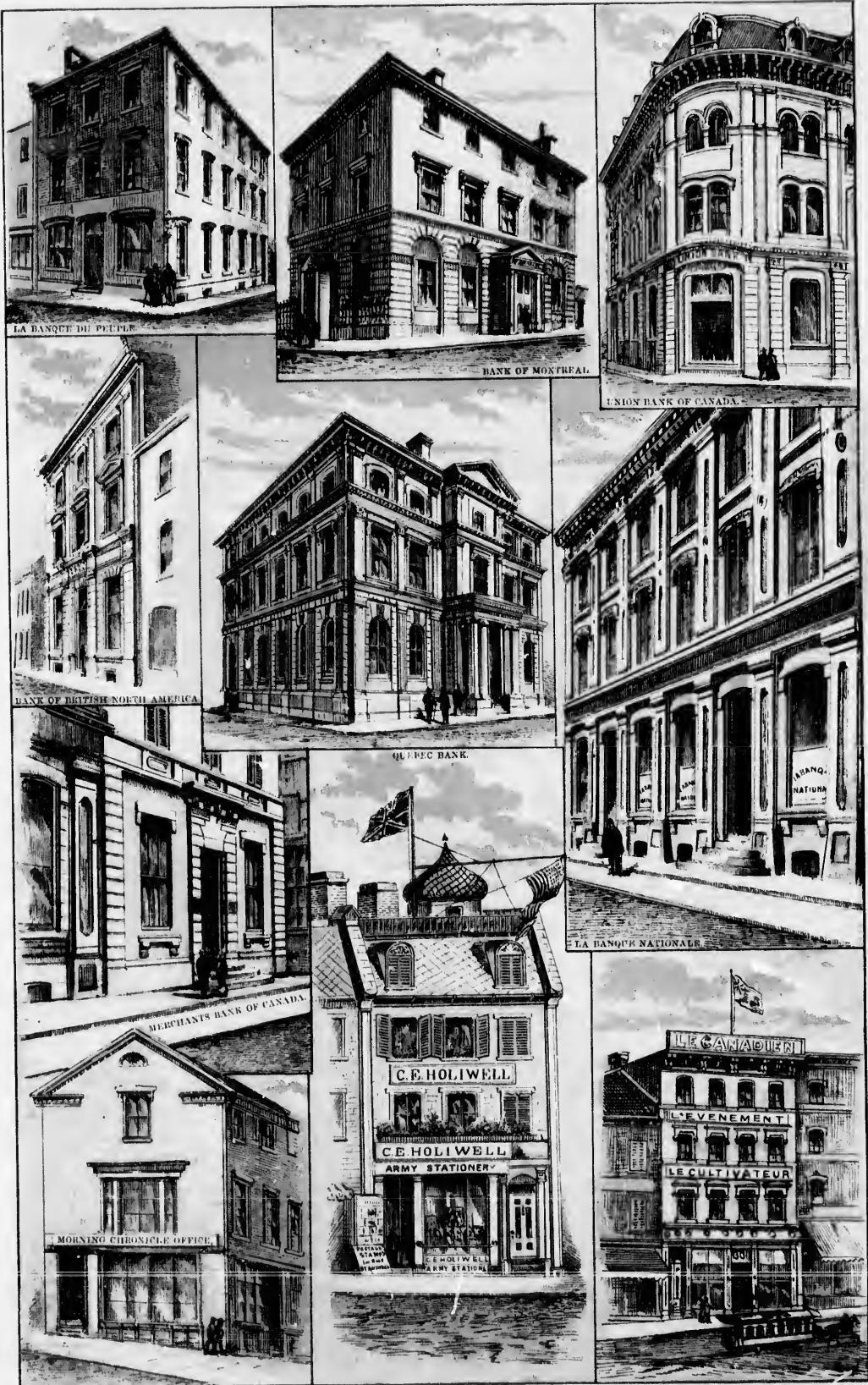


BOSWELL'S BREWERY

JUNE.

QUEBEC JUBILEE ILLUSTRATED.

1887



S BEFORE QUEBEC IN 1759.

It is well known that there is very an intimate relationship between the two models. As far as I am concerned, the model of the second stage is partially covered by the first. In Wisconsin, the first stage is more or less at the 100% level, while the second stage of the kinetics is at the 10-15% level. The first stage of the kinetics is with slight fading also level, other things being equal.

The view of the latter [that] of 13 Sept. 1759, or the earliest of Jersey's chart, seems to me to be in the survey which extends from 1668, and in what was then called Jersey, and now Montmorency, is clearly marked a town of May 1759, the spot is marked as a little peninsula extending to the southward of St. Helier, in the Bay of Jersey. As far as I can see, the name of the village is given to the peninsula, but not to the town itself. It is clear, however, that the name of Jersey, or Jersey, is given to the peninsula, and not to the town itself. It is clear, however, that the name of Jersey, or Jersey, is given to the peninsula, and not to the town itself.



Inauguration de l'église des RÉCOLLETS. 1759.



Church of Notre Dame de la Victoire, Lewer Town, built in 1693, after siege of 1750.
Church of Notre Dame de la Victoire, Basse-Ville, built en 1693. Il reste silde de 1750.



JUNE.

QUEBEC JUBILEE ILLUSTRATED

1887.



THE LIEUT. GOVERNOR'S RESIDENCE, SPENCER WOOD.

HON. LOUIS FRANCIS RODERIQUE MASSON,
Lieut. Governor of the Province of Quebec.



THE NEW PARLIAMENT HOUSES.



THE OLD PARLIAMENT HOUSES.



THE OLD COURT HOUSE.



THE NEW COURT HOUSE.

JUNE.

QUEBEC JUBILEE ILLUSTRATED,

1887.



CENTRAL FIRE STATION



POLICE STATION.



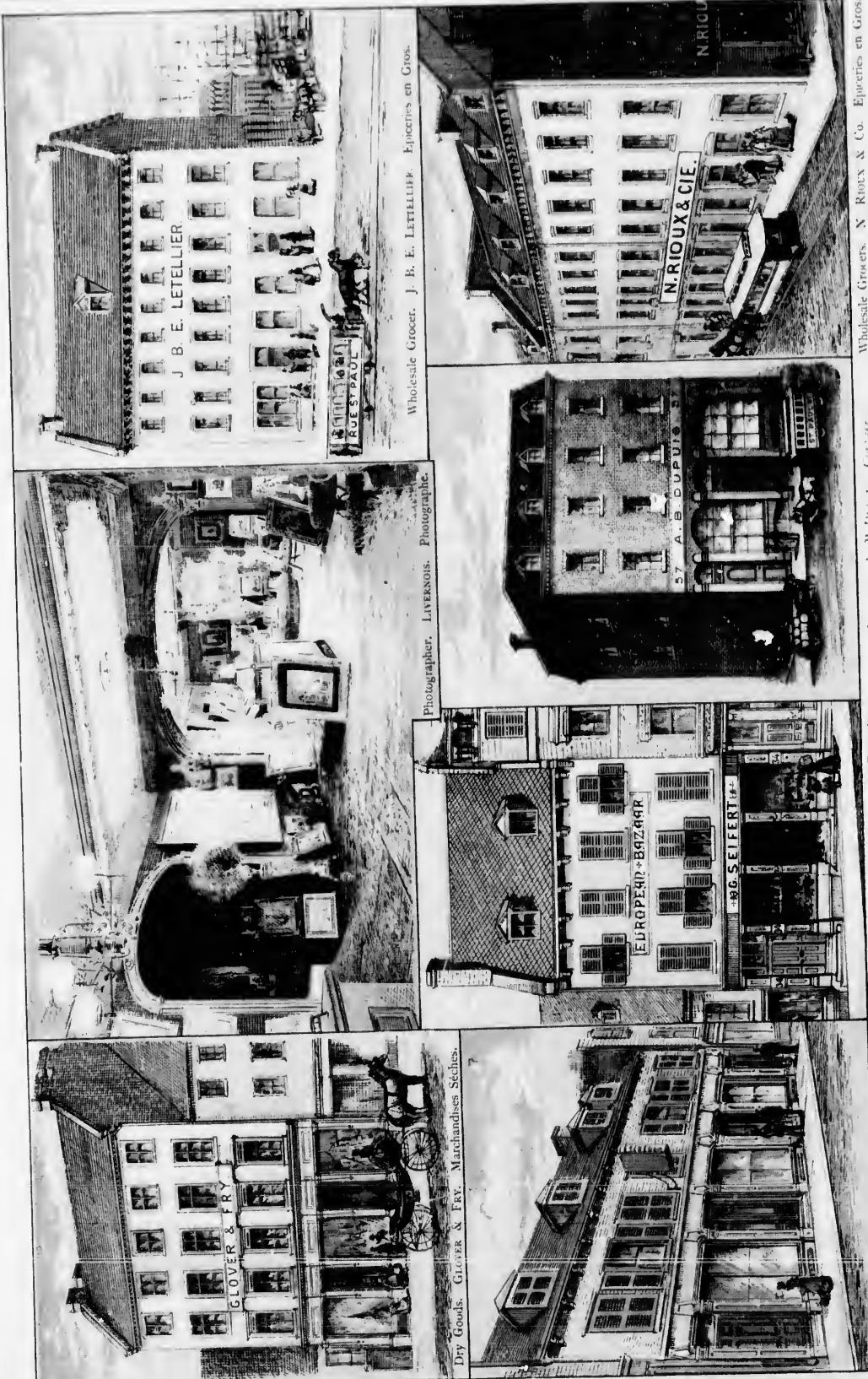
MAYOR, ALDERMEN AND COUNCILLORS.
QUEBEC



JUNE.

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1887.



Wholesale Grocers. N. RIOUX & Co. Epiciers en Gros.

Wholesale Grocers. A. B. DUPUIS. Comptoir.

European Bazaar. G. SEIFERT. Bazaar Européen.

Bookseller. J. A. LANGLAIS. Libraire, Éditeur.



Bookseller. J. A. LANGLAIS. Libraire. Editeur. European Bazaar. G. SEIFFERTS. Bazaar Européen. C. feutrier. A. V. D'ESTE. Confer.

Wholesale Grocers. N. RIDEN & CO. Importers en Gros.



Intérieur de l'église des Jésuites, 1759.



Le Collège et la Chapelle fut détruit en 1877 et la Chapelle, en 1887. Collège démolition en 1877. Chapelle démolition en 1877.



Le Palais de l'évêque, site de l'ancien palais, avec mur et portes existants, 1759.

GEO BISHOP ENGRAVING CO. LTD. 1907.



An AUTHENTIC PLAN
of the
RIVER ST. LAWRENCE
from
Sillery, to the Fall of Montmorency,
with the Operations of the
SIEGE OF QUEBEC
under the command of
Vice-Admiral Saunders & Major Genl Wolfe
drawn by a CAPTAIN in his Majesties Navy -
British Miles.

PLAN OF THE OPERATION

This elaborate plan of the naval operations before Quebec during the summer of 1759 is a fac-simile of the one to be found in the large and valuable work of Thos's letters (Grainger), to H. R. Higgins, the Prince of Wales, in 1761. It appears to have been drawn by a Captain in the Royal Navy and does not form part of the twelve views sketched on the spot by Purser Short and mentioned as follows, at page 276 of Hawkin's, 1761, published in 1834.

"Twelve views of the principal buildings in Quebec from drawings taken on the spot, at the command of Vice-Admiral Saunders, by Richard Short, Purser of His Majesty's ship the *Prince of Wales*, published in 1761, price two guineas."

There was also six large views drawn by Captain Hervey Smith, on board the *Vanguard*, 1759, price two guineas each. Smith is mentioned as being one of the Aide-de-camp to General Wolfe. The most formidable work of defence, under French rule was the fortifications between St. Louis and St. John's Gates were three batteries, the Royal, the Dauphin, and a new one

styled the "Clergy En Batterie," its armament consists

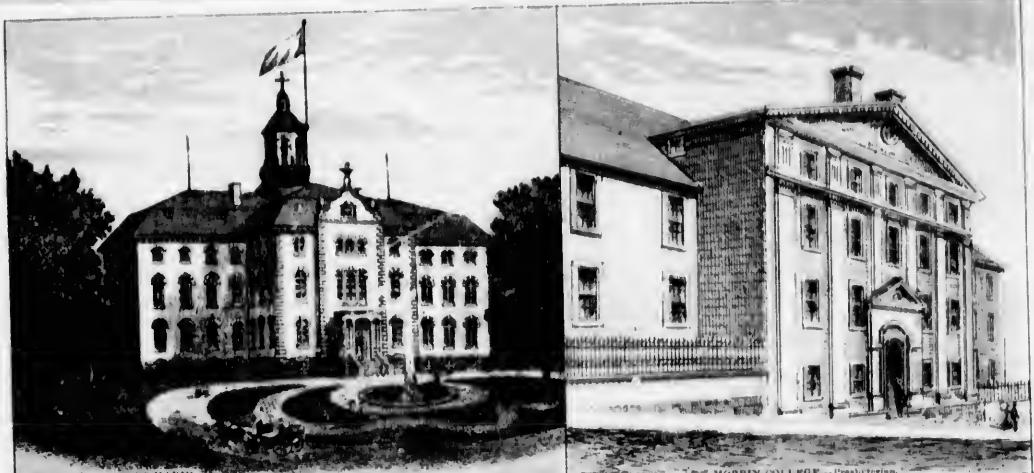
The *Saint-Jean* Battery (Sailor's Leap) battery carried 71

The Hospital (Blade) En Batterie was defended by 2 its old 32 pounders and some mortars. The Hospital (Blade) En Batterie was defended by 2 its old 32 pounders and some mortars. The Hospital (Blade) En Batterie was defended by 2 its old 32 pounders and some mortars.

JUNE.

QUEBEC JUBILEE ILLUSTRATED.

1887

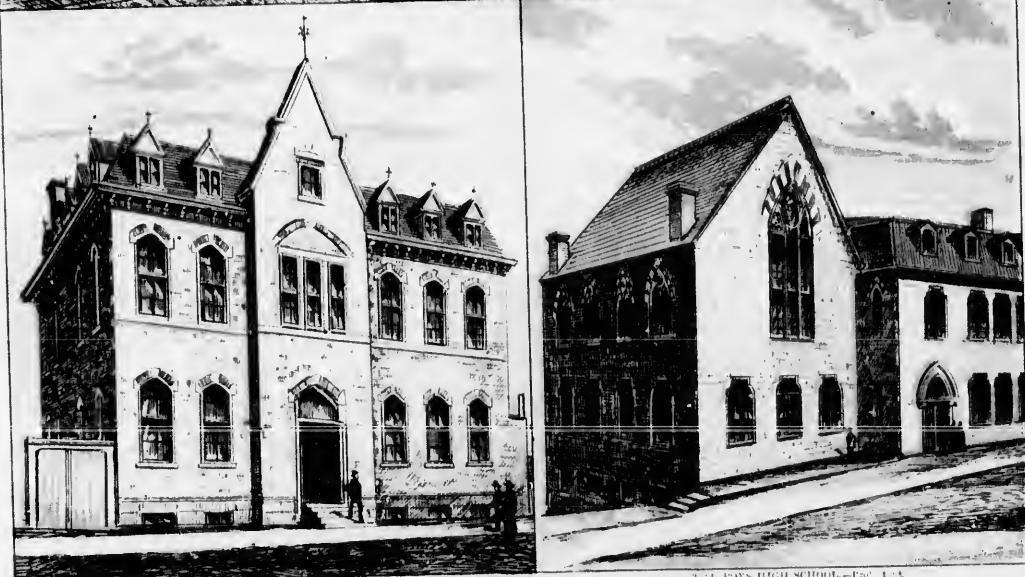


COUVENT DE JESUS-MARIE.

MORRIN COLLEGE.—Presbyterian.



LAVAL UNIVERSITY.



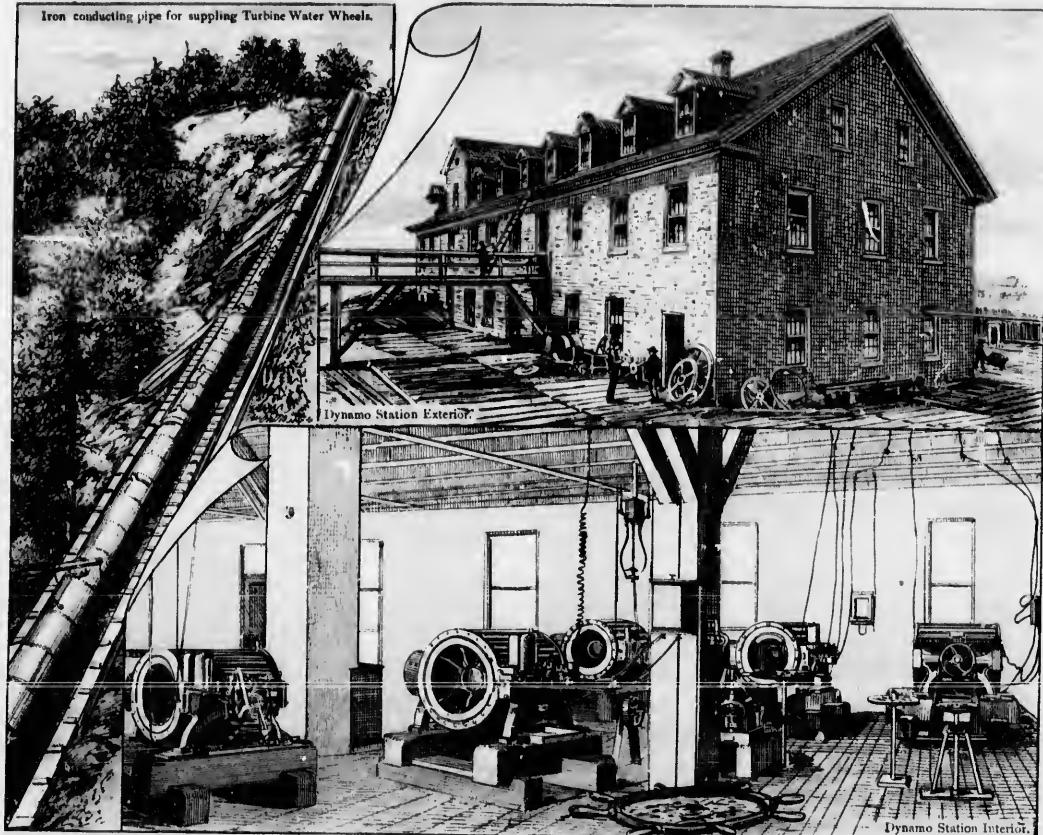
THE GIRLS' HIGH SCHOOL.—Protestant.

EDUCATIONAL.

THE BOYS' HIGH SCHOOL.—Protestant.



MONTMORENCI MILLS.

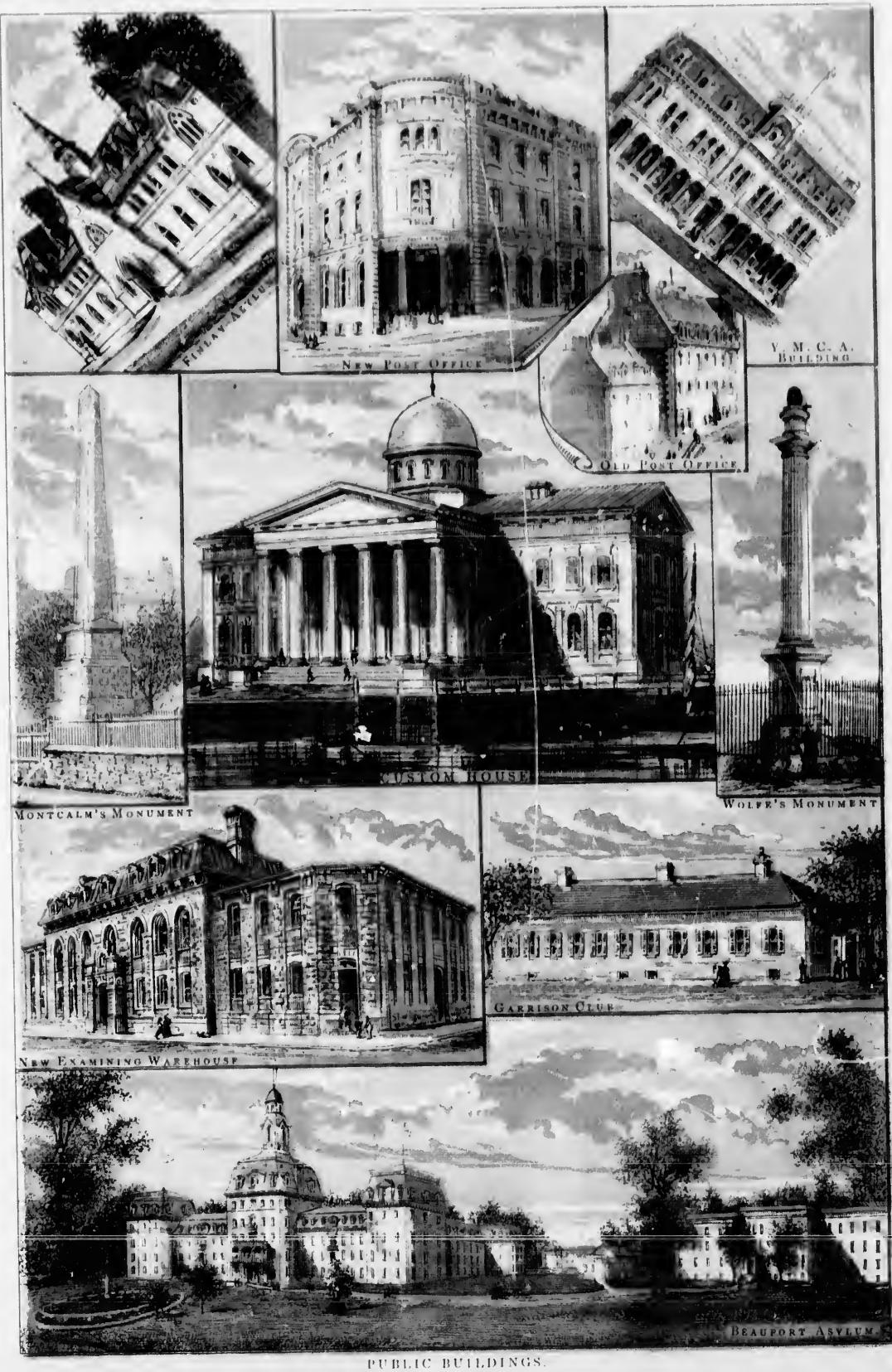


QUEBEC & LEVIS ELECTRIC LIGHT CO.

JUNE.

QUEBEC JUBILEE ILLUSTRATED,

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1887



GRAND TRUNK Railway CANADA

The Great INTERNATIONAL • ROUTE Between the EAST & WEST.

