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THE

# BRITISH DOMINIONS

IN

# NORTH AMERICA;

OR A

## TOPOGRAPHICAL AND STATISTICAL DESCRIPTION

OF THE PROVINCES OF

## LOWER AND UPPER CANADA,

NEW BRUNSWICK, NOVA SCOTIA,

THE ISLANDS OF NEWFOUNDLAND, PRINCE EDWARD, AND CAPE BRETON.

INCLUDING

CONSIDERATIONS ON LAND-GRANTING AND EMIGRATION.

TO WHICH ARE ANNEXED,

STATISTICAL TABLES AND TABLES OF DISTANCES, &c.

BY JOSEPH BOUCHETTE, ESQ.,

SURVEYOR GENERAL OF LOWER CANADA, LIEUT. COLONEL C. M., VICE PRESIDENT OF THE LITERARY AND HISTORICAL SOCIETY OF QUEBEC, AND CORRESPONDING MEMBER OF THE SOCIETY OF ARTS, LONDON.

Embellished with Views, Plans of Towns, Harbours, &c.

*IN TWO VOLUMES.*

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TO

HIS MOST EXCELLENT MAJESTY,

# WILLIAM IV.

OF THE UNITED KINGDOM OF GREAT BRITAIN AND IRELAND
KING, DEFENDER OF THE FAITH,

ETC. ETC. ETC. ETC.

SIRE,

In approaching your Majesty, with feelings of the most profound veneration and respect, to depose, for the second time, the result of my humble topographical and statistical colonial labours, at the foot of the throne; I feel deeply penetrated by a sense of gratitude for your Majesty's condescension in graciously permitting that my work should appear under your Majesty's exalted patronage and royal auspices.

This distinguished honour, whilst it sheds lustre upon my humble, but zealous endeavours, to develop the many natural resources and improvable advantages of your Majesty's flourishing trans-atlantic dominions, must conspicuously mark your Majesty's

paternal solicitude for their loyal inhabitants, and add a further incentive to the approved devotion and attachment that have ever characterized your Majesty's loyal subjects in that distant part of the empire, where the recollection of your Majesty's visit, in early life, is still alive in the breasts of the people, and has doubly become the theme of congratulation since your Majesty's happy accession to the throne of these realms.

With sentiments of the deepest respect, attachment, and gratitude,

I am,

SIRE,

Your Majesty's most loyal, and most devoted,

obedient subject and servant,

JOSEPH BOUCHETTE.

# PREFACE.

ANTECEDENTLY to the year 1759, the dominion of North America was divided almost exclusively between the Kings of England and France; the former possessing the immense Atlantic seaboard of the continent, the latter the territories along the borders of the gigantic "*Fleuve du Canada*," or River St. Lawrence. But the conquest, gallantly achieved by Wolfe on the memorable plains of Abr'am, near Quebec, left, subsequently to that event, but a slender footing to the French crown in America, whilst it at once extended the empire of Great Britain from the Atlantic Ocean to the shores of the Pacific, and rendered it almost co-extensive with the whole northern division of the New World. England continued in the undisputed possession of these her immense dominions for a period of nearly sixteen years, when those revolutionary discontents broke out in the old colonies, which ended in the declaration of their independence, and the acknowledgment of the American confederation as a free and independent state, by the treaty of Paris, 3rd of September, 1783.

Whether the reduction of Canada accelerated the separation of the original British North American Plantations, by removing the check which the relative geographical position of the surrounding French possessions was calculated to produce upon the colonists,

it is difficult to say; but it is, perhaps, less problematical whether England would this day have had to boast of her valuable transatlantic dominions, had not the victory of the British hero, who fell in the consummation of the conquest of Canada, preceded the birth of the United States of America, as one of the independent nations of the world. Certain it is, however, that the severe consequences of the loss of the British plantations were greatly mitigated by Wolfe's victory and the accession of the French colonies to the British empire, to which, not only from their intrinsic worth, but because of the political power and the commercial advantages incidental to the possession of them, they have since become important appendages.

In the war waged by the colonies against the mother country, the people of Canada, although so recently become British subjects, resisted with fidelity every attempt that was made to seduce them from their new allegiance, and with bravery repulsed every endeavour to subdue them. Such devotedness was highly appreciated; and England, at the termination of the revolutionary war, directed her attention towards giving increased consequence to her remaining possessions, with the design of drawing from them some of the supplies she had been accustomed to receive from the countries recently dismembered from the empire. It was some time, however, before the efforts of the mother country were attended with any degree of success, and a new order of things established, by which the languor that marked the growth of the colonies, as French plantations, gradually gave place to a system of more vigour

in the agricultural improvement of the country, and a more active developement of its commercial resources. Yet, if the numerous ordinances of the King of France, for the encouragement of agriculture and the regulation of commerce, which are still extant, can be admitted as evidence of the interest with which the colony was then viewed, no solicitude appears to have been wanting on the part of the French government towards promoting the welfare of Canada. The slow advancements may fairly be ascribed to the destructive wars of the aborigines, to the difficulties and embarrassments of incipient colonization, and the remote situation of the country (at that time no inconsiderable obstacle), rather than to any neglect or mis-government of her distant dominions on the part of France.

If the British dominions in North America be viewed merely in relation to their vast superficies, which exceeds 4,000,000 of geographical square miles, their importance will become apparent, more especially when the manifold advantages of their geographical position are properly estimated. Glancing at the map, we see British sovereignty on the shores of the Atlantic, commanding the mouth of the most splendid river on the globe ; and, sweeping across the whole continent of America, it is found again on the coasts of the Pacific Ocean, thus embracing an immense section of the New World in the northern hemisphere, reaching at some points as far south as 41° of north latitude, and stretching northward thence to the polar regions. But the importance of these possessions should be estimated less by their territorial extent than by the

resources they offer, their capabilities of improvement, the great increase of which their commerce is susceptible, and the extensive field they present for emigration.

The British North American provinces occupy but a comparatively small portion of the aggregate superficies of the whole of the British dominions in the western hemisphere; yet they cover about 500,000 geographical square miles, and contain a population which in round numbers amounts to nearly a million and a half of souls (strictly 1,375,000), and this population, taking the average ratio of increase of all the colonies, doubles itself every sixteen or eighteen years. The colonies viewed in their true light are essentially agricultural, and it is in this point of view that they ought properly to be considered as primarily important to the mother country. Whatever may now be the extent and value of their timber trade, or the weight so deservedly attached to that flourishing branch of the colonial commerce, the agricultural produce of their soil, and the products of their fisheries, must eventually yield the chief part of the exports of the country. That it would be sound policy to check, directly, the progress of an extensive branch of a staple trade, may indeed be doubtful; but measures, calculated gradually to divert commercial capital into other channels besides those of the timber trade, must, on the contrary, have a beneficial tendency, especially if that diversion take place in favour of some other colonial staple of more permanency, such as the commerce of hemp, flax, wheat, &c. Staples are either temporary or permanent, and although, from the vastness of Canadian forests, timber may be considered an

almost exhaustless fund of the colonial export trade, nevertheless, it, to a certain degree, belongs to the first class of staples, from its necessarily becoming more scarce, as the settlements of the country spread abroad, and the forests recede.

Possessing, indeed, a soil with properties of the highest fertility, and enjoying a climate extremely salubrious, although rigorous in winter, the British provinces in America are, without a doubt, the most flourishing and interesting section of the British Colonial Empire; and, if considered under a political aspect, probably the most important of her trans-marine possessions, since, independently of their intrinsic value to the parent state, they are intimately connected with the preservation of the West Indian plantations, and the control of the invaluable fisheries of the Gulf of St. Lawrence and the banks of Newfoundland.

The trade of these provinces now employs annually upwards of 1,800 sail of British shipping, exceeding in aggregate burden 470,000 tons, and requiring more than 20,000 seamen: this tonnage is equal to about 1-5th of the whole of the British shipping; it is nine times greater than the amount of British tons employed in the trade with the United States of America, and about double that used in the West India trade*; and, comparing the ratio of increase from the year 1772 to the present time, we find that the whole increase on the aggregate of British shipping has been about 167 per cent.; the decrease of tonnage with the United States 21

* Moreau's Tables, and Official Returns.

per cent.; the increase with the West Indies 189 per cent.; and with the North American colonies 2,370 per cent. The value of the exports, from Great Britain to the British provinces, amounts to more than 2,000,000*l.* sterling, which is an increase of about 455 per cent. upon the amount of the exports of 1774; whilst the increase in the value of exports to the United States did not exceed 245 per cent. during that period, and to the West Indies 300 per cent., demonstrating clearly the accelerated ratio in which the commercial prosperity of these provinces is advancing, their vast importance and incalculable resources.

It cannot be doubted that the liberal and enlightened commercial policy of the British government, has given renewed vigour to the commerce of Great Britain, nor can it be denied that the success of that policy much depended upon the wide range of her empire, the magnitude and variety of her colonies. To this increasing prosperity of England, an able statesman* happily alludes, when comparing the commerce of the United States with that of the United Kingdoms. "We had not supposed," says he, "that a young, rising, and naturally commercial country, whose population and agriculture are growing with unequalled rapidity, could, under any policy, be outstripped in a race by a nation, whose navigation was presumed to have reached its maximum, and whose naval power was supposed to be at least stationary in its meridian, if it was not already in its decline. But Great Britain has granted

* Mr. Camberleng, Chairman of the United States' Committee of Commerce and Navigation.

commercial liberty to her vast empire, at home and abroad, and has taken a new start in the race of nations; whilst we, on the other hand, professing to be free, have restricted our own citizens in their intercourse with all the world *."

To the importance of the colonies, in an agricultural and commercial point of view, has been superadded of later years, another consideration of no minor interest, which still further enhances their value to the parent state. The almost exhaustless field offered in the British North American provinces for fresh colonization, points them out as the goal of emigration from the United Kingdoms, and they have in consequence become the favourite resort of the redundant population of the mother country. Thousands of the sons of Britain are, therefore, seen every year leaving their native shores to venture their fortunes in a more remote section of his Majesty's dominions, bearing in their breasts this inspiring consolation, that, although removed from the land of *home*—the protecting ægis of a free, powerful, and happy constitution and government, is extended to the most distant as well as to the metropolitan regions of this vast empire. Indeed so generally and broadly has the tide of emigration flowed towards the Canadas, New Brunswick, and Nova Scotia, that a considerable portion of their population is composed of the natives of England, Scotland, and Ireland, and the interests of those provinces have become proportionately identified with those of the British isles.

* Camberleng's Report to Congress, 1830, p. 26.

These various considerations combined, have incited the author of these volumes to present to his Majesty's government, both at home and abroad, and to the public of the empire, a Topographical and Statistical Description of the British Dominions in North America, together with Topographical Maps of Lower Canada, and a Geographical Map of the British Provinces in America. It is proper, however, to observe that he has far exceeded the plan which he originally contemplated; his design having, in the outset, been confined to the publication of a Topographical and Statistical Description of the Province of Lower Canada, with Maps. But having, in the prosecution of this design, discovered that, in the course of the long series of years during which he had been occupied in collecting materials for this work, he had amassed and methodized a body of valuable statistical and geographical information, relative to Upper Canada and the sister provinces of Nova Scotia and New Brunswick; and, deeply impressed with the utility of a work which should embody every possible degree of information as to the British North American colonies collectively, he ventured, though not without sensations of the greatest diffidence, to push his project to a general consideration of the topography and statistics of the continental section of the British empire in the New World.

In the general framework of the maps of Lower Canada, which are upon a large and explanatory scale, the author was materially aided by his previous topographical exhibit of that province, published in 1815, under the exalted patronage of his late Majesty, then

Prince Regent of the kingdom *; but the details are entirely new and compiled, with the greatest care, from numerous original surveys and documents of indubitable authenticity, that have enabled him to lay down every minutia of topography. In adverting to the period of his former publication, the author feels impelled, alike by a sense of duty and of gratitude, to record, as a very feeble tribute of his respect for the cherished memory of his late Royal Highness the Duke of Kent, the many and deep obligations under which he lies to that much lamented prince and munificent patron, whose characteristic urbanity of manners so much endeared him to all who had the honour of being known to him.

The geographical map of the British provinces, and of a section of the adjacent states of the American union, accompanying the work, will, it is hoped, be found an interesting adjunct, from the scope of the country it embraces, as well as on account of the sources of information whence it was compiled. This map was constructed by the author's eldest son, Joseph Bouchette, Esq., Deputy Surveyor-General of Lower Canada, and must, like the other maps, be left in a

* The following unanimous resolve of the house of assembly of Lower Canada is a testimony of the character of that work, which the author hopes he will be pardoned for inserting here:

"Resolved, That an humble address be presented to his grace the governor-in-chief, representing the *importance* of the geographical and topographical maps of Joseph Bouchette, Esquire, Surveyor-General, and the *losses* he has sustained in publishing them; representing also the *importance of those maps, both to his Majesty's government and to the province at large;* and praying his grace would be pleased to take the whole into consideration, and would also be pleased to *indemnify* him for his *services* and *losses* by such grant of the lands of the crown as his grace in his wisdom may think fit."

great measure to speak for itself. It is but justice to the compiler, however, to mention the extreme laboriousness with which, during three years, he attached himself to its construction, in the midst of active professional duties—the close investigation as to the correctness of documents that preceded their application, and the science with which he was capable of graphically applying the information these documents contained. To this gentleman the author is also indebted for his scientific aid in the compilation of several parts of the topographical maps; and it is a source of congratulation to him to have likewise to note the services of his third son, John Francis Bouchette, Lieutenant, 68th Light Infantry, whose able draftsmanship has so much contributed to the nicety of delineation, and to any degree of elegance the topographical maps of Lower Canada may be deemed to possess.

Having said thus much in regard to the graphical part of the work now presented to the public, it may not be inexpedient to say something of the following volumes, and to give some account of the plan and division of the subject-matter they embrace, and the sources whence the information is derived. Upon the latter point the author may perhaps be pardoned for indulging in a little self-gratulation, from the confidence he must necessarily have in the correctness of the materials he had to work upon (especially as respects the local and statistical circumstances of the Canadas), as well from his constant residence in the country, as from the facilities afforded by the department over which he has, for thirty years, had the honour to preside. The valuable documents and

official records of the surveyor-general's office, which constituted the principal portion of the materials used in the composition of his former work, and the free use of which he was permitted by his Majesty's colonial government, have been again consulted, together with such new matter, arising from surveys since 1815, as has been superadded to the topographical information already recorded. These documents, however, were chiefly useful in the graphical part of the work, and furnished the means of a correct delineation of the townships of the province. The feudal lands of Lower Canada, a large and important section of the colony, are delineated and described from original plans and documents in the possession of the seigneurs of the province, and to which the author has had free access. To these valuable materials were added the results of three official tours in 1820, 1824, and 1827, the last of which embraced the extremities of the settled parts of the country, and enabled him to enter minutely into an investigation of the statistics, and to collect important subject-matter for the topography of the province*. The replies of the gentlemen of the Roman catholic clergy to queries proposed to them on the state and resources of their respective parishes, and the explanatory answers of

* The following extract may not probably be deemed inadmissible, as a testimonial of the mode in which this branch of the author's public duties was discharged:—

Castle of St. Lewis, Quebec, 8th July, 1828.

SIR,

I have not failed to lay before his excellency the governor-in-chief your letter of the 3d instant, transmitting the report of your proceedings, and the statistical returns prepared by you in consequence of his excellency's instructions conveyed to you by my

the seigneurs, to circulars transmitted to them, relative to the settlements and statistics of their several seigneurial properties, have also proved of invaluable assistance in the completion of the statistical department of the book.

These sources of information have furnished the General Description of the province of Lower Canada as well as the Topographical Dictionary. There are many minute points connected with the topography of the country of perhaps less interest to the general reader, but of the first importance to those seeking for complete information as to the resources of the province, for the arrangement of which, as well as for the facility of reference, the alphabetical form affords distinguished advantages; and this has induced the author to adopt the somewhat unusual plan of a dictionary, but which he confidently presumes will be found to combine many and important advantages, no less in comprising under one view all the particulars that can be required on any one point, than as leaving the general description unencumbered by matter, which to some might seem tediously minute, whilst the body of the work presents a summary account of the province, its resources,

letter of the 10th August last. And I am directed by his excellency to convey to you his approbation of the zeal and laborious diligence exhibited by you in collecting and condensing the multifarious, interesting, and useful information contained in the report and tables which you have now submitted.

* * * * * * * * *

I have the honour to be, &c.

(Signed) A. W. Cochrane, *Secretary.*

*To Joseph Bouchette, Esq.*
*Surveyor-General.*

and all that general information desirable to the more cursory class of readers.

The description of the province of Upper Canada is derived from the substance of notes and memoranda made in that country during the late war, and from the knowledge obtained of it during an anterior service of six years, as an officer of the provincial Navy upon the lakes. To the information arising from these sources considerable additions have been made from documents that may be relied upon, both published and manuscript. The latter are chiefly of an official character, the former are to be found in Gourlay's Statistics of Upper Canada, the reports of commissioners of roads and canals, public statistical returns, &c.

The extensive field operations performed by the author on the frontier of New Brunswick in 1817, as his Majesty's surveyor-general, under the 4th and 5th articles of the Treaty of Ghent, and several excursions into the colony connected therewith, supplied the bulk of the materials for the account of that province, though some obligations must be acknowledged to the author of a pamphlet, descriptive of the province, and published there, as well as to the intelligent sketches of Mr. M'Gregor. The statistical branch of the description is principally derived from the public returns and statistical statements, framed under the direction of his Majesty's government, and subsequently published. The statistics of Nova Scotia are partly taken from the same source, and also from Halliburton's history of that province, from which, in the historical sketch and general description of that country, considerable aid has

been derived. The notes made by the author upon the soil, surface, and climate of the province in 1816, and memoranda collected anteriorly to that period, while at Halifax on military service, have further enabled the author, from a personal knowledge of that part of our colonial dominions, to enter more satisfactorily upon its description. He has also great pleasure in acknowledging the valuable information he has obtained, on the subject of the settlements both of New Brunswick and of Nova Scotia, from the printed report of Colonel Cockburn to his Majesty's government, which contains documents of great interest and high authority, relative to the lands, settlements, and resources of those provinces.

The Island of Newfoundland is the only part of the colonized British possessions in America of which the author has it not in his power to give any personal account, and he therefore is thrown upon public records and official papers for the means of describing the local, agricultural, and statistical state of that insular section of the British North American Dominions, so important when viewed in conjunction with the extensive fisheries of the Great Banks and of the Gulf of St. Lawrence. In the description of the Island of Prince Edward or St. John, he derived considerable information from the official plan, with abundant notes and remarks, of his relation and predecessor, the late Major Holland, recorded in his office, as well as from several private documents and plans acquired when in the island, at which time he had an opportunity of visiting the most interesting parts of it, and of recording notes descriptive of its geography and topography.

Such are the sources of information, and such the means and the materials which have furnished the subject-matter of the following volumes, and however the author may feel conscious of the imperfect manner in which the task has been executed, he cannot repress the hope, that the defects of the performance will stand excused by the utility of the matter and the motive which involved him in so arduous an undertaking. The prospect of literary fame, so powerful an incentive to many writers, yet so often illusory, even when founded upon great erudition and classical attainments, has had no share in bringing the author before the tribunal of public opinion. His sole object is to be useful, by communicating to the world the substance of long and variously accumulated information, relative to the British trans-atlantic dominions, which he would have conceived it a dereliction of duty and of patriotism to withhold from the press; feeling as he does an additional incentive and encouragement from that liberal and enlightened system of colonial policy that has conspicuously distinguished the British cabinet, and struck an impulse from the very centre of national prosperity to its remotest branches.

He has to lament, however, that the scope of his abilities, even when aided by the pen of another of his sons, Robert S. M. Bouchette, Esq., a member of the Canadian bar, whose able assistance in the composition of the general work, he feels it alike a duty and a pleasure candidly and cordially to acknowledge, should have been insufficient to enable him to send forth the work clothed with all those advantages of arrangement, style, and illustration which might

be expected from those whose time and talents have been devoted to literary pursuits. Forty years of his life have been passed in the service of his Majesty's government, in the naval, military, and civil departments, the duties of which, though affording him opportunities of collecting abundant materials for a work of this nature, have yet allowed him but little leisure for cultivating those graces of composition by which a writer most readily recommends himself to the reader's favourable opinion. Abandoning then all hopes which might be founded on such advantages, he relies on his honest though humble zeal to lay open, as far as his capabilities permitted, the vast, natural, and improvable resources of a flourishing section of the British empire; and should his feeble endeavours have the good fortune to obtain approbation, for the design if not for the execution, his highest ambition will be attained, and his dearest wishes amply gratified.

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## CORRIGENDA.

Page 11, in note, *for* 1814, *read* 1824.
— 116, third line from the bottom, *for* perennial, *read* annual.
— 117, *for* Godrich, *read* Goderich, wherever the name occurs.
— 277, head-line, *for* county, *read* country.
— 351, column of remarks in the Statistical Statement, *for* L'Joachim, *read* St. Joachim. The population of Quebec, six lines lower down, should be 28,000, instead of 38,000.
— 352, last line of the table, *for* city, *read* county.
— 353, column of remarks, the blank in the second line to be filled with 5,000, as the population of Three Rivers.

THE

# BRITISH DOMINIONS

IN

# NORTH AMERICA

TOPOGRAPHICALLY DESCRIBED.

## CHAPTER I.

Discovery of America.—Historical Sketch and Boundaries of the British Possessions.

To Christopher Columbus assuredly appertains the honour of the memorable discovery of the New World in 1492; but that the American continent was altogether *terra incognita* up to the period at which he traversed the Western Ocean, seems not quite so certain, at least as regards the northern countries of Europe.

The histories of Denmark, Norway, and Iceland attest the fact, that nearly five centuries * before the existence of the great western continent was made known in the south of Europe, through the bold discovery achieved by Columbus, not only the coasts of Greenland, but the north-eastern shores of America, had been partially explored by adventurous northern voyagers, who formed a colony in the land of their new discoveries, of which records were preserved down to the beginning of the twelfth century †. What has since become of this ancient settlement, and what was the precise geographical situation of Vinland (for thus the country they settled in was by them called), are things that will most probably remain for ever unknown, although, from the general analogy of description, its locality is supposed to have been the island of Newfoundland, or the southern coast of Labrador.

* Mackenzie's Travels in Iceland, 1810, and authorities there cited.

† Ibid.

Any discovery, however, which had thus fallen into almost utter oblivion, could not be considered as in any degree detracting from the fame of the celebrated Genoese discoverer, whose enterprising voyages westward mark the epoch at which America * became first known to the civilized world.

Columbus having taken possession of a great portion of the new continent in the name of Ferdinand and Isabella of Spain, Sebastian Cabot subsequently explored the southern section of North America, on behalf of Henry VII., and thus secured it to the crown of England. Viewing with a jealous eye the valuable and then recently acquired possessions of England and Spain, Francis I., King of France, aspiring to a participation in these advantages, equipped Verazani, a Florentine, then residing in France, who, after a fruitless attempt to cross the ocean in 1524, succeeded, the following year, in reaching Florida, whence he coasted northward to the 50° of latitude, taking nominal possession of the country, which he called "New France †." Having, in a subsequent voyage, returned to America, he was, soon after his landing on the continent, barbarously put to death by the natives ‡, without having previously effected the establishment of a colony §.

The further discovery of the northern parts of America was reserved for the enterprising Jacques Cartier, a Frenchman, who, bearing a commission from the King of France, sailed from St. Maloes on the 19th May, 1535, and explored the river St. Lawrence, so called from his first entering it on St. Lawrence's day, and ascended the river as far as *Hochelaga*, the Indian village then occupying the spot on which the city of Montreal now stands. Cartier had visited the gulf of St. Lawrence in 1534, but did not attempt any discoveries beyond its shores, although he most probably, at that time, conceived a design and sketched a plan of operations, which were put into execution the year following.

* The new continent was thus called after *Americus Vespucius*, a navigator in the service of Ferdinand of Arragon, and the first who made graphical delineations of the new discoveries.

† History of Canada from its Discovery. Smith, vol. i. p. 2.

‡ Charlevoix, vol. i. p. 8.

§ It is worthy of remark, that the pretensions and disputes of the three great naval powers of Europe—England, France, and Spain—for territorial sovereignty in America, arose from the discoveries of three Italians, Columbus, Cabot, and Verazani, who were equally strangers to the countries whose renown they extended and whose commerce they enlarged.

Thus stood the discoveries of the New World, when the efforts of the French to colonize Canada became at length so far successful, that, in 1604, a French settlement was formed; and, in 1608, Champlain, at the head of a small colony, laid the foundation of the city of Quebec *, a little above the junction of the river St. Charles with the St. Lawrence, and thus commenced the first permanent † European settlement in North America, on record ‡.

The precise line of boundary which divided the territories formerly belonging to the crowns of England and France in America seems never to have been distinctly defined. The voyages of discovery by the English and the French to the coast of North America, and their endeavours to form settlements on the new continent, had been nearly contemporaneous; and as both nations indefinitely claimed extensive dominions of which neither had the power of taking actual possession, it was soon discovered that the claims of the different parties were incompatible §.

In 1603, the tract of country lying between the parallels of the 40th and 46th degrees of north latitude, and then known under the name of Acadia, was granted by Henry IV. of France to Monsieur De Monts ||, with a commission of lieutenant-general; and in 1606, *three years after*, a large section of the same territory was included in a grant, under the letters-patent of James I., to Sir Thomas Gates and his associates, granting to them the country comprehended between the 34th and 45th degrees of north latitude, "*that belonged to Great Britain, or was not then possessed by any other Christian prince or people* ¶."

Under the French grant of 1603, settlements were formed on the

* Quebec, in Algonquin, signifies *strait*.

† In 1541, Jacques Cartier, as captain-general, built a fort at Cape Breton.

‡ The pilgrims landed at Plymouth, in New England, in 1620. Chalmers's Political Annals, 4to. p. 82.

§ L'Escarbot thus describes the boundaries of New France: "Ainsi notre Nouvelle France a pour limites du côté d'ouest les terres jusqu'à la mer dite Pacifique au-deçà du tropique de Cancer; au midi les iles de la Mer Atlantique du côté de Cube et l'Isle Hespagnole; au levant la Mer du Nord, qui baigne la Nouvelle France; et au septentrion cette terre, qui est dite inconnue, vers la mer glacée jusqu'au Pole Arctique."—Vol. i. p. 31, ed. 1611.

|| L'Escarbot, Histoire de la Nouvelle France, vol. i. p. 92.

¶ Chalmers's Political Annals, 4to. edition, p. 13.

coast, near the St. Croix and at Port Royal, in the course of the two following years; and De Monts, who was accompanied by Champlain and Petrincourt, retained quiet possession of Acadia until their settlements were broken up, in 1614, by the successful but unwarrantable attack of Sir Samuel Argal *.

The country, afterwards called New England, comprised in the original charter to Sir Thomas Gates, was not settled till 1620, the period at which the pilgrims landed at Plymouth.

In September, 1621, James I. granted, under the great seal of Scotland, to Sir William Alexander, the country bounded towards the north, the east, and the south, by the St. Lawrence and the ocean, and on the west, by the river St. Croix. It was called Nova Scotia, and erected into a palatinate to be holden as a fief of the crown of Scotland. In 1625, Charles I. confirmed the grant to Sir William Alexander, who, five years afterwards, sold almost the whole interest he had in it to Sieur St. Etienne, a French hugonot, reserving the allegiance of the inhabitants, who were to continue subjects of the Scottish crown; but this stipulation seems to have been ineffectual, and the French retained absolute possession of the country †.

The attack on Quebec by Kirk in 1628, and its surrender to British arms the following year, were unknown in Europe when peace was re-established in April, 1629; and Charles I., by the treaty of St. Germains-en-laye, concluded in March, 1632, resigned to Louis the XIII. of France the sovereignty of "Acadia, New France, and Canada" generally and without limits; and, particularly, Port Royal, Quebec, and Cape Breton ‡.

Three years after the peace of St. Germains, the province of Maine, originally known in New England under the name of Somersetshire, was granted to Sir Fernando Gorges, and was bounded eastward by the Kennebec river: and as Acadia extended southward along the coast to the 40° of north latitude §, and therefore beyond the Kennebec ||, that

* Chalmers's Political Annals, 4to. edition, p. 82.
† Ibid. p. 92.
‡ Ibid.
§ Ibid. p. 188.
|| Ibid. p. 73-4.

river must then have been considered the easternmost limits of the New England plantations, and the boundary between the English and French territories in that part of America. However, it appears that the whole country west of the St. Croix was subsequently claimed by the English as being within the colony of Massachusetts, while France manifested a determination to exclude them from the possession of the country east of the Kennebec. Acadia having been thus restored to the French, their sovereign granted to De Razilly the lands around the bay and river St. Croix; and in 1635 the company of New France conveyed the territory on the banks of the river St. John to St. Etienne, whom we have already mentioned, and De la Tour, the lieutenant-general of the colony *.

The New Englanders, meanwhile, viewed the progress of the French in their neighbourhood with jealous apprehension. Sedgewick, commander in chief of Cromwell's forces in New England, apparently actuated in a great measure by national antipathy, directed the arms destined for Manhattans against the French, who surrendered Port Royal in August, 1654, and, finally, the whole of Acadia, in consequence of the liberality of the terms of capitulation, yielded to his arms†. Attempts were subsequently made by the French, in negotiating the treaty of Westphalia, to recover Pentagoet (or Penobscot), Saint John, and Port Royal: but Cromwell, instead of restoring the conquered country, granted it to St. Etienne, Crown, and Temple, under the designation of Acadia, and *part of the country commonly called Nova Scotia*, extending south-westward to the river St. George; at the same time erecting that territory into a province distinct from New England, and appointing them hereditary governors of the country ‡. The confusion which here occurs in the appellations of the territories granted created some perplexity afterwards; Nova Scotia being in fact but a section of Acadia, and comprehended within its limits §. In 1668, Charles II., in consideration of the cession of St. Christopher and other islands in the West Indies, restored to France, by the treaty of Breda, Acadia, specifying the Penobscot river as its boundary

* Chalmers's Political Annals, p. 186.

† Smith's History of Canada, vol. i. p. 59.

‡ Ibid. § Chalmers's Political Annals, p. 188.

on the west*; Pentagoet, Saint John, Port Royal, La Have, and Cape Sable lying within it†. The French had not possessed the country many years before the proximity and advancement of their settlements again aroused their New England neighbours to acts of hostility; and in 1690 Sir William Phipps, with eight small vessels and 800 men, reduced Port Royal and the whole coast between that place and the New England settlements. The French inhabitants took the oaths of allegiance to the crown of England, but did not long remain under British sovereignty, the treaty of Ryswick having restored them to the dominion of France. Port Royal, however, seemed doomed to be the seat of perpetual warfare. In 1710 the fort was bombarded by Colonel Nicholson at the head of the New England forces, and after a few days' resistance capitulated; when, together with the whole country, it was surrendered to British dominion‡, and the treaty of Utrecht, concluded March and April, 1713, confirmed to Great Britain, Hudson's Bay, Newfoundland, and Nova Scotia or Acadia *with its ancient limits*§.

The treaty of Utrecht having thus operated a new partition of America, and the value of those transatlantic possessions becoming daily more evident, the boundaries to which they were henceforward to be restricted became proportionably important. Count de la Galissonière, who succeeded Admiral de la Jonquière in the government of Canada, fully sensible of the expediency of assigning limits to the respective territories of the two powers, detached an officer, with 300 men, to the frontier of Canada. M. de Celeron de Bienville, who was intrusted with the execution of this service, proceeded to Detroit; and thence traversed the country to the Apalachian Mountains, where he deposited under ground, at different stations, leaden plates, on which were engraved the arms of France, recording the fact in formal acts or procès-verbaux, which he submitted to La Galissonière, who afterwards transmitted them to France.

The adoption of these decisive acts of possession was duly communicated to Mr. Hamilton, the governor of Pennsylvania. He was

* Tracts relating to America, 1770. † Ibid. p. 393.

‡ Smith's History of Canada, vol. i. p. 60, 61.

§ Twelfth article of the treaty.

requested by La Galissonière's letter, of which De Celeron was the bearer, to prohibit the inhabitants of his province from trading beyond the bounds which had been thus asserted and established, the French court having commanded him to seize the merchants, and confiscate the goods of those who might be discovered carrying on trade in the countries beyond the Apalachian or Allegany Mountains, incontestably belonging to the crown of France *.

In the course of the momentous and protracted negotiations, which brought about the famous treaty of 1763, we find that the French territorial pretensions in that quarter, as understood and traced by the Marquis de Vaudreuil at the surrender of Quebec in 1759, were tacitly relinquished, as previously assumed by La Galissonière, and that they were then described as comprehending, on one side, the Lakes Huron, Michigan, and Superior; and the "said" line drawn to the Red Lake, taking in a serpentine progress the river Ouabachi as far as its junction with the Ohio, then extended itself along the latter river as far as its influx into the Mississippi †. This demarcation, not exempt from the common fault of obscurity that generally pervades the description of original boundaries, recedes therefore from the Apalachian and Allegany Mountains westward to the Ouabachi or Wabache, leaving the intermediate country to Great Britain; and the treaty of 1763, finally determined the confines between the dominions of his Britannic Majesty and the King of France to be a line drawn along the middle of the river Mississippi, from its source as far as the river Iberville, and thence by a line drawn through the middle of the Lakes Marepas and Pontchatrain to the sea.

With regard to the northern limits of Louisiana, claimed by the French as extending to the southern bounds of Canada, it appears to have been especially a subject of negotiation in the spirited diplomatic correspondence between the courts of England and France in 1761, how far such a claim could be recognised. Mr. Pitt denied the admissibility of the pretensions advanced by the Duc de Choiseul on behalf

* Smith's History of Canada, vol. i. p. 209-10.

† Answer of England to the ultimatum of France, 1761. Collection of Treaties, vol. iii.

of France, and asserted the neutrality of the country lying between Canada and Louisiana, which was occupied by numerous independent Indian tribes, over which neither crown should exercise the right of sovereignty *.

Such were the boundaries of the English and French possessions in America, previous to the peace of 1783, by which we find that the New England plantations, of which Maine was the easternmost, were bounded on the east by the Kennebec, and on the west by the Mississippi. It was not until the treaty of Paris in 1783 that the northern limits of the country, recently under the dominion of Great Britain, and which had now become an independent state, were ever defined. Nor does it appear to have been necessary in a national point of view up to that period, the whole of the continent from Louisiana, northward and eastward, to the Arctic sea and the borders of the Atlantic, having been exclusively under the sovereignty of the crown of England, during the interval between the conquest of Canada in 1759 and the recognition of American independence in 1783.

By the treaty of 1783 the United States were divided from the British and French dominions in America, on the west, by the river Mississippi from its source to the 31° of north latitude, thence, by a line drawn due east on that latitude to the river Apalachicola or Catahouche, up the middle thereof to its junction with Flint river, thence by a straight line to the head of St. Mary's river and down the middle of that river to the Atlantic Ocean: on the east, by the river St. Croix to its source, and a line due north from thence to the highlands: towards the north, first, by such intersected highlands which divide the waters of the ocean from those of the gulfs, rivers, and bays in that part of the continent, as far as the north-westernmost head of the Connecticut river; secondly, down that river centrally to the 45° of latitude; thirdly, by that parallel until it strikes the river Iroquois, Cataraqui or St. Lawrence; and, fourthly, by a line continuing westward through that river and the great lakes to the north-westernmost point of the Lake of the Woods; and thence, on a line due west, to the Mississippi. But it was afterwards found that such

* Negotiations for the Peace of 1763.

a line would never strike the river, as its highest waters did not extend beyond lat. 47° 36′ north, whilst the point of the Lake of the Woods, whence the line was to depart, stood in lat. 49° 20′ north, and therefore 104 geographical miles further north than the source of the Mississippi. The fourth article of the treaty of London in 1794 provided for the amicable adjustment of this anomaly, but its intentions were never carried into effect; and the subject came under the consideration of Lord Holland and the late Lord Auckland, on one side, and Mr. Munroe and Mr. Pickering on the other, during the negotiations of 1806. The British negotiators contended that the nearest line from the Lake of the Woods to the Mississippi was the boundary, according to the true intent of the treaty of 1783; the Americans insisted that the line was to run *due west*, and, since it never could intersect the Mississippi, that it must run due west across the whole continent *!

This untenable interpretation of the treaty and the extravagance of the American claims must appear manifest; as all pretensions they started at that time to any portion of the country west of the Mississippi must have been perfectly gratuitous and unsupported, their acknowledged boundaries westward then being the Mississippi itself. But the subsequent acquisition of Louisiana by the United States checked all decisive measures relative to boundaries, which might have compromised their territorial claims, or, to use the words of an American publication, attributed to an eminent statesman †, in assigning a reason for the non-ratification of the convention, "lest it should be supposed that something was thereby surrendered of what they had purchased under the name of Louisiana."

It will be recollected, that in negotiating the treaty of 1763, the British minister asserted the neutrality of a section of country situate between Canada and Louisiana, although no boundary had yet been definitively assigned to the former, nor had any then been clearly established for the latter. The convention between his Britannic majesty and the United States of America, signed at London in October, 1818, seems, however, to have set at rest any question that might arise relative

* Notice respecting the boundary line, 1813.

† Governor Morris.

to the existence of such an intervening section of country, and distinctly fixes the boundary between the dominions of Great Britain and the United States in this part of America to be "a line drawn from the most north-western point of the Lake of the Woods, along the forty-ninth parallel of north latitude, or if the said point shall not be in the said forty-ninth parallel of north latitude, then by a line drawn from the said point due north or south, as the case may be, to the said parallel, and from the point of intersection, due west, along and with the said parallel, to the Stony Mountains *."

By the third article, the country on the north-west coast of America, westward of the Stony Mountains, is left free and open for the term of ten years, from the date of the convention, to the vessels, citizens, and subjects of the two powers, *without, nevertheless, affecting thereby the claims which either of the contracting parties might have to any portion of such country.* In 1828 the term thus limited expired, without any settlement having been previously made to determine what should thereafter be considered the partition of the territory on the shores of the north Pacific, and Great Britain and the United States now rest their respective claims on that section of the continent upon the sanction and authority of first discovery and occupation. Nor does the question depend upon these two governments alone, as may be seen by the correspondence that took place in 1822 between the Chevalier de Politica, the Russian minister, at Washington, and the American secretary of state, by which the imperial crown of Russia distinctly claims the north-west coast of America, from Bhering's Strait to the 55° of north latitude. It would even push its pretensions as far south as the 49° of north latitude, but finally adopts the 51°, upon the principle of a fair compromise, and the circumstance that this point is equi-distant from the Russian settlement of Novo Archangelsk, on the one side, and the United States' settlement, at Columbia river, on the other. Thus it would appear, that, disregarding the undeniable rights of the British government on the North American shores of the Pacific, founded upon the anterior and well-known discoveries of Cook, Vancouver, and Mac-

* Art. II.

kenzie, Russia and the United States* would proceed to the discussion of their exclusive *jus dominii*, and deliberately apportion to themselves an extensive territory, which, on the face of every geographical delineation of America, bears evidence of its being a British discovery, surveyed and explored by British officers and subjects, and whose bays, rivers, islands, and hills are universally known by English names, several of which were distinguished by the discoverers with the names of the then royal family of Great Britain.

In referring to the history of Russian discoveries between Asia and America, as well as to the geographical delineation of them under the direction and authority of the imperial academy of sciences at St. Petersburg, we find that they were chiefly confined to the exploration of the archipelago of islands, by which the sea of Kamtschatka is bounded to the southward, and that when Captain Bhering discovered Mount Elias in latitude 58° 28′ † north, and Tscherikoff discovered what he supposed to be the American coast in latitude 56° ‡ north, it was then very doubtful whether these points were insular or continental †. Subsequent voyages of British explorers, it is true, have removed these doubts, and proved that Bhering's Mount St. Elias was really on the continent; but they also established, that Tscherikoff's discovery in latitude 56° must have been an island. At Mount St. Elias should, therefore, terminate the pretensions of Russia on the north-west coast of America; south of this point no ostensible grounds can be advanced in support of its claims on the continent; nor, indeed, could they well be sustained, even to the island touched at by Tscherikoff, as it is very doubtful how far so naked and superficial a recognition of land could be considered sufficient to bear out a claim to territories or constitute any species of possession.

But if the claims of Russia appear to go beyond what their substantial discoveries and possession warrant, those of the United States are

* The boundary between these two powers was settled by convention, dated April 5, 1814, and is fixed at the 54th degree of latitude. Was Great Britain a party to this convention?

† Coxe's Account of Russian Discoveries, p. 277. Vide Nouvelle Carte des Decouvertes faites par des Vaisseaux Russes aux Côtes inconnus de l'Amerique, dressée sur des Mémoires authentiques de ceux qui eut assistés à ces Decouvertes, &c. à l'Academie de Sciences, St. Petersbourg, 1758.

‡ Ibid. p. 292.

extravagant in the extreme, and wholly without foundation. In 1783, when that vast and flourishing republic first became a free and independent state, its dominions, as defined by the treaty of peace, were bounded to the westward by the Mississippi. Until their acquisition of Louisiana, in 1803, they could not legitimately start any pretensions to the country beyond that river, founded upon the faith of treaties. It is only since the date of the recent exploring surveys of Captains Clarke and Lewis, in 1804, 1805, and 1806, that they can claim any portion of the north-west coast of America under colour of discovery or occupancy. It is believed, however, that they also rely upon the trading voyage performed by Mr. Gray, in the American vessel that gave its name to the Columbia, also known by the name of Oregan river, some time antecedently to the surveys of Vancouver in 1792; but the total inaccuracy of his sketch of the mouth of that river induced a belief, not only that he never saw, but never was within five leagues of it*. Lieutenant Broughton, who had been left by Vancouver, to explore this part of the coast, whilst he proceeded to another, did not hesitate, therefore, previous to his departure, to take formal possession of the river and the country in its vicinity, in his Britannic majesty's name, having, as he states, "every reason to believe, that the subjects of no other civilized nation had ever entered that river before†." But if it be insisted, that this bare recognition of land, merely, perhaps, from a ship's deck, be an adequate claim to discovery, it will not be denied that the voyages of Captain Cook, in 1778, along the American shores of the Pacific, abundantly establish the priority of the British claims to those of the United States upon that coast; his discoveries having extended as far south as Cape Gregory, in latitude 43° 30′ north, and much further north than the entrance of Columbia river: and, in 1793, Sir Alexander Mackenzie traversed the western section of the continent to the shores of the Pacific, where he inscribed his name on a rock, with the date of his discovery, latitude 52° 20′ 48″ north‡.

* Vancouver, vol. ii. p. 66. † Ibid.

‡ This spot he found to be the cheek of Vancouver's cascade canal. Mackenzie's Voyages, p. 349.

A thriving settlement was soon afterwards formed at Columbia river, under the direction and auspices of the Canadian north-west company, in direct communication with their settlements in Canada, and their inland trade extended southward, to the Spanish settlements of California, and northward, to those of the Russians at New Archangel. Up to the period at which the north-west company became merged in the Hudson's Bay company, they had upwards of three hundred Canadians employed in the fur trade between the Rocky Mountains and the sea, and, in fact, carried on an extensive export trade by the Pacific, from territories that appeared to them undeniably to be, as they really were, a part of the British dominions*.

The rights of Great Britain were, moreover, distinctly acknowledged by Spain in the convention agreed to between the courts of London and Madrid shortly before Vancouver left the shores of England for America. Depredations had been committed by Spaniards in 1789 upon British settlements at Nootka, and the Spanish government, by the convention, restored to the subjects of the British crown the country in the vicinity of Nootka Sound, of which they had been thus unlawfully dispossessed †.

The instructions from the Board of Admiralty to Vancouver limited his discoveries and operations to that part of the coast lying between the 30° and 60° ‡ of north latitude, and contained positive injunctions not to explore the country south of the lowest latitude mentioned, which might then be considered the ultimate bounds of the Spanish claims. They have since extended their pretensions, and not without just grounds, to Cape Blanco, in latitude 42° 50′ north, at which point it appears they have themselves stopped as their northern boundary on the shores of the Pacific §.

The British possessions in North America are, therefore, divided from the adjoining territories of foreign states, whether under the authority of treaties or the right of first discovery and occupancy, by the following line of boundary, more particularly defined on the geo-

* Narrative of Occurrences in the Indian Countries, 1818, p. 124.

† Vancouver—Introduction, vol. i. p. xviii. ‡ Ibid.

§ Correspondence between the Russian minister and the American secretary of state, 1822.

graphical map accompanying this work, viz. from the mouth of the river St. Croix, in Passamaquoddy Bay, to its source *; thence by a north meridional line forty-one miles to the highlands; along those highlands westward to the north-westernmost head of Connecticut river; down the

* What should be deemed the source of the St. Croix was determined by commissioners in 1798, under the treaty of 1794; and the point whence the due north line should be started, the latitude being 45° 48′ 8″ north, was denoted by a cedar stake or picket, marked ST. XVIII. ST., found at the head of a small stream. Five feet two inches south of it a yellow birch, about five feet eight inches in diameter, leaning to the east, was hooped with iron. A cedar log, at the foot of the birch, lying north-east and south-west, bears on the south-east side "1797. SILVANUS SAWYER." In examining the rind of the *blazed* or marked trees, the layers of bark were found to correspond exactly with the date deciphered. In 1817 the United States' surveyor and his Britannic Majesty's surveyor-general, under the treaty of Ghent, opened their operations under the 5th article by erecting a new monument a few feet north of the former, consisting of a cedar post, twelve feet long and eight inches square, with large rocks on the east and west sides. The following inscription is carved on the monument:—

North face.

"Var. 13° 51′ 2″ west.

"Col. Jos. Bouchette, H. B. M. surveyor-general."

South face.

"John Johnson, U. S. surveyor and S. G. V. S."

East face.

"New Brunswick, July 31, 1817."

West face.

"United States, 31st July, 1817."

The rocks are marked with the initials thus:

Eastern rock.

"N. B. July 31, 1817 I. B."

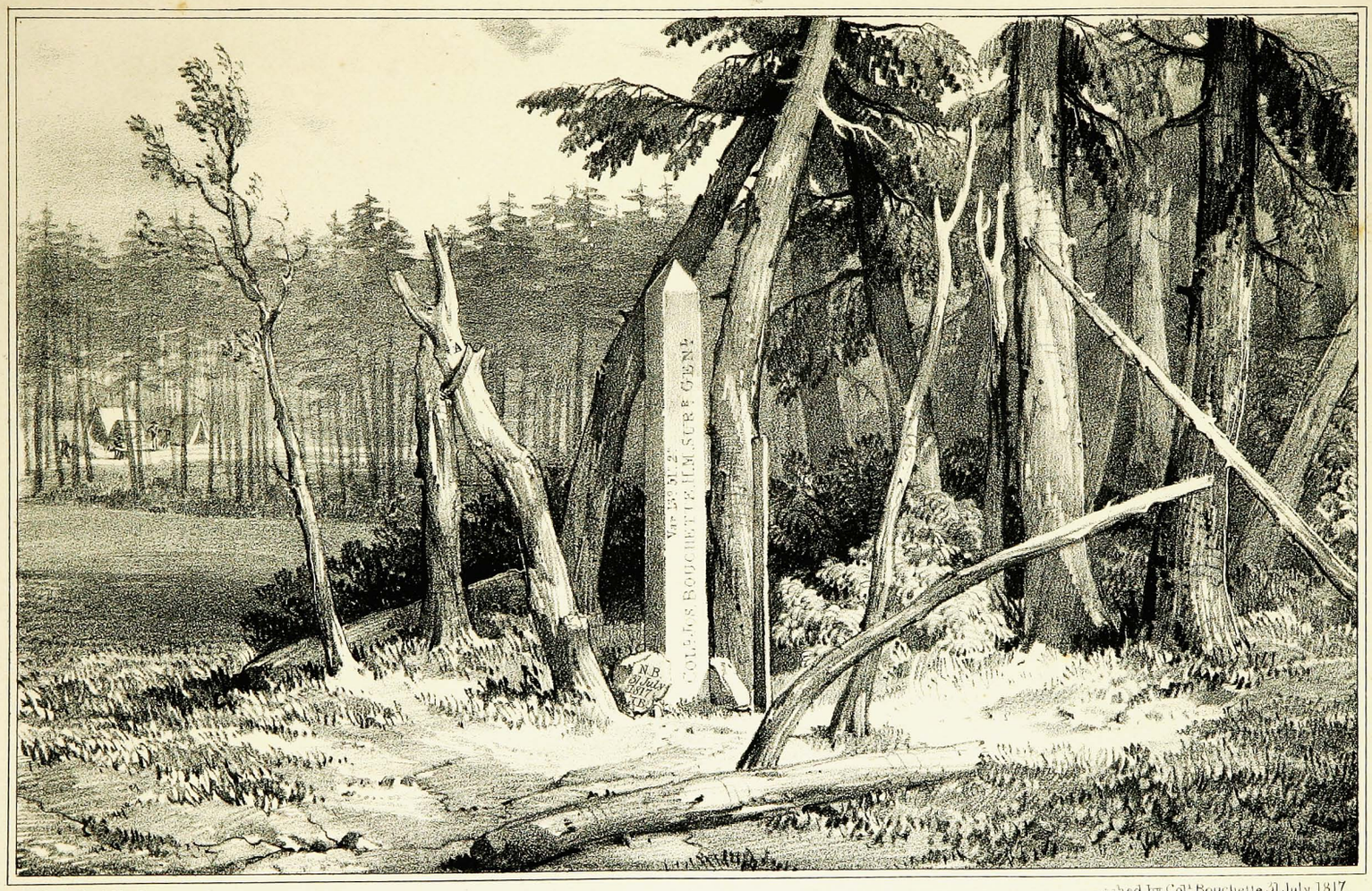
Western rock.

"U. S. July 31, 1817. J. J."

From this monument the boundary was departed due north by the surveyors jointly, and the *exploring* line prolonged, on a true meridional bearing, to the Great Wagansis, or head waters of the Ristigouche, a distance of ninety-nine miles, four chains; and mile-posts were planted along its whole extent. The *permanent* line was not, however, opened beyond the twentieth mile, and terminated at the Maduxnekeag river.

At seventy-seven miles, twenty-five chains, ten links, the exploring line intersected the river St. John, passing two miles and a half west of the British military post, at the Great Falls.

In 1818 the line was explored, from the Wagansis, forty-seven miles further north, forming altogether an extended line of one hundred and forty-six miles of actual measurement, admirably adapted as the base of a series of triangulations, by which the whole of the territory in dispute might have been trigonometrically surveyed, and a more perfect knowledge of its surface acquired, than could be expected from partial, unconnected, and desultory operations, whatever might be the ability with which they may have been severally performed.




On Stone by L. Haghe.

...ched by Col. Bouchette 31 July 1817.

INSCRIPTION on the NEW MONUMENT erected at the SOURCE of the St CROIX on the 31st JULY, 1817.

N. Face. *COL. JOS BOUCHETTE HBM SUR. GENL Var 13° 51' 2" West.* E. Face *New Brunswick July 31 1817 printed in same manner.* S. Face *JOHN JOHNSON U.S. SURVEYOR & S.G. V.T.* W. Face *United States 31 July 1817. At the bottom of the Monument on the East and West Faces are two Stones inclined marked respectively with the initials of the Surveyors, the date & also the initials of the different* Territories, *viz on the West side N.B. (New Brunswick) 31 July 1817 — J.B. (Joseph Bouchette) on the East side U.S. (United States) 31 July 1817 J.J. (John Johnson) the whole printed in capital letters. — A an Iron Hoop on a Beech Tree old Monument Fixed in 1797.*

Connecticut to the 45° of north latitude; thence by that parallel of latitude till it strikes the St. Lawrence at St. Regis; thence up the middle of the St. Lawrence to Lake Ontario, and through the middle of the great lakes and their communicating waters, to the head of Lake Superior; thence to the north-west angle of the Lake of the Woods, in latitude 49° 20′ north; thence by a line due south till it intersect the 49° parallel of latitude, and along that parallel to the Rocky Mountains; thence along that elevated range of mountains to the latitude 42° 50′; and finally upon that parallel of latitude to the Pacific Ocean. On the west they may be considered as separated from the dominions of Russia, in America, by a line from Mount St. Elias, due north to the Frozen Ocean.

By the treaty between the United States and Great Britain, concluded at Ghent in 1814, it was provided that commissioners should be appointed by both governments to ascertain and establish, by actual surveys and operations, the line of boundary between the territories of both states in America, from the source of the river St. Croix to the Lake of the Woods, in conformity to, and in accordance with, the spirit of the treaty of 1783. Commissioners were in consequence severally appointed by the two countries, to carry into effect the provisions of the 4th, 5th, 6th, and 7th articles of the treaty of Ghent; that part of the boundary from St. Regis westward being allotted to one set of commissioners, under the 6th and 7th articles, and the other part, from St. Regis eastward, to another set, under the 4th and 5th articles.

Under the 4th article, the commissioners agreed to the following distribution of the islands in the Bay of Fundy and Passamaquoddy Bay:—Grand Manan and the isles east thereof in the Bay of Fundy, together with Campo Bello, Deer and Indian islands, in Passamaquoddy Bay, and the minor isles east thereof, were left to Great Britain; Moose Island and the minor isles south and north-west of it remaining within the limits of the United States.

On the 18th of June, 1822, the commissioners for the settlement of the boundary west from St. Regis made their joint report to their respective governments, and thereby amicably adjusted and determined so

much of the frontier limits of both territories as fall under the 6th article of the treaty. Beginning at a stone monument erected by Andrew Ellicott, Esq., in the year 1817, on the south bank or shore of the river St. Lawrence *, to indicate the point at which the 45th parallel of north latitude strikes that river; the line runs north 35° 00′ 45″ west into the river, at right angles to the southern shore, to a point 100 yards south of the opposite island, called Cornwall Island; from which point it turns westerly, and is carried, as near as circumstances could admit, through the middle of the rivers, lakes, and water communications to the head of Lake Huron †. The immense multitude of islands dispersed, not only in the St. Lawrence, but at the discharge of the straits or rivers that connect the great lakes, must have rendered the adjustment of this section of the boundary excessively intricate and embarrassing, especially as many of the islands were no doubt important as points of military defence or commercial protection on the frontier, that either party would naturally be anxious to retain ‡. The relinquishment of Barnhart's Island by the British commissioners, from its throwing the navigable channel of that section of the St. Lawrence exclusively within the American dominions,

* This monument bears south 74° 45′ west, and is 1840 yards distant from the stone church in the Indian village of St. Regis.

† See the report of the commissioners, Appendix (No. 1.)

‡ The islands most worthy of note from their magnitude or importance, that fall within the British dominions, are Cornwall and Sheik's Island; the Nut Islands; Cusson, Duck, Drummond, and Sheep Islands; Rowe's, Grenadier, and Hickory Islands, and Grand or Long Island, all in the St. Lawrence; the Duck Islands in Lake Ontario; Navy Island in Niagara river; in Lake Erie, Middle Island, the Hen and Chickens, the Eastern and Middle Sisters; in Detroit river, Isle au Bois Blanc, Fighting or Great Turkey Island, and Isle à la Pêche; Squirrel Island in Lake St. Clair; Belle Rivière Isle and Isle aux Cerfs in river St. Clair; and St. Joseph's Island in Lake Huron.

Within the limits of the United States are included Barnhart's Island, Lower and Upper Long Sault Islands, Chrystler's, Goose-neck, and Smuggler's Islands, Isle au Rapide Plat; most of the Gallop Islands; Tick, Tibbet, Chimney, Gull, and Bluff Islands; Wells, Grindstone, and Carleton Islands, all in the St. Lawrence; Grenadier, Fox, Stony, and Gollop Islands in Lake Ontario: Goat, Grand, and Beaver Islands, and Strawberry, Squaw, and Bird Islands in Niagara river: Cunningham Island, the three Bass Islands, and the Western Sister, in Lake Erie: Sugar, Fox, and Stony Islands, and Hog Island, in the Detroit river: Herson's Island in river St. Clair; and in Lake Huron, Drummond's Island and Isle à la Crosse

was considered an important sacrifice; but the exclusive possession of Grand Isle, which was left to Great Britain, was esteemed an adequate equivalent for its surrender.

The operations in virtue of the seventh article do not appear to have yet terminated, and the precise boundary from the head of Lake Huron to the north-west extremity of the Lake of the Woods remains still undefined, beyond the description of it contained in the general terms of the treaty.

In determining the geographical boundary between St. Regis and the Connecticut river, it was soon discovered that the original demarcation of the 45th parallel of north latitude widely deviated from the true course of that parallel, the position of which was carefully ascertained by the joint observations of the British and American astronomers employed on that service in 1818 *. It was found that the pre-existing line was drawn almost wholly north of the true geographical bearing of that circle of latitude. The astronomical observations taken at different stations have yielded the following results: They proved that at St. Regis the old line was actually 1375 feet, statute measure, north of the 45° of north latitude, and that Ellicott's line was 30 feet too far north of the true parallel. At French Mills the aberration of the old from the new line was found to be 154 feet, the former lying north of the latter; two miles and a half farther east from thence the new line intersected the old, and traversed to the south, until it reached Chateauguay river, where its greatest southing measured 975 feet. At Rouse's Point, on the shores of Lake Champlain, a considerable difference was discovered; the new boundary passing 4576 feet south

* It is highly desirable and important, for the peace and welfare of the frontier inhabitants of both countries, that the boundary, thus determined and fixed at various points by astronomical observations, should be actually traced and conspicuously marked in the field, and mile-posts planted throughout its extent. Substantial stone monuments should also be erected at different stations: at St. Regis; Salmon river; the Chateauguay; the road at Odell Town; on the borders of the Richelieu and Missisqui Bay; at Stanstead; and on the Connecticut river; that no doubt might thereafter arise as to the limits of both territories. It is presumed that such a mere demarcation of the boundary could be sanctioned by the local legislatures of the states of New York and Vermont and the provincial government of Lower Canada; the chief stations being already astronomically established under the authority of the treaty of Ghent.

of the former, and involving in the relinquishment of the triangular tract of territory thus formed, an American fort, which has been neglected since, and is now in ruins. From the shores of Mississqui bay to the Connecticut river, the old line lies universally to the north of the true boundary, forming an elongated gore of land, stretching along the whole extent of the frontier townships, from St. Armand to Hereford *.

Thus far the interpretation of the 5th article of the treaty suffered no difficulty, and its provisions were substantially carried into effect; but in the execution of the remaining part of the service, from the head of Connecticut river to the source of the St. Croix, momentous differences have arisen between both governments, involving the adverse possession of upwards of 10,000 square miles of territory, which the concurring weight of the spirit of the treaty of 1783, the broad principles of public justice that govern the construction of international compacts, superadded to the weight of satisfactorily proved possession, establish as the undeniable and indefeasible right of the crown of Great Britain. In stating that the spirit of the treaty of 1783 is favourable to the British claims, it is by no means intended to concede the point that its *letter* is the reverse; but, as any person acquainted with the geography of the country in dispute must know, the utter impossibility, from physical causes, of drawing a line of boundary such as described by the wording of the treaty, throws the parties exclusively upon its intent and meaning, which avowedly contemplated "*reciprocal advantages and mutual convenience,*" and proceeded "*upon principles of liberal equity and reciprocity,* to the exclusion of all *partial advantages,*" and the promotion of "*perpetual peace*" between both countries.

These adverse claims have become the subject of foreign umpirage, and have been laid before his majesty the King of the Netherlands, together with the arguments urged on behalf of both governments in support of their respective assumptions. To enter here at length into the discussion of the question would, therefore, appear a task of supere-

* These aberrations of the boundary on the 45th parallel of north latitude were known to the author in 1815, and partially stated by him in his former work on the Topography of Lower Canada, p. 278.

rogation, since such a reference, the negotiations of which have closed, has rendered any ulterior investigation unnecessary. But it cannot, however, be deemed either digressive, or an officious anticipation of the decision of so important a matter, as connected with the strength and preservation of the British American provinces, if, in professedly describing the boundaries between the territories of distinct powers, the merits of these repugnant claims should be succinctly considered, whatever may be the award of the crowned head to whose wisdom and equity the settlement of the momentous difficulty has been amicably referred.

To compass at one glance the leading points, out of which have grown the arguments relied upon by the United States, it may be stated, that the whole weight of their claim rests upon three grounds: first, the letter of the treaty of 1783, which, they assert, supports their claim; secondly, the circumstance of Mitchell's map having been, as is presumed, before the commissioners who negotiated that treaty; and, thirdly, the existence of highlands, where they place the north-west angle of Nova Scotia and their north-eastern boundary.

To these grounds of support, or the inferences that would be drawn from them, a direct denial is given by the supporters of the British claim, and the question distinctly stands at issue. Let us, therefore, take up the points in their order, and briefly consider their merits and their refutation.

The words of the treaty are the following: "From the north-west angle of Nova Scotia, viz. that angle which is formed by a line drawn due north, from the source of the river St. Croix to the highlands; along the said highlands, which divide those rivers that empty themselves into the river St. Lawrence from those which fall into the Atlantic Ocean, to the north-westernmost head of Connecticut river," &c. This description, it is contended by the agents of the American government, bears out their assumption of a boundary, which, crossing the St. John, is pushed northward from the source of the St. Croix to a point in or near the 48° of north latitude, within forty-one miles of the St. Lawrence, and upwards of eighty miles north of the latitude of Quebec, and therefore traversing, we may say, the whole extent of the vast peninsula formed by the ocean, the river St. Lawrence, and the gulf. From this point

turning westward, after having divided, by their meridional line, the waters of the *gulf* from those of the *river St. Lawrence*—(what here becomes of the *letter* of the treaty?)—they proceed along the table land, where the sources are found, not of rivers "falling into the Atlantic Ocean on one side and the St. Lawrence on the other," but of rivers discharging themselves southward into the *St. John*, and northward into the *St. Lawrence*. Here, again, what becomes of the mere *letter* of the treaty?

That the British boundary from Mars Hill westward is, in a measure, open to the same objection, and equally irreconcilable with the express language of the treaty, in respect to the division of waters, it is not intended fully to deny; but it is abundantly sufficient to prove, by facts beyond the power of contradiction, that the *letter* of the treaty of 1783 has described a boundary, which the physical and hydrographical divisions of the country to be divided, rendered it utterly impossible substantially to establish. Thus are the parties necessarily thrown, for a fair and honest interpretation of the treaty, upon its avowed motives, its principle, and its spirit. That these should all concur in yielding their whole weight to sustain the British claims to their fullest extent, will appear evident to an impartial umpire, from the introductory language of the treaty, and an inspection of the map of the disputed territory.

"Liberal equity and reciprocity," and "mutual convenience and advantages," are terms that adequately explain the nature of the motives which dictated the treaty, and point out, at the same time, quite as emphatically, the spirit in which its provisions, in cases of ambiguity, were to be afterwards interpreted. Its obvious meaning and intention, in dividing waters at their heads, were to give exclusively to each country the whole extent of rivers flowing within their respective dominions, from their sources to their mouths. This was important, first, because, in a commercial point of view, such an undivided use of rivers by the inhabitants of the respective states was of the greatest moment to their welfare, peace, and tranquillity, and well calculated to avoid all "seeds of discord;" and secondly, under a military aspect, such an exclusive possession of water-courses by either power, rendered each, less open to invasion, by the arms of the other; and hence has it been truly stated*,

* Considerations on the north-east boundary line.

that an *arcifinius* boundary was contemplated, which might serve both countries for mutual defence, without giving to either party the advantages for attack, and "especially of that whose dominions were most likely, as distant possessions, to be invaded." Will it then be boldly asserted, that a line bisecting the St. John river nearly into two equal parts, leaving the upper half to the United States and the lower half to Great Britain, is in unison with the true spirit of the treaty? Will it be contended, that a line running within a few (at some points only nine) statute miles along the shores of the St. Lawrence, and embracing within its limits by far the greater portion of the vast peninsula already described, lying west of the meridian line, from the source of the St. Croix, is consonant with its obvious sense and principle? Such a boundary must, on the contrary, appear decidedly repugnant to the spirit of the treaty, and wholly inconsistent with its declared object, the convenience and advantage of both governments.

To maintain their unjustifiable construction of the treaty, the advocates of the American side of the question attach much adventitious importance to the circumstance of Mitchell's map, published in 1755, having been before the negotiators of the peace in 1783, and hence they gratuitously infer that the boundaries, as thereupon delineated, must have governed the verbal description contained in the treaty. But no evidence of the fact is adduced; nor is it to be presumed that Mitchell's was the only map under the consideration of the plenipotentiaries. If on this subject it were allowed at all to speculate on probabilities, it would, on the contrary, be very presumable that maps of the later conquests of Great Britain in America, were before them at the time, and that it was in endeavouring to reconcile the discrepancies that existed on the face of those several maps in the delineation of the original boundaries of Canada or Nouvelle France, Acadia, and Nova Scotia, that such ambiguity crept into the second article of the treaty.

But there is one fact which impugns the whole weight that has been so studiously attached to Mitchell's map. Upon it, the western boundary of Nova Scotia is carried to the very shores of the St. Lawrence: here then would be the north-west angle of Nova Scotia under its authority.

So absurd an assumption would be altogether untenable in the face of the treaty of 1783; and the fact clearly proves that the NORTH-EAST angle of New England, as marked on that map, was never intended, at *that point* to adjoin the NORTH-WEST angle of Nova Scotia, for the new formation of which the treaty expressly provides, when it says, viz. "That angle which is formed by a line drawn due north from the source of the St. Croix to the highlands." Hence we may fairly infer that the boundaries contemplated by the commissioners at the framing of the treaty were different to those laid down on the map in question.

It is also a circumstance worthy of remark, which throws some light on the character of Mitchell's map as influencing the determination of such a controversy, that Governor Pownall, whose name is to be seen upon it, had been captain-general and governor in chief over the four New England colonies, and very naturally extended the line that was to separate his government from the French possessions in North America, to the nearest point he could with any tolerable plausibility; whilst the French government were not wanting in setting up claims equally extravagant in the other direction.

The bare fact of the existence of highlands at the point at which the American commissioners would place the north-west angle of Nova Scotia and their north-eastern boundary can avail them nothing, either under the letter or the spirit of the treaty. To avail them under its *letter*, upon which alone they seem so confidently to have hinged all their reliance, such highlands must be shown to divide the waters of the *sea* from those of the *St. Lawrence;* but, far from doing this, they separate, or rather are found about the sources of rivers falling, first, into the opposite direction of the *Bay of Chaleurs* and the *St. Lawrence*, and, secondly, into the *St. Lawrence* and the *St. John.*

That such a fact could sustain their claim under the *spirit* of the treaty has, it is believed, been shown to be impossible from the direct violation it would evidently carry with it of those principles of mutual "convenience," "advantage," and "reciprocity" by which it was professedly dictated.

It is also contended that the line of boundary assumed by the

United States is justified by the physical elation of the country; and it has been the peculiar study of an able American writer and topographer*, in a work entitled "*A Survey of Maine,*" accompanied by an excellent map of that state, and a volume of geological profiles and elevations, published in 1829,—to prove that such was the case.

Up to 1817, when the field operations under the 5th article of the treaty of Ghent were commenced, the knowledge of the tract of territory in dispute was but very imperfect, and chiefly restricted to those parts which lie in the immediate vicinity of the mail route of communication by Lake Temiscouata, between Canada, New Brunswick, and Nova Scotia; the rest being a dense forest, which had hitherto been traversed only by savage tribes in the prosecution of their hunting pursuits. Since that period, explorations and surveys were performed under the authority of both governments, which have in a great measure supplied the deficiency; although the contradictory delineations of the face of the country, that have resulted from the operations, subsequently to 1817, have materially affected the weight to be attached to their authenticity.

It is not intended in this place, to enter upon the description of the tract thus claimed by a foreign state, as it will come under the general account of the province of Lower Canada; but merely to examine its locality, in so far as it affects the pretensions of the adverse claimants.

Taking then the geological aspect of this territory from the elaborate topographical description of it by Mr. Greenleaf, decidedly the best extant, we find, that if the greatest "mass" † of elevated land between the St. Lawrence and the ocean, be found to the northward of the St. John; yet the most PROMINENT FEATURES OF THE COUNTRY, AND THE HIGHEST POINTS, are to the *south* of that river ‡, and almost equi-distant from the shores of the Atlantic and the St. Lawrence. That the land lying between the St. Lawrence and the St. John forms an elevated table plain, it is not attempted to deny. We wish here to get at truth through the medium of *positive* information. But, assuming that the division of the waters of the rivers St. Lawrence and St. John could

* Moses Greenleaf, Esq. † Survey of Maine, p. 55. ‡ Ibid. p. 56.

operate favourably in support of the American pretensions, this high table-land *does not, in point of fact,* divide the streams flowing in opposite directions. It is the *seat* (if such an expression may be used) of their sources; and the eminences that are found about these head-waters generally rise *along the banks* of the rivers, and seldom or never separate their springs; which circumstance imparts to this tract of country a peculiarity of character that can findno analogy in the terms of the treaty of 1783, and cannot, certainly, be successfully insisted upon as the boundary contemplated by it.

The river St. John is described as "exhibiting in a striking light the singular fact of the passage of a large river in an elevated canal, *along the back,* and *nearly at the summit-level,* of the lofty table-land, of which, in this part of its course, the main ridge, or height of land, between the Atlantic and the St. Lawrence consists*." This is admitted, and it is equally well known, that the largest rivers that discharge themselves into the St. John, above the forks at Madawaska, flow from the south-west, and must necessarily descend from a higher to a lower level, from their sources to their junctions with it. It must, therefore, appear evident, that the country, at the heads of the Allegash and other streams that fall into the St. John from the southward, must be higher than the bed of the St. John itself, at least below the junction of the west branch with the Walloostook, or main St. John, which flows from thence in a gentle current. This general superiority of local elevation, superadded to the acknowledged pre-eminence of the mountains of that section of the tract, above the summit of any other hills between the ocean and the St. Lawrence,—and in which highlands alone the sources of the rivers descending to the Atlantic are to be found,—must be conclusive against the American pretensions, and strongly support the substantial right and claims of Great Britain to the boundary it assumes.

With respect to the rights of Great Britain, founded upon acts of possession and sovereignty, it is notorious, that, for years, the British mail was uninterruptedly carried through the territory now claimed by the United States, and that through it, a constant, open, and public com-

* Survey of Maine, p. 78.

munication was kept up between Canada and the gulf and sea-board provinces of New Brunswick and Nova Scotia. British veteran pensioners, after the war of 1775, were located by the government of Canada to lands on the Madawaska river, and on the portage of Temiscouata, which was opened at public expense by the British government. As far back as 1683 *, the French government granted the fiefs Madawaska and Temiscouata, as being within the limits of Canada, to Sieur Antoine Aubert and David Lachenaye, the original proprietors; and those seigniories are now in the occupancy of British subjects, governed by British laws, and under British protection.

The vigorous but nugatory attempts made by the local government of Massachusetts, in 1828 and 1829, to warp Great Britain out of the possession of the tract of country occupied by the Madawaska settlement, are well known, and merely served to establish, in the course of a legal investigation in the courts of justice of New Brunswick, the irrefragable rights of the British crown, to exercise sovereignty over that section of country and its inhabitants, under, at least, the authority of actual possession and occupancy. It was legally proved, that the inhabitants of that settlement not only recognised British allegiance, conformed to the militia laws, and looked up to the colonial courts of justice for the recovery of debts, and redress of wrongs, but exercised the franchises of British subjects, by voting at elections, and being represented in the local legislatures of the provinces †.

In devoting a few pages to the consideration of so momentous a subject to the interests of the mother country, as the boundaries of her British dominions in America, it has by no means been intended to review at large the numerous arguments urged in behalf of both powers by their respective agents, under the 5th article of the treaty of Ghent; but merely to collect, at one view, the prominent features of the question, and the leading points upon which either government relied, leaving such as are desirous of a more extensive investigation of the merits of the

* Registre de Foi et Hommage, 1723, fol. 23.

† See the evidence in the case of Dom. Rex *v.* John Baker, K. B., New Brunswick; also the correspondence between the British minister for foreign affairs and Mr. Lawrence, American chargé d'affaires, 1828.

controversy, to consult the various papers, that have appeared in print upon the subject *.

Should, however, any new argument be here discovered, or any further light have been thrown, by these brief remarks, upon the different views that have already been taken of the question, they have unconsciously flowed from sources of that truth and reciprocal justice that ought to govern the decision of so important a controversy, and which, as they form the basis of social order and happiness, are no less the springs of international peace and prosperity.

* The chief of these are, "Considerations on the North-Eastern Boundary, 1826," John Hatchard and Son, London; "The Letters of Verax," published at St. John's, New Brunswick; the able editorial articles in the Quebec Star, by Andrew Stuart, Esq.; and an article in the North American Review, No. ( ) 1828.

## CHAPTER II.

Geographical Situation—Extent—and Divisions of the British North American Possessions.—North West, and Hudson's Bay, Territories.

THE British dominions in North America, as bounded in the foregoing chapter, lie between 41° 47′ and 78° north latitude, or the extreme point to which the discoveries have hitherto extended, towards the arctic pole; and between the meridians of the 52d and 141st degrees of longitudè, west from Greenwich.

They may be computed, in round numbers, to comprise upwards of four millions of geographical square miles of territory; extending across the whole continent, from the Atlantic on the east, to the shores of the North Pacific Ocean on the west. On the parallel of the 49° of north latitude, their extreme breadth is about 3066 geographical miles; and their greatest depth, from the most southern point of Upper Canada in Lake Erie to Smith's Sound in the polar regions, rather more than 2150; thus embracing a large portion of the shores of the arctic seas, those of the Atlantic as far south as Cape Sable in Nova Scotia, and of the North Pacific, from latitude 42° 50′ north, to Mount St. Elias in latitude 58° 28′ north, according to Bhering, and latitude 60° 20′ north by subsequent observations.

Of this immense superficies it may be said, upon an average computation, that about 700,000 square miles* are covered by water, including the great lakes of the St. Lawrence, which are equally divided between Great Britain and the United States, by an imaginary line, drawn longitudinally through their respective centres. The waters of this vast region, expanding into lakes of prodigious magnitude, or precipitating themselves with awful violence from stupendous heights, are

* Geographical miles are understood when not otherwise expressed.

admitted to abound in more extraordinary natural phenomena than those of any other known portion of the globe.

It would be impossible, by a general description, to convey to the reader, a clear and comprehensive idea of these extensive dominions as a whole, diversified as is their surface; rising to bold highland ridges or solitary mountains, sloping into broad or diminutive valleys, exhibiting abrupt cliffs, or undulating in gentle swells; here covered with impervious forests, or opening into natural meads; there presenting the most absolute barrenness, or the most exuberant fertility. All these are varieties of aspect, that may naturally be expected to prevail over so extended a territory, and are eminently applicable to the region under consideration; but their mere enumeration, can only impart to the mind, a very imperfect conception of the face of the country. Yet it may be safely asserted, that in no given section of the world, has Nature more conspicuously displayed her powerful hand, in forming objects of sublimity and grandeur, or in endowing the earth with properties calculated to subserve the wants, and promote the happiness, and well-being of mankind.

Antecedent to the year 1791, these vast possessions were divided into three provincial governments—Quebec, Nova Scotia, and Newfoundland—independently of the territory granted by charter in 1670, to the merchant adventurers trading to Hudson's Bay. Subsequently the province of Quebec, was divided into the provinces of Lower and Upper Canada*, and the government of New Brunswick, created out of the province of Nova Scotia, whilst a separate legislature was given to St. John or Prince Edward's Island, lying in the Gulf of St. Lawrence.

An obvious division of these extensive dominions presents itself, in that part of them which is colonized under established local governments, and that which is not, or which is at least out of the pale of present civilization. Referring, therefore, the consideration of the settled parts of the British dominions to ulterior chapters, we will now proceed to give of the Indian countries, as correct an idea as may be formed, from the collective information arising out of the laborious surveys performed under the direction of the Canadian North-west Company, in their trading

* By act of the parliament of Great Britain, 31 Geo. III. chap. 31.

territories, the explorations of the interior by some of its members, and the several expeditions that at different times, have penetrated over the continent, to the shores of the Hyperborean seas, and the borders of the Pacific Ocean.

By the NORTH-WEST TERRITORIES, is generally understood all that portion of country extending from the head of Lake Superior, westward to the western shores of America, northward to the Frozen Ocean, and north-westward to the *limits* of the territory granted under the Hudson's Bay charter. What these limits actually are, has long been a subject of doubt and difficulty; and created not many years ago, the most inveterate and alarming feuds between the rival traders of the north-west and Hudson's Bay, which led to consequences the most disastrous and lamentable.

The treaty of Utrecht provided for the settlement of the boundaries of Hudson's Bay territory; but the measures adopted by the commissioners appointed in pursuance of the 10th article, appear to have very little contributed to the removal of the doubts then subsisting on the subject. Referring to Mitchell's map, where the boundary purports to be laid down agreeably to that treaty, we find that the line commences at Cape Grimmington on the coasts of Labrador; whence running south-westwardly it passes to the southward of Lake Mistassin, and follows the height of land dividing the waters of the St. Lawrence from those flowing into James's Bay. This map, including no part of the country west of Lake of the Woods, leaves the principle it has established of the division of waters, to be followed up, on more recent and comprehensive delineations of the country.

Tracing the boundary upon the author's geographical map of the British North American provinces, published in 1815, and upon Arrowsmith's map of North America, which embraces the whole of the Indian territories, the dividing highlands are found to pass at the sources of East Main, Rupert, Harricanaw, Abitibbi, and Moose Rivers, and the various branches of Albany, Severn, and Hill Rivers; all of which disembogue into Hudson's, or James's Bay, leaving the rivers on the opposite side, to descend to the St. Lawrence and the great lakes. Reaching the banks of Nelson's River, the ridge ceases to divide streams at their

heads, and is traversed by the outlet of Lake Winnepeg, which receives from the southward the waters of the Red river, and discharges itself through Play Green Lake and Nelson's river, into Hudson's Bay. West of this river, the highlands resume their former characteristic, and rise at the sources of Burntwood, Churchill, and Beaver rivers. In longitude 112° west, another range of highlands, lying generally north-east and south-west, intercepts the former, and divides the waters of Buffalo Lake, from Clear Water and Red Willow rivers, and then subsides on the southern shore of Lake Wollaston. This lake is the summit level of the waters flowing from this point into Hudson's Bay on one side, and the Arctic sea on the other, and is one of the few known instances of a lake with two distinct outlets. Rising on its northern shore, the highlands take a northerly direction, and skirt the sources of Doobaunt river, which, passing through a series of lakes, falls into Chesterfield Inlet. Very little is known of them beyond this latitude; but it is probable they will hereafter be found, to merge into the range of hills that lie nearly east and west, and separate the head waters of Copper Mine from those of Yellow Knife river.

Returning to the vicinity of Lake St. Ann, in the region of Lake Superior, another ridge of highlands is found, diverging south-westerly from the height of land already mentioned, which, after dividing the waters of Lake Superior from those of Lake Winnepeg, winds round the sources of the Mississippi, that descends southerly to the Mexican Gulf; and the Red river, flowing northerly into Lake Winnepeg. It is along these highlands that the Hudson's Bay Company, pretend to establish their southern boundary, their claim embracing all that tract of country, included within an irregular line, drawn through the sources of the rivers discharging their waters into Hudson's and James's Bay.

None, however, of the maps of this section of America, hitherto published, have extended thus far the boundaries of the Hudson's Bay territory. A map published by Bennet in 1770, contains a distinct delineation of the boundary, along the summit of the first-described height of land, and, in this respect, coincides with Mitchell's map. But, in 1775, another geographical exhibit of the country was published by Eman Bowen, which assigns the forty-ninth parallel of north latitude as

the southern bounds of the Hudson's Bay tract; and this designation purports to be laid down, according to the decision of the commissioners to whom the subject was referred, under the treaty of Utrecht.

Whatever may be the merits of the broad territorial claim of this powerful company *, it is presumed that it cannot be carried beyond the national frontier between the United States and the British possessions, constituted in that part of America, by the parallel of the forty-ninth degree of north latitude, which traverses the Red river, leaving its source upwards of one hundred miles to the southward, in about latitude 47° north, and therefore within the limits of an adjacent foreign state.

Having briefly stated the various authorities that have described, in their graphical exhibits of America, the bounds and limits of what might well be termed, from their vast extent, the dominions of the governor and company of Hudson's Bay, the territory itself comprised within these limits naturally comes under consideration, as one of the great divisions that may be assigned, to what is generally known under the appellation of the Indian countries. The peninsula of Labrador will form part of this division; and, for the greater convenience and aptness of description, all that tract of country lying west of the bounds of Hudson's Bay will be divided into four other sections,—the *first* being comprehended between the 49th degree of north latitude and the highlands north of the Saskatchawan and Beaver rivers, in the average latitude of 56° north; the *second* extending from the latter bounds to the 65th degree of north latitude; and the *third* from the 65th degree to the Polar Sea; the limits of these three divisions on the west, being the Rocky Mountains. The *fourth* division will embrace the whole extent of country belonging to Great Britain, lying between the Rocky Mountains and the Pacific Ocean.

* The existence of so extensive and absolute a monopoly,—a kind of imperium in imperio,—is pregnant with embarrassments that could not have been foreseen at the time the charter was granted by Charles II. It originated at a period, when the free principles of English trade, were not as well understood as they now are; and it would not be surprising if the royal prerogative should eventually be exercised to recall the charter, after making, to the noble and commercial gentlemen concerned, every just and reasonable compensation for such an abrogation of privileges they now enjoy.

SECTION I.

The magnitude of Hudson's Bay, and its geographical inland situation, impart to it much more the character of a mediterranean sea than that of one of those deep indentations of the ocean called by the subordinate appellation of bays. Its extreme breadth is about five hundred miles, and its length, including James's Bay, upwards of seven hundred and twenty. In surface, it is greater than any of the inland seas of Europe or Asia, the Mediterranean only excepted; and it lies nearly between the same points of latitude as the Baltic. James's Bay itself, is nearly two hundred and forty miles deep, by one hundred and forty wide at its mouth, in latitude 55° north, between Cape Jones on the east, and Cape Henrietta Maria on the west. The coasts are generally high, rocky, and rugged, and sometimes precipitous. To the south-westward they are lower, and frequently exhibit extensive strands. The depth of water in the middle of the bay has been taken at one hundred and forty fathoms, but it is probably greater. Regular soundings have been found from Cape Churchill, towards the south, and, in that direction, the approach to the shore is shoal and flat. Northward, from the same point, soundings are very irregular, the bottom rocky, and, at low water, reefs of rocks are in some parts uncovered.

Southampton Island is situate at the entrance of the bay, and extends about two hundred miles north and south; its breadth being nearly half its length. It is separated from the western shore, by a channel called Sir Thomas Rowe's Welcome, and from Melville's Peninsula by the Frozen Strait. North-east and east of it, are Fox Channel and the mouth of Hudson's Strait, which connects Hudson's Bay with Davis Strait and the Atlantic Ocean. Mansfield is the next island of note in the bay; and though very inferior to the former in magnitude, its situation, mid-channel between Southampton Island and the shores of East Main, renders it important in a nautical point of view. Along the eastern shores of the bay are scattered a multitude of small islets and rocks; and about one hundred miles west of these, is to be found a dangerous chain, called the West Sleepers, stretching almost in a line with Mansfield Island, and said to extend from 57° to 60° 10′ north

latitude. To the southward of the Sleepers is to be seen a cluster of broken isles, denominated the Belchers; but their exact position is not accurately ascertained. Numerous islands are dispersed in James Bay, the largest of which are Agonisca, Carleton, and the Twins. Long Island lies off Cape Jones, immediately without the entrance of the bay.

The country on the west of both bays has been denominated New South Wales, and that on the east, East Main. The interior of the peninsula of Labrador, or New Britain, of which the latter may be considered to form a part, has been but very superficially explored, except by barbarian tribes of wandering Esquimaux, who are characterized as the inhabitants of wild, bleak, and inhospitable regions. That it is traversed by numerous rivers, diverging from the interior towards the Gulf of St. Lawrence, the Atlantic, the Strait of Hudson, and Hudson's Bay, appears indubitable from the number of outlets that have been discovered along the whole extent of its immense coasts. Its north-eastern and south-eastern shores are indented by frequent bays and inlets, some of which are esteemed of considerable depth. Along the coasts are scattered a multitude of small islands, which sometimes afford shelter to the bays, whilst they render their access intricate, if not perilous. The chief bays are St. Michael's, Hawke, and Rocky bays, at its eastern extremity, and Sandwich, Byron's, and Unity, and the Bay of Hope's Advance, on its north-eastern coast. Musquito Bay, Hopewell Channel, and Gulf Hazard, are the most conspicuous indentations on the shores of East Main.

At Nain, near Unity Bay, a Moravian settlement is established, where missionaries reside, under the direction of the Moravian Missionary Society in London, and the most laudable efforts appear to be made by that institution to reclaim the Esquimaux from the most savage barbarism, and inculcate the doctrine of revealed religion.

Between Albany Fort and East Main Factory, that stand opposite each other, near the bottom of James' Bay, and almost in the same latitude (about 52° 30′ north) several large rivers mingle their fresh streams with the saline waters of the bay, having their sources, at the remote distances of two and three hundred miles from their mouths, generally

in lakes, lying to the northward of the height of land which divides opposite waters. The principal rivers are six in number, but their branches are numerous and of considerable magnitude. Taking them in their order, from east to west, they are East Main, or Slade, Rupert's, Harricanaw, West, Moose, and Albany rivers. At the mouth of the first is situated East Main Factory, whence a broken communication is kept up by the river, small lakes, and creeks, with Lake Misstassin, in 50° 40′ north latitude, and about two hundred and fifty miles E.S.E. of the factory.

Lake Misstassin is worthy of particular notice, as well on account of its extent, as for the singularity of its shape, forming almost three distinct lakes, by the prominent projection, from its extremities towards its centre, of elongated points, that approach within twenty or thirty miles of each other. Its extreme length is upwards of seventy-five miles, and its central breadth about thirty. It receives many streams that spring from the high lands to the southward, and may itself be considered the source of Rupert's river, which is its outlet and communication with James' Bay.

The mouths of Harricanaw and West rivers are not far asunder, and discharge their streams in Hannah Bay, an inferior indent of the shore. The former descends in a general course from south-east to north-west, and has on its east bank, near the bay, a small establishment, which, like all the others, is a mart for the traffic of furs and peltries. The latter river flows out of Musugama Lake, distant about one hundred miles south of its discharge, and communicates by portages, lakes, and streams with Abbitibbi Lake, on the south-eastern shores of which stands another trading post. This lake is about sixty miles in length, by something less than one-third in breadth, and is diversified by numerous islands. Its outlet is Abbitibbi river, which descends upwards of two hundred miles to its afflux with Moose river. A little below it, is the confluence of French creek, and about fifty miles above, the South branch blends its waters with the Main river. Upon Lake Waratowaha, near the source of a branch of Abbitibbi river, is Frederick House, on the direct water communication between the city of Montreal and the Hudson's Bay establishments, by the Ottowa river, Lake Temiscamang,

and Montreal river, whose source is found in the vicinity of the waters of Lake Patquashgama, which opens into Waratowaha Lake.

Moose river issues out of Lake Misinabe, and flows north-easterly about two hundred and thirty miles to its discharge into James' Bay, receiving from the south and east, the South branch, Abbitibbi river and French creek. At its mouth is built Moose Fort; nearly one hundred miles higher up is Brunswick, and, on the borders of the lake, Misinabe House. The lake is divided from Lake Superior by the highlands, and is not more than sixty miles to the north-east of it.

Albany is the largest of the six above enumerated rivers. About one hundred and twenty miles from its estuary, it spreads into numerous branches, extending far to the westward and southward, and forming a complete chain of communication with the waters of Lake Superior, Lake Winnepeg, and Severn river; Lake St. Joseph, in latitude 51° north, and longitude 90° 30′ west, may be considered its source. This lake is upwards of thirty miles long, by fourteen broad, in shape something like an oblong parallelogram, and its scenery is varied by frequent islands. It lies west by south from the mouth of Albany river; distance about three hundred and twenty miles. There are four trading houses upon the river: Osnaburg, on the shores of the lake; Gloucester, about one hundred and thirty miles below it, by the bends of the river; Henley, at the forks formed by the junction of the South branch with the main stream; and Albany Fort, on an island, below the great falls, at its embouchure.

The navigation of all these rivers is in many places interrupted by impetuous rapids, occasioning frequent portages; but, nevertheless, the long interstices of gentle current that are found between the impracticable cascades, render them extremely important as the highways of a wilderness.

Of the susceptibility of the soil, these rivers and their several branches seem to fertilise, to yield agricultural produce, little is known, or can be collected from the information of the traders, whose whole attention appears to have hitherto been confined to the beaver, the buffalo, and the other savage inhabitants of those wilds; but, considering the geographical situation of this country, between 49° and 53° north

latitude, and its vast extent, it is natural to presume, and the accounts of the natives, as far as they go, justify the presumption, that a considerable portion of it must be more or less arable, and will eventually be submitted to the plough.

New South Wales, or the western section of Hudson's Bay territory, extending from Severn river inclusive to the north-eastern head of the bay, has been, in some parts, tolerably well explored. It abounds with lakes, rivers, and creeks, which, like those already mentioned, offer to the traveller and the trader the most convenient means of communication in a wilderness, however hazardous, in general, from the frequency and violence of the rapids. The chief rivers are the Severn, Hill (of which Hayes river is a continuation), Port Nelson, Pauk-a-thaukus-Kaw, Churchill, and Seal rivers, which fall into Hudson's Bay, between 56° and 59° north latitude and 88° and 95° west longitude.

The Severn flows out of Favourable Lake, a small body of water, nearly at the summit level of the streams descending in opposite directions to Lake Winnepeg and James' Bay. The general course of the river is north-east, and its direct length two hundred and fifty miles. About twenty miles below its source, its volume is increased by Cat Lake river, flowing from the southward, and passing through Cat Lake into the Severn, at the mouth of which is Severn Factory.

Hill river issues out of Swampy Lake, and retains its name to its confluence with Fox's river, flowing into it from the westward; it is then called Steel river, until it receives the waters of Shamatawa river from the eastward, below which it goes by the name of Hayes river, and finally disembogues into James' Bay, to the southward of Port Nelson or Nelson river, from which it is separated at its mouth by a marshy peninsula. Five miles above the mouth of Hayes river, on its west bank, stands York Factory, the head quarters of the Hudson's Bay Company within their territories, and the principal dépôt of their trade. Its geographical position, by the observations of Sir John Franklin, is 57° 00′ 03″ *

* About the latitude of Aberdeen in Scotland, and three degrees south of the latitude of St. Petersburg.

north latitude, and 92° 26′ west longitude, the variation of the compass being 6° 00′ 21″ east.

"The surrounding country is flat and swampy, and covered with willows, poplars, larch, spruce, and birch trees; but the requisition for fuel has expended all the wood in the vicinity of the fort, and the residents have now to send a considerable distance for this necessary material. The soil is alluvial clay, and contains imbedded rolled stones. Though the bank of the river is elevated about twenty feet, it is frequently overflown by the spring floods, and large portions of it are annually carried away by the disruption of the ice. By these portions grounding in the stream, several muddy islands have been formed. These interruptions, together with the various collections of stones that are hid at high water, render the navigation of the river difficult; but vessels of two hundred tons burden may be brought through the proper channels as high as the factory.

"The principal buildings are placed in the form of a square, having an octagonal court in the centre; they are two stories in height, and have flat roofs covered with lead. The officers dwell in one portion of this square, and in the other parts the articles of merchandise are kept: the workshops, storehouses for the furs, and the servants' houses are ranged on the outside of the square, and the whole is surrounded by a stockade twenty feet high. A platform is laid from the house to the pier on the bank for the convenience of transporting the stores and furs, which is the only promenade the residents have on this marshy spot during the summer season. The few Indians who now frequent this establishment belong to the *Swampy Crees* *."

The breadth of Hayes river, some distance above the factory, is about half a mile, its depth from three to nine feet, and its length forty-eight miles and a half. Steel river at its junction with Hayes river is three hundred yards wide; its banks are elevated; and its scenery, in many instances, beautiful, as it winds through a narrow and well wooded valley. Hill river, about the size of the former, is far more rapid than it, its

* Franklin's Journey to Coppermine River, vol. i. p. 37.

waters are shoaler, and its banks higher, but equally well clad with the willow, spruce, birch, and poplar. The soil on both sides of these rivers is alluvial, and sustains large quantities of pine, poplar, and larch.

Swampy Lake, upon the borders of which is Swampy Lake House, opens into Knee Lake, whose shape is very irregular, its shores low, but woody, and its surface variegated by islands. It communicates with Holey Lake by Trout river, a short but rapid strait, upon which is a fall sixteen feet high. Oxford House, formerly a trading post of consequence, stands near the mouth of the river, at the east end of the lake. From the west extremity of Holey Lake the ascent lies through river Wepinapanis to Windy Lake; thence through a singular chasm in the rock, called Hill Gates, into White Water Lake, to the division of waters. Painted Stone Portage, fifty yards long, divides the source of the Echiamamis from White Water Lake, the waters of which descend to the north-east, whilst those of Echiamamis flow westerly, discharging themselves, however, through Blackwater Creek into Nelson's river, and finally, therefore, into Hudson's Bay.

This communication from York Factory to Painted Stone portage, a direct distance of about two hundred and twenty miles, is remarkable as the route adopted by the polar expedition under Captain Franklin, R.N., to whose published narrative we are indebted for these particulars relative to the country traversed by him, in the prosecution of his laborious, enterprising, and perilous discoveries in the arctic regions*.

Nelson river flows out of Play-Green Lake,—an arm of Lake Winnepeg,—and winds in a north-easterly direction, to its influx into Hudson's Bay, a short distance above the mouth of Hayes river. Its waters are confluent with Burntwood river, which rises to the westward, and flows through several irregular lakes into Split Lake, a broad expansion of Nelson river, checkered with islands, and lying about half-way between

* To the account of his "Journey to Coppermine River" frequent reference will probably be made in the further description of the north-west territories; and we are aware that the same scientific zeal that prompted the undertaking, for the advantage of his country and of mankind, will forgive the free use, and still more general dissemination, of the valuable geographical knowledge it has already been the means of communicating to the world.

its head and its estuary. Numerous other lakes and rivers discharge themselves into it, particularly to the southward of Burntwood lake and river, and form a chain of water communication as far as Cranberry carrying-place, that passes over the height of land between Rood and Goose Lakes.

Missinnippi, Churchill, or English river, is of considerable magnitude and importance. Its highest waters are Methye Lake, in a direct line west from the mouth of the river about five hundred miles, but probably more than six hundred by water, following the innumerable meanderings of the river, and the devious sinuosities of the chain of lakes intervening between the sections of the river. The largest of these lakes is Southern Indian or Big Lake, which is upwards of sixty miles long by an average breadth of twenty-five.

Methye Lake is divided from Clear Water river, by a portage of twelve miles, carried over a range of hills, varying in height from sixty to one thousand feet, and chiefly consisting of clay and sand; the soil at their base, on both sides of Methye, Buffalo, and Clear Lakes, being a sandy alluvion. The country traversed by the Churchill river, between Isle à la Crosse and Frog portage (which is three hundred and eighty yards long, and forms the division of the waters of the Churchill from those of the Saskathawan) is generally flat, and exhibits all the appearances of primitive formation.

Trading posts are established at the Lakes Methye, Buffalo, and Isle à la Crosse; and at the latter is also found a North-West fort. These posts are stated to be frequented by Crees and Chipewyans, who supply them but inadequately with peltries, owing to the actual paucity of furred animals in those parts. The discouraging results of the chase have turned the attention of the Indians from the forests to the waters, which supply them with several varieties of fish, the chief means of their subsistence.

Deer Lake is the largest as yet known within the limits of the Hudson's Bay territories. It lies between 56° 30′ and 58° north latitude, and in longitude 102° west; its position being north and south; its length about ninety miles, and its width about five and twenty. A serpentine strait connects it towards the north with Lake Wollaston, and

to the south it has an outlet into Churchill river. Pauk-a-thaukus-Kaw and Seal rivers are inferior in size to the Churchill, but of no less consequence as internal communications. The sources of both rivers approach the waters of the Churchill, and their beds are frequently lost in broad and beautiful lakes, that considerably facilitate their ascent.

North of Seal river, between 60° and 65° of north latitude, a succession of lakes have been discovered, some of which are represented as equal in extent to Deer Lake; but, occupying a section of country not so much frequented, even by the Indians, as that just described, very little is known of them beyond what may be derived from the observations of Captain Hearne, who traversed that region in 1772, on his journey to the Polar Sea. The chief of these have been named Northline, Doobaunt, Yath Kyed, and Whelde-ahad; several other large lakes are also delineated on the maps, to which names have not yet been appropriated.

## SECTION II.

The second section of the Indian territory comprises the country between 49° and 56° of north latitude, or the southern boundary of British America, in that part of the continent, on one side, and the highlands constituting the boundary of Hudson's Bay, according to Bennet's and Mitchell's maps, on the other; the Stony Mountains on the west, and the height of land dividing the waters of Lake Superior from Lake Winnepeg, on the east. Lake Winnepeg, though considerably to the east of the centre, may still be considered the focus of this tract, and the most striking object within it, whether from its magnitude, or the fact of its being the reservoir of the waters of numerous large streams flowing into it, from most of the cardinal points of the compass. Its position is about N.N.W. and S.S.E.; between latitude 50° 30′ and 53° 50′ north, and longitude 96° and 99° 25′ west; its direct length being two hundred and forty miles, or about the same as Lake Michigan, and its breadth varying irregularly from five miles to fifty. Its shores to the northward present high clay cliffs, at the base of which a narrow sandy beach is disclosed, when the waters of the lake are low and the wind blows off

the land. In Hudson's Bay Company's post, in 53° 41′ 38″ north latitude and 98° 1′ 24″ west longitude, is situated on Norway Point, a projecting tongue of land between Lakes Play-Green and Winnepeg. Thither did a party of Norwegians repair, when driven from their settlement at the Red river, by the petty though sanguinary warfare, which in 1814 and 1815 distracted those territories.

Lake Winnepegoos, or Little Winnepeg, lies to the westward of the great lake of that name, with which it communicates through Lakes Manitoo-boh and St. Martin's; the latter having for its outlet Dauphin river, flowing into Lake Winnepeg, and the former being connected with Winnepegoos by Waterhen river, neither of which exceeds twenty miles. Cedar Lake is a few miles to the north-east of Lake Winnepegoos, and is very inferior to it in extent; it receives the waters of the Saskatchawan, which it discharges through Cross Lake into Lake Winnepeg.

The Saskatchawan is the largest river traversing this part of the country; and its many ramifications, taking their sources in the Rocky Mountains, blend their tributary waters to form two principal branches, one called the north and the other the south, which meandering in a general easterly direction, with a northern tendency, form a junction in longitude about 105° 10′ west, at the remote distance of four hundred and twenty miles below their highest source, in a straight line, and two hundred and ten miles above its mouth. Upon both branches are established several trading posts; those on the north branch, commencing from its head, being Acton House, at the conflux of Clear river; Nelson, at the foot of Beaver Hills; Edmonton, at the mouth of Tea river; all of which are frequented by the Blood Indians and the Blackfort tribe, as are also Buckingham, Manchester, and Carlton, and a north-west post stationed opposite to the latter. On the south branch traders reside at two stations, the one is Chesterfield House, near the discharge of Red Deer river, and the other, South Branch House, nearly opposite to Carlton.

From the shores of Lake Winnepeg to Pine Island Lake, on the borders of which are trading posts belonging to the respective companies, the banks of the Saskatchawan consist of floetz limestone; they are low

and marshy, and covered with reeds and willows, amidst which very few large forest trees are to be seen. Above Cumberland House *, the station on Pine Island, up to Tobin's Falls, the banks of the river exhibit an alluvial mud, and beyond it, laterally, are poplar forests, swamps, and extensive plains. Above Tobin's rapids, the width of the river increases from 350 to 500 yards, and its banks are clothed with pine, poplar, birch, and willows. Some distance below the forks, the shores become more elevated, but often barren in aspect, the north side presenting a light sandy soil, broken into insulated hillocks, and the south, broad and expansive buffalo plains. Frog Portage communicates with Cumberland House by a series of lakes, and Great and Ridge rivers, which traverse a generally flat country of primitive formation.

Fifty or sixty miles to the southward of Pine Island are the Basquiau Hills, a short range of considerable elevation, the white faces of which are occasionally contrasted with tufts of dense stunted pinery. They are distinctly visible from Cumberland House, notwithstanding their remote distance; and have, therefore, been estimated by Mr. Hord to be 4000 feet above the common level, and supposed to be the highest points between the Atlantic Ocean and the Rocky Mountains.

The Assiniboine and Red rivers are next in magnitude to the Saskatchawan and its branches. The former, sometimes called the Red river, rises in the average latitude 52°, longitude 103°; and after flowing southerly about 130 miles, winds to the east, and discharges itself into the Red river, thirty or forty miles above its mouth, in Lake Winnepeg. The Red river itself has its source in Ottertail Lake, which is divided from the waters of the Mississippi by the height of land. In its course northerly from its head to its embouchure, the Red river receives numerous tributaries, the largest of which are the Assiniboine just mentioned, Reed, and Red Lake or Bloody rivers. The last issues out of Red Lake, by some considered the proper source of the Red river, which, above the confluence of Bloody river with it, goes also by the name of Ottertail. On the Assiniboine, and not very remote from its

* Latitude 53° 56′ 40″ north, longitude 102° 16′ 41″ west; var. 17° 17′ 29″ east, about the latitudes of Hamburgh and Dublin.

sources, are four trading houses, Malboro, Carlton, Albany, and Grants, that are within a few miles of each other; and at a considerable distance lower down are Brandon and Pine Houses. Upon the Red river are also several trading posts of importance, the theatres of many of the tragic events previously alluded to, as having given a painful interest to the history of the Indian territories.

The Lake of the Woods is nearly equidistant from the west end of Lake Superior and the south extremity of Lake Winnepeg. From the eastward, it receives the waters of river La Pluie, whose source is in the height of land between Lakes Superior and Winnepeg, and whose stream descends through several minor lakes: to the north-westward, its outlet is Winnepeg river, which falls into the lake of that name, to the west of the Red river.

The extensive tract of country sold by the Hudson's Bay Company to the Earl of Selkirk comprehends the whole course of the Red river, and is bounded as follows *: Commencing on the western shore of Lake Winnepeg, at a point in 52° 30′ north latitude, the line runs due west to the Lake Winnipegoos, or Little Winnepeg; then in a southerly direction through the lake, so as to strike its western shore in latitude 52°; then due west to the place where the parallel of 52° strikes the Assiniboine river; thence due south to the highlands dividing the waters of the Missouri and Mississippi, from those flowing into Lake Winnepeg; thence easterly, by those highlands to the source of river La Pluie, down that river, through the Lake of the Woods and river Winnepeg, to the place of beginning. This territory, to which the name of Ossiniboia was given, is understood to comprise a superficies of about 116,000 square miles, one half of which has since fallen within the limits of the United States, according to the boundaries determined upon by the convention of 1818, between the American government and Great Britain. Its surface is generally level, presenting frequent expansive grassy plains, that yield subsistence to innumerable herds of buffalo. The aggregate of the soil is light, and inadequate to the growth of trees, either large or

* Proclamation of Mr. Miles M'Donnell, published at Fort Dan (Pembina), as governor, 8th January, 1814.

abundant; but the banks of the rivers often exhibit more promising alluvions, and have, when cultivated, produced very competent returns to the agriculturist.

## SECTION III.

The next section of country coming under consideration, is situated between 56° and 65° north latitude, and is bounded, north by the range of hills dividing the heads of Coppermine, from those of Yellow Knife river*; south, by highlands passing between Elk and Beaver rivers; east, by the west bounds of Hudson's Bay; and west, by the Rocky Mountains. This extensive tract may be considered a valley, having its lowest region occupied by Slave Lake, in which are united the waters of numerous large rivers, and their abundant tributaries, that descend to it from the verges of all parts of the valley, from whence they have but one outlet, by Mackenzie's river, which carries their waters to the Arctic seas.

The lakes most worthy of note as yet known within these limits are Slave, Athabasca, or the Lake of the Hills, Wollaston, Chisadawd, Methye, Martin, and Winter; but there are an infinite number of minor lakes at the sources of rivers, or formed by the broad and frequent expansion of their beds, which the scope of a general description will not permit us to particularise. Slave Lake, by far the largest and most important of them all, has considerably the superiority of either of the Lakes Erie and Ontario in point of magnitude; and its soundings, taken by Sir Alexander Mackenzie in the course of his traverse, have given 75, 42, and 60 fathoms. It lies almost east and west, in latitude 61° 25′, and longitude 114°: it is about 250 miles long, by an average breadth of fifty. Its north shore is skirted by well wooded hills that slope to the margin of the lake, their summits rising sometimes in naked rock above the forest. It abruptly recedes northward, and forms a very deep bay,

* Between the sources of these rivers Captain Franklin describes a barren tract, about forty or fifty feet wide, in the middle of which is situated Fort Enterprise. On his chart of the discoveries he thus designates it: "Primitive country, rock chiefly felspar with some quartz and mica." "Destitute of wood, except a few clumps of stunted pines, and dwarf birch bushes, but abounding with various species of berries and mosses."

on the western side of which is situated Fort Providence, in latitude 62° 17′ 19″ north, and longitude 114° 9′ 28″ west, by observation *; the variation of the compass being 33° 35′ 55″ east. Fort Resolution is built on the lake's southern shore, near the mouth of Slave river. A multitude of small gneiss and granitic islands, along its western sides, rise above the lake's surface, to an elevation of one and two hundred feet, the most conspicuous of which are the Red Deer Islands, and also Isle Caché and Big Island.

Of the numerous rivers that fall into Slave Lake, none have been properly explored, except those upon which trading posts have been established, or through which the various discovery-expeditions have passed, in their progress towards the pole. Of this class are Slave and Yellow Knife rivers, flowing from opposite courses into the lake; and Mackenzie's river, flowing out of it. The Unjigah or Peace river, the Elk or Athabasca, the Red Willow, Clear Water, and Stone rivers, are also tolerably well known; they do not, however, directly discharge themselves into Slave Lake, but are confluent with Slave river, though which they descend to swell the bosom of the great aquatic reservoir of the tract of territory under description.

Lake Athabasca, or the Lake of the Hills, is next to Slave Lake in superficies, and is situated about 180 miles south-west of it. It is an elongated body of water, nearly 200 miles in length, and fourteen to fifteen miles general width. Stone river issuing out of Lake Wollaston,—a circular lake, forty-five miles in diameter, bearing W. S. W. of Athabasca,—winds through several small lakes, between which it is sometimes called Porcupine river, and ultimately falls into the Lake of the Hills. The shores of Athabasca, to the northward, are high syenitic rock, just sufficiently covered with soil to sustain shrubs and mosses, and several species of the fir and poplar. Those to the southward opposite the forts are alluvial; but advancing eastwardly, they rise into barren sandy hills, perfectly divested of vegetable growth. As they approach the mouth of Stone river they become again rocky, and seem to belong to an extensive tract of primitive formation, extending many

* Captain Franklin, R. N.

miles to the north and east of the lake. Peace river rises far in the Rocky Mountains, at the stated distance of 317 yards from the waters of Fraser's river, exhibiting one of those singular, though familiar, features of nature by which the sources of large rivers, flowing hundreds of miles in contrary courses, are found in such near proximity, on heights of considerable elevation. The relative position, but not elevation, of the sources of the St. Lawrence and the Mississippi, is a still more striking instance of this peculiar feature in terrestrial hydrography.

The Athabasca has also its sources in the Rocky Mountains, but they appear not to have been completely explored. Its general course is northerly, though sometimes due east; and, as it winds through an extensive country, receives the waters of Lesser Slave Lake, by its outlet, Lesser Slave river, Pembina, Red Deer, Clear Water, and Red Willow rivers. It falls into Lake of the Hills, some miles west of the old, and nearly opposite the actual, N. W. Fort Chipewyan, and H. B. Fort Wedderburne, situated on a point on the north shore of the lake, in latitude 58° 42′ 38″ north, longitude 111° 18′ 20″ west *. Above the confluence of Clear river, the Athabasca is also well known, under the name of Riviere à la Biche. Its banks, below this point, are bold and elevated, and but indifferently adorned with trees; at the establishment of Pierre au Calumet, rather more than one-third the distance between Clear Water river and the Lake of the Hills, they are precipitous and nearly two hundred feet in height. A well defined range of hills stretches parallel with the river, at some distance east of its eastern bank, bounding the horizon in that quarter, whilst the view of that broad and beautiful river, seen from the commanding position of the Calumet post, presents, in the opposite direction, very picturesque and pleasing scenery, well worthy of being patronized by the pencil of the artist. Stony river, the principal outlet of Athabasca Lake, flows between marshy banks, and, at the distance of twelve or fourteen miles, mingles its waters with Peace river. The combined streams of both form Slave river, which varies in width from three quarters of a mile, to one mile and three quarters. About sixty miles below its head, its navigation is interrupted

* Captain Franklin's Observations.

by a series of rapids, occasioning a succession of portages between Dog river and the rapid of the Drownd; after which the river becomes uninterruptedly navigable to the lake. The banks of the river, below the rapids, are almost unexceptionably low and alluvial, and the country on either side, and especially to the westward, appears to abound with pine, poplar, and larch, interspersed with the cypress and willow; the soil on that bank exhibiting a rich black mould, and on the other a yellow clay intermixed with gravel *.

Yellow Knife river †, which Sir John Franklin ascended on his route to the source of the Coppermine, rises in latitude 61° 4′ 30″, longitude 113° 36′, and descends through numerous lakes, in a southerly course, to its influx into Great Slave Lake, one hundred and fifty-six statute miles from its sources ‡. Its navigable reaches, or interstices, are little calculated for any description of conveyance larger than canoes, and the frequency of its rapids and cascades would render it of minor importance, as a means of facilitating commercial intercourse. Its banks exhibit no extraordinary appearances, are moderately high in general, and thinly clad with the poplar tree, the larch, and the willow. From the rocky nature of its bed, it appears to traverse a stony tract of country, which frequently indicates the characters of primitive formation. Numerous herds of rein-deer frequent the region it waters, during nine months in the year, between August and May.

## SECTION IV.

Another section of the Indian countries, agreeably to the division adopted, includes the whole of that portion of the continent, eastward from Mackenzie's river inclusive, lying between the 65° of north latitude and the utmost limits to which the discoveries have extended towards the pole, or the 78° of latitude, the extreme point attained in this hemisphere by arctic explorers, in penetrating northward to the depth of Baffin's Bay. Of these inhospitable regions, the Siberia of the

* Sir Alexander Mackenzie's Journal.

† Called by the natives Beg-no-lo-dessy, or River of the Toothless Fish.—Franklin.

‡ Captain Franklin.

new world, nothing is known beyond what may be collected from the voyages by sea, and the journeys over-land, of the several explorers, whose zeal in extending the field of human observation, and the bounds of geographical knowledge, first led them to penetrate far within the vortex of the frozen zone. Limited, however, as are the means of information, relative to the precise geography of those parts, sufficient light has nevertheless been thrown upon it by the voyages of Davis, Baffin, James, and others, and, subsequently, by Mackenzie, Hearne, Parry, Ross, and Franklin, to enable us to form a very competent idea of the character of the polar regions, and to establish the certainty of the existence of a north-west passage.

The impression, hitherto so universally prevalent, that the *continent* of America extended much farther north than those of Europe or Asia, must now be completely removed; and the consequences inferred therefrom, as affecting the temperature and other meteorological phenomena of the American climate, stand likewise unsupported; whilst to other causes must be ascribed the frigidity of its atmosphere, compared with similar latitudes on the old continent. Indeed the discoveries of Franklin have gone far to prove, not only that continental America did not approach the arctic pole nearer than the European or Asiatic continents, but, on the contrary, that the latter extended by several degrees further north. The points, on the shores of the arctic sea, attained by Mackenzie and Hearne *, and afterwards by Franklin, are in the same general latitude,

* The stated geographical position of the mouths of Mackenzie and Coppermine Rivers appears to have been heretofore erroneous, the former being in longitude 128° west, as corrected by Mr. Wentzel of the North West Company, instead of 134° 30′, as given by Mackenzie, without any material difference, however, in the latitude. The latter was found by Franklin to be in latitude 67° 47′ 50″, longitude 115° 36′ 49″; whilst the point at which the sea was discovered by Hearne in 1771, is placed in the outline of the connected discoveries of Captains Parry, Ross, and Franklin, accompanying the Journal of the Expedition to Coppermine River, in latitude 71° 50′, longitude 120°; although upon Arrowsmith's Map of North America, published long anteriorly to Sir John Franklin's journey, it is represented as being no higher than latitude 69°, and in longitude 112°, and therefore not quite so grossly erroneous as appears on the face of the connected map. The present superiority of astronomical instruments, and the perfection of chronometers, added to the ability of the observer, leave no doubt as to the precision of, and preference to be given to, the more recent observations.

and in no instance beyond the sixty-ninth degree; and we have abundant reason to presume, from the verification of these facts, and from the bearing and general course of that portion of the coast explored by the latter discoverer, that the main shores of America, washed by the Frozen Ocean, do not stretch far to the north of the 70° of latitude. Northward from this parallel, the polar regions seem to consist of numerous large islands, or extensive peninsulas, dividing the polar seas into a profusion of channels, straits, inlets, and sounds, forming almost a labyrinth, the mazes of which have been as yet too partially explored to enable us to form any thing like a correct estimate of what proportion of these hyperborean realms is land, and what, water, and whether many of the supposed islands are really insular, or connected with the continent, or (to venture upon one speculative assertion) form part of a polar continent, of which Greenland may be a projection to the south.

Davis Strait, at the bottom of which is Baffin's Bay, has its entrance between Cape Godthaab, or Good Hope, in longitude 51° 40′ west, and Cape of God's Mercy, in longitude 63° 20′ west, and divides Greenland from a vast tract of insulated country, the outlines of which are not properly known. This tract, taken as a whole (for it may hereafter be found to be made up of several distinct islands), lies between latitude 65° and 73° 45′ north, its coast trending north-westward. To the north it forms the southern shore of Barrow's Strait; and to the west, as far as it is known, the eastern shore of Prince Regent's Inlet. Barrow's Strait is about fifty miles wide, and opens, to the eastward, into Baffin's Bay. Upon its north coasts are Sir James Lancaster's Sound, Croker's Bay, Capes Rosamond and Hurd. Opposite Cape Hurd are Capes Clarence and York, forming the mouth of Prince Regent's Inlet, which is about forty miles broad, and opens to the southward. Further west are the Georgian Islands, to which the several names of Melville, Bathurst, Cornwallis, and Sabine have been given. They are in latitude 75°, nearly on the same parallel with the north coast of Barrow's Strait, and extend westward to the 114° of longitude. The Strait of the Fury and Hecla is about thirty miles wide and one hundred and twenty long, and is situated in latitude 69° 30′, between Cockburn Island on the north, and Melville's Peninsula on the south. The peninsula, about two hundred

and twenty miles in length, by an extreme breadth of one hundred and fifty, is connected with the main by a narrow isthmus, formed by an arm of the Frozen Ocean on the north, and the mouth of Wager river and Repulse Bay on the south and south-east. The northern coast of this isthmus is supposed to continue westward to the Icy Cape, and thus form the main shore of the polar sea.

That part of the coast explored by the enterprising Franklin extends from Cape Hearne to Point Turnagain, a direct distance of about one hundred and forty miles, but considerably more in following its sinuosities and deep indentations *. Between Point Turnagain and Cape Barrow the coast abruptly recedes southward, forming George the IV. Coronation Gulf and Bathurst's Inlet, which, taken together, exceed one hundred miles in length, terminating in a point where they receive the waters of Back's river. The whole extent of the coasts is fringed with islands, to which the appellation of the Duke of York's Archipelago has been given; and another series, called Wilmot's Islands, is a continuation of these, verging south-eastward, and occupying the middle of the gulf. Melville's Sound is a broad arm of the gulf, stretching north-eastward in latitude 68° 20′, forming, between it and Point Turnagain, a peninsulated tract of level country, parts of which are low and alluvial, and exhibit a clay soil. The shores of the gulf and Bathurst's Inlet, as also of the sea, are generally elevated, and sometimes rocky and precipitous. From the sea they rise in successive ranges of trap hills, moderately elevated, and nearly parallel with the coast †. Broad strands of sand and gravel are frequently to be seen at the bottom of bays and at the base of cliffs, essentially facilitating the access to the shores. Expanding laterally from the beach, extensive plains are, in some places, to be seen, whose short-lived verdure forms an inspiriting contrast with the bleak and perennial icebergs of the frigid zone.

Of the interior of the country, retiring from the coasts, two degrees south of the arctic circle, a tolerably correct conception may be formed

* The distance navigated on the polar sea by the arctic expedition under Sir John Franklin, in their frail birch-bark vessels, exceeded 650 geographical miles.

† Franklin's Journey to Coppermine river.

from the familiar or scientific descriptions we possess of various sections of it that have been traversed by European explorers. The country through which flows Mackenzie's majestic river, the borders of the Coppermine, and the region obliquely traversed by Franklin, from Hood's river to Fort Enterprise *, are described in a manner to afford very satisfactory data from whence to judge of the general characteristics of the country. It appears to be profusely watered by lakes and rivers with their numerous tributaries, judging from the frequency of the streams intersected by the arctic party in their diagonal journey across it; and it is a remarkable proof of this fact, that in no one instance, on so long a march, has (if recollection serve) a deficiency of water been once stated to have occurred. Besides the rivers Coppermine and Mackenzie, the only two explored from their sources to their mouths, the largest rivers known are the Ana-tessy, or Cree, supposed to fall into Bathurst's Inlet, Cracroft, and Wright's; Hood's, Back's, and Burnside, which have their estuaries in Bathurst's Inlet; and Wentzel's, Tree, and Richardson's, which fall into the open sea.

Mackenzie's river issues out of Slave Lake in latitude 61° 45′ north, and winds, on a general course, rather north of due north-west, to the polar sea. It is gradually formed, at its head, by the funnel-shaped contraction of the lake's shores, and flows between banks of moderate elevation in general, but in some sections high, rocky, and precipitous; in others, chiefly towards the sea, comparatively low, and thinly clad with dwarf willow, pine, and birch. The stream is nearly half a mile wide in the aggregate, but much broader at its source and its estuary. Its soundings have been taken at three, nine, and fifty fathoms †, and its current,

* In referring to this part of Sir John Franklin's Journey, it is equally impossible to forbear recalling to mind the unparalleled hardships, and truly affecting circumstances by which it was marked, or to deny myself this opportunity of expressing my sincerest admiration of the fortitude, perseverance, and heroism that so eminently distinguished as well the magnanimous leader of so bold and hazardous an expedition, as his able assistants, Dr. Richardson, and Messrs. Back and Hood. On the untoward and melancholy fate of the latter we must drop the tear of unfeigned sorrow, from the general esteem in which he appears to have been held by those best able to appreciate his merits; and to the tried fidelity and courage of the faithful Hepburn we can but pay the tribute of our admiration and applause.

† Mackenzie's Voyages.

though sometimes strong, and perfectly rapid at two points, cannot be considered as offering insuperable obstacles to navigation; but the shallows and sand-bars at both its extremities would, in all probability, present more serious impediments. The chief rivers falling into it are the Great Bear and the Rivière aux Liards, apparently Mackenzie's river of the Mountains.

The highest waters of the Coppermine that have been traced are those of Lake Providence, communicating, through a section of the river, with Point Lake, which is of an elongated shape, about sixty miles long, varying in width from half a mile to three miles, and bounded to the north and south by hills, ridges, and frequent cliffs of seven or eight hundred feet elevation. The waters of Point Lake, passing to the westward through Red Rock Lake, are discharged by the Coppermine, which flows in a course almost parallel with Mackenzie's river. Its breadth varies from one to three hundred yards: its waters are deep, and its current extremely rapid. The banks are, at intervals, composed of alluvial sands and rugged steeps, seldom relieved by the reviving verdure of the forest; yet in many places the scenery it presents is by no means uninteresting, and may sometimes, perhaps, aspire to the beautiful or the sublime. Under the sixty-sixth parallel of latitude, ranges of barren hills, with rounded summits, are seen on both sides of the river, running parallel with them, at four or five miles' distance, and rising to the height of six or seven hundred feet. Lower down, the stream opens its channel through a still bolder region, traversed by mountain ranges, bending to the south-west, apparently consisting of clay-slate with peaks of syenite rising to an elevation of from twelve to fifteen hundred feet *. Between this point and the mouth of the river, the frequency and violence of the rapids increase, the banks become often precipitous, and walled by perpendicular cliffs of rock, betwixt which the shackled waters rush with infuriated impetuosity.

The Copper Mountains, which take their name from the mine found within them, are situated on the north-west bank of a great bend of the river, in latitude 67° 10′ 30″ north, longitude 116° 25′ 45″ west. Of the

* Franklin.

difficulties opposed to the eventual advantages to which the metallic mine might be rendered subservient, Sir John Franklin speaks in the following terms: "The impracticability of navigating the river upwards from the sea, and the want of wood for forming an establishment, would prove insuperable objections to rendering the collection of copper at this part worthy of mercantile speculation *." Describing the view of the country, surveyed from several elevated positions, attained in the progress of their collateral excursion to the mountains, he remarks, "that two or three small lakes only were visible, still partly frozen; and much snow remained on the mountains †. The trees were reduced to a scanty fringe on the borders of the river, and every side was beset by naked mountains." Beyond latitude 67° 30′ no trees whatever were to be seen ‡.

As far as general terms may be applied to so large an extent of territory, it may be said, that its surface exhibits far more of the plain than of the mountain, that its hills never rise to very considerable heights, and that sterility is the predominant characteristic of its soil. The rivers that flow through it are, for the most part, rapid, and the lakes frequent and fantastic in their shapes. Of the limited variety of the trees, the pine, the poplar, the willow, and the larch are the most common. Lichens and mosses abundantly clothe the faces of some hills, or cover the surface of deep swamps: and the plains, consisting in some parts of clay flats or bottoms, and marshy meadows, and so frequently stony and utterly barren, are sometimes thinly covered with an arid grass, which yields a slender sustenance to the musk ox and the rein-deer; the hills, crags, and cliffs being the haunts of the black and white bear, and of the preying wolf.

Such is the home of the barbarian Esquimau, whose country ranges from the base of the Rocky Mountains, and perhaps from the very shores of the Pacific, to the coasts of the Atlantic Ocean, inhabiting, in his de-

* Franklin, vol. ii. p. 161. † July 11th, 1821.

‡ From these generalized descriptions of Mackenzie's and Coppermine rivers, a sufficiently correct idea of their chief features may be formed; but the reader desirous of a more minute account of both will of course consult the interesting journals of the discoverers, which contain much valuable information.

sultory and wandering mode of savage existence, the bleakest hyperborean regions of the globe. The copper Indians frequent the country to the southward of the Esquimaux lands east and west of Yellow Knife river.

## SECTION V.

The fifth and last section of country remaining to be described is the whole tract of British territory lying on the western side of the Rocky Mountains. It occupies an extent of coast on the Pacific Ocean exceeding twelve hundred miles, situated between Cape Blanco or Oxford on the south-east, and Mount St. Elias on the north-west. The different sections of the coast, commencing from Mount St. Elias, are called New Norfolk, New Cornwall, New Hanover, New Caledonia, and New Georgia, which comprise the greatest part of the north-west shores of America discovered, explored, or surveyed by Cook, Vancouver, and Mackenzie.

The coasts are remarkably broken and indented by deep arms of the ocean, leaving extensive insulated tracts, which form numerous gulfs, straits, inlets, and sounds. The islands most worthy of note, from their magnitude, are Quadra and Vancouver's, forming with the main the Gulf of Georgia, and the Strait of Juan de Fuca, Princess Royal Islands, Queen Charlotte, the Prince of Wales's Archipelago and George III. Archipelago, Admiralty and Revellagegida Islands. The Oregan, or Columbia, and Fraser's river, with their various branches, some of which form considerable streams of themselves, are the two rivers to which explorations have hitherto been chiefly confined. The Columbia takes its source in the Rocky Mountains in latitude 53° 30′ north, and, flowing out of a lake that bears the name of the fruit (the cranberry) found abundantly in its vicinity, descends to the Pacific Ocean, first directing its general course to the southward, and afterwards to the westward, to its mouth, in latitude 46° 19′ north, longitude 124° 10′ west. The tides regularly rise and fall at its estuary nine perpendicular feet; and their influence is sensibly felt at the distance of nearly one hundred miles from the sea. Between the ocean and that which should properly be considered the entrance of the river, a surface of sea intervenes, from three to seven miles wide, the navigation of which is rendered intricate by shoals of sand extending nearly from

side to side. This space ought rather to be deemed a sound receiving the waters of the river than a part of the river itself, the mouth of which is half a mile wide, well defined, and formed by the contraction of the shores of the sound. Cape Disappointment on the north and Cape Adams on the south form the opening of the sound, across which a bank or bar extends, with about four fathoms' water above it, rendering the ingress difficult to ships of considerable burthen. Between the two marshy points at the entrance of the river seven fathoms of water have been found; and for a distance of eighty miles higher up the soundings have varied from 10, to 12, 8, 5, and 6, but in no instance less than three fathoms, in the channels *. Two leagues above its mouth the banks of the river, at first low and oozy, become rocky and bold: the high banks afterwards recede from the margin, and are seen on the north shore to rise in gradual acclivities. Above Point Sheriff they are rocky to the south, and flat, low, and sandy to the north. From thence to Point Vancouver, where Lieutenant Broughton's survey terminated, they alternate from high to low, and sometimes are lined by pebbly beaches. The banks of the river, from its estuary upwards, are generally well wooded; the higher grounds exhibiting a growth of lofty pine, and the lower the ash, poplar, elder, maple, the willow, and a variety of other trees. Its scenery, diversified by Green Island and hills, is described as affording many pleasing and romantic views, in which figure an occasional native village, perched on some proud eminence, or placed at the base of a bold ridge, its ephemeral and savage structure and grotesque inhabitants imparting much of the picturesque to the landscape.

Forts † George or Clatsop, Vancouver, Nezpercesa, and Okanagan, are situate at considerable intervals upon the river, commencing from Point Adams. The climate at the mouth of the Columbia is mild and congenial, the mercury having been seldom known during three successive years ‡ to have sunk below 0, whilst the highest summer tem-

* Vancouver's Voyages, vol. ii. p. 57, *et seq.*

† This is the name given to any European establishment, house, or trading-post in the Indian countries.

‡ Franchere's Voyages. To the intelligent and judicious remarks of this gentleman, a Canadian, are we indebted for much useful information relative to that section of British territory.

perature did not exceed 76°. Westerly winds, that are the most prevalent in spring and summer, generally rise with the tide, and temper the heat of the atmosphere. In the latter part of summer and the beginning of autumn north-west winds almost constantly prevail; and throughout the months of October, November, and December, which embrace the rainy season, the winds blow chiefly from the south-west.

"The surface of the soil in the valleys is a coat of black vegetable earth, not more than five or six inches thick. Beneath this is a kind of gray earth, extremely cold. Under this subsoil is coarse sand or gravel, and beneath this stones. On the high lands the soil is very thin and stony. On the seashore, to the south of Point Adams, is found a kind of white earth resembling pipe-clay; and specimens of red, green, and yellow earth, with a shining mineral substance resembling lead ore, were found further south by the natives; but no limestone is to be found in that part of the coast or country."

The cedar, spruce, white pine, and hemlock are the most abundant species of trees at the mouth of the river. The cedars not unfrequently measure four and five fathoms in circumference, and the hemlocks from twelve to twenty inches in diameter *.

The principal branches of the Columbia are the rivers Multnomah, Sapin or Lewis, Okanagan, Spokan, Flathead or Clark, and M'Gillivray. Lewis and Clark's rivers spread into numerous ramifications, that descend chiefly from the Rocky Mountains, through beds sometimes broken by falls, or rendered intricate by rocks and rapids. Fraser's river has three principal sources; Fraser and Stuart Lakes, and a branch shooting eastward to the Rocky Mountains †. It flows southerly, and falls into the Gulf of Georgia, receiving in its course the waters of several tributaries, the largest of which is Thompson's river. Trading forts are established upon the lakes at the head of Fraser's river, and one is sta-

* Captain Franchere.

† It must have been down this stream, and not the Columbia, that Mackenzie passed on his route to the Pacific; and the statements of the Indians, that white people were making establishments at its mouth, which led him to believe that he was upon the Columbia, may be explained by the circumstance, that European settlements were then in progress at Nootka, to which it is more than probable the information communicated by the natives alluded.

tioned upon Thompson's river. Flathead House is about two hundred miles from the mouth of Clark's river; and Kotanie Fort is situated in the Rocky Mountains, on a collateral branch of the Columbia.

Salmon river is not remarkable for its magnitude, but a variety of adventitious circumstances concur to render it worthy of particular notice. Its length is not more than forty-five or fifty miles, and its general breadth about fifty yards; it meanders in a deep ravine, and is navigable for canoes of the largest size. It abounds with salmon, which the natives take in the greatest profusion, by means of an ingenious "weir," dam, or snare set in the river; and it is from these fisheries that they almost exclusively derive subsistence throughout the year. The natives are effectually domiciled upon the banks of the river, and congregate in small villages, of which a lively description is given by Mackenzie. These little communities are three in number, and have been distinguished by names indicative of the cordiality or hostility that marked the reception of the explorer. Friendly Village is the highest on the river; the Village of Rascals is at its mouth, near Mackenzie's Outlet; and the Great Village, containing in 1792 upwards of 200 souls, is situated on the north side, about mid-way between the other two. Their habitations bore evident signs of their intercourse with Europeans when Mackenzie visited that coast; and they not unfrequently answered in good English, "No, no," to such of his proposals as they were disposed to negative.

The courses of the rivers discharging themselves into the sea have, in most cases, a southern direction. Their streams are swift and often rapid; but they appear in general to be deep and navigable for considerable distances; subject, however, to occasional portages, rendered necessary by impracticable cascades. The lakes of which any knowledge is possessed are few in number, and of very inferior dimensions when compared with the expansive sheets of water found to the east of the Rocky Mountains; but several lakes of great magnitude are reported by Indians to exist in the interior, the locality and proportions of which are equally unknown.

The information extant with respect to the surface and soil of the country is quite as superficial and imperfect; yet we are not wholly

without the means of forming some opinion upon the subject, from the observations and surveys of Vancouver, Mackenzie, Clark, Lewis, Franchere, &c. It appears that between the Rocky Mountains and the sea a subordinate but high range of hills, running nearly parallel to the continuation of the chain of the lofty Andes, skirts the coasts from Admiralty Bay to the bottom of the Gulf of Georgia, and, extending along Puget's Sound, stretches S. S. E. across the Columbia, and loses itself among the mountains of Mexico. Its altitude is conspicuous at many points, and in some instances attains nearly the inferior limits of perpetual snow, between the 52nd and 53rd degree of latitude *. It is in this range that the peaks observed by Vancouver are to be found, which he respectively named Mount Rainier, Mount St. Helen's, and Mount Hood.

The valley formed by this ridge and the Rocky Mountains does not appear to correspond altogether with the extensive barren plain at the base of the Rocky Mountains to the eastward. Judging from the accounts of the tracts that have been explored, this valley may be said to enjoy the advantage of a competent degree of fertility; it undulates into bold swells, in the midst, however, of occasional plains, seldom wholly divested of verdure and copses, and, generally speaking, yields an abundant growth of forest trees, the dimensions of which, and especially of the cedar, the fir, and hemlock, increase to a prodigious magnitude in approaching the coast.

The massive range of granitic mountains that constitutes the eastern face of the valley occupies of itself a vast surface, varying in breadth from fifty to nearly one hundred miles. It rises into towering cones, high rounded summits, and sometimes continued, sometimes broken ridges, in the intervals of which or at the base of pinnacles are frequently found broad valleys and flats of argillaceous deposits, possessing a high degree of fertility. A great number of its peaks are exalted far into the regions of perpetual snow, and are beheld at the distance of more than one hundred miles in approaching them at some points from the eastward †. The highest summits that have been ascertained by trigo-

* Mackenzie's Travels.

† James's Account of an Expedition to the Rocky Mountains, vol. iii. p. 238.

nometrical admeasurement are found to be about 8,500 feet above the water-table of the country, extending along the eastern base of the Rocky Mountains *, which is placed about 2700 feet above the "assumed" level of the ocean. The altitude of this immense range seems to diminish towards the north; but how and where it subsides has never yet been ascertained.

Looking at the great geological features of America, the singular geographical position of two prominent ranges of lofty mountains forming almost one continued chain, unparalleled for its extent, and at some points for its elevation, is extremely striking. From Cape Horn to the arctic seas we behold the stupendous Andes, stretching nearly north and south along the western flank of an immense continent, almost parallel with its extensive shores, and affording to the inquisitive geologist a fact of the highest importance in his theories of continental formations, from which conclusions may be drawn well calculated to throw considerable light upon this branch of the natural sciences.

In instituting a comparison between the mountains of North America and those of the other portions of the globe, the general inferiority of the former in altitude will be eminently conspicuous. Indeed to the eastward of the Rocky Mountains very rare instances are met with where hills rise 4000 feet above the level of the sea. But comparing the highest peaks of the Rocky Mountains with the gigantic altitude of the Andes, the Alps, the Geesh Mountains of Africa, or the peerless height of the Hymalayan Mountains of Asia, they sink into comparative insignificance, although, as the summits of a vast continuous range, they are extremely grand and imposing.

Returning to the consideration of the valley west of the Stony Mountains, it may safely be said, that between the southern boundary of this portion of the British possessions, and the 52nd or 53rd degree of latitude, large tracts will be found to possess all the advantages requisite for colonization, both as regards fertility of soil and congeniality of climate: and there can be no doubt that at some period, probably not very remote, the civilizing arts of agriculture and commerce will extend

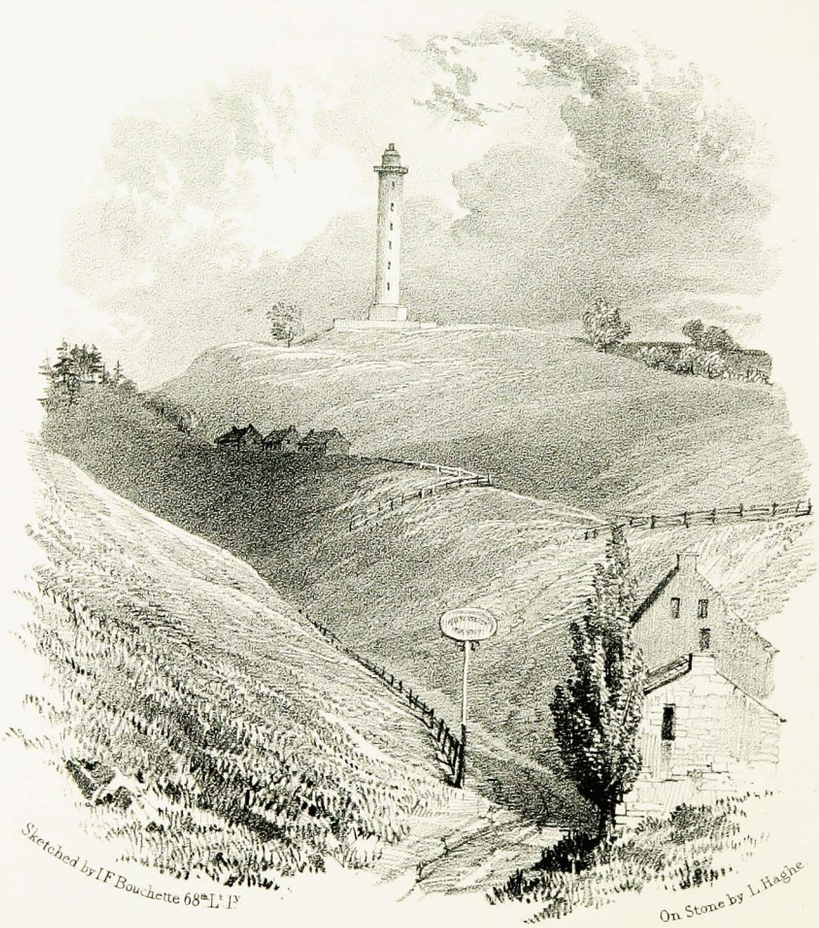
* James's Account of an Expedition to the Rocky Mountains, vol. iii. p. 238.

their social influence to the north-west coast of America, and flourish on the shores of the North Pacific Ocean.

Then would the importance of a north passage become paramount, at least as far as the precarious and ephemeral navigation of icy seas could be rendered subservient to commercial intercourse, as it would materially abridge the length of voyage between the ports on the north-west coast of America and European markets. Whether the Cape of Good Hope or Cape Horn be doubled, as must unavoidably be done at present, the voyage is equally long and circuitous; yet it would for two-thirds of the year at least be the only alternative left. The hazards and perils of arctic navigation, even during the summer months, would in all probability operate as a check on the frequency of passages by the northern seas, and in many instances render preferable the practised and incomparably longer route to the southward.

The gigantic but feasible project for some time contemplated of opening a ship canal across the Isthmus of Panama, connecting the Bay of Mandinga with the Gulf of Panama, and therefore the waters of the Caribbean Sea or the Atlantic with those of the Pacific, would, if consummated, be an effort of human ingenuity and art which would incalculably facilitate the commercial relations of every part of the world. It would in a great measure supersede the expediency of the further discoveries of a northern passage, as regards at least the promotion of commerce; although they might still be prosecuted with invaluable advantages to mankind as a means of extending the boundaries of human knowledge.

# UPPER CANADA.




BROCK'S MONUMENT,

QUEENSTON HEIGHTS,

Day & Haghe Litho.rs to their Majesties.

## CHAPTER III.

UPPER CANADA.—Its Boundaries—Extent—Divisions and Subdivisions—First Settlements by the French—Lands granted and ungranted.

THE existence of Upper Canada as a distinct province can be dated only from the year 1791, previous to which it formed part of the province of Quebec, under the provisions of the 14th Geo. III. The convenience and interest at once of the original Canadian inhabitants, of the recent English settlers, and of the disbanded troops located after the peace of 1783, and occupying lands in the western section of the province of Quebec, dictated, at the above date, the division of that province into two, which was accordingly effected by the British legislature applying to these countries the denomination of Upper and Lower Canada. Another reason which enforced the expediency of this division was the difference of the tenure by which the lands in the two departments were held; the whole of the earlier French settlements being occupied by seignorial grants under the feudal system, whilst the disbanded troops and more recent settlers held their lands in free and common soccage. The division was therefore so regulated as to include within the lower province all those lands held by the first species of tenure, whilst the upper province was composed entirely of such as had been granted by the last.

That part of Canada which subsequently became the upper province had, on the 24th July, 1788, been divided by proclamation of the governor-in-chief of the province of Quebec, Lord Dorchester, into four districts, viz. Lunenburg, Mecklenburg, Nassau, and Hesse; but, by the first act of the provincial parliament of Upper Canada in 1792, these districts changed their names to those of the Eastern, Midland, Home, and Western, but without altering their limits. When, however, Major

General Simcoe, who was the first lieutenant-governor of the province ever appointed, entered on the administration of the government, he adopted a new division into districts, counties, and townships, which have again been newly modelled and others added by the proclamations of subsequent governors, and various acts of the provincial legislature.

The line of division between the two provinces, carefully adapted to the difference of tenure before explained, was judiciously fixed to commence at the cove west of Point au Baudet on Lake St. Francis; pursuing the western limits of the seignories of New Longueuil, and Vaudreuil or Rigaud, and intersecting the Grand or Ottawa river at Point Fortune. Thus, at least, is the division laid down in all the maps of the two provinces now extant; but it may be as well to refer to the act of the British parliament which prescribes their boundaries.

By the 31st of Geo. III., an act professedly passed for the purpose of repealing certain parts of an act of the 14th of the same reign, entitled "An act for making more effectual provision for the government of the province of Quebec in North America, and to make further provision for the government of the said province," the following line of division, likewise prescribed by his majesty's proclamation of the 18th November, 1791, General Sir Alured Clarke being lieutenant-governor, was definitively adopted.

By this act the line was expressed "to commence at a stone boundary, on the north bank of the Lake of St. Francis, at the cove west of Point au Baudet, in the limit between the township of Lancaster and the seignory of New Longueuil; running along the said limits, northerly, to the 34th degree of north latitude, and then westerly to the westernmost angle of the said seignory of New Longueuil; then along the north-western boundary of the seignory of Vaudreuil, running north 25 degrees east, till it strikes the Ottawa river*; afterwards to ascend the said river into Lake Tomiscaming, and from the head of the said lake,

* The bearings of the westernmost limits of these seignories were incorrectly described, and were taken from an erroneous map of that section of the then province of Quebec. This circumstance has already produced great difficulties and litigation between the frontier inhabitants of the provinces, and is an evil calling loudly for remedy. The subject will be further considered in describing the western limits of Lower Canada.

in a line due north, until it strikes the southern boundary line of Hudson's Bay, including all the territory to the west and south of such line, to the utmost extent of the country commonly called or known by the name of Canada."

The province of Upper Canada, thus divided, lies between the parallels of 41° 47′ and 49° of north latitude, and extends westward from 74° 30′ of west longitude from the meridian of Greenwich. It is bounded on the south by the United States, on the north by the Hudson's Bay territory and the Grand or Ottawa river, on the east by the province of Lower Canada, and on the west its limits are not easy to ascertain. They may, perhaps, fairly be considered to be formed by the head waters of the rivers and streams that fall into Lake Superior, at or about the height of land on the Grand Portage in longitude 117° west. The vast section of country appertaining to the British dominions to the west and north-west of this point is generally known by the denomination of the Western Country or North-West Indian Territories *.

The line of demarcation between this province, *i. e.* Upper Canada, and the United States, from the monument at St. Regis, on the parallel of the 45th degree of north latitude, westward to the Lake of the Woods, was sufficiently settled by the commissioners appointed to decide the same, with reference to the treaty of 1783, under the treaty of Ghent, at least as far as that line runs from St. Regis through the rivers and lakes to the strait of St. Mary's; as will appear on reference to the report of those commissioners (Appendix, No. I.). An enumeration of the islands, from their magnitude and importance most worthy of note, comprehended within the limits of this province, will be found in the note on p. 16.

From the western limit of Lower Canada this province is bounded

* This want of a definite western limit to the province occasioned some doubts as to the jurisdiction of the provincial government over this north-western territory, which is much resorted to by Indian traders, and was particularly so by the North-West Company of Canada, now extinct; to obviate which doubts, an act passed the British legislature in the year 1803, for the prevention and punishment of crimes in the Indian territories. By this act justices of the peace were appointed for that district, with authority to apprehend criminals and send them to Lower Canada for trial; and, accordingly, many persons were sent to Montreal and Quebec, and there tried for acts committed in the Indian territories. Of this, the distressing controversy between Lord Selkirk and the North-West Company of Canada is a remarkable instance.

by the Ottawa as far as Lake Tomiscaming *, thence by a line drawn due north to the southern boundary of the Hudson's Bay territory. This line has been generally understood to indicate a range of highlands dividing the rivers and streams which fall into Hudson's and James's Bays from those which fall into the river St. Lawrence and the lakes of Canada, and forming naturally the northern boundary of the province.

Adopting these as the actual limits of the province, its superficial content may be estimated in round numbers at 141,000 square statute miles. Of this vast extent of territory, about 32,929 square statute miles have been laid out into townships, and tracts set apart for particular purposes, enumerated in the note †. It comprises certain vacant tracts in the vicinity of surveyed lands, generally denominated lands of the crown; besides a tract exceeding one million and a half of acres in the vicinity of Lake Huron, usually termed Indian territory.

The history of the discoveries and early settlements in America, as well as of their transfer by conquest and treaty, is too largely treated of in another part of this work to render it necessary here to enter into a separate and distinct account of the colonization of Upper Canada.

The first inducement to the French to extend their establishments in this direction arose out of the destructive wars with the Iroquois or five nations, in which they found themselves involved as the allies and protectors of the Hurons and Aljonquins.

* This boundary does not express whether the islands in the Ottawa are to be considered as part of Upper or of Lower Canada; or which of these islands are to be referred to one and which to the other province.

| | | Acres. |
|---|---|---|
| † Townships | | 16,816,800 |
| The Huron tract, granted to the Canada Company | 1,000,000 | |
| St. Regis, Indian tract | 30,720 | |
| Longueuil or L'Original Seignory | 25,000 | |
| Land of the Six Nations on the Grand River | 333,000 | |
| Clergy reserves for the Six Nations' Lands | 132,000 | |
| Lands belonging to the crown near Lake St. Clair | 380,720 | |
| Ditto, north of the Huron tract | 450,000 | |
| Indian reserve opposite Fort St. Clair | 16,000 | |
| Ditto, Ditto, Commodore Creek | 10,240 | |
| Indian territory in the vicinity of Lake Huron | 1,883,200 | 4,257,880 |
| | | 21,074,680 |

The ravages made by them, on the French territories, rendered it necessary for Governor Frontenac to erect a fort, which he accordingly did in 1672 at a place called Cataracqui, at the eastern extremity of Lake Ontario, the site of the present flourishing town of Kingston. Shortly afterwards the French built Fort Niagara; and though the vigorous attacks of the Iroquois obliged them, in 1689, to blow up these forts and retire further down the river, they subsequently renewed their advances and re-established the forts. To these they added another on the island in the river near Osweigatchie, called Fort Levi, a military post at Detroit, and a garrison and trading village at Michilimackinac. These comprise all the attempts at European colonization in Upper Canada previous to its conquest by the British; for though the French had passed over to the Ohio, the Illinois, and the Mississippi, and on their route hence to Louisiana had attempted some settlements, they were so feebly supported as shortly to sink into decay. So far were they indeed from displaying either enterprise or energy in settling the country under their dominion, that the sphere of their establishments even in Lower Canada rather contracted than increased.

After the conquest of Quebec, in 1759, one campaign sufficed to render the English masters of all the French settlements in Upper Canada, and of the immense tract of country before described and recognised by that name.

A royal proclamation issued shortly afterwards, which described the limits of the province far short of those since declared, contained a provision for reduced officers and disbanded soldiers, allotting to them certain portions of the waste lands of the crown. These allotments were at the close of the war made the standard for other allowances of a similar nature.

The divisions of the province have been before slightly alluded to; they may now be more correctly stated to be, ELEVEN DISTRICTS,—TWENTY-SIX COUNTIES,—and SIX RIDINGS, comprising together 273 townships, besides the various large tracts of reserved land and Indian territory more particularly specified in p. 64. The following will best illustrate the distribution and subdivisions of the province:—

*Division of the Province of Upper Canada into Districts, Counties, Ridings, Townships, Special Tracts, and Allotments, together with Blocks of Crown and Clergy Reservations, and Lands appropriated to the Indians, &c.*

| Districts. | Counties. | Townships. |
|---|---|---|
| EASTERN | GLENGARY | Lancaster |
| | | Charlottenburgh |
| | | Kenyon |
| | | Lochiel |
| | STORMONT | Cornwall |
| | | Osnabruck |
| | | Finch |
| | | Roxburgh |
| | DUNDAS | Williamsburgh |
| | | Matilda |
| | | Mountain |
| | | Winchester |
| OTTAWA | PRESCOTT | Hawkesbury |
| | | Caledonia |
| | | Longueuil |
| | | Alfred |
| | | Plantagenet |
| | | Plantagenetrear |
| | RUSSELL | Clarence |
| | | Cumberland |
| | | Gloucester |
| | | Osgoode |
| | | Russell |
| | | Cambridge |
| JOHNSTOWN | GRENVILLE | Edwardsburgh |
| | | Augusta |
| | | Wolford |
| | | Oxford on the Rideau |
| | | Marlborough |
| | | Montague |
| | | Gower, North |
| | | Gower, South |
| | LEEDS | Elizabeth Town |
| | | Youge |
| | | Lansdown |
| | | Leeds |
| | | Grosby, North |
| | | Grosby, South |
| | | Bastard |
| | | Burgess |
| | | Elmsley |
| | | Kitley |

| Districts. | Counties. | Townships. |
|---|---|---|
| BATHURST | CARLETON | Nepean |
| | | Goulburn |
| | | March |
| | | Torbolton |
| | | Fitzroy |
| | | MacNabb |
| | | Horton |
| | | Huntly |
| | | Pakenham |
| | LANARK | Beckwith |
| | | Drummond |
| | | Bathurst |
| | | Sherbrooke, South |
| | | Sherbrooke, North |
| | | Dalhousie |
| | | Lanark |
| | | Ramsay |
| | | Darling |
| | | Lavant |
| MIDLAND | FRONTENAC | Howe Island |
| | | Pittsburgh |
| | | Gd. Isle or Wolfe Id. |
| | | Kingston |
| | | Loughborough |
| | | Portland |
| | | Hinchinbrook |
| | | Bedford |
| | | Kenebec |
| | | Olden |
| | | Oso |
| | | Barrie |
| | | Clarendon |
| | | Palmerston |
| | LENNOX AND ADDINGTON | Ernest Town |
| | | Adolphus Town |
| | | Fredericksburgh |
| | | Richmond |
| | | Camden, East |
| | | Amherst Island |
| | | Sheffield |
| | | Kalador |
| | | Anglesea |

| Districts. | Counties. | Townships. |
|---|---|---|
| MIDLAND | HASTINGS | Sidney |
| | | Thurlow |
| | | Tyendinaga |
| | | Hungerford |
| | | Huntingdon |
| | | Rawdon |
| | | Marmora |
| | | Madoc |
| | | Elzevir |
| | | Lake |
| | | Tudor |
| | | Grimsthorpe |
| | PRINCE EDWARD | Ameliasburgh |
| | | Hillier |
| | | Hallowell |
| | | Sophiasburgh |
| | | Marysburgh |
| NEWCASTLE | NORTHUMBERLAND | Murray |
| | | Cramaghe |
| | | Haldimand |
| | | Hamilton |
| | | Alnwick |
| | | Percy |
| | | Seymour |
| | | Asphodel |
| | | Otanabee |
| | | Managhan |
| | | Smith |
| | | Douro |
| | | Dummer |
| | | Belmont |
| | | Methuen |
| | | Burleigh |
| | | Harvey |
| | | Emily Gore |
| | DURHAM | Hope |
| | | Clarke |
| | | Darlington |
| | | Cartwright |
| | | Manvers |
| | | Cavan |
| | | Emily |
| | | Ops |
| | | Mariposa |
| | | Eldon |
| | | Fenelon |
| | | Verulam |

| Districts | Counties. | | Townships. |
|---|---|---|---|
| HOME | YORK | East Riding. | Whitby |
| | | | Pickering |
| | | | Scarborough |
| | | | York and Peninsula |
| | | | Etobicoke |
| | | | Markham |
| | | | Vaughan |
| | | | King |
| | | | Whitchurch |
| | | | Uxbridge |
| | | | Reach |
| | | | Gwillimbury, East |
| | | | Gwillimbury, North |
| | | | Scott |
| | | | Georgina |
| | | | Brock |
| | | West Riding. | Toronto |
| | | | Toronto Gore |
| | | | Chinguacousy |
| | | | Caledon |
| | | | Albion |
| | | | Gwillimbury, West |
| | | | Tecumseth |
| | | | Adjala |
| | | | Mono |
| | | | Amaranth |
| | | | Luther |
| | | | Proton |
| | | | Melancthon |
| | | | Mulmur |
| | | | Tossorontio |
| | | | Essa |
| | | | Innisfil |
| | | | Thorah |
| | | | Mara |
| | | | Rama |
| | SIMCOE | | Oro |
| | | | Vespra |
| | | | Sunnidale |
| | | | Merlin |
| | | | Ospry |
| | | | Artemisia |
| | | | Euphrasia |
| | | | Alta |
| | | | Java |
| | | | Flos |
| | | | Medante |
| | | | Orillia |
| | | | Matchedash |
| | | | Tay |
| | | | Tiny |
| | | | Zero |

| Districts. | Counties. | | Townships. |
|---|---|---|---|
| GORE | HALTON | | Trafalgar<br>Nelson<br>Flamborough, East<br>Flamborough, West<br>Beaverly<br>Dumfries<br>Waterloo<br>Wilmot<br>Nasagiweya<br>Esquesing<br>Erin<br>Eramosa<br>Goderich<br>Woolwich<br>Nichol<br>Garrafraxa |
| | WENTWORTH | | Ancaster<br>Barton<br>Salt-Fleet<br>Binbrook<br>Glanford |
| NIAGARA | LINCOLN | 1st Riding. | Grimsby<br>Clinton<br>Claistor<br>Gainsborough |
| | | 2d Riding. | Louth<br>Grantham<br>Niagara |
| | | 3d Riding. | Stamford<br>Thorold<br>Pelham |
| | | 4th Riding. | Crowland<br>Willoughby<br>Bertie<br>Humberstone<br>Wainfleet |
| | HALDIMAND | | Moultan<br>Camboro |
| LONDON | NORFOLK | | Rainham<br>Walpole<br>Woodhouse<br>Charlotteville<br>Walsingham |

| Districts. | Counties. | Townships. |
|---|---|---|
| LONDON | NORFOLK | Houghton<br>Middleton<br>Windham<br>Townsend<br>Turkey Point and Promontory of Long Point |
| | OXFORD | Burford<br>Oakland<br>Norwich<br>Dereham<br>Oxford on Thames<br>Blandford<br>Blenheim<br>Nissouri<br>Zorra |
| | MIDDLESEX | Bayham<br>Malahide<br>Yarmouth<br>Southwold<br>Dunwich<br>Aldborough<br>Mosa<br>Ekfrid<br>Carradoc<br>Lobo<br>Delaware<br>Westminster<br>Dorchester<br>London |
| WESTERN | KENT | Orford<br>Howard<br>Harwich<br>Raleigh<br>Tilbury, East<br>Romney<br>Dover, East<br>Dover, West<br>Chatham<br>Camden<br>Zone<br>Dawn<br>Sombra<br>St. Clair |
| | ESSEX | Mersey<br>Gosfield<br>Colchester<br>Malden<br>Hurons<br>Sandwich<br>Maidstone<br>Rochester<br>Tilbury, West. |

The average territory of each township, including its proportion of the reserved lands, may be estimated at 61,600 acres, making an aggregate quantity of 16,816,800 acres, which may be thus more particularly described.

About 7,000,000 of acres have been granted to different classes of settlers in free and common soccage; 4,805,400 acres are reserved for the crown and clergy (part of which has already been granted by the crown to the Canada Company); and 5,011,400 acres remain to be granted within the townships, exclusive of a mass of reserved lands applicable to sale and special grants. This extent of country, bordering the north shore of the river St. Lawrence from Pointe au Baudet to Lake Ontario, the northern side of that lake and of Lake Erie up to Lake St. Clair, and of the communication between it and Lake Huron, a distance little short of five hundred and seventy miles, and stretching northward from the water to a depth varying from fifty to eighty miles, is composed of a soil which for productive richness, variety, and applicability to the highest purposes of agriculture, may challenge competition with the choicest tracts of the new world.

## CHAPTER IV.

Natural Divisions of the Province.—Its Rivers, Roads, Soil, and Settlements described in three Sections.—General statistical Summary.

In attempting to give to the reader a view of so extensive and open a country as Upper Canada, no division or feature so naturally presents itself to the mind of a topographical describer, as the chains or ridges of high lands running through the country, in which the various rivers and streams take their sources, and dividing the head waters of those of such rivers as flow in one direction from those that take the opposite course. In a country generally level, abundantly watered by rivers of every dimension, from the broad, full-flowing, and majestic stream, the impetuous, roaring, and resistless torrent, to the gentle meandering of a purling brook, emptying themselves into spacious lakes, almost claiming the title of seas, as is the case with the province now under notice; this particular feature seems peculiarly to demand our attention: and the rather, as we thence form an idea of the various valleys formed by their windings, through which the rivers take their course from their sources to their estuaries.

The first of these ridges, or ranges of elevated or table-land, that presents itself to our notice is that which divides the waters falling into the Ottawa, from those that are lost in the St. Lawrence. This ridge, pursuing a course chiefly westerly, from the division line between Upper and Lower Canada, traverses the townships of Lochiel and Roxburgh, in the rear of Osnabruck, Williamsburg, and Matilda (in which last township the Riviere des Petites Nations takes its source, at the distance of five miles from the St. Lawrence); thence, winding through Edwardsburg and Elizabeth Town, where it divides the source of one of the great branches of the Rideau, near a small lake, from the

head of Tonnewanta, or Jones's Creek, at the distance of about ten miles from the St. Lawrence, the ridge traverses Bastard and Crosby, in a line extending diagonally towards the north, and divides the waters and lake of the Rideau, from those of the Gannanoqui.

This division shows that the ridge now described is the most elevated table-land between the St. Lawrence and the Ottawa, towards each of which it has a gradual descent of four feet one inch to a mile. That from a given height the line of descent should be in the same ratio, on a base of fifty miles, as on a base of eighty miles, may appear a trigonometrical paradox; but, undoubted as the fact is, it becomes reconciled by finding, that the level of Lake Ontario is about one hundred and thirty feet higher than that of the Ottawa river. This fact was ascertained and established by the engineer employed on the Rideau canal, who fixes the highest point of land at about forty miles from Kingston, on the line of the canal, and gives its elevation or summit-level at two hundred and ninety feet above the surface of the Grand river at By Town. The long and gradual descent north and north-easterly from this table-land to the Ottawa, accounts for the level appearance of the section of country lying on its banks.

Continuing its course westerly, the table-land divides the head-waters of the Rideau from those of the Napaunée; thence winding northerly through Olden, towards Barrie, it separates the head-waters of the Mississippi from those of the Moira; and pursuing its main westerly direction, winding along the heads of numerous streams, emptying themselves into the Trent river, and a chain of small lakes stretching towards Lake Simcoe, the westermost of which is Balsam Lake, passes about eighteen miles north of that lake. Through the Balsam Lake passes a water communication, explored by Mr. Catty of the Royal Engineers, which penetrates through the range of high lands, and expands into two or three narrow lakes, successively up to its source near the head-waters of the Madawasca, through which chain of small lakes and four portages, a ready communication is given from the source of the stream to Lake Balsam. At the point where this stream approaches the head-waters of the Madawasca, it is divided from them by another ridge of elevated or table-land, which observation shows to be higher

than that we have before been tracing, inasmuch as the water communication we have just described descends from it through the other ridge south-west into Balsam Lake. This latter ridge, taking an easterly direction from the point at which we are now arrived, joins the former ridge near the sources of the Rideau, dividing the head-waters of streams falling into the Ottawa from those taking the direction of Lake Huron. From the same point, stretching in a north-western course, it continues to divide the waters falling into Lake Huron from those emptying themselves into Hudson's and James's Bays, and terminates in the grand ridge of high lands, separating the waters of Hudson's Bay from those of the Great Lakes.

From the Bay of Quinte another ridge of high lands runs in a westerly direction along the northern shores of Lake Ontario, at a distance, in some places, of not more than nine miles, which is the case at Hamilton, dividing the numerous streams and head-waters of rivers falling into that lake from those descending northward into the river Trent, Rice Lake, Otanabee river, and the chain of lakes before mentioned. The ridge receding northward and westerly from the lake to the distance of twenty-four miles from York, there separates the waters of Holland river and other streams falling into Lake Simcoe and Lake Huron, from those discharging themselves into Ontario. Thence, bending round the heads of the Toronto and its tributary streams, dividing them from those of the Grand or Ouse river, it pursues a south-easterly direction towards the head of the lake, merges in the Burlington Heights, and runs along the shores of Burlington Bay and the south side of Lake Ontario, at a distance not exceeding from four to eight miles, to Queenstown Heights. Still pursuing an easterly direction on the southern border of the lake, it stretches into the territory of the United States to Lockport, distant twelve miles from the lake, crosses the western canal, and, running parallel with it, subsides at Rochester, on the banks of the Genesee. This ridge, though high in many places, and bounding the head streams of the smaller rivers that fall into Lake Ontario, does not divide the head-waters of many larger streams, taking their sources far to the south; but it constitutes a striking geological feature of that part of the country, which points it out as the shores of the original basin of the lake.

Having thus given a preliminary description of the most prominent features of the province, the surface of which is characterized by its general evenness, notwithstanding the table ridges of moderate elevation we have traced, we will endeavour to convey a more definite and distinct idea of the face of the country, its soil, and its settlements, without, nevertheless, entering into those minute details or descriptive elaborations that are inconsistent with the plan of the present work. To do so the more efficiently it will be convenient to divide the province into three imaginary divisions, within the circumscribed boundaries of which it will be easier to travel in our description, and to dwell upon the particular points that may appear most deserving of paramount notice and consideration, within their respective limits.

Adopting for this purpose the most obvious and natural division of so extensive a territory that suggests itself, the province may be divided into the three following sections:

The first or eastern section, embracing all that tract or tongue of land between the Ottawa river and the St. Lawrence, bounded on the west by the eastern line of Newcastle district, and on the east by the western boundary of the province. It includes five districts; Eastern, Ottawa, Johnstown, Midland, and Bathurst.

The second or central section will comprise the districts of Newcastle and Home, and extend from the bottom of the Bay of Quinté to the north-eastern limits of the district of Gore.

The third or western section, embracing the residue of the surveyed parts of the province westward, will consist of the Western, London, Niagara, and Gore districts.

## § I.—EASTERN SECTION.—

### EASTERN, OTTAWA, JOHNSTOWN, MIDLAND, AND BATHURST DISTRICTS.

Situated between two broad and navigable rivers, the Ottawa and the St. Lawrence, and centrally traversed in a diagonal course by an extensive and splendid sloop canal, connecting the waters of Lake Erie with those of Ontario,—this section of country evidently enjoys important geographical and local advantages. Its surface presents, almost unex-

ceptionably, a table level of moderate elevation, with a very gentle and scarcely perceptible depression as it approaches the margin of the magnificent streams by which it is bounded to the northward and south-east.

The soil, though sometimes too moist and marshy, is extremely rich and fertile in general, and chiefly consists of a brown clay and yellow loam, admirably adapted to the growth of wheat and every other species of grain. In the immediate vicinity of the Bay of Quinté and the shores of Ontario it is still more clayey, and rests upon a substratum of bluish limestone, which appears to be co-extensive with the section of country we are describing, and sometimes penetrates through the soil above the surface. The forests abound with a variety of large and lofty trees; among which are profusely found white pine, white and red oak, maple, beech, birch, hickory, basswood, ironwood, butternut, and poplar; ash, elm, and cedar are also found in the forests in considerable quantities, but are less frequent than those first enumerated.

It is intersected by numerous rivers, remarkable for the multitude of their branches and minor ramifications, and by frequent lakes and ponds, peculiarly irregular and fantastic in their shapes. Of the rivers, the most conspicuous are the Rideau, Petite Nation, Mississippi, and Madawaska, that take their sources far in the interior, generally to the westward of their mouths, and fall into the Ottawa; and the Gannanoqui, Raisin, Cataraqui, Napanee, Salmon, Moira, and part of Trent, that discharge themselves into the Bay of Quinté and the St. Lawrence. The streams of most of these rivers, besides fertilizing the lands through which they meander, and affording, in general, convenient inland water communications, turn numerous grist, carding, fulling, and saw mills.

Of the lakes may be mentioned Rideau, Gannanoqui, White or Henderson's, Mud, Devil, Indian, Clear, Irish, Loughborough, Mississippi, Olden, Clarendon, Barrie, Stoke, Marmora, Collins, Blunder, Angus, and Opinicon, besides numerous inferior lakes, the non-enumeration of which in this place will be effectually supplied by the map.

The principal public roads by which it is traversed are, the main front road along the St. Lawrence, between Lower Canada and Kingston, passing through Cornwall and Lancaster, and the front road on the Ottawa, between Point Fortune and Plantagenet. The interior traverse

roads, leading from Lancaster and Charlottenburgh, through Lochiel to Hawkesbury; those from Elizabeth and Augusta to Kingston, to the Rideau settlement, to Perth and Lanark, and from these towns to Richmond and By Town, on the Ottawa; and the various roads along the whole extent of the Rideau communication. Above Kingston the several roads to the Bay of Quinté, passing either by the ferry at Long Reach, Adolphus Town, or by the Indian village in Tyendinaga, are tolerably good. From the village of Sidney a road is open along the Trent, and through Rawdon to the Marmora iron-works. Besides these, a number of by-roads afford a ready access to neighbouring or remote settlements; but as they often penetrate a wilderness, and have been opened within a comparatively recent period, they are indifferent at best, and often bad. Indeed, the generality of roads in Upper Canada necessarily suffer from the richness of the soil they traverse, and will always require the greatest attention and constant repair.

The population of this section of the province in 1824 amounted to 69,996 souls, and in 1828 to 85,105; giving an increase in four years of 15,109 souls.

The most populous and improved part of the colony is undoubtedly that from Pointe au Baudet to the head of the Bay of Quinté, a range of one hundred and seventy miles, in which are contained the towns of Kingston, Johnstown, and Cornwall, Fort Wellington, the Mohawk Village, Brockville, and several smaller villages; besides a continuation of houses (many of them spacious and well built) and farms by the side of the main road, as well as the other roads that lead to the interior settlements. Great industry and attention to improvement are displayed upon most of the lands throughout this tract; the roads that were formerly made have been gradually rendered sound and good, and many new ones constructed; bridges have been thrown across the rivers, and various communications both by land and water opened to the interior; indeed, various indications of a flourishing and accelerated progress are apparent in almost every direction.

Of the towns just mentioned, Cornwall, lying about five miles above St. Regis, and Johnstown, three miles east of Fort Wellington, contain each from eighty to one hundred houses, built of wood, with a church,

court-house, &c.; they stand close to the river St. Lawrence; the ground planned out for each is a mile square. Brockville, so called in honour of the lamented hero of Upper Canada, Sir Isaac Brock, is delightfully situated on the St. Lawrence, in front of Elizabeth Town. It is neatly built; has a church, parsonage-house, and court-house, and contains a population of five hundred or six hundred souls. A small steam-boat now plies regularly between Brockville and Prescott.

Fort Wellington, formerly called Prescott, is situated directly opposite to the American town and fort of Ogdensburgh, or Oswegatchie, as it used to be named; between them the river is no more than one thousand six hundred yards broad. During hostilities shot were repeatedly exchanged between them, particularly on the passing of brigades of boats up the river. The village of Fort Wellington consists of forty or fifty houses; and, from its position at the head of Montreal boat-navigation and the foot of the sloop and steam navigation from the lakes, it enjoys important advantages, that must eventually accelerate and enhance its growth and prosperity. A regular line of stage is daily run between this place and Montreal (Sundays excepted), and steam-boats afford an easy communication between it and the different places on Lake Ontario *.

The town of Kingston, the largest and most populous of the Upper Province, is very advantageously seated on the north side of the river St. Lawrence, or rather at the eastern extremity of Lake Ontario: it is in latitude 44° 8′ north, and in longitude 76° 40′ west from Greenwich. On the ground upon which it is built formerly stood Fort Frontenac, an old French post. Its foundation took place in 1783, and by gradual increase it now presents a front of nearly three quarters of a mile, and in 1828 contained a population ascertained by census to amount to 3,528 inhabitants, exclusive of the troops in garrison: including the latter, and making due allowance for two years' increase, its population may now be computed at not less than 5,500 souls.

The streets are regularly planned, running at right angles with each

* The fares for cabin passengers now are as follow: To or from Prescott and Niagara, 2*l.* 10*s.* Kingston and Niagara, or Kingston and York, 2*l.* Between Kingston and Prescott, 15*s.*, and between York and Niagara, 10*s.*

other, but not paved. The number of houses may be estimated at about six hundred and seventy. Most of them are well built of stone; many of them spacious and commodious: but very few are remarkable for the taste or elegance of their structure. An extensive wooden bridge of much solidity and beauty has recently been thrown over the narrowest part of the channel between Point Frederick and the town. It exceeds six hundred yards in length, and has materially added to the scenery of the place and the convenience of its inhabitants. The public buildings are a government-house, a court-house, a protestant and a catholic church, a market-house, a gaol and hospital, besides the garrison, block-houses, government magazines and stores.

This town has obtained considerable mercantile importance within the last twenty years: wharfs have been constructed, and many spacious warehouses erected, that are usually filled with merchandise: in fact, it is now become the main entrepôt between Montreal and all the settlements along the lakes to the westward. From the commencement of spring until the latter end of autumn, great activity prevails; vessels of from eighty to nearly two hundred tons, employed in navigating the lake, are continually receiving and discharging their cargoes, as well as the bateaux used in the river; and the magnificent steam-boats that ply between Kingston, York, and Niagara, contribute largely to the lively animation of the scene. Its commercial importance must also be considerably enhanced by the opening of the Rideau canal, which will necessarily render it the emporium of the whole trade of the two provinces, whether carried on by the St. Lawrence or through the Ottawa.

The harbour is well sheltered and convenient, accessible to ships not requiring more than three fathoms water, with good anchorage close to the north-eastern extremity of the town. The entrance to it is defended by a battery on Mississaga Point, and another on Point Frederick; which, with the shoal stretching from the former, with only five feet of water upon it, are quite sufficient for its protection. Opposite to the town, and distant about half a mile, is a long low peninsula, forming the west side of Navy Bay. The extremity of it is called Point Frederick. Point Henry is the extremity of another peninsula, but of higher and more commanding ground, that forms the eastern side of it. This is the principal depôt

of the royal navy on Lake Ontario, and where the ships are laid up during the winter. The anchorage is good, but somewhat exposed to south and south-west winds. It is very well defended by batteries and block-houses on Point Frederick, and by a strong fort on Point Henry.

On the western side of Navy Bay are the dock-yard, large store-houses, slips for building ships-of-war, naval barracks, wharfs, and several dwelling-houses for the master builder and other artificers, for whom, since their occupations have been so unremitting, it has been found necessary to erect habitations on the spot. In this yard the ships composing the present British Ontario armament were built and equipped. The construction of the St. Lawrence, a first-rate, mounting one hundred and two guns, will sufficiently prove that the power of this fleet may hereafter be increased to a vast extent. At Sacket's Harbour, the rival of Kingston as a naval depôt, the maritime forces of the United States are kept. During the war large vessels were there put upon the stocks, one of which was represented as exceeding in dimensions the largest man-of-war in the British service, being two hundred and ten feet in length on her lower gun-deck. It is a fact singular enough, and well worthy of remark, that the largest armed ships in the world should thus be found in the heart of an immense continent on the fresh waters of an interior lake, and at so remote a distance from their more familiar element, the ocean.

As a rival station to the American one of Sacket Harbour, Navy Bay is entitled to every consideration; and as long as it becomes an object to maintain a naval superiority on the lake, the greatest attention must be paid to this establishment; particularly when we observe with what care our rivals complete such of their ships as were begun during the war, and also the measures they are adopting generally to be enabled to contend against us, at a future period, with numerical strength in their favour: and, in fact, the methods they pursue are well calculated to obtain the object they steadily keep in view. The conduct of an enterprising neighbour should always be narrowly observed, and a countervailing power be prepared, commensurate to the means of aggression, in the event of hostilities.

The Americans build their ships much faster than we do on our

side, and for this reason—strength is the chief object with them; and if that be obtained, they care but little about beauty of model or elegance of finishing: in fact, they receive no other polish than what is given them by the axe and the adze. On the other hand, we employ as much time upon ours as we should in the European dock-yards. They are undoubtedly as strong as the Americans; they are handsomer and much better finished; but they are far more expensive, and will not endure a longer period of service. When we reflect that ships built on this lake will not last more than five or at most six years of actual service, it may be a subject not unworthy of consideration, whether we cannot, with some advantage to ourselves, adopt the methods of our opponents; and if we have a fleet as strongly built, equal in number and size to theirs, and capable of keeping up the unrivalled splendour of our national banner, be satisfied with it, although it be not a rival in beauty and splendid decorations to that which has awed every enemy into submission.

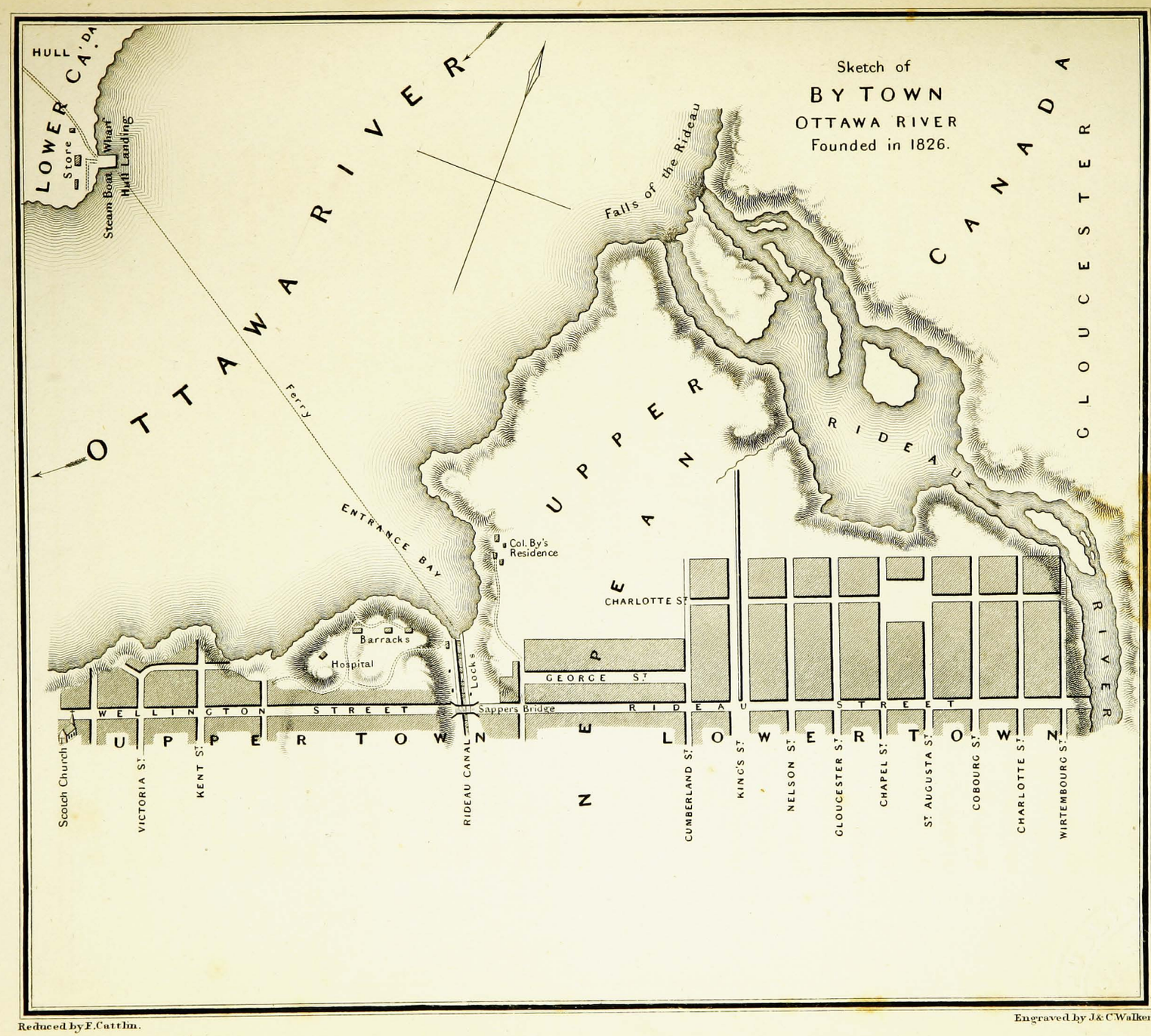
The approach to Kingston harbour is made by three different channels: the first, called the Batteaux Channel, is between Wolfe Island and Forest Island, and is generally used by small craft only, having in several places hardly two fathoms and a half water: the next is the South Channel, formed by Forest Island and Snake Island, a small spot with an extensive bank spreading from it;—here also, in the fair way, the water shoals from three to two fathoms and a half: the third and best is the North Channel, between Snake Island and the main land, which, although it increases the distance a little, is by far the safest, having from four to ten fathoms water in it.

A little to the westward of Kingston is the Bay of Quinté, very singularly formed between the irregular peninsula of Prince Edward county on the south, and the main land of the midland district on the north. The length, through the various crooked turns it makes, is little short of fifty miles, and its breadth varies between six and twelve miles. The isthmus formed between it and Lake Ontario, in the township of Murray, is not more than three furlongs broad, over which there is a portage. This inlet affords to vessels safe shelter from the heavy gales frequently experienced on the lake. The peninsula on every side is indented by numerous small bays and coves. Several rivers fall into the

bay, of which the largest are the Napannee, the Shannon, the Moira, and the Trent. The latter, flowing from Rice Lake, is the channel by which the waters of a chain of shallow lakes in the Newcastle district are brought into Lake Ontario. On the south side of the Trent, in the township of Percy, are several springs highly impregnated with salt, and from which that article is made, but does not answer the purpose of curing provisions; being found, by repeated experiments, not to possess the preservative qualities of sea salt. The townships on the borders of the bay and on the peninsula are thickly inhabited, and in a prosperous state of cultivation. Their produce of wheat and other grain is very abundant, the soil being extremely rich and very easily tilled, although in general requiring manure to temper its clayey coldness.

The thriving village of Perth is situated in the township of Drummond, on a branch of the Rideau, and occupies a central position between the Grand River and the St. Lawrence, communicating by tolerably good roads with Kingston to the south, and By Town to the northward, at the opposite extremities of the Rideau canal. The first establishment fostered by government was made in 1815 by British emigrants, chiefly from Scotland, many of whom are now at the head of excellent farms, possess comfortable habitations, and reap the fruits of their perseverance and industry. The population of the village does not probably exceed, as yet, three hundred and fifty or four hundred souls; but its relative situation with the surrounding country and the canal, making it the natural entrepôt of the settlements on the St. Lawrence, and those of the Ottawa river, promises to contribute to its rapid aggrandisement and prosperity, independently of the advantages it derives from being seated in the midst of a fertile and luxuriant tract of country. The military settlements of Lanark and Richmond have also experienced the benefits of government patronage; and occupying, as they do, a propitious locality and excellent soil, are very prosperous, and fast increasing in their agricultural improvements and population.

By Town, in Nepean, is situated on the southern bank of the Ottawa, a little below the beautiful falls of the Chaudiere, and opposite the flourishing village of Hull in Lower Canada. It stands upon a high and bold eminence surrounding Canal Bay, and occupies both banks of




Reduced by F. Cuttlin.

Engraved by J & C Walker.

R.S.M. Bouchette Esq^r del^t

on Stone by L. Haghe.

UNION BRIDGE: By Town.

OTTAWA RIVER.

W. Day lith. 17, Gate St.

the canal; that part lying to the east being called the Lower, and that to the west, from a superiority of local elevation, the Upper Town. The streets are laid out with much regularity, and of a liberal width, that will hereafter contribute to the convenience, salubrity, and elegance of the place. The number of houses now built is not far short of one hundred and fifty, most of which are constructed of wood, frequently in a style of neatness and taste that reflects great credit upon the inhabitants. On the elevated banks of the bay, the hospital, an extensive stone building, and three stone barracks, stand conspicuous; and nearly on a level with them, and on the eastern side of the bay, is delightfully situated the residence of Colonel By, the commanding royal engineer on that station. From his veranda the most splendid view is beheld that the magnificent scenery of the Canadas affords. The bold eminence that embosoms Entrance Bay, the broken and wild shores opposite, beyond which are seen a part of the flourishing settlements and the church of Hull, the verdant and picturesque islands between both banks, and occasional canoes, barges, and rafts plying the broad surface of the Grand river, or descending its tumultuous stream, are the immediate objects that command the notice of the beholder. In remoter perspective the eye dwells upon a succession of varied and beautiful bridges, abutting upon precipitous and craggy rocks, and abrupt islands, between which the waters are urged with wonderful agitation and violence. Beyond them, and above their level, the glittering surface of the river is discovered in its descent through the broad and majestic rapid Des Chênes, until the waters are precipitated in immense volumes over the verge of the rock, forming the falls of the Great and Little Chaudiere. From the abyss into which they are involved with terrific force, revolving columns of mist perpetually ascend in refulgent whiteness, and as they descend in spray beneath a glowing sunshine, frequently form a partial but bright iris, that seems triumphantly to overarch a section of the bridge. The landscape of the Union Bridges, although not taken exactly from this enchanting spot, may convey some idea of the scope and splendour of the prospect which we have attempted briefly to describe, and partly secure to it that admiration to which it is so richly entitled.

The talent evinced by Colonel By, and the zeal he has displayed in

the prosecution of the great and momentous works intrusted to his professional skill, are strikingly demonstrated by the vigour with which the operations are carried on upon the Rideau canal, and the emulation and spirit that pervade the settlements that have grown out of this stupendous undertaking.

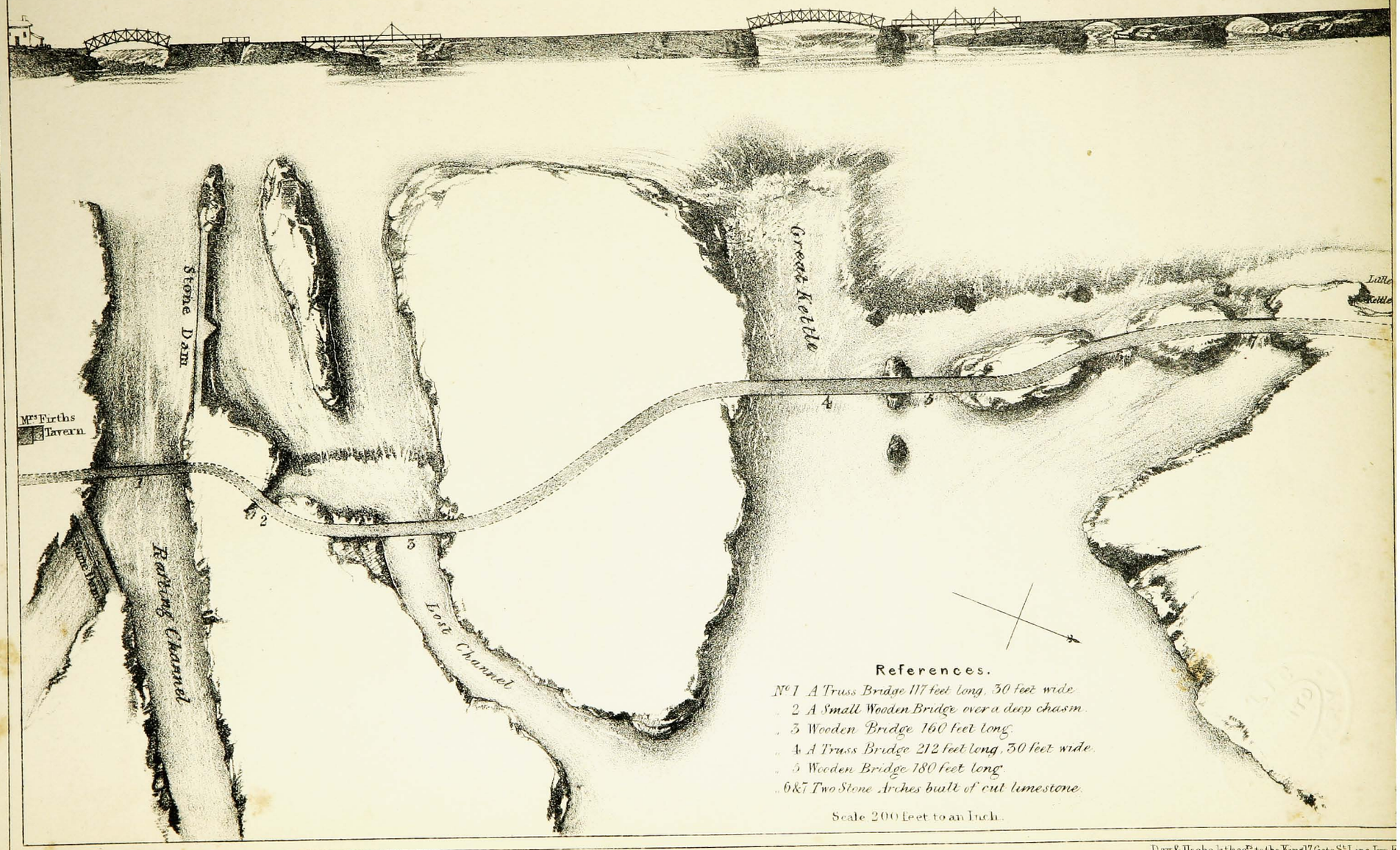
Hawkesbury, about sixty miles east of By Town, and twelve miles above Point Fortune, at the eastern boundary of the province, is an important village upon the southern banks of the Ottawa, at the lower extremity of the steam-boat navigation of the river, from the Falls of Chaudiere. The excellent saw-mills of Messrs. Hamilton and Buchanan, and their extensive timber establishment, are well worthy of particular notice, and must have much contributed to the prosperity of the place.

Some distance above By Town is Britannia, the valuable estate of Captain Le Breton. It is exceedingly well situated, at the lower extremity of Lake Chaudiere, and near the head of the beautiful rapid *Des Chênes*, whose broad surface and agitated waters, gliding swiftly between partially inhabited, luxuriantly verdant, and picturesque banks, add in a high degree to the interest and beauty of the spot. The mills erected there have the advantage of an excellent site, and are of the greatest utility to the surrounding settlements.

Ascending along the shores of Lake Chaudiere, the next objects of note first presenting themselves are the rising colonies in front of the townships of March and Tarbolton; they are chiefly composed of families of high respectability, possessed in general of adequate means to avail themselves of the advantages that are incident to a newly opened country. Higher up, at the foot of the various cascades of the *Chats*, is the establishment of John Sheriff, Esq., pleasantly situated in a very romantic and desirable spot. Above this, an impervious wilderness extends to the north-westward along the rapids of the *Chats*, and part of the lake of the same name, until human habitations reappear in the township of Macnab. High up, on the bold and abrupt shore of the broad and picturesque lake of the *Chats* *, the Highland chief Macnab has selected a

* This correct and original French appellation has now become an Anglicism, and is frequently written as pronounced—*Shaws*.

# PLAN and ELEVATION of the UNION BRIDGES._OTTAWA RIVER near the FALLS of CHAUDIERE in 1827.




Mr Burrows Land Survr fecit.

Day & Haghe lithogrs to the King 17, Gate St Lane Inn F

romantic residence, Kinell Lodge, which he has succeeded, through the most unshaken perseverance, in rendering exceedingly comfortable *. His unexampled exertions in forming and fostering the settlements of the township, of which he may be considered the founder and the leader, have not been attended with all the success that was desirable, or which he anticipated. Most, if not the whole of the inhabitants, were members of his clan, whom he brought from the Highlands at considerable trouble and expense, with a view of improving their condition and ameliorating their circumstances. However, they do not appear to have fully appreciated the benefits intended to be conferred, nor the multiplicity and magnitude of the obstacles that were surmounted in locating them to their new lands, although they in some measure must themselves have participated in the difficulties incident to the formation of an early settlement in the heart of an absolute wilderness. The colony is nevertheless making sensible progress in its improvements, and will doubtless in a few years be a valuable accession of industry, loyalty, and strength to the province.

## § II.—CENTRAL SECTION.—

### DISTRICTS OF HOME AND NEWCASTLE.

This section of the province embraces the districts of Home and Newcastle, which occupy a front of about one hundred and twenty miles upon Lake Ontario, extending from the head of the Bay of Quinté westward, to the line between Toronto and Trafalgar. Although less popu-

* The characteristic hospitality that distinguished our reception by the gallant chief, when in 1828 we were returning down the Ottawa, after having explored its rapids and lakes, as far up as Grand Calumet, we cannot pass over in silence. To voyageurs in the remote wilds of Canada, necessarily strangers for the time to the sweets of civilization, the unexpected comforts of a well-furnished board, and the cordiality of a Highland welcome, are blessings that fall upon the soul like dew upon the flower. "The sun was just resigning to the moon the empire of the skies," when we took our leave of the noble chieftain to descend the formidable rapids of the Chats. As we glided from the foot of the bold bank, the gay plaid and cap of the noble Gaël were seen waving on the proud eminence, and the shrill notes of the piper filled the air with their wild cadences. They died away as we approached the head of the rapids. Our caps were flourished, and the flags (for our canoe was gaily decorated with them) waved in adieu, and we entered the vortex of the swift and whirling stream.

lous than the tract of country composing the first part of the division which we have adopted, this portion of the province does not yield to it in point of fertility, and is equally well watered by numerous lakes, broad and beautiful rivers, and innumerable rivulets and brooks.

The Trent, which is the largest river flowing through it, issues out of Rice Lake, and taking a winding and circuitous course of about one hundred miles falls into the Bay of Quinté, near the village of Sidney, after receiving the waters of the Marmora and numerous other tributaries. The Otanabee, discharging itself, from the northward, into Rice Lake, might be considered a continuation of the Trent. It is a full, broad stream, navigable, as well as the Trent, for boats; and a spot, since called Petersborough, in the township of Monaghan, was selected on its western bank, eighteen or twenty miles north of Rice Lake, for the location of 2024 settlers sent out by government in 1825. It communicates from its source, in Trout Lake, with a chain of lakes stretching westwardly towards Lake Simcoe. From Balsam Lake, the last of this chain, a short portage is made to the source of Talbot river falling into Simcoe; thus opening an almost continued interior water communication between the Bay of Quinté and Lake Huron. But the rapids and cascades by which the navigation of the Severn, connecting Lake Simcoe with Huron, is interrupted, operate, in some measure, against the advantages that might be derived from so singular a fact. The route is, nevertheless, practised by *voyageurs*, by means of portages at the most dangerous passes of the river, which render available this abridged distance into Lake Huron.

The Nottawasaga, descending northward to Nottawasaga Bay, Holland, Mukketehsebé, Beaver, Talbot, and Black rivers falling into Lake Simcoe,—Credit, Etobicoke, Humber, and Don rivers, flowing into Lake Ontario, are the most worthy of particular mention. They in general abound with excellent fish, and especially salmon, great quantities of which are annually speared in the river Credit for the supply of the western country. Besides these rivers, a great number of "creeks" of considerable importance discharge their streams into the lake, fertilizing the lands through which they flow, and generally furnishing hydraulic

powers to work various descriptions of mills, chiefly applied at present to the purposes of grinding grain and sawing timber.

Lake Simcoe, situated in Home District, between Lakes Huron and Ontario, covers a surface of about 300 square miles, and is the most extensive interior lake of the Upper Province. Judging from the height of the frequent falls and cascades by which its outlet is broken, the elevation of its surface must be, at least, one hundred feet above the level of Lake Huron, and therefore much higher than that of Lakes Erie and Ontario. The project contemplated of linking Lakes Huron and Ontario, by canals, with Lake Simcoe, though not impracticable in itself, would, nevertheless, be attended with some difficulty, from the frequent lockage that would necessarily be required in a comparatively short distance. Yet there can be little doubt that, eventually, when the shores of Lake Huron are covered by a dense agricultural and commercial population, such a communication by water will be found of the highest utility in facilitating the intercourse between the settled parts of the colony. The lands in the vicinity of Lake Simcoe are remarkably fine, and, like most of the lands of the province, peculiarly easy of cultivation, from the depth of the soil and equality of the surface.

Rice Lake is about twenty-five miles long, and four or five miles wide. It lies nearly south-west and north-east, in the district of Newcastle, and about fifteen miles from the shore of Ontario. The name it bears is derived from the wild rice growing upon its margin; the grain is not, however, restricted to its shores, but is indigenous to that part of the country, and is frequently found in marshes, and upon the borders of lakes. It yields abundant food to quantities of wild fowl, and is gathered by the Indians, who beat it in their canoes, and apply it to their own uses, or dispose of it to the inhabitants. The exposed situation of York has frequently suggested a removal of the seat of government to some more defensible spot, and Rice Lake has not injudiciously been mentioned as offering superior advantages under that aspect. Rice Lake could easily be connected by a ship canal with Lake Ontario, and the capital being thus removed from the immediate frontier, and covered by the rising ground between the two lakes, which might be made a very effectual secondary barrier of defence, would be less open to

invasion, and therefore better calculated to be the depository of the public archives and records of the province. The lakes forming the chain, of which we have before spoken, are Balsam, Sturgeon, Pidgeon, Shemong, Shibauticon, and Trout. Several other small lakes are scattered over the country, which it would be too tedious to particularize.

In the front of Newcastle district, on the borders of Lake Ontario, the soil consists of a rich black earth; but, in the district of Home, the shores of the lake are of an inferior quality. The lands upon Yonge-street, which connects York with Lake Simcoe, are exceedingly fertile, but so destitute of stones as to create some inconvenience to the settlers. A sandy plain, of some extent, exists some distance north of Ontario, towards Rice Lake; but saving this, and probably one or two more comparatively insignificant exceptions, the soil of this tract of country is extremely fertile, highly conducive to agriculture, and yields luxuriant crops of wheat, rye, maize *, pease, barley, oats, buck wheat, &c.

The population of these two districts amounted, in 1824, to 25,901 souls, and had, in 1828, increased to 36,264 souls, being an accession of 10,363 inhabitants in four years, or an increase, in that period, of 40 per cent, which exceeds that of any other part of the province.

The front part of all the townships from Kingston to York are, with few exceptions, well settled; roads lead through them, from which, in many places, others branch off to the interior. At intervals, rather distant indeed from each other, there are a few small villages, the principal of which are Belleville, Coburg, Port Hope, Darlington, and Windsor; but single dwellings and farms are continually presenting themselves along the road, which is that followed by the mail. On the lands that are occupied great progress has been made in agriculture; the houses, generally speaking, are strong and well built; and the inhabitants appear to be possessed of all the necessaries as well as most of the comforts that a life of industry usually bestows.

The town of York, the infant capital of Upper Canada, is in latitude 43° 33′ north, and in longitude 79° 20′ west, exceedingly well situated in the township of the same name, on the north side of an excellent harbour.

* Called in Canada *Indian corn.*

In a military point of view, its position is weak and extremely vulnerable; yet, if judiciously fortified and competent works thrown up on the peninsulated beach in front, it might be capable of considerable resistance against an attack from the lake. It is very regularly laid out, with the streets running at right angles, and promises to become a very handsome town. The plot of ground marked out for it extends about a mile and a half along the harbour, but at present the number of houses does not greatly exceed four hundred and fifty, the greatest part of which are built of wood, but there are however many very excellent ones of brick and stone, and most of the numerous dwelling-houses annually added to the town are of the latter description. The public edifices are a government-house, the house of assembly for the provincial parliament, a church, a court-house, and a gaol, with numerous stores and buildings for the various purposes of government.

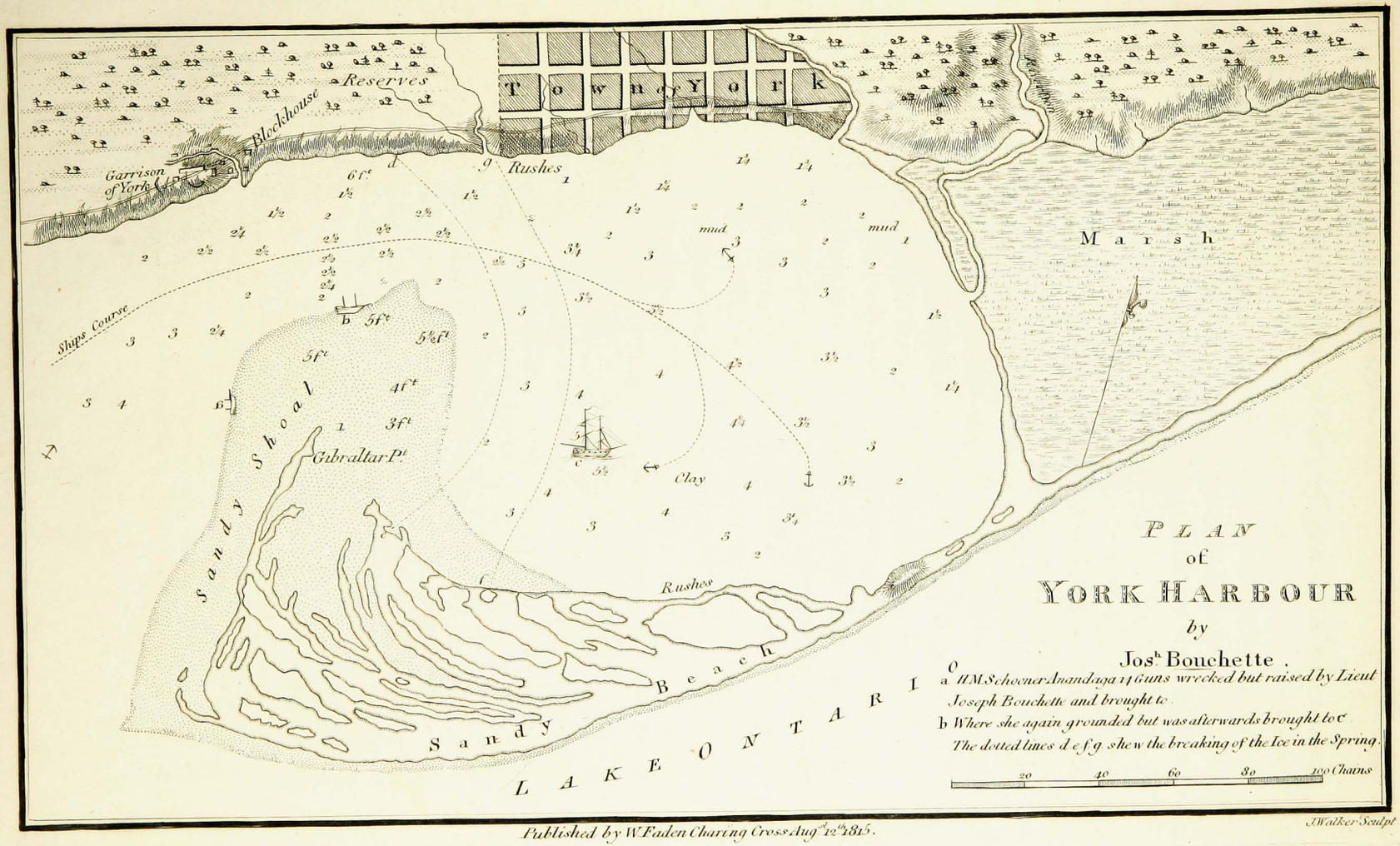
The new college stands immediately opposite the government-house, and comprises five neat brick buildings of two stories high. The centre building, appropriated exclusively to collegiate instruction, is eighty-two feet in length by eighty-five in depth, and surmounted by an elegant ornamental dome. The buildings forming its wings are respectively forty-five feet square, and are dedicated to the use of the principals, professors, and masters of the college. The lieutenant-governor of the province is, by virtue of his office, the visitor; the principal is the Rev. J. H. Harris, D. D., late fellow of Clare Hall, Cambridge; and vice-principal, the Rev. J. Phillips, D. D. of Queen's College, Cambridge. The avowed course of studies pursued comprises the "classics, mathematics, English composition, and history, writing and arithmetic, geography and French;" and it appears that pupils are not allowed to confine their attention to a part of the system laid down, to the exclusion of any of the subjects which it embraces. Such institutions are peculiarly interesting in a new country, and have long been among the *desiderata* of the province; they are, at the same time, a pledge that intellectual cultivation will go hand in hand with local improvements, and that whilst the industrious agriculturist and the enterprising trader are prosecuting their various meritorious pursuits and speculations, the youth of the colony will be receiving the benefits of collegiate education, the stepping-stone to

eminence in the learned professions, and an advantage no less valuable to the philosopher, the statesman, and the gentleman.

The new parliament-house, the emigrant's asylum, the law-society hall, the Scots kirk, and a baptist chapel are also conspicuous in the list of the recent improvements of the town, and are evidence of much public spirit and prosperity.

The garrison is situated to the westward of the town, at a mile distance. It consists of barracks for the troops usually stationed here; a residence for the commanding officer, now most frequently occupied by the lieutenant governor of the province; a battery and two block-houses, which together protect the entrance of the harbour. The space between the garrison and the town is wholly reserved for the use of government.

The harbour of York is nearly circular, and formed by a very narrow peninsula, stretching from the western extremity of the township of Scarborough, in an oblique direction, for about six miles, and terminating in a curved point nearly opposite the garrison; thus enclosing a beautiful basin about a mile and a half in diameter, capable of containing a great number of vessels, and at the entrance of which ships may lie with safety during the winter. The formation of the peninsula itself is extraordinary, being a narrow slip of land, in several places not more than sixty yards in breadth, but widening towards its extremity to nearly a mile: it is principally a bank of sand, slightly overgrown with grass; the widest part is very curiously intersected by many large ponds, that are the continual resort of great quantities of wild fowl; a few trees scattered upon it greatly increase the singularity of its appearance; it lies so low that the wide expanse of Lake Ontario is seen over it: the termination of the peninsula is called Gibraltar Point, where a block-house has been erected. A lighthouse, at the western extremity of the beach, has rendered the access to the harbour safely practicable by night. The eastern part of the harbour is bounded by an extensive marsh, through part of which the river Don runs before it discharges itself into the basin. No place in either province has made so rapid a progress as York. In the year 1793, the spot on which it stands presented only one solitary Indian wigwam; in the ensuing spring the ground for the future metropolis of Upper Canada was fixed upon, and the buildings commenced under the

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J. Walker Sculpt

immediate superintendence of the late General Simcoe, then lieutenant-governor, whose liberal and enlarged plans of improvement have materially advanced the welfare and prosperity of the province *. In the space of five or six years it became a respectable place, and rapidly increased to its present importance: it now contains a population of four thousand souls.

The parliament of the province annually holds its sittings here, as do all the courts of justice. Considerable advances have also been made in the commerce, general opulence, and consequent amelioration of its society. Being the residence of the chief officers of government, both civil and military, many of the conveniences and comforts of polished life are to be met with. Several newspapers are there printed weekly. The lands of the adjacent townships for several miles round are in a high state of cultivation, so that the market of the town is always well supplied. The pressure of the late war has been considerably felt here, as it was captured by the American army on the 27th April, 1813. They held it, however, only a few days; but in that time the government-house and all the public buildings and stores were burnt, after removing so much of their contents as could be conveniently carried off †.

* It fell to my lot to make the first survey of York Harbour in 1793. Lieutenant-Governor the late General Simcoe, who then resided at Navy Hall, Niagara, having formed extensive plans for the improvement of the colony, had resolved upon laying the foundations of a provincial capital. I was at that period in the naval service of the lakes, and the survey of Toronto (York) Harbour was intrusted by his excellency to my performance: I still distinctly recollect the untamed aspect which the country exhibited when first I entered the beautiful basin, which thus became the scene of my early hydrographical operations. Dense and trackless forests lined the margin of the lake, and reflected their inverted images in its glassy surface. The wandering savage had constructed his ephemeral habitation beneath their luxuriant foliage—the group then consisting of two families of Messassagas,—and the bay and neighbouring marshes were the hitherto uninvaded haunts of immense coveys of wild fowl: indeed they were so abundant as in some measure to annoy us during the night. In the spring following the lieutenant-governor removed to the site of the new capital, attended by the regiment of Queen's Rangers, and commenced at once the realization of his favourite project. His Excellency inhabited during the summer and through the winter a canvas house, which he imported expressly for the occasion; but frail as was its substance, it was rendered exceedingly comfortable, and soon became as distinguished for the social and urbane hospitality of its venerated and gracious host, as for the peculiarity of its structure.

† The defenceless situation of York, the mode of its capture, and the destruction of the

Immediately in the rear of the town is a very good road, called Yonge-street, that leads to Gwillimbury, a small village thirty-two miles to the northward, and thence five miles more to Cook's Bay, from which by Lake Simcoe there is a communication to Lake Huron. This being a route of much importance was greatly improved by the North-west Company, for the double purpose of shortening the distance to the Upper Lakes, and avoiding any contact with the American frontiers. The land on each side of it for a considerable depth is very fertile, and many settlements are already formed, where some of the farms are in a good state of cultivation. The advantage of this communication will be in some degree shown by the following recapitulation of it. From York to Cook's Bay, on Lake Simcoe, the distance is thirty-seven miles; the navigation through that lake and the River Matchedash up to the old trading-post on Matchedash Bay is seventy-seven miles more; making together one hundred and fourteen. A shorter route even than this is now formed by a road which was originally traced at the expense of the late North-west Company, from Kempenfelt Bay, on Lake Simcoe, to Penetengushene Harbour, opening into Gloucester Bay on Lake Huron, where a town plot has been laid out and a naval depôt established. This line of road being only twenty-nine miles reduces the distance from York to Lake Huron to eighty-eight miles, going by water from Cook's Bay into Kempenfelt Bay. Another small reduction might still be made by opening a road from Holland river up to the last-mentioned bay. By pursuing this route, the distance from York to St. Mary's Rapid, between Lake Huron and Lake Superior, is about four hundred miles; whereas by the circuitous one of Lake Erie and the river Ste. Claire it is full seven hundred: the importance of the communication is therefore obvious.

large ship then on the stocks were but too prophetically demonstrated in my report to head-quarters, in Lower Canada, on my return from a responsible mission to the capital of the upper province in the early part of April. Indeed the communication of the result of my reconnoitring operations, and the intelligence of the successful invasion of York, and the firing of the new ship by the enemy, were received almost simultaneously.

## § III.—WESTERN SECTION.—

### GORE, NIAGARA, LONDON, AND WESTERN DISTRICTS.

The western division of the organized parts of Upper Canada comprises four districts—Niagara, Gore, London, and Western. In 1824 it contained a population of 55,200 inhabitants, and appears by the census of 1828 to have increased in four years to 64,157, thus giving a ratio of increase of 16¼ per cent. during that period.

Situated between the parallels of 42° and 45° 30′ north latitude, it has the advantage of extending further south than any other portion of the British North American possessions, and hence enjoys in an eminent degree a superior fertility of soil and milder temperature of climate. But a correct idea of its meteorology is not to be formed, however, from the analogy of similar latitudes on the old continent; and it is not exactly to be assumed that the atmosphere of this part of the Upper Province is possessed during winter of as moderate a degree of rigour as that of the places situated under the same circles of latitude in Italy, or any other part of Europe. The climate of America is indeed essentially different from that of any other quarter of the globe; but to what precise physical agency so wide a dissimilarity is ascribable has not yet, it is believed, been very satisfactorily discovered, although various causes have been already assigned for it.

With the aid of a little fancy, the tract of country we are now describing may be shaped into a vast equilateral triangular peninsula, whose base, extending from Fort Erie to Cape Hurd on Lake Huron, measures 216 miles, and whose perpendicular, striking the Detroit river at Amersburgh, is about 195 miles. It is bounded to the north and west by Lake Huron, River and Lake St. Clair, and Detroit river; south by Lake Erie; and east by Niagara river, Lake Ontario, and the western limits of the district of Home. The surface it exhibits is uniformly level or slightly undulating, if we except a very few solitary eminences, and those parts of the districts of Gore and Niagara traversed by the ridge of elevated land traced in a previous chapter, the general altitude of which does not

exceed one hundred feet, although at some points it may approach very near three hundred and fifty. It is not, therefore, in a country so little variegated by hill and dale, and so utterly a stranger to the towering grandeur of the mountain, that sublimity of scenery is to be sought: yet the immense extent, magnitude, and beauty of its forests, and the prodigious vastness of its waters, are no insignificant sources of the sublime; whilst the exuberant fertility of extensive plains, the luxuriance of orchards recumbent with the weight of their delicious fruits, the graceful meanderings of full flowing streams, or the soft murmurings of more humble rivulets, added to the busy scenes of rural and thriving industry, cannot be denied eminently to possess the most interesting charms of the picturesque.

The variety of soils, and the diversity of their combinations, observable in these four districts, are by no means so great as might be expected in so extended a region. The whole tract is alluvial in its formation, and chiefly consists of a stratum of black and sometimes yellow loam; above which is deposited, when in a state of nature, a rich and deep vegetable mould, the substratum beneath the bed of loam being generally a tenacious gray or blue clay, which in some parts appears at the surface, and, intermixed with sand, constitutes the super-soil. This species and a sandy loam highly fertile in its properties are of more frequent occurrence in proceeding from the western district eastward, and appear to predominate in the districts of Gore and Niagara. The almost total absence of stones or gravel within the greatest arable depth is a peculiar feature of the generality of lands in the Upper Province, which has been felt as a serious inconvenience by the inhabitants in the progress of their rural improvements, whatever may be its probable advantage as facilitating some of the operations of husbandry. There are, however, numerous and extensive quarries of limestone to be found in most of the townships of these districts, that supply the farmers with excellent materials for building; the price of the quarried limestone fluctuating from five to fifteen shillings the toise. Freestone is also found, but in small quantities, and generally along the shores of the lakes.

The forests are remarkable for the sturdy growth, the variety, and the rich foliage of their trees. Out of the long list of their different

species, the following may be selected as being of most frequent occurrence: maple, beech, oak, basswood, ash, elm, pine, hickory, walnut, butternut, chestnut, cherry, birch, cedar, and pine, and their several varieties. The cedar and pine are much prized in consequence of their scarcity, particularly in the Western and London districts, where they are barely found in sufficient quantities to furnish materials for durable buildings and fencing enclosures. In the heart of these dense woods, and on the borders of rivers, extensive plains suddenly present themselves, that lay open to view a beautiful area of natural meadow, often expanding several thousand miles in extent, and delightfully relieved by occasional clumps of lofty pine, white oak, and poplar, agreeably clustered in the various vistas of the plain. In the neighbourhood of Long Point and on the banks of the Grand river are situated the most extensive of these vast and often fertile plains, which are generally in a flourishing state of cultivation. In the townships of Burford, Stamford, Niagara, Toronto, York, Dumfries, and Ancaster, broad and beautiful natural meadows are also to be found; but in general they are considered more prevalent in the London district than in any other section of the province.

These four districts are remarkably well watered by several large rivers and their various branches, intersecting the country in every direction, and generally affording exceedingly convenient means of internal conveyance, as they are for the most part navigable for light boats to very remote distances, and for river sloops and craft for several miles above their mouths. The rivers entitled to more particular consideration are the Thames, the Ouse or Grand river, the Welland or Chippewa, the Big Bear, and the Maitland.

The Thames, formerly called the Rivière à la Tranche, rises far in the interior, rather north of the township of Blandford; and after pursuing a serpentine course of about one hundred and fifty miles, in a direction nearly south-west, discharges itself into Lake St. Clair. It is navigable for large vessels as far up as Chatham, fifteen miles above its mouth, and for boats nearly to its source. A bar across its entrance is certainly some drawback; but as there is at all times sufficient water upon it to float small craft perfectly equipped, the resources of art would very easily pass those of a much larger burden. Camels, for instance, might

be used; or even common lighters, dexterously managed, would, as it is believed experience already has shown, prove adequate to the service. The river winds through a fine level country, highly fertile, and rich in every requisite for new settlements. Its banks present many fine plains and excellent natural meadows. The soil is principally a sandy earth, intermixed with large quantities of loam, and sometimes marl, under which is a substratum of clay; and the flats of the river annually acquire much richness from the overflowing of those parts of its banks, by which rich alluvial deposits are made upon the surface. The oak, maple, walnut, beech, and pine growing in its vicinity are of very superior quality. There are roads opened along its course, and on each side of it numerous scattered settlements down to Lake St. Clair; but the roads are rather neglected, from the preference generally given to the use of the river as a highway. The Delaware Indian village, and another of Moravian settlers, are situated on it. The last is about thirty-five miles from the mouth of the river, and is under the superintendence of missionaries from the Society of Moravian United Brethren, who maintain a chapel here. There are many Indian converts residing in it, whose peaceable conduct and general demeanour show some of the benefits derived from civilization. The village is surrounded by thriving corn-fields, and tillage has made considerable progress in its neighbourhood *.

About twenty miles further down the river is a small place called Chatham, very desirably seated at the junction of a large stream with the Thames: it is in a very centrical situation, and at the head of the ship navigation of the river. A dockyard might be advantageously established on the point of land formed by the confluence of the two streams, from whence vessels might be conveniently launched. London is situated in the township of the same name, on the banks of the main branch of the Thames, about ninety miles from the mouth of the river, and in a tole-

* These villages have acquired much celebrity as the theatre of the memorable battle fought on the 5th October, 1813, between the united British and Indian forces, under General Proctor and the Indian chief Tecumseh, and the army of the American general, Harrison. It was in this action that the famous Indian warrior fell, after maintaining, at the head of a few Indians, a most desperate engagement with the left wing of a mounted American corps, under the command of Colonel Johnson.

rably central position between the surrounding lakes. From the obvious analogy intended to be drawn between the local appellations of this part of the province and those of the mother country, it has been inferred that Governor Simcoe contemplated, at the time the surveys took place, the possibility, that London might ultimately become the metropolis of the colony. However improbable or visionary such a change may now appear, there is no anticipating the changes that the progressive and rapid improvement of the province may dictate; especially when it is recollected that the present capital is considered by many as untenable, whilst the interior position of London, and its numerous and improvable advantages, are admitted to give it a superiority under various aspects, although deficient as a shipping port, in which particular it yields altogether to York.

The Grand river is next in magnitude to the Thames, and takes its source in the interior of the country towards Lake Huron. It flows in a general south-easterly course, with very serpentine windings, and traversing a tract of the highest degree of fertility, discharges itself into Lake Erie at Sherbrooke, between Point au Barbet and Grand river Point. At its mouth it is upwards of nine hundred yards wide; but its access to large vessels is rendered difficult by a sand bar stretching across the entrance that fluctuates in its elevation, but upon which is generally found eight feet of water. The river is navigable for schooners about twenty-five miles above its mouth, and considerably farther up for large boats. It offers one of the few harbours that the north shore of Lake Erie affords; and might, if judiciously fortified, be rendered very safe and secure. Its banks abound with gypsum, which may be easily obtained from copious beds, and conveyed to any part of the extensive region the river traverses, by the convenient means its navigation allows. The lands on both sides of this beautiful river were originally appropriated exclusively to the Indians of the Six Nations; but part of them have since been laid out into townships. Villages of the various tribes are dispersed along its picturesque banks; and in ascending the stream, we come first to the Senecas, and then in succession to the Delawares, Mississagas, Onondagas, Tuscaroras, and Cayugas. The Mohawks, although not one of Six United Nations, have also several settlements upon the Grand

river, the largest of which contains about two hundred souls, and is situated about three miles below the ferry.

The Welland or Chippewa is a remarkably fine river, wholly unobstructed by falls, and flowing through the heart of the district of Niagara. Its source is in Binbrook, about fifty miles west of its junction with the Niagara river, nearly three miles above the stupendous falls of the latter river. It is about one hundred yards broad at its mouth, and for upwards of five and twenty miles varies in general depth from nine to fourteen feet. The stream is rather turbid, and appears to hold in solution a quantity of lime, that imparts to it a whitish colour, observable even below its discharge into the Niagara, as it flows apparently unmingled with the crystalline waters of that romantic river. It is connected, by elegant broad sloop canals, with Lake Ontario to the north and Lake Erie to the south, the canals being linked by a section of the river about ten miles in length, which is used as part of the communication, and forms one continued canal, from one lake into the other. This magnificent work of art and important commercial undertaking has but recently been completed, and in the early part of last August was thrown open for the ingress and egress of vessels. The Bull Frog, Lieutenant Jones ,R. N., was the first vessel that passed down the canal. The towing was so effectually performed by one horse, that in sixteen hours she descended through that section of the canal lying between the Welland river and Lake Ontario, and met on her way, an American schooner bound upwards. The efficiency and importance of this great work, in a commercial and military point of view, will be more particularly touched upon hereafter: it may be sufficient here merely to remark, that it must also serve essentially to benefit the settlements of the flourishing district it traverses, and give much additional value to landed property in its vicinity.

The Big Bear river, or "Creek," as it is usually styled, rises near the limits of the Huron tract, granted by the crown in 1826 to the Canada company, and falls into the Chanail Ecarté, one of the numerous channels of River St. Clair. Its course, which is not far short of one hundred miles, runs generally parallel to that of the Thames, to which, in the progress of its meanderings, it approaches at one point to within four or five miles distance.

River Maitland has not been completely explored. It appears to have its source towards the eastern limits of the Indian territory, lying on the eastern shores of Lake Huron; traverses part of that vast tract; and winding through the north section of the Canada company's territory, discharges itself into the lake, forming at its mouth Godrich Harbour.

The river Aux Sables winds singularly through the southern part of the Canada company's tract, and bending abruptly about ten miles above its mouth, and within 800 or 900 yards of the margin of Lake Huron, it runs parallel to the shore of the lake, into which its waters are discharged, at the angle of a tract of Indian reservations. A small lake, called Burrell, has an outlet to the river, and lies parallel to, and about three miles from, the coasts of Huron.

Considering the comparative infancy of the settlements of this section of Upper Canada, the numerous roads by which it is intersected, are evidence of the rapid improvement and prosperity of the country. Dundas Street, Talbot Road West, the Middle Road, Talbot Road East, Talbot Road North, and the road east from Port Talbot, along the shores of Lake Erie, along the Niagara, and the southern shore of Lake Ontario, to Dundas village, are the leading public roads, connecting the extremities of the settled parts of this section of the province. There are, besides, upwards of fifty other main, bye, and cross roads, several of which are of considerable length; the principal of these being, the roads leading to Galt and Guelph; the new routes opened by the Canada company to the town of Godrich, on the shores of Lake Huron; those between Burford and Malahide; between Brantford and Charlotteville; between Grimsby and Rainham; and several others.

Dundas Street, styled a military route, traverses Gore and London districts centrally, commencing at the capital, York, passing through the villages of Neilson, Dundas, Oxford, and London, and joining the road north of the Thames, which is opened along the banks of the river, down to its mouth in Lake St. Clair. By this road the mail passes between York and Dundas; and from the latter place a branch or by-post is despatched to the westward, by the Dundas route to Sandwich and Amherstburgh, and another to Galt and Guelph. The village of Dundas,

about forty-five miles from York, is prettily situated at the head of Burlington Bay, near the spot known by the name of Cootes' Paradise *. It is yet inconsiderable, as well as the other villages that have just been noticed; but from the advantages they all enjoy, of being on a post route, added to an excellent fertile locality, they must very soon increase in populousness and importance. Numerous settlements are scattered along this extensive road, which are emerging from the rudeness of primitive cultivation, and exhibit some appearance of agricultural success and rural comfort.

From Dundas the mail route lies through the village of Ancaster, the settlement at Stony Creek, and the villages of Grimsby and St. Catherine's, to Niagara. Ancaster contains a church, and about three hundred and fifty or four hundred inhabitants, and is most eligibly situated in the centre of a picturesque and champaign country, in a high state of cultivation. Indeed, the villages on this road generally are seated in one of the most diversified parts of the province, and are much relieved by some of those grateful varieties of surface that yield so many charms to the romantic scenery of more hilly regions. From Ancaster posts are forwarded to Brantford, Waterford, Simcoe, and Vittoria, and also to St. Thomas and Port Talbot, on the shores of Lake Erie.

Fort George, or Niagara, formerly Newark, but changed by law, in 1798, to its present appellation, occupies the west bank of Niagara river, opposite the old fort of the same name, on the American frontier. Its position, on the shores of Ontario, and at the mouth of the river,—that together form Mississaga Point, upon which a lighthouse has been erected,—is peculiarly advantageous; but its proximity to the frontier boundary lays it open to the depredations of foreign hostility, in the event of war. In December, 1813, at a period when the town seemed most flourishing, the American forces, under General M'Clure, of the

* This spot owes its name to the rhapsodic expression of an enthusiastic sportsman, who being here stationed, between Burlington Bay and a marsh to the westward, found the sport so excellent, as the game passed in heavy flights from the one to the other, that he dignified the spot, otherwise uninteresting, with its present deluding appellation. Major Cootes belonged to the British army

New York militia, barbarously set it on fire in abandoning the fort, and it was totally burnt to the ground *. Niagara has, however, risen from its ashes with astonishing rapidity, and is decidedly become one of the most thriving villages of the province. Its population in 1828 amounted to 1262 souls, and it will not now (1830) be overrated at 1500. It contains many neat houses, numerous shops, two or three respectable taverns, and has a market, held once a week, to which the farmers of the surrounding country bring their various produce. Nor is it divested of the means of suggesting public improvements in print, or of discussing foreign politics; two weekly newspapers, published in so infant a town, are positive evidence of a laudable spirit of literary emulation, as well as general advancement. Its harbour is remarkably good, and exhibits the gay scene of frequent arrivals and departures of sloops, barges, and steamboats from and to every part of the lake and the St. Lawrence, as low down as Prescott.

The fort is garrisoned by a strong military detachment, the appearance of which contributes greatly to the cheerfulness of the place, whilst the officers and the residents derive the mutual advantage of contributing reciprocally to their pleasures, by forming a small circle of society. Niagara was formerly the seat of government of Upper Canada; but Governor Simcoe, who resided there, having laid the foundation of York, transferred his residence to the latter place, which afterwards became the capital.

Queenston, in the southern part of the township of Niagara, and distant seven miles from Fort George, is pleasantly situated at the base of the romantic heights to which the village gives its name, and at the northern extremity of the portage, from the foot to the head of the Falls. The village contains a church, a court-house, and government stores, partly appropriated to the use of the Indian department, and a population of four or five hundred inhabitants. The lands around Queenston are in a very flourishing state of tillage; and the tame but highly beautiful

* It is but just to state, that this unjustifiable measure, greatly aggravated by the severity of the season during which it was adopted, was disapproved by the United States government, and declared unauthorized. Such a deed belonged not to this age, but to the barbarism of ancient warfare.

aspect of the fertile fields the eye surveys, is agreeably contrasted with dense foliage of distant forests, and the bold ridge rising majestically to the southward of the village, and stretching west and east across the deep and toiling stream of the Niagara river. Several steam-boats, most elegantly fitted up and with excellent accommodations, run regularly between this place, and York, and Kingston *.

The Queenston Heights have become famous in the annals of Canadian history, much less for the battle which was fought there on the 8th of October, 1812, than for the disastrous event to which it led. It was here that General Brock fell, whilst gallantly leading two companies up the hill against a superior force, strongly stationed on the heights. Shortly after this awful catastrophe, General Sheaffe arrived, and succeeding to the command, immediately collected all his effective forces, and making a judicious and spirited attack, completely routed the Americans, and took seven hundred and sixty-four prisoners.

The province still cherishes the memory of General Brock; and its patriotic inhabitants have erected on the heights, that were the scene of his gallant but fatal exploit, an elegant monumental column †, to perpetuate the fame of the hero, and to commemorate at once their regrets for his loss, and veneration for his virtues. He was president of the colony, and is now styled the "Hero of Upper Canada."

Immediately opposite Queenston is the rival village of Lewiston, on the American bank of the Niagara river. Both places are similarly circumstanced, from the position they respectively occupy at the corresponding extremities of the portages on either side of the Falls of Niagara. Queenston has hitherto enjoyed the advantage over Lewiston in its growth and consequence, but it is believed that the opening of the

* The FRONTENAC leaves Queenston and Niagara every Saturday, and Kingston every Wednesday. The QUEENSTON leaves the two former places on Thursdays, and the latter place on Mondays. There are also several steam-boats on the American side of the Lake Ontario.

† The vignette opposite page 60 gives a view of the heights and the monument. The column contains a spiral staircase, by which visitors may ascend to the gallery, near its summit. The prospect beheld from the gallery is truly commanding and grand. In October, 1824, the mortal remains of the deceased general and those of his aide-de-camp, Lieutenant-Colonel John M'Donell, were removed in solemn procession from Fort George, and deposited, with all military pomp and honours, in the vault of the monument.

Welland Canal will materially affect its prosperity, by transferring the carrying trade from the portage to the canal. Queenston, however, commands many valuable advantages, independently of the one of which it has been thus deprived: the fertility and beauty of the surrounding country, the excellence of its harbour, if such the Niagara may here be called, and the undiminished attractions of the splendid scenery in its vicinity, will always secure to it an eminent degree of interest, and insure its progressive aggrandisement.

Nearly four miles west of Queenston is the village of St. David, eligibly located on one of the leading roads from York to the head of Lake Erie, and on the borders of a small stream called Four-mile Creek. Six miles to the southward, branching off from the portage, is Lundy's Lane, the scene of a desperate but doubtful conflict on the 25th July, 1814, between the British forces, under Generals Riall and Drummond, and the American troops, commanded by Generals Scott and Brown. The proximity of the field of action to the prodigious Falls of the Niagara, must have awfully blended the muffled thunders of the cataract, with the loud din of battle.

The village of Chippewa is ten miles from Queenston, at the southern extremity of the portage, and occupies both banks of the Welland river, near the mouth of which, it is situated. It contains several neat houses, and about two hundred inhabitants: near it is a small fort, and also barracks for troops. The relative position of Chippewa, with regard to Queenston, renders both villages, in some measure, dependent upon the same causes of commercial prosperity, and both will inevitably be, to a certain degree, influenced, in the rapidity of their improvements and increase, by the changes that must take place in the direction of the trade, by the opening of the Welland Canal. Chippewa will, however, suffer the least of the two from such a circumstance, owing to the advantage it enjoys of being upon the banks of a navigable river, linked with, and, as it were, forming part of the canal itself. The Welland is in fact used as an eastern branch of the canal already, and is the channel through which produce passes to and from Buffalo.

On the opposite bank of the Niagara are situated the villages of Manchester and Fort Schlosher, the latter at the termination of the portage, occasioned by the Falls, on the American side. Between Chip-

pewa and Fort Schlosher, where the river is two miles and a half wide, a ferry is established just above the line where the strength of the current begins to ripple in its descent towards the Falls. The Bridgewater mills are on the banks of the Niagara, a few miles below the mouth of the Welland. A short distance from these mills, the western bank of the river discloses, a little above the water's surface, some very curious burning springs, that emit a highly inflammable gaseous vapour, which readily ignites on the approach of a lighted candle, and burns brilliantly for several minutes. The heat of these springs is stated to be so intense that it will cause water to steam, and, in some instances, even to boil; but the experiment itself has not come under our immediate notice.

The plains near the village of Chippewa, south of the river, have acquired historical celebrity, as the scene of the famous contest, gallantly maintained on the 5th July, 1814, by General Riall's army, against a superior American force, under the command of General Brown, aided by the troops under Generals Scott, Porter, and Ripley.

The distance between Chippewa and Fort Erie is sixteen miles; the road is excellent, and follows the sinuosities of the river, whose banks are low, but picturesque. The intervening country is remarkably fine, and in a very good state of cultivation; the lands along the road are generally held by Dutch farmers.

Fort Erie is the last place on the main post route, from the other extremity of the British dominions, at Halifax, but by-posts are forwarded from Ancaster, westward, to the remotest settlements of the province. The small village of Fort Erie, at the head of the river Niagara, occupies a rising ground of no great elevation, yet commanding a very extensive and interesting prospect. The fort is famed for the spirited resistance it offered, whilst under the American flag in 1813, to an obstinate siege by the British forces, commanded by General Drummond, during which several very gallant and sanguinary assaults took place. Several steam-boats ply upon Lake Erie between the fort and Amherstburgh, and up the Detroit to Sandwich and to Detroit, and as far as Michilimackinac, at the head of Lake Huron.

Bearing nearly north-east from Fort Erie, and on the opposite bank of the river, is the village of Black Rock, near which the great northern or Erie canal passes; and, about two miles to the southward of Black

Rock, on the shores of Lake Erie, is the thriving village of Buffalo, at the mouth of the creek of that name, and on the main stage road from Albany. It was one of those places that suffered from the measures of retaliation, adopted by the British army, after the total destruction of Niagara by the Americans, under Colonel M'Clure. Buffalo, however, from the advantages of its situation, at the junction of the Great Erie Canal with the lake, has since risen with astonishing vigour, to a populousness and importance, far superior to those it possessed before it fell a victim to the desolation of war. Many of its houses are elegant, and it contains two or three excellent inns.

Before passing from the consideration of the district of Niagara to the description of the settlements west of it, the peculiarly favourable geographical position it enjoys should not go unnoticed. Forming nearly an oblong square, bounded on three sides by navigable waters, and traversed centrally by a splendid canal, the access to all parts of it, is rendered extremely easy and inviting. The fertility of its soil and the congeniality of its climate, are not excelled in any district of the province, unless it be, probably, by the Western. The choicest fruits seem to be indigenous to its soil; peaches, nectarines, and apples are richly clustered on the branches of crowded orchards, and acquire a degree of perfection, equalled only on the luxuriant banks of the Detroit river. The sublimity of the views disclosed in the Niagara river, and the picturesque varieties of landscape produced by the Queenston heights, and occasional inequalities of surface, give the scenery of this district a decided superiority, over that of any other in Upper Canada.

The northern shores of Lake Erie, exclusively within the British dominions, are almost uniformly low and level, but irregular and broken by the projection into the lake of several elongated points, that have a considerable influence on its stream, and render its navigation more intricate than that of the other lakes. Of these projections, Point Abino, Long Point or North Foreland, Point aux Pins or Landguard, and Point Pélé or South Foreland, are the most prominent and conspicuous.

Point Abino is about nine miles to the west of Fort Erie, and forms a cove on its eastern side, affording safe anchorage for vessels. Ten miles west of Point Abino, an insulated sand hill rises conically from the shore,

which serves as a conspicuous landmark in the navigation of the lake. Passing beyond the mouth of the Grand river, and in front of the townships of Rainham and Walpole, we come to the small village of Dover, in front of the township of Woodhouse; and ten miles further to the village of Charlotteville, in the township of that name, and near Turkey Point. At the latter place, a spot was surveyed and planned out for a dock-yard, and a small fort has been built. Five miles north of Charlotteville, and in the same township, is Vittoria, a little village on the post road to Ancaster. Iron works are established at Charlotteville, that are adequately supplied with ore from the vicinity.

Long Point, or North Foreland, is a narrow peninsula, little more than one hundred and eighty yards wide at its broadest part, and stretching singularly into the lake from the south-west angle of Walsingham, eastward, to the distance of nearly twenty miles. It forms a deep blind channel or inlet, called Long Point Bay, at the bottom of which, when the waters are high, a passage for boats is open across the neck of land into the lake, through a small brook: when the waters are low, batteaux are easily hauled over the slender isthmus intervening.

Proceeding westward from Long Point, and passing near a group of sand hills upon the lake's borders, the road, which is opened the whole way from Fort Erie, goes through the small hamlet of Stirling, about thirty-six miles from the carrying place over the North Foreland, to Port Talbot, seven miles further west. Port Talbot is almost equidistant from the extremities of Lake Erie, and at the bottom of a sweeping bend of its northern shores, placing it at the broadest point of the lake. This was the spot selected in 1802 by Colonel Talbot, a member of the legislative council of the province, for the formation of a settlement which he had planned on a large scale, and has since, in a great measure, happily realized. Having obtained from his majesty's government a grant of one hundred thousand acres of crown land, under the specific condition of locating an actual settler to every two hundred acres of the tract, he courageously penetrated the dense forests of Canada, and at the above date laid the foundation of the colony which now bears his name. The Talbot settlement is spread over a considerable extent of country from the principle and policy that dictated the plan of its formation. With

a view of opening a communication with the settlements of the Detroit and the Niagara, the settlers were judiciously located to contiguous lands on the borders of two extensive roads, leading to the extremities of the lake, and upon another road leading into the back country, which has since been prolonged to Godrich, on the margin of Lake Huron.

The tract of country the settlement occupies is not excelled in fertility by any of equal extent in the province; and the inhabitants, emulating the example of their persevering leader, have industriously turned to account the advantages of their situation. Most of them have very good houses and barns, horses, horned cattle, hogs and sheep. In fact the settlement is populous, prosperous, and rapidly increasing, and is altogether a conspicuous instance of success in the history of colonization, that cannot fail to reward the generous exertions of its intelligent, but eccentric founder and promoter.

From Port Talbot one road leads to the village of St. Thomas, distant ten miles, and another to the Delaware Indian villages, and the well-known wilds called the Long Woods, on the Thames, distant thirteen or fourteen miles.

About thirty-five miles west of Port Talbot, in front of the township of Harwich, is Point aux Pins, or Landguard, which embays a surface of water fully equal to eight square miles, that communicates with the lake through a small outlet. The anchoring-ground to the westward of the point is good; but it is not properly ascertained whether the bay within it is accessible to the lake vessels, and capable of keeping them afloat. Roads lead from this Point to Chatham, on the Thames, and to the Indian village, on Great Bear Creek.

Point Pelé, or South Foreland, lies fifty-two miles nearly southwest of Landguard, and extends nearly nine miles due south into the lake. The bay formed by it on the west is called Pidgeon Bay; and another on the east side affords good anchorage. The distance from this point to the mouth of Detroit river is thirty miles.

Amherstburgh, in the township of Malden, about three miles up the eastern side of Detroit river, contains nearly two hundred houses, a church, court-house, and gaol, many good shops, and a population exceeding twelve hundred souls. It is decidedly one of the most delightful

towns of the province; and, from the wealth and respectability of its inhabitants, is by no means a stranger to the pleasures of good society and the charms of social refinement. Amherstburgh was a frontier post and naval depôt during the war; but the military works, dock-yard, and stores were destroyed by the English in 1813, when they were forced to evacuate it by an overwhelming American force. There is a very safe and convenient harbour, with good anchorage in three and a half fathoms. The works have been partly restored, and a military detachment is kept in garrison there, a sub-division of which is stationed on Isle au Bois Blanc. Its situation is extremely picturesque; the country around perfectly exuberant with richness and fertility; and the climate most salubrious and invigorating, notwithstanding the intensity of the heat during some parts of the summer. Indeed, the banks of the Detroit river are altogether peculiarly favoured by nature: they stand unrivalled, if equalled, in Upper Canada, for the generous luxuriance of their soil, the crystalline beauty of the streams by which they are watered, the cerulean purity of the skies, and the deliciousness and delicacy of the fruits the orchards produce in the most abundant profusion. Peaches, pears, plums, apples, nectarines, and grapes are produced in the highest degree of perfection, and seem far more the spontaneous offsprings of a congenial earth and atmosphere, than the result of horticultural cultivation, which is, in general, rather neglected. The rivers abound with a variety of excellent fish, and the marshes and woods with a still greater diversity of game; whilst the numerous orchards, loaded with their impending treasures, and skirting the main road a short distance from the banks of the Detroit, re-echo with the shrill, sweet, and merry notes of thousands of wild warblers.

The settlements in this part of the Western District, the most remote of any in the province, originated when Canada was yet under the dominion of France, and are therefore composed chiefly of French Canadians. The distribution of the lands in narrow elongated slips, the consequent contiguity of the farms, the mode of cultivation, and the manners of the people are strongly contrasted with the same features in the other settled parts of Upper Canada; but they bear so striking an analogy to the character of the seigniorial settlements in the sister pro-

vince, that it would be easy to fancy ourselves in one of its many flourishing parishes, were it not for the superiority of the Detroit fruits that would dissipate the illusion.

Fourteen miles beyond Amherstburgh, pursuing the course of the river, stands the town of Sandwich, containing 140 or 150 houses, a church, distinguished by the appellation of the Huron Church, a court-house, and gaol. There are wharfs along the river side, where vessels may be safely moored during the winter. Opposite Sandwich is the American village of Detroit. The surface of the Detroit is almost annually frozen over in winter, and then affords a convenient communication with the American settlements on the other bank, and with those at the upper and lower regions of the river. From Sandwich, the Middle Road takes its departure east; and a branch of it leads down to Belle Point, on Lake Erie, from whence a traverse-road strikes the borders of Lake St. Clair. The lands on this lake are laid out into townships, but not yet settled: however, they are not likely to be long uninhabited, as their establishment promises to be accelerated by the progressive extension of the settlements of the Canada Company on the shores of Lake Huron. Beyond these there is no cultivated land; and the northern shores of Huron and the borders of Lake Superior remain in their pristine state of wilderness, except where occupied by a straggling fur-trading post, established by the late North-West Company. Fort William, at the head of Lake Superior, is by far the most important of any of these posts, and the only one, on this side the height of land forming the boundary of Hudson's Bay territory, deserving particular notice. The village, which was the head-quarters of the late company, is remarkable as the scene upon which Lord Selkirk came in immediate collision with several of the most distinguished members of the north-west, during the height of the trading and territorial feuds between the rival companies.

## GENERAL STATISTICAL SUMMARY.

The subject of population is decidedly one of the most important branches of political economy; and its fluctuations are, perhaps, the best pulse of a state, from the knowledge of which its decline or prosperity may be fairly inferred. It is, however, a subject but too generally

neglected in the early establishment of colonies; and although not wholly overlooked in Upper Canada, has been so loosely attended to as to produce results much less satisfactory than would be desirable. The first British settlements of the province are not referable to a period anterior to 1783; but, previous to that date, a few comparatively insignificant French colonies had been established on the banks of the Detroit, and at one or two other places on the St. Lawrence. In 1811 the population, calculated from the data given by the assessment returns made to the provincial legislature, amounted to nearly seventy-seven thousand souls; and thirteen years after, a set of district returns, deduced from more correct sources, was laid before the government, and furnished the following result:

*General Return of the Population of Upper Canada as per District Returns made in* 1824.

| Districts. | Under 16. | | Above 16. | | Total. |
|---|---|---|---|---|---|
| | Males. | Females. | Males. | Females. | |
| Eastern | 2,908 | 2,727 | 4,799 | 4,445 | 14,879 |
| Ottawa | 564 | 550 | 915 | 531 | 2,560 |
| Johnstown | 3,738 | 3,472 | 4,147 | 3,384 | 14,741 |
| Bathurst | 2,441 | 2,304 | 2,832 | 2,544 | 10,121 |
| Midland | 6,861 | 6,637 | 7,927 | 6,270 | 27,695 |
| Newcastle | 2,335 | 2,263 | 2,653 | 2,041 | 9,292 |
| Home | 3,980 | 4,227 | 4,611 | 3,791 | 16,609 |
| Gore | 3,581 | 3,135 | 3,257 | 3,184 | 13,157 |
| Niagara | 4,572 | 4,238 | 3,584 | 5,158 | 17,552 |
| London | 4,581 | 4,403 | 4,704 | 3,851 | 17,539 |
| Western | 1,785 | 1,650 | 1,964 | 1,553 | 6,952 |
| | 37,346 | 35,606 | 41,393 | 36,752 | 151,097 |
| | Total number of Males, | | | | 78,739 |
| | Females, | | | | 72,358 |
| | Less Females, | | | | 6,381 |

By this statement we perceive an increase in thirteen years of seventy-four thousand and ninety-seven souls, making the population in 1824 nearly double that of 1811. To the great influx of emigration to the province from the United States and Great Britain is attributable this rapidity of increase, as it appears to have been during this interval that its tide was directed principally to that colony.

*Statement of the Population of Upper Canada in* 1826, 1827, *and* 1828, *deduced from the Returns and Census of those Years, and showing the annual Increase.*

| Districts. | 1826. | 1827. | 1828. | Increase in 1827. | Increase in 1828. | |
|---|---|---|---|---|---|---|
| Eastern | 17,099 | 18,368 | 18,165 | 1,269 | 203 dec. | |
| Ottawa | 3,009 | 3,133 | 3,732 | 124 | 599 | |
| Johnstown | 15,354 | 16,719 | 17,399 | 1,365 | 680 | |
| Bathurst | 11,364 | 12,207 | 14,516 | 843 | 2,309 | |
| Midland | 29,425 | 30,000 | 31,293 | 575 | 1,293 | Inc. 9,670 |
| Newcastle | 12,017 | 12,283 | 13,337 | 266 | 1,054 | Dec. 203 |
| Home | 19,000 | 21,995 | 22,927 | 2,498 | 1,429 | |
| Gore | 13,020 | 15,483 | 15,834 | 2,463 | 351 | 9,467 |
| Niagara | 19,059 | 19,500 | 20,177 | 441 | 677 | |
| London | 16,822 | 18,912 | 19,813 | 2,090 | 901 | |
| Western | 7,533 | 7,956 | 8,333 | 423 | 377 | |
| Total, | 163,702 | 176,059 | 185,526 | 12,357 | 9,467 | |

These returns are admitted to be, and indeed were, obviously prepared with little attention, as is manifested by the decrease stated to have taken place in the district of Niagara, in direct contradiction with the inferences to be drawn from the demand for new lands in 1827 and 1828, which produced the surveys of the townships of Walpole and Rainham. But assuming the table to be correct—and it is sufficiently so for general purposes—the population of the province appears to have increased from 1826 to 1827 in the ratio of eight per cent. nearly *, and from 1827 to 1828 in the ratio of five per cent. and a fraction, giving a mean ratio of increase for two years about six and a half per cent. Increasing in the latter progression, the population would double itself in about fourteen years and a half. But it must since 1828 have advanced to even a higher ratio, from the unparalleled tide of emigration directed to the province, by the united efforts and encouragement of the government and of the Canada Company. The province now contains a population probably not far short of 215,000 souls. Of this number about 35,000 men are enrolled in the militia, which is organized into fifty-six battalions, composing the constitutional military strength of the country.

* What proportion of this large increase is natural, and what adventitious as arising from emigration, we have no satisfactory means of distinguishing here; but there is no doubt much of it is ascribable to the latter source.

If the population of Upper Canada be viewed in relation to the total superficies of the province, it will be found to bear but a slender proportion of inhabitants to each square mile; but when compared with the area of land under actual cultivation its density will become apparent. In 1828, when the whole population amounted to 185,526 inhabitants, the number of acres under agricultural improvement did not exceed in round numbers 570,000; and we have thus a proportion of three acres and about one-sixteenth for the sustenance of each individual, or—admitting the usual number of six to a family—eighteen acres and two-eighths for the support of each family.

The following table, deduced from the same district returns, will convey a more defined idea of the statistics of seven out of eleven districts:

*Table of Rateable Property and Assessments for* 1828 *of Seven Districts in Upper Canada.*

| Description. | Western. | London. | Gore. | Home. | Newcastle. | Johnstown. | Ottawa. |
|---|---|---|---|---|---|---|---|
| Acres cultivated ... | 25,675 | 77,229 | 36,539 | 78,868 | 28,276 | 55,239 | 9698 |
| Acres uncultivated | 154,700 | 412,498 | 175,652 | 374,038 | 204,475 | 241,970 | 60,617 |
| Amount of Rateable Property ..... | £112,850 | £272,761 | £265,216 | £328,387 | £263,461 | £217,346 | |
| Assessment to be levied ..... | £470 | £1136 | | £1407 | £924 | £1811 | £170 |
| Horses ..... | 1617 | 2201 | 2626 | 2888 | 1316 | 2244 | 354 |
| Horned Cattle..... | 6640 | 16,756 | 14,387 | 16,282 | 7679 | 11,612 | 1990 |
| Grist and Saw Mills | 13 | 105 | 112 | 121 | 52 | 70 | 15 |
| Pleasure Carriages | 101 | 26 | 212 | 74 | 39 | 57 | 7 |

In 1824, when similar returns were made, the total valuation of assessed property in the province, on which the rate of *one penny* in the pound is collected for the public fund of the several districts, amounted to 1,969,074*l.* 13*s.* 1*d.* Halifax currency. The numerous improvements that have since then taken place must have amazingly increased that amount, from the magnitude of which a tolerably correct estimate may be formed of the intrinsic value of the colony.

In taking a general and comprehensive view of Upper Canada, and glancing retrospectively to what it was fifteen years back, the accelerated march of its prosperity and improvement is remarkably striking. Within that period, the mass of the country has been surveyed, settlements formed in almost every township, and towns and villages have sprung up with extraordinary energy, in various directions. Canals of an elegance and utility, and of dimensions * unrivalled, if equalled, on this continent, have been opened through the province. The Welland and the Rideau canals remove from the frontier, the internal communication by water, from the remotest British settlements of the St. Lawrence, to the sea. The Bulington and Desjardins canals afford important advantages to the fertile district in which they are situated.

The navigation of the lakes and rivers has undergone the greatest amelioration. Eight or ten steam-boats, some of them of great elegance, now form several complete and convenient lines of communication between the remote parts of the country. Manufactures and mechanics have also made considerable progress; coarse linens and woollen cloths are successfully manufactured for domestic use by most good farmers; and manufactories of iron are established at Marmora and Charlotteville. Saw and grist mills (there are upwards of five hundred of them), distilleries and breweries, are to be found in all the settled parts of the province. The principal towns in most districts contain proper public buildings, such as churches, court-houses, gaols, warehouses, &c.

At York, a provincial bank is established under legislative authority, with branches at Kingston and Niagara. District schools, under the general superintendence of a board, and the immediate direction of trustees, are established throughout the province; and a college, upon the principle of similar institutions in England, has been founded and recently opened in the capital of the colony. The learned professions—the members of which are in general numerous—have also their ornaments; and eight or ten presses issue weekly newspapers, for the most part very intelligently edited, and circulating widely through the pro-

* Understood as to breadth and depth. The Grand Erie canal is infinitely longer than any of these; but it is only calculated for vessels of inferior burden.

vince. Post towns are frequent, and afford conveniently the means of communication with celerity and safety.

In fact, Upper Canada is rising in a large geometrical ratio into agricultural and commercial importance; nor can we, in thus contemplating its rapid prosperity, forbear attributing it as well to the ability and efficiency that has almost invariably distinguished the administration of its government, as to the great natural energies and resources of the country.

## CHAPTER V.

The Canada Company.—Act of Incorporation.—Lands of the Company.—Godrich.—Guelph.—Benefits to Upper Canada.

In the future history of the colonization of Upper Canada, the incorporation of the Canada Company will form a conspicuous epoch. The comprehensive magnitude of their judicious plans of settlement, and the promptness, intelligence, and vigour with which they were carried at once into effect, have given a prodigious impulse to the physical and moral energies of the province. Entailing enormous expenses in its consummation, the scheme of successfully throwing open a vast territory for the reception of a dense emigrating mass, could only fall within the reach of an opulent association, whose funded resources, like those of the Company, were commensurate with the broad scope of the undertaking.

On the 19th of August, 1826, the Canada Company was incorporated by royal charter, under the provisions of the 6th Geo. IV. chapter lxxv., the title of which is "*An act to enable His Majesty to grant to a Company to be incorporated by charter, to be called 'The* Canada Company,' *certain lands in the province of* Upper Canada; *and to invest the said Company with certain powers and privileges; and for other purposes relating thereto.*" After reciting the 31st Geo. III. chap. xxxi. by which the reservations for the crown and clergy in the Canadas are created, and stating that "divers persons had united together to establish a Company for purchasing, improving, settling, and disposing of lands in Upper Canada," and that a capital of one million sterling had been subscribed, upon which ten per cent. had been paid by the subscribers, the act authorizes His Majesty to grant a charter of incorporation, and to sell one moiety of the clergy reserves of the province to the Company, the proceeds of which sale are to represent the lands, unless His Majesty deem

fit, to reappropriate an equal quantity of land for the same purposes. The shares are then declared to be personal estate, and liable to forfeiture by the subscribers, in the event of default in the payment of *calls*, within six months after they shall have been made; the shares being further declared to be unsaleable until such calls are paid. The Company is then authorized under certain restrictions to hold lands in any part of His Majesty's dominions, and is restricted to a certain form of conveyance *. After verification at Westminster, the act is required to be registered in Upper Canada, and is declared a public act.

Under the sanction of their incorporation, the Company † entered immediately into extensive contracts with His Majesty's government for the purchase of reserves and other large tracts of crown lands in the province of Upper Canada. By these purchases the Company became possessed of upwards of two millions three hundred thousand acres, one million three hundred thousand of which, they hold in dispersed tracts of two hundred, two thousand, and ten thousand acres, and also in a few cases of blocks containing from twelve thousand to forty thousand acres. The residue, amounting to one million acres, composes one vast section of territory on the shores of Lake Huron, known by the denomination of the Huron tract, which was granted in lieu of the moiety of the clergy reserves scattered through the various townships of the province.

The consideration given to government by the Company for such

* *Form.*—" We, the Canada Company, incorporated under and by virtue of an act made and passed in the sixth year of the reign of His Majesty King George the Fourth, intituled *An act to enable His Majesty to grant to a Company, to be incorporated by charter, to be called 'The* Canada Company,' *certain lands in the province of* Upper Canada, *and to invest the said Company with certain powers and privileges, and for other purposes relating thereto,* in consideration of the sum of to us paid, do hereby grant and release to all and all our right, title, and interest to and in the same and every part thereof, to have and to hold unto the said and his heirs for ever."

† The following is a list of the Directors:—Charles Bosanquet, Esq. Governor; Edward Ellice, Esq. M. P. Deputy-Governor; Robert Biddulph, Esq.; Robert Downie, Esq. M. P.; John Easthope, Esq. M. P.; Charles Franks, Esq.; John Fullarton, Esq.; William T. Hibbert, Esq.; John Hullett, Esq.; Hart Logan, Esq.; James Mackillop, Esq.; Martin T. Smith, Esq.; Henry Usborne, Esq. Auditors:—Thomas S. Benson, Esq.; Thomas Poynder, jun. Esq.; Thomas Wilton, Esq.; John Woolley, Esq. Secretary:—N. S. Price, Esq. The office of the Company is kept at No. 13, St. Helen's-place, Bishopsgate, London.

extensive and valuable possessions, will best appear from the following statement, laid by the Lieutenant Governor of Upper Canada before the provincial legislature.

*Statement of annual payments made, and to be made to His Majesty's government by the Canada Company, under an agreement concluded on the 23rd May,* 1826.

| | | *Sterling.* |
|---|---|---|
| In the year commencing | 1st July, 1826, | |
| and ending | 1st July, 1827, | £20,000 |
| In the year ending the | 1st July, 1828, | 15,000 |
| | 1st July, 1829, | 15,000 |
| - | 1st July, 1830, | 15,000 |
| - - | 1st July, 1831, | 16,000 |
| - | 1st July, 1832, | 17,000 |
| - - | 1st July, 1833, | 18,000 |
| - - | 1st July, 1834, | 19,000 |
| - - | 1st July, 1835, | 20,000 |

And thereafter the sum of £20,000 annually until sixteen years shall have expired from 1st July, 1826.

Thus, at the expiration of the stated period of sixteen years, the sum that shall have been received from this source, by government, for its wild lands in that colony, will be 295,000*l.* sterling.

Out of the large annual and increasing sums now paid by the Company, the expenses of the civil list of the province are in a great measure appropriated *, leaving at the same time considerable surplus sums, ap-

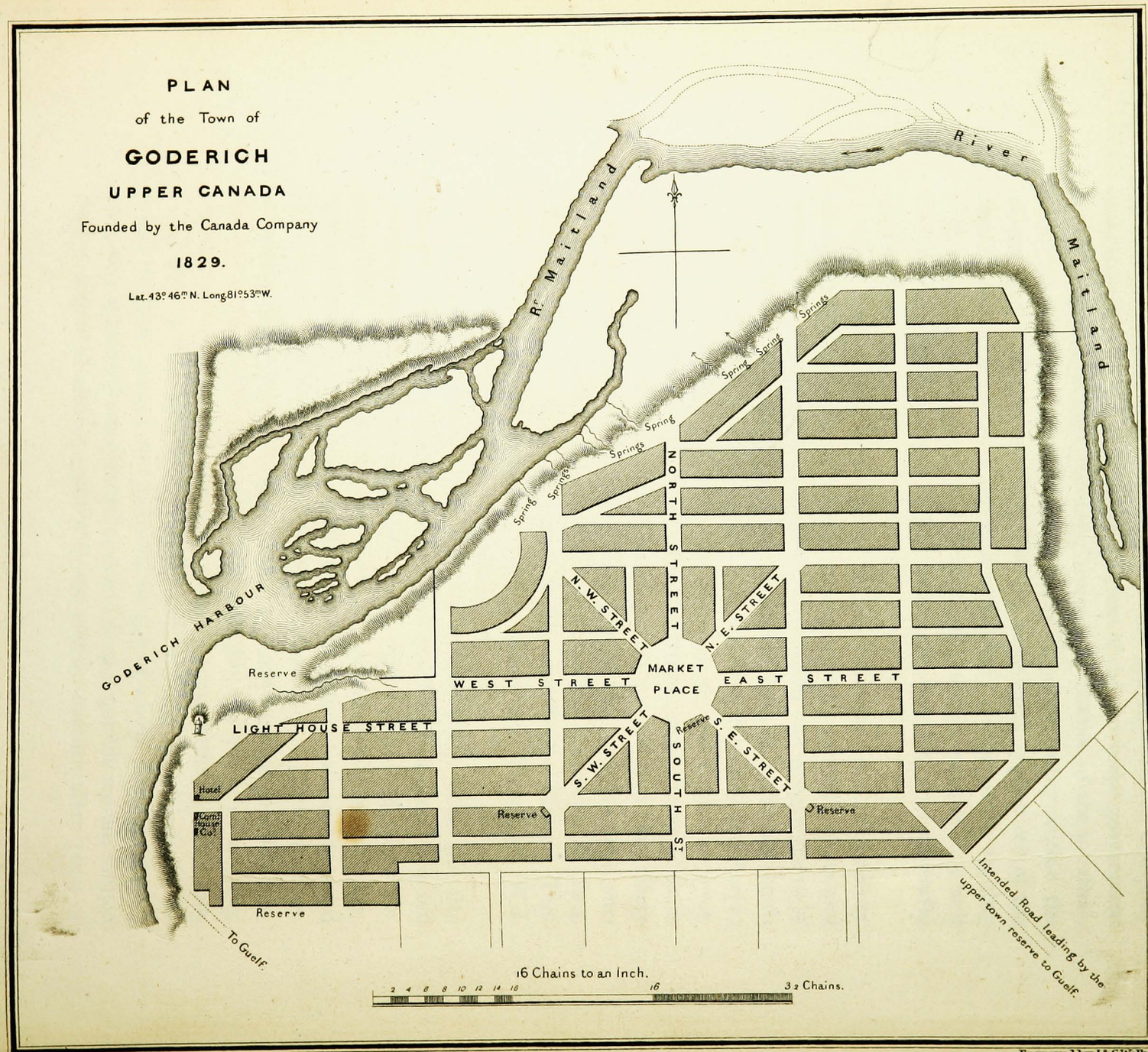
* Yearly payments out of Canada Company's funds:—Administration of justice.

| | *Sterling money.* |
|---|---|
| To the Lieutenant Governor - | £3000 |
| The Chief Justice - - - - - | 1500 |
| One Puisne Judge - - - - - | 900 |
| Ditto - - - - - - | 900 |
| Surveyor General - - - - | 300 |
| Five Executive Councillors - - - | 500 |
| Clerk of the Crown and Council - - - | 200 |
| Receiver General - - - - - | 300 |
| Secretary and Registrar - - - - | 300 |
| Attorney General - - - - - | 300 |
| Solicitor General - - - - - | 100 |

plied to purposes of local improvement. By the contract the Company is authorized to expend, under the sanction of the provincial government or of the colonial secretary of state, upwards of 45,000*l.* of the purchase-money, towards the construction of works of public utility, within the Huron tract, which, independently of the large sums applied out of the corporation's own funds, is the most satisfactory pledge of the rapidity with which its amelioration and settlements must increase, as it is well known that capital judiciously laid out, is the very hinge of successful colonization.

The Huron tract, which is the largest collective mass of territory belonging to the Company, is nearly triangular in its general outline, and extends about sixty miles along the south-eastern and eastern shores of Lake Huron. It is bounded to the southward by a tract of waste lands of the crown, and the townships of Lobo, London, Nissouri, and Zorra; and to the north-east by unsurveyed crown lands and Indian reserves. It lies between 43° 10′ and 43° 53′ of north latitude, about forty miles, at its nearest point, from the head of Lake Ontario, and not more than thirty miles from the borders of Lake Erie. The whole tract has been surveyed, and subdivided into twenty townships, viz. Colborne, Hullett, Mackillop, Logan, Ellice, Easthope North, and South, Downie, Fullarton, Tucker Smith, Biddulph, Usborne, Blanshard, Bosanquet, Williams, M'Gillivray, Stanley, and Godrich.

The general surface of this territory is remarkably level, and frequently presents rich natural meadows and excellent pastures. The soil chiefly consists of a deep, rich, black loam, with a subsoil of clay intermixed with sand, which, in point of facility of cultivation and fertility, does not probably yield to any in the province. The forests are composed of the most valuable and useful timber, and are not of that almost impenetrable thickness, that in general characterizes a Canadian wilderness, but are so disposed as to diminish considerably the labour of clearing, which is one of the preliminary operations of a new settler. The maple, beech, elm, and basswood are the predominant species of trees to be found in these forests; the perennial foliage of which, decaying during successive ages, has formed on the surface a deep vegetable mould, endued with a degree of richness, that will not require manure after years of




Reduced by F. Cattlin.

Engraved by J. & C. Walker.

cultivation, and would almost defy exhaustion. The maple, in both provinces, is a source of essential profit to the farmer, from the copious supplies of sugar he derives from it, by the most simple process, and with the least possible labour and expense.

The soil is well watered by the river Maitland, a large branch of the Thames and its tributaries, the river Aux Sables, and numerous rivulets and brooks. Fresh springs abound throughout the tract, and salt springs are frequent. The rivers are partially navigable, and are well adapted to the erection of mills; indeed many of the minor streams are equally capable of working machinery, and offer many sites where grist and saw mills, carding and fulling mills, might conveniently be built.

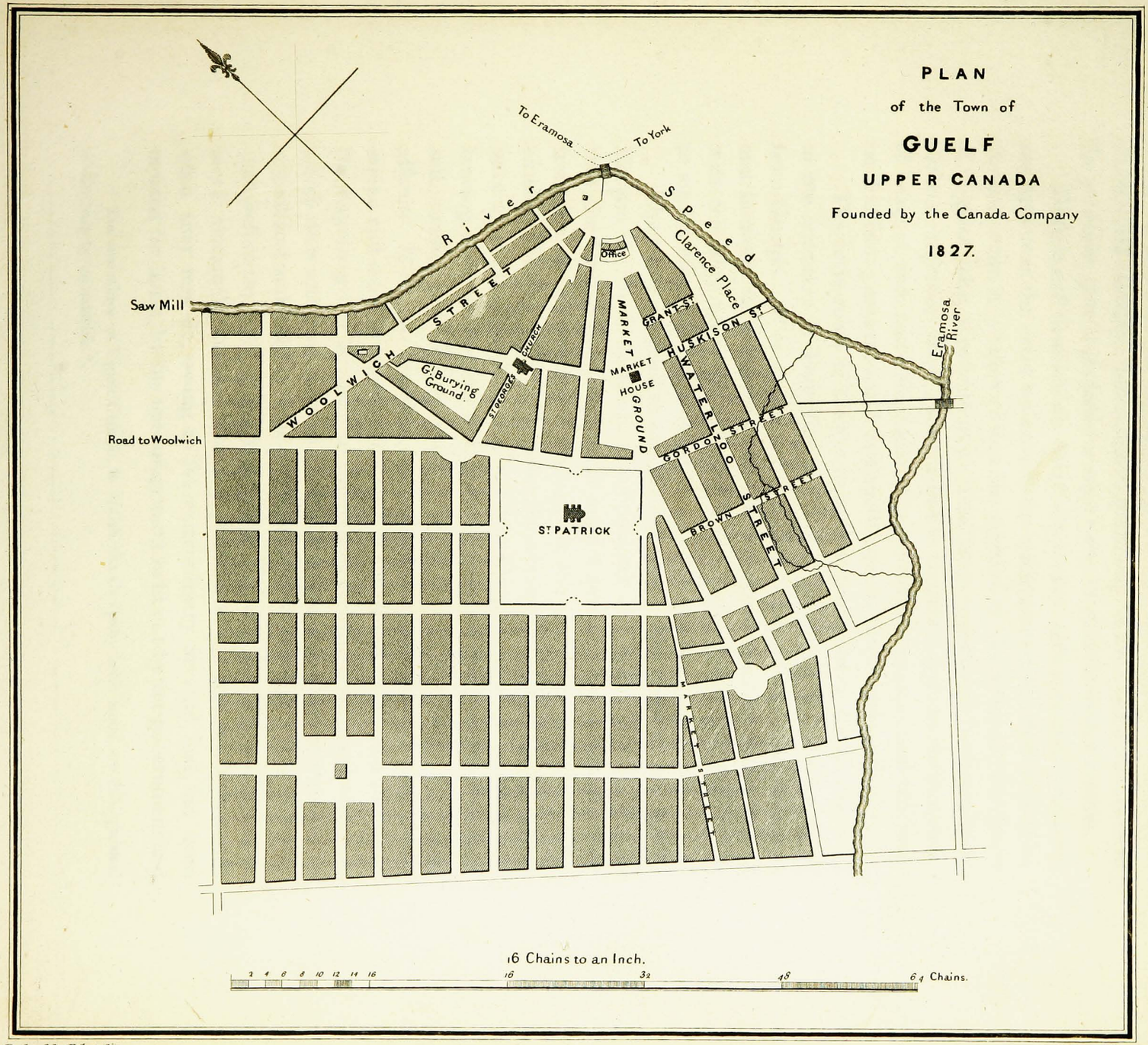
In the township of Godrich, a town has been laid out on the borders of Lake Huron, and at the mouth of the river Maitland, from which a road is opened to join Talbot Road North, and another has been traced, communicating eastward through Wilmot and Guelph, with the head of Ontario. The town is very judiciously planned, and peculiarly well situated, upon the elevated shores of the lake, and on the southern side of the harbour formed by Maitland river. This harbour is capable of affording safe shelter to vessels of two hundred tons' burden, and is well calculated to admit hereafter of the construction of quays, to facilitate the loading and unloading of produce and merchandise. The river Maitland, of which a partial description has been given in a preceding chapter, affords of itself many important advantages, arising out of the numerous sites that it presents for the erection of mills of every description, and likewise from the excellence of the fish with which it abounds. The lake is equally well stored, and yields especially great quantities of sturgeon. The broad expanse of its beautifully transparent waters, whilst it adds to the interest of the locality, and favourably influences the atmospheric changes, affords an advantageous means of forwarding and receiving goods, to and from the lower extremities of the province, through the straits, lakes, and canals, by which, in fact, an uninterrupted water communication is opened to the Atlantic Ocean.

Thus circumstanced, it is impossible not to contemplate an early period at which Godrich must acquire a considerable degree of commercial consequence; especially when the exertions of the Company,

hitherto successful, are duly estimated. When, at no very remote date, the interior of the Huron tract will be thickly inhabited—and it is capable of sustaining a population of eighty thousand souls and upwards—its produce will naturally find its way to Godrich, as the focus of that section of country; whilst the manufactured supplies of the settlements would, from the advantages of the navigation to that town, be constantly forwarded to the interior through the same quarter. The town, although not yet two years in existence, contains upwards of three hundred inhabitants; and this number is daily increasing. A tavern is now opened, a saw-mill erected, and a grist-mill in progress: the immediate erection also of a brewery and distillery is contemplated. In fact, no incipient colony ever promised to rise in the same ratio of importance, or to become more flourishing, within a comparatively brief lapse of time. It will be a competitor for rapidity of growth with By Town and Guelph, that have risen mushroom-like above the surface, and are both now populous and improving places.

The town of Guelph is, as it were, the capital of another extensive tract belonging to the Company, covering in superficies about forty thousand acres, and situated in the county of Halton, district of Gore. The town was founded under the direction of a distinguished literary character, John Galt, Esquire, the first secretary to the Company, on St. George's day, at so late a date as 1827, and now contains upwards of one hundred dwelling-houses, several shops and taverns, and seven or eight hundred inhabitants, amongst whom are found tradesmen and mechanics of every description requisite in an infant settlement. A grist and saw-mill have been for some time in operation: a school-house has just been erected, and a teacher appointed, who is already intrusted with the education of thirty or forty children: a printing-office also is now established. The town is well situated upon the river Speed, which falls into the Eramosa, a branch of the Grand river, and through it communicates with Lake Erie. The streets are numerous and judiciously laid out: part of them are concentric, and unite in a crescent formed within a bend of river Speed in front of the town*. The country around

* The building lots are half an acre, and sell for £10; the farms in the vicinity may be had at from 10*s.* to 12*s.* 6*d.* per acre.

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Guelph enjoys most of the advantages of the Huron tract in respect of climate and fertility; but a nearer proximity to the older settlements of the province, give it probably a superiority of relative local situation.

Guelph and Godrich are decidedly rivals: each possesses certain advantages over the other which will for some time render their prosperity co-equal; but it is believed that the position of the latter on the shores of a great lake, accessible as it is to large vessels, and having a good harbour to protect them—superadded to the advantageous circumstance, of being at once made the focus of populous settlements, that will soon be flourishing around—will eventually give it the ascendancy.

The little town of Galt is seated on the banks of the Grand river, in the township of Dumfries, and about seventeen or eighteen miles from Guelph. It is another of the villages founded by the Company; and however its importance may be considered secondary, as compared with the other towns, its situation is peculiarly eligible, and cannot fail to attract many settlers of respectability and capital.

Upon an inspection of the general geographical map of the British Empire in North America, accompanying this work, it will be seen that the Canada Company holds large tracts of land in almost every township of the province *, exclusive of the Huron territory and other extensive blocks. It may, therefore, be safely asserted, that the Company have at their disposal a vast and valuable portion of the colony, embracing, from its singular distribution, every possible variety of surface, soil, timber, and climate which that section of the king's dominions affords. It cannot, therefore, be doubted that the sphere of their settlements will soon be co-extensive with the province itself; and that from the impulse given by them to emigration, and the accelerated march in which their settlements are advancing, the landed property of the country will almost suddenly become greatly enhanced in value. It is probable, that, before the lapse of five years, lands that may now be obtained upon terms extremely moderate, even as sections of a forest, will cost treble what they now do, owing to the extraordinary demand that has been created for lands, by the encouragement held out by the government and

* The townships of Upper Canada, in which the Company holds lands, are distinguished on the map by an asterisk *.

the Canada Company to emigrate to Upper Canada; and this increased value of the land is the more to be anticipated from the geographical situation of that province. That section of it which is most desirable for settlement is by no means unlimited or exhaustless, and may probably be confined, northward, by a line drawn from the head of Lake Chaudière, on the Ottawa, to Matchedash Bay, on Lake Huron, which includes, to the southward, all the organised and surveyed parts of the province, so much of which has already been stated to belong to the Company. Thus circumscribed, with a population whose natural increase is great, and whose adventitious increase is far greater, every acre of ground must daily acquire a high degree of augmented appreciation. The growth of Upper Canada, we believe, is unprecedented for its rapidity, in the annals of colonization; but it must be considered, that few countries in the world can compete with it as a field for new settlement. Few sections of the earth are so especially endued by nature with richness, exuberance, and fertility, with bright and pure skies, a salubrious atmosphere, a climate calculated to ripen luxuriant fields, and mature delicious fruits; in fact, endowed with all the advantages that can render any spot eminently desirable as the abode of man, or rivet his affections to the soil.

The Canada Company have done much, to promote the welfare of the settlements of the colony, and it appears to be their inclination, as well as their interest, to do more. The number and respectability of the settlers for whom they have provided on their immense demesnes, have already added considerable strength to the country, whether in a physical, moral, or political point of view. The accession to the population of the province accruing by emigration from the united kingdoms, transfers so much loyalty to the opposite shores of the western ocean; especially when that emigration is under the direct influence and guidance of an association of British capitalists, whose studious endeavours, consistently with the appropriate badge of their incorporation, "*Non mutat genus, solum,*" must be to foster British feeling in the remotest regions of the empire.

From their general applicability to the subject, the Instructions to Emigrants, printed at the back of the Company's prospectus, have been thought entitled to a place in the Appendix at the end of the volume, where they will be found under the No. 2.

## CHAPTER VI.

Government—Constitution—and Courts of Law.

ANTECEDENTLY to 1791 the administration of the government of the province of Quebec, which was co-extensive with Lower and Upper Canada, was peremptorily vested, under the provisions of an act passed by the British parliament in 1774, in the government and council only. By this act, the catholic religion was not only tolerated in its plenitude, but the tithes and other ecclesiastical privileges confirmed to the clergy of that persuasion; the English law was established in criminal matters, and the French law declared to prescribe the rule of decision where the rights of property were concerned.

In 1791, as was before mentioned, the province of Quebec was divided into Upper and Lower Canada, and the land before established in French seigniories and that recently allotted to the new settlers were separated and distinguished as before alluded to; the former falling within the Lower, whilst the latter constituted the Upper province.

The basis of those institutions by which Upper Canada is now governed was laid by an act of the British legislature, 31st Geo. III., which invests the supreme power in a legislative council and an assembly, conjointly with the king, under the denomination of the Provincial Parliaments. The council must consist of seven members at the least, but the crown has the power of increasing this number. The members are appointed by the crown: they must have attained the age of twenty-one years, and be British subjects either by birth, by naturalization, or by the conquest and cession of Canada. They are appointed for life, but may forfeit their place by treason, by swearing allegiance to a foreign power, by two years' absence from the colony without permission of the governor, or four years' absence without the sanction of the king.

The speaker of the council is appointed by the governor, lieutenant-governor, or other person administering the government, and may be removed by the like authority.

The assembly is composed of not fewer than sixteen members, chosen by the electors of districts, counties, circles, or townships, in a proportion to be declared by the governor, but afterwards alterable by decision of the provincial parliament. Subsequent provincial acts have increased the number of both councils, and have fixed that of the assembly at forty. The districts returning members are differently constituted; some consisting only of a single county, others of two counties, a riding, or a county and a riding together. The qualifications of the electors are ascertained by the same act; which fixes the age of an elector at twenty-one, requires the same qualification of allegiance as in a member of the council, and, providing for some contingencies which have never occurred, ascertains, that to vote in a *district* election the elector must possess a freehold in the *district* of the clear annual value of forty shillings. Voters, before admission to the poll, are required to swear that they have not before voted at the same election. This enactment raised the question of the right of Quakers to vote, that people, as is well known, being prevented by religious scruples from taking an oath; but this has been decided in the same equitable spirit that governs the jurisprudence of Great Britain, and the affirmation of those persons admitted as equivalent to an oath.

To be eligible as a member, the candidate must be twenty-one years of age, a British subject by birth, naturalization, or the conquest and cession of Canada; and he must not be a member of the legislative council, nor "a minister of the church of England, or a minister, priest, ecclesiastic, or teacher, either according to the rites of the church of Rome, or under any other form or profession of religious faith or worship." A doubt for some time subsisted whether this disqualifying clause extended to laymen occasionally acting as religious exhorters; but the decision of the assembly in the cases of Messrs. Roblin and Wilson, which upon that ground excluded those members from their seats, seems to have definitively settled the point. The provincial parliament has the power of prescribing disqualifications by its own act: by one of these,

passed in 1795, it was declared that any person coming into the province from a place not under his majesty's government must have resided seven years, which period by an act passed in 1814 is extended to fourteen years, and the most recent enactments require that his property should comprise four hundred acres of land free from incumbrance, to render him eligible as a member of the assembly.

The provincial legislature seems to have involved itself in a sort of anomaly by its decision with regard to Quakers offering themselves as candidates for the representation; for though in the case of an elector their affirmation is admitted in lieu of an oath, as a member it has been rejected, and that valuable portion of society excluded from all share in the legislation of the colony.

A new assembly is called by proclamation of the governor, who fixes the time and place, and appoints the returning officers, to whom he issues writs of election, returnable in fifty days.

When a petition is presented against the return for any district, it is to be taken into consideration by the assembly in a period not less than fourteen days from its presentation, notice of which is given to the petitioners and the sitting members, and the members of the house present are sworn to decide according to the evidence.

The duration of the assembly is four years; but it may at any time be either prorogued or dissolved by the governor, who appoints the time and place of session, but is obliged by law to do so at least once in every year. The prorogation continues no longer than forty days, and must be prolonged from time to time by repeated proclamations. The time of meeting for the transaction of business is communicated to the members by letter, nor can the session commence till opened by the governor. The assembly elects its own speaker, subject to the approbation of the governor, and lays down its own rules and orders, referring in cases for which they have omitted to provide, to those which govern the commons of the mother country. To constitute a law, a bill having passed the house of assembly and council, must receive the assent of the lieutenant-governor in the name of his majesty, an assent which it is in his discretion to withhold, or to reserve till after a communication with the government at home. In the latter case, the royal assent may be signified at any time

within two years, and from that time the law takes effect. His majesty has likewise the power of disallowing any law within the period of two years from its adoption, which ceases to be a law from the time that his pleasure is made known. There are certain subjects, of which religion is the principal, on which no law can be passed without the consent of the two houses of the British parliament, ratified by the king. The right of passing laws for the taxation of the province is exclusively and expressly reserved to the provincial legislature.

As in the mother country, the executive power is vested exclusively in the king, or his representative, the lieutenant-governor; that representative appointed by the crown, as are his principal officers, the members of the executive council, the judges of the court of king's bench, and all officers at the heads of departments. The lieutenant-governor is assisted in his administration by a council, appointed by the crown; and all petitions addressed to him are, *To his Excellency in Council,* in which style run also all orders and documents made thereon.

The principal court of law subsisting in the colony is the court of king's bench, consisting of a chief justice and two puisne judges; the jurisdiction of which combines those of the courts of king's bench and common pleas in England, and, as respects matters of revenue, even that of the exchequer; holding four regular terms in a year. An appeal lies from its decisions, by writ of error, to the court of appeals, composed of the governor and his council, but only in causes where the matter in dispute amounts to one hundred pounds, or is some annual rent or duty; and from this judgment there is an ultimate appeal to his majesty in council, where the subject in question is of five hundred pounds' value. There are also two circuits, the eastern and western, of assize and nisi prius, to each of which a judge of the king's bench is appointed, associated in the commission with some principal gentlemen of the district. Besides these, there are district courts, whose jurisdiction extends to all simple contracts under the value of forty pounds; to questions of personal property and trespass; but not to any cause involving a title to land. Quarterly sessions are likewise holden in each district, by the justices of the peace, for the trial of misdemeanors and petty offences, with the regulation of the general police. Courts of request, principally analogous to those

which regulate such courts in Great Britain, sit twice in each month, under the presidency of two justices of the peace, for the trial of petty causes under forty shillings' value. A probate court for the province, with a surrogate court in each district, a board of land commissioners, having jurisdiction over claims to lands granted by the crown, complete the list of tribunals invested with the judiciary authority in this province. In noticing the original constitution of the province, it was mentioned that the English law was established as the basis of the criminal law of Upper Canada; and in all respects the laws of England regulate the decisions of the courts, so far as such laws are applicable to the circumstances of the province, or are not superseded by provincial statutes.

## CHAPTER VII.

The River St. Lawrence.—The Great Lakes.—The Gulf.—Canals.

THE St. Lawrence, originally called the Great River of Canada, or the Great River, to mark its pre-eminence, is the indelible link formed by nature between the Canadas, and the source at once of the wealth, beauty, and prosperity of both provinces. In passing, therefore, from the topography of Upper to that of Lower Canada, the description of that splendid river seems naturally to suggest itself as a typical illustration of that link. The introduction of it here, from the circumstance of its following the account of one province, and immediately preceding the description of the other, will at the same time enable the reader the more easily and intimately to associate the topographical features and characters of each province with the utility, magnificence, and grandeur of that gigantic stream.

The St. Lawrence, though not the longest river in the world, is certainly the largest in every other respect, if, as appears proper, its immense lakes be considered to form part of it. Under this aspect it will be found that the surface it covers, and the cubic mass of its waters, far exceed those of the Amazon or the Mississippi, but it probably does not carry to the ocean a greater volume of water than either of these two majestic streams. The source of the river St. Lewis, which may be deemed the remotest spring of the St. Lawrence, is in latitude 48° 30′ north, and longitude about 93° west. From its source the general direction of the St. Lawrence, through Lakes Superior and Huron, is south-east to Lake Erie, nearly due east through that lake, and then north-east to the Gulf, through which its waters are mingled with the

Atlantic Ocean, after an uninterrupted course of upwards of two thousand statute miles.

The St. Lawrence receives nearly all the rivers that have their sources in the extensive range of mountains to the northwards, called the Land's Height, that separates the waters falling into Hudson's Bay still further to the north from those that descend into the Atlantic, and all those that rise in the ridge which commences on its southern bank, and runs nearly south-westerly until it falls upon Lake Champlain. Of these, the principal ones are the Thames, Ouse, or Grand river, the Ottawa, Masquinongé, Saint Maurice, Batiscan, Saint Anne, Jacques Cartier, Du Gouffre, Saguenay, Betsiamites, and Manicouagan on the north; and the Salmon river, Chateaugay, Chambly or Richelieu, Yamaska, St. Francis, Nicolet, Becancour, Du Chêne, Chaudière, du Sud, du Loup, Matanne, and Mitis on the south. In different parts of its course it is known under different appellations: thus, as high up from the sea as Montreal, it is called St. Lawrence; from Montreal to Kingston in Upper Canada, it is called the Cataraqui, or Iroquois; between Lake Ontario and Lake Erie it is called Niagara river; between Lake Erie and Lake St. Clair, the Detroit; between Lake St. Clair and Lake Huron, the river St. Clair; and between Lake Huron and Lake Superior, the distance is called the Narrows, or the Falls of St. Mary.

## LAKE SUPERIOR.

Lake Superior, without the aid of any great effort of imagination, may be considered as the inexhaustible spring from whence, through unnumbered ages, the St. Lawrence has continued to derive its ample stream. This immense lake, unequalled in magnitude by any collection of fresh water upon the globe, is situated between the parallels of 46° 25′ and 49° 1′ north latitude, and the meridians of 84° 34′ and 92° 14′ west longitude. Its length, measured on a curved line through the centre, is about three hundred and sixty geographical miles, its extreme breadth one hundred and forty, and its circumference, in following the sinuosities of the coasts, about one thousand five hundred *. Its surface is about

* These dimensions, as well as other particulars relative to Lake Superior, are taken from the able and scientific paper presented to the Literary and Historical Society of Quebec, together with a valuable collection of geological and mineral specimens, by Captain Bayfield,

six hundred and twenty-seven feet above the tide-water of the Atlantic; but the shores exhibit almost conclusive inditiæ of its having been, in former ages, as much perhaps as forty or fifty feet higher than its present level. Various soundings have been taken, from eighty to one hundred and fifty fathoms; but its greatest depth probably exceeds two hundred fathoms, thus demonstrating the bottom of the lake to be nearly six hundred feet *below* the level of the ocean. The crystalline transparency of its waters is unrivalled, and such as to render rocks, at extraordinary depths, distinctly visible. The bottom of the lake chiefly consists of a very adhesive clay, which speedily indurates by atmospheric exposure, and contains small shells of the species at present existing in the lake.

A sea almost of itself, this lake is subject to many vicissitudes of that element, for here the storm rages and the billows break with a violence scarcely surpassed by the tempests of the ocean; but it is not subject to the oceanic phenomenon displayed by an unerring and periodical flux and reflux. Its expansive surface, however, yields to the influence of heavy winds; so that when these blow strong from one quarter, they produce a very perceptible rise of the lake in the opposite direction. The spring freshets are also known to have occasioned a rapid swelling of the waters, which has been especially conspicuous after a rigorous winter. That its waters were once salt is by no means unlikely; and the supposition stands in some degree supported by the nature of the fish that inhabit them, and the marine shells that are found along the beaches, or imbedded in the shores.

The basin of Lake Superior is considerably larger than the area its waters now occupy. It may be said to be bounded by the surrounding mountain ridges, in which are found the sources of the rivers that are tributary to the lake. These bounds are at various distances from its actual shores, receding from them at some points to the distance of fifty or seventy miles, and at others approaching very near, or forming the margin of the lake itself. The summits of the hills rise, in some

Royal Navy. The extensive hydrographical surveys of that scientific officer are an important accession to the geography of the Canadas, and from the abilities and research of the operator have also been the means of extending considerably the knowledge of various branches of the natural history of both provinces.

instances, to an elevation of one thousand five hundred feet above the lake, as trigonometrically ascertained by Captain Bayfield; and the sources of some of the rivers flowing into the lake have been estimated by Mr. Schoolcroft and Dr. Bigsby to be from five hundred and five to six hundred and fourteen feet higher than the level of their mouths. The rivers discharging themselves into Lake Superior are indeed numerous, but none are remarkable for their length, although several of them are fine broad streams, pouring ample stores into the bosom of this immense recipient. On its north and north-east sides are several islands, the largest of which is called Isle Royale, measuring about one hundred miles in length by forty in breadth.

The outlet of Lake Superior is the Strait of St. Mary, about forty miles long, connecting the south-eastern extremity of that lake with the north-west angle of Lake Huron. The Falls of St. Mary are nearly midway between the two lakes. This denomination, though generally given, but little accords with the usual appellation of Falls as applied to the descent of large bodies of water precipitated from great heights, that so frequently occur on the rivers in America. In this place it is only the impetuous stream of the enormous discharge from Lake Superior forcing its way through a confined channel, and breaking with proportionate violence among the impediments that nature has thrown in its way; yet this scene of tumultuous and unceasing agitation of the waters, combined with the noise and dazzling whiteness of the surge, is not deficient either in grandeur or magnificence. The total descent of the fall has been ascertained to be twenty-two and a half perpendicular feet. It has been found impracticable to ascend the rapid, but canoes have ventured down, although the experiment is extremely nervous and hazardous, and in general avoided by means of a portage about two miles long which connects the navigable parts of the strait.

Below the discharge of St. Mary's Strait are situated the islands of St. Joseph and Drummond; the former of which is under British dominion, and the latter within the limits of the United States. There are upon each a small military detachment and depôt, maintained by the respective governments, which are the most remote stations, at least on the British side of the frontier, where a military force is maintained.

These islands abound with curious mineralogical specimens, fossils, and petrifactions, many of which are to be seen in the museums of the Natural History Society in Montreal, and the Literary and Historical Society of Quebec.

## LAKE HURON.

Lake Huron yields in its dimensions to Lake Superior only. It is very irregular in shape, yet with the assistance of a little fancy may be formed into something like a triangle, having its base to the north, and its opposite angle at the source of the St. Clair river, which is its outlet to the south. Its greatest length on a curvelinear line between the discharge of St. Mary's Strait and the outlet, is about two hundred and forty miles; its depth, due north and south, one hundred and eighty-six; and its extreme breadth, nearly W. N. W. and E. S. E., about two hundred and twenty. In circumference it will be found not far short of one thousand miles. From the head of river St. Clair its coast to the west trends first north-eastward about thirty-five miles, then stretches northward about one hundred and fifteen to Cape Hurd, which terminates the west point of Cabot's Head, a peninsula averaging twelve miles broad, and protruding fifty miles into the lake. From Wingfield Point on the east, corresponding with Cape Hurd on the west, the coast breaks to the south-eastward, forms Nattawassaga Bay, and then, after admitting the waters of Lake Simcoe, reascends northerly to the 46th degree of north latitude, much broken and indented, and fringed by a multitude of islets. At this point the lake receives the waters of Lake Nipissing through the French river; the shore thence bends to the west, continuing that general direction till it strikes the Strait of St. Mary, beyond which is the broad strait of Michilimackinac, the outlet of Lake Michigan into Lake Huron, or rather the link by which both lakes are united, for it is believed there is little or no difference of elevation in their relative levels. The coast then swelling out eastwardly takes a southerly course to the bottom of Saguenam Bay, reascends on the eastern side of it about forty miles, and then trends again southward to the head of river St. Clair.

The surface of Lake Huron is about thirty-two feet lower than that of Lake Superior, and thirty feet above the level of Lake Erie. It is

nearly as deep as the former; and its water is equally cold, transparent, and pure. From its western side a series of extensive islands called Manitoulin, of which St. Joseph and Drummond's Islands already mentioned form part, stretches in an easterly direction one hundred and twenty miles. One of these islands is upwards of seventy-five miles long, and varies in width from three miles to twenty-three, being singularly indented by deep inlets and coves that give it an extremely irregular and broken outline. A superstitious veneration is attached to these islands by the Indians, who believe them to be consecrated by the presence of the Great Spirit, or, in their own language, the "*Great Manitou*;" and hence has originated the appellation they still bear. Between this principal chain and the north shore is comprised a section of the lake almost completely cut off from the main body, in which are scattered many other islands of inferior size; whilst another group, extending from Cape Hurd to the southern angle of the Great Manitoulin Island, forms together the Manitoulin series, a kind of archipelago that confines the lake to the northward. Combined with Cabot's promontory or peninsula, this archipelago separates from the lake a large body of water constituting, as it were, an inner lake, whose extreme length, from Nattawassaga Bay, on the S. E., to the mouth of the Narrows or St. Mary's Strait, on the west, is about two hundred and twenty-five miles, and its greatest breadth about fifty.

Several rivers and numerous minor streams descend from all sides to level the bosom of the lake. But although the Maitland, Severn, Moon, and French rivers, which are those most worthy of being enumerated, flow in ample streams, it is probable that they do not together pour into the lake more water than is discharged by the Falls of St. Mary alone. The shores of Lake Huron are generally barren and broken, especially towards the north, where a bold ridge of hills, called the *Cloche* Mountains, are conspicuously to be seen, extending about forty miles along the coast, and exhibiting distinctly three or four lofty summits. Clay cliffs, rolled stones, abrupt rocks, and woody steeps, of various elevations, from thirty to eighty or one hundred feet in height, constitute the general characters of the coast in most parts of the lake:

but the lands above these forbidding shores are frequently of an excellent quality, especially to the eastward.

This lake is centrically situated between its rivals, Lakes Superior, Michigan, Erie, and Ontario, with all of which it has a direct communication. By St. Mary's Strait it communicates with Lake Superior; by Michilimackinac with Michigan, and through it with the waters of the Illinois; by the river and Lake St. Clair, and the Detroit, with Erie; and by Severn river and Lake Simcoe, then a short portage, a chain of lakes, and Trent river, with Ontario. There are, besides, two known water communications with the Ottawa; one of which, explored by Mr. Catty, of the royal engineers, in 1819, ascends from Lake Simcoe through a chain of lakes and their connecting waters, to the height of land, over which a portage is made to the source of the Madawasca, which falls into the Lake of the Chats. The other is up French river into Lake Nipissing, and thence down a rapid river into the Ottawa, where it discharges itself near a place called Mataouin. This is the route in general adopted by the north-west traders in proceeding to the remote parts of the country, and the point at which they traverse from the waters of the Ottawa to those of the St. Lawrence.

## LAKE MICHIGAN.

Lake Michigan lies exclusively within the boundary of the United States. Its position is nearly north and south, its length little short of three hundred miles, and its greatest breadth about seventy-five. In shape it is elliptical and regular, if we except a break in its western coast, formed by the entrance of Green Bay, which is about one hundred miles deep, and extends parallel with the lake, and another inferior bay on the opposite side. None of the tributaries of Michigan are of any considerable length, but they are extremely numerous; and several of them are full flowing rivers, that effectually feed the lake into which their streams are lost. From the bottom of Green Bay, boats can ascend the Ontagamis or Fox river to within two miles of the Oniscousin, to the head of which a portage is made, and a descent thence offered to the Mississippi.

The river St. Clair, a fine, clear stream, navigable for schooners, is the outlet of Lake Huron. It issues at the southernmost extremity of the lake, and flows between moderately high banks, adorned by many natural beauties, for a distance of thirty miles, when it again expands into the comparatively small lake St. Clair. Few settlements have as yet been formed along its banks; but the excellence of the lands which it traverses, and the rapid improvements of the districts in its vicinity, must bring them under early cultivation. Forts Gratia and St. Clair, on the western bank, are the only partial settlements upon the river.

Lake St. Clair occupies an intermediate position between Lakes Huron and Erie; being connected by river St. Clair with the former, and by Detroit river with the latter. It is almost circular, and about thirty miles in diameter. The shores are low, level, and generally in a state of nature; a few straggling habitations, humble in their structure, studded in different parts of the wilderness, being the only indications of progressive settlement. The water of the lake is generally shoal, yet sufficiently deep in the channel to admit safely of steam-boat and schooner navigation. Its surface is much contracted by a group of flat islands to the northward, produced by alluvial accumulations from the discharge of the St. Clair, by which numerous channels are formed to approach the mouth of the river, the principal one being that called the *Old Ship Channel.* Lake St. Clair receives two large rivers from the eastward, the Thames and the Great or Big Bear, which we have formerly described, besides several streamlets and brooks. It discharges itself by the Detroit.

Detroit river, properly the *Détroit* or Strait, directs its course out of the lake, first to the westward, and thence, bending in a regular curve, flows about due south to its influx into Lake Erie. It is twenty-nine miles in length, broad and deep, and divided into two channels for a great part of its course by elongated islands, the largest of which are Grosse Isle, within the American lines, eight miles long, and Turkey Island, further up, within the British boundary, in length about five miles. Isle au Bois Blanc, belonging to Upper Canada, is not more than one mile and a half long, but its situation is important. It is nearly opposite Amherstburgh, and divides the channel between Grosse Isle and the east bank of the river, leaving the deepest channel to the eastward, and commanding the entrance of the river. The Detroit is navi-

gable for vessels of any size employed upon the lakes, and offers at Amherstburgh an excellent harbour. The banks of the river are of moderate elevation, and in a high state of culture, exhibiting very pleasing and picturesque prospects, in which are combined fertile fields and gardens, numerous orchards, neat and frequent dwelling-houses, and extensive barns, the objects being at the same time so agreeably grouped or distributed as to give much interest, diversity, and beauty to the landscape. Sandwich and Amherstburgh * are the only two towns of any consequence upon the British side; Detroit the most important place, as to population, upon the opposite shore. The latter town contains about two hundred and fifty houses, a protestant and catholic church, a few buildings belonging to government, and wharfs on the river. Among the inhabitants there are many old Canadian settlers. The fort and military works at this place are strong. They were taken by the British forces under General Brock in 1812, when General Hull surrendered himself and his army prisoners of war.

## LAKE ERIE.

Lake Erie receives the Detroit on its northern shore, about thirty miles from its western extremity. This lake lies about north-east and south-west, between 41° 30′ and 42° 52′ north latitude and 78° 53′ and 83° 25′ west longitude; is about two hundred and sixty-five miles long, sixty-three miles and a half broad at its centre, and six hundred and fifty-eight miles in circumference. Its surface is calculated to be five hundred and sixty-five feet above the nearest tide-water of the ocean; and its greatest depth varies from forty to forty-five fathoms, with a rocky bottom. From its northern coast several extensive promontories † project into the lake to considerable distances, and render its navigation more difficult than that of the other lakes, by occasioning a diversity of bearings. For instance, in leaving Fort Erie, or Buffalo, the course lies west-south-west, about two hundred and fifty miles, to the St. George or Bass Islands; thence northerly to Amherstburgh, and westerly to the head of the lake. A very perceptible current, that runs constantly down

* See p. 105.

† For a description of these promontories or points, and of the north shore generally, see pp. 103, 104.

the lake, and the prevalence of south-west winds, also add to the difficulties of the navigation in proceeding westward.

The islands of the lake are entirely confined to its western quarter. These are Pélé and Middle Islands, the Hen and Chickens, and the East and Middle Sisters, on the British side the line; and Cunningham and Slate Islands, the Bass Islands, and the West Sister, within the United States' limits.

The southern shore of the lake falls exclusively within the territory of the United States. At its eastern extremity are Black Rock and Buffalo, which were destroyed during the war; but they have since been rebuilt, and have made the most rapid progress in improvements and population. From Buffalo up to the Detroit, the shore of Lake Erie is generally low; except near the portage of Chataughque, where for a short distance it is rocky and bold; and between Cleveland and the Reneshoua river, where the cliffs rise almost perpendicular nearly twenty yards above the water's level, and so continue until they approach the River Huron. Along this side of the lake there are but few points meriting particular notice. The entrance of Cataragus Creek affords a good harbour for boats, whence there is a road to the interior. Presqu'ile harbour is situated opposite to the North Foreland, or Long Point, and formed by a sandy beach or narrow peninsula stretching a great distance, and covering it from the lake. In form it bears so strong a resemblance to York harbour on Lake Ontario, that the same description would apply almost equally well to both places, with the difference, that the latter opens to the south-west and the former to the north-east. The breadth of it is about a mile and a half, but it runs inward nearly three miles. The entrance is not more than half a mile wide, with a bar across it, on which there is in general not more than six or seven feet water.

The town of Erie is seated on the south side of the harbour. It is of a respectable size, well laid out, and the streets regular. The houses altogether amount to three hundred, with a church, court-house, and a public prison. Eastward of the town stands a strong battery, and on the point of the peninsula a large blockhouse, which together completely defend the harbour. At this town there is a dockyard, with store-

houses, wharfs, &c. forming the American naval depôt on the lake, and at which they have built and equipped brigs mounting twenty guns. A road leads from it by Fort Le Bœuf to Meadsville and Fort Franklin, on the Allegany river, and another by the margin of the lake to Buffalo. A little south-west of Erie is the small village of Lichfield, whence a road continues by the lake-side to Ralphsville, and by the Ashtabula river down to Jefferson and Austinburgh, from which place another proceeds to the towns of Warren and New Lisbon.

From a small settlement called Newmarket, on the east side of Grand river, a road goes to Cleveland, thence turns off to New Lisbon, and continues on to Fort M'Intosh on the Ohio river. From Cleveland there is a very good road to Sandusky, that proceeds on to the old Fort Miami. Half a mile beyond it is Fort Meggs, a place of some strength, and mounting eighteen guns during the war. The two bays of Sandusky and Miami afford good anchorage and shelter, as do most of the islands at the west end of the lake. In Cunningham's Island, is a fine harbour called Put-in Bay, open to the north, and very well sheltered, with excellent anchorage. It is nearly of a circular form, and the entrance to it not more than a quarter of a mile wide, having on the western side a narrow rocky point about forty feet high, but where it joins the island the isthmus is so low as to be generally overflowed. From the point a blockhouse and strong battery defend the harbour. The English ships Queen Charlotte and Detroit were carried in here after their capture, when the British squadron was defeated by an American armament of much superior force.

The invaluable advantages enjoyed by Lake Erie from its geographical position and relative connexion with surrounding navigable waters, and the scene of commercial animation it exhibits, are so correctly described in a Journal published at Buffalo, that we cannot do better than give the following extract from it. "It is peculiarly gratifying to notice the annual increase of business upon the waters of Lake Erie. The lake navigation commenced this spring (1830) much earlier than usual, and it has already assumed a degree of importance and activity unequalled by that of any former period. Besides the numerous schooners that constantly crowd our wharfs, waiting their several turns

to load or unload, seven fine steam-boats have full and profitable employment *. One of these boats now leaves our harbour every morning, crowded with freight and passengers, destined to the fertile regions of the west. It is impossible to reflect on the almost incredible increase of business upon Lake Erie for the last five or six years, without indulging in what to some may appear extravagant anticipations of the future.

"The map of the entire globe does not present another sheet of water so strikingly peculiar as that of Lake Erie. It literally commands the navigable waters of North America. From the south, a steam-boat has already ascended the Allegany to Warren; and a trifling improvement of the Chatauque outlet will enable steam-boats from New Orleans to approach within three miles of Portland harbour. From the north, the vessels of Lake Ontario have already visited Lake Erie, through the Welland Canal and river. The same spirit of enterprise that produced the Welland Canal, it is believed, will soon be enabled to overcome the natural impediments to the navigation of the St. Lawrence, and open an easy and uninterrupted communication from Lake Erie, through Lake Ontario, to Montreal and Quebec. The ease with which a canal of sufficient capacity to pass steam-boats can be opened between Lake Michigan and the navigable waters of the Mississippi is well known. This enterprise has been long agitated, and will, it is believed, soon be accomplished. But this will not be the only channel of intercourse between Lake Erie and the Gulf of Mexico. From the southern shores of Lake Erie, the Ohio and Pennsylvania canals will open a communication through the Ohio river to the Mississippi.

"Lake Erie, therefore, may be regarded as a great central reservoir, from which open in all directions the most extensive channels of inland navigation to be found in the world; enabling vessels of the lake to traverse the whole interior of the country, to visit the Atlantic at the north or in the south, and collect products, the luxuries and wealth of every clime and country."

* Previous to the opening of the Grand Erie Canal, there were not more than twenty vessels in the lake. In less than three years after there were two hundred and eighteen.—*General View of the Welland Canal, by Captain Creighton.*

The Niagara river commences at the extreme north-east point of Lake Erie, and is the only outlet through which its waters pass into Lake Ontario, from thence to the broad bed of the St. Lawrence, and ultimately to the ocean. From its efflux out of Lake Erie to its discharge in Ontario, its general course is from south to north. It is thirty-three and a half miles long by the bends of the river, but the direct distance scarcely amounts to twenty-eight. No one section of water on the globe, of so limited an extent, could most probably be found to combine at once so many objects of interest, intrinsic or adventitious, as are blended in the Niagara. It traverses a district unrivalled for its richness and fertility, constitutes the frontier between two foreign states, and discloses various phenomena in its course that are justly ranked amongst the sublimest of the natural wonders of creation.

In descending the Niagara, we have on our left Upper Canada, and on our right the state of New York. It first assumes the character of a river at Fort Erie, where its width is one mile; but soon contracting its bed, opposite Black Rock, to something less than half a mile, it becomes rapid, until, expanding again to its original dimensions, the current flows on with more gentleness. From the foot of this rapid the river is divided into two channels by four successive flat islands, included within the American limits; the two first and smallest being Squaw Islands, the others Snake and Strawberry Islands. Below the latter, whose northern point is six miles and a half below Fort Erie, the banks of the river respectively diverge north-east and south-east to an extreme distance of upwards of six miles, and sweeping round to their approach again embosom Grand Isle. This extensive island covers a superficies of 11,200 acres, and, together with all the other islands of the Niagara, except Navy Island, has been attached to the United States' territories by the decision of the commissioners, under the sixth article of the treaty of Ghent. It is remarkably well wooded, and contains some settlements along its south-western shore. Of the two channels formed by Grand Isle, that to the westward is the broadest and deepest. About midway down the eastern channel is Tonewanta Island, opposite the creek of that name, which is navigable for boats twelve miles above its mouth, and used, in consequence, as part of the Grand Erie Canal. Navy Island is

at the foot of the West Channel and the north-east end of Grand Isle, the Main Channel passing between both islands. The course of the river thence, to the *détour* of the Falls, is due west, the distance three miles and a half, and its breadth rather more than one mile. At Gill Creek, near Fort Schlosher, where the portage on the American side terminates, a convenient harbour is formed for sloops navigating Lake Erie and that part of the river; and a mile and a half lower down, on the point formed by the abrupt turn of the river, are the village and mills of Manchester, opposite Goat Island. The proprietor of this singular spot has, with admirable ingenuity, contrived to connect it with the main shore, at a distance scarcely of fifty yards, above the verge of the American section of the Falls of Niagara, by a bridge, upwards of six hundred feet in length, supported by wooden piers, driven with astonishing stability amidst the impediments arising from a resistless flood of waters, moving tumultuously at the rate of nearly seven miles an hour, over an irregular and broken bed of rocks. Between Fort Schlosher and Manchester is the village of Chippewa, on the opposite bank, situated near the mouth of Welland river, and at the southern extremity of the portage on the British side.

The distance from the source of the Niagara to the head of the Falls is twenty miles, and the difference of elevation sixty-six feet; but of this height fifty-one feet descend abruptly in the space of half a mile, immediately above the Falls. The shores of the river are low, and, towards Lake Erie, so flat on the eastern side as to offer but a slender embankment. It is navigable the whole of this distance, except below Chippewa, where the rapids produced by the deep inclination of the bed of the river, and the indraught of the cataract, become too formidable to be tempted. A boat, however, can pass from Fort Schlosher, or from Chippewa, to Goat Island, by carefully keeping the slender line of rather slackened water between the foaming rapids, above the channels formed by its intervention; indeed, this nervous approach to the island was the only alternative existing before the erection of the ingenious bridge we have already noticed.

At the Falls the river forms a sharp angle, by departing from its previous course, which is almost due west, and bending suddenly to the

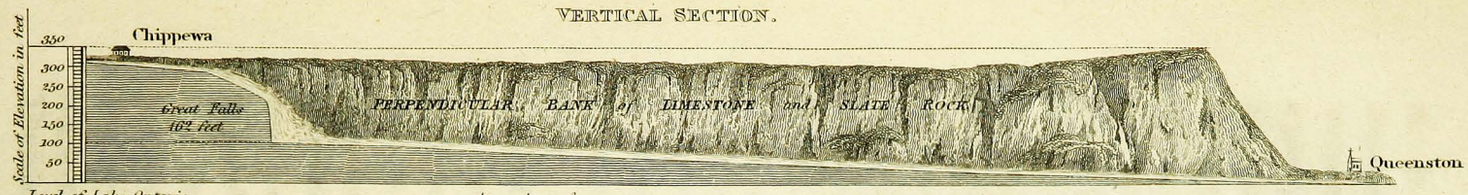
N.N.E. Below the Falls its characters become entirely changed; its width is contracted from upwards of a mile to scarcely four hundred and fifty yards, and at some points less; its bed, instead of lying between low banks smiling with the arts of agriculture, sinks hundreds of feet into a deep chasm, walled by perpendicular or impending cliffs; and its dark stream presents but one succession of toiling eddies, until it emerges from the chasm at Queenston, from whence it flows in a gentle current to its afflux with Lake Ontario. The Falls are thirteen miles from the mouth of the Niagara; and the inclination of the surface of the river, from their base to Queenston, a distance of six miles, is one hundred and four perpendicular feet; and thence to the lake, a distance of seven miles, only two feet. The Falls themselves being one hundred and sixty-two feet high, we have the following recapitulation of the levels of the Niagara river:

| | |
|---|---|
| Difference of elevation between Lake Erie and the head of the rapids above the Falls | 15 feet |
| Difference between the head and foot of the rapids . . . . . | 51 |
| Great Fall on the American side . . . . . | 162 |
| From the base of the Falls to Queenston . . . . . | 104 |
| From Queenston to Lake Ontario . . . . . | 2 |
| Difference of level between the efflux and afflux of the Niagara, or elevation of Lake Erie above Lake Ontario . . . . . | 334 * |

The Falls of Niagara are divided by Goat Island into two unequal sections; that on the east being called the American or Fort Schlosher Fall—the other, on the west, the Horse-Shoe, or, simply, the Great Fall, by way of pre-eminence. The former lies exclusively in the state of New York, and also half of the latter; it being divided through the point of the Horse Shoe, between the United States and Canada. The direct width of the cataract, from shore to shore, is about 1100 yards, forming the chord of an irregular arc, described by the face of the island and the ledge of both falls.

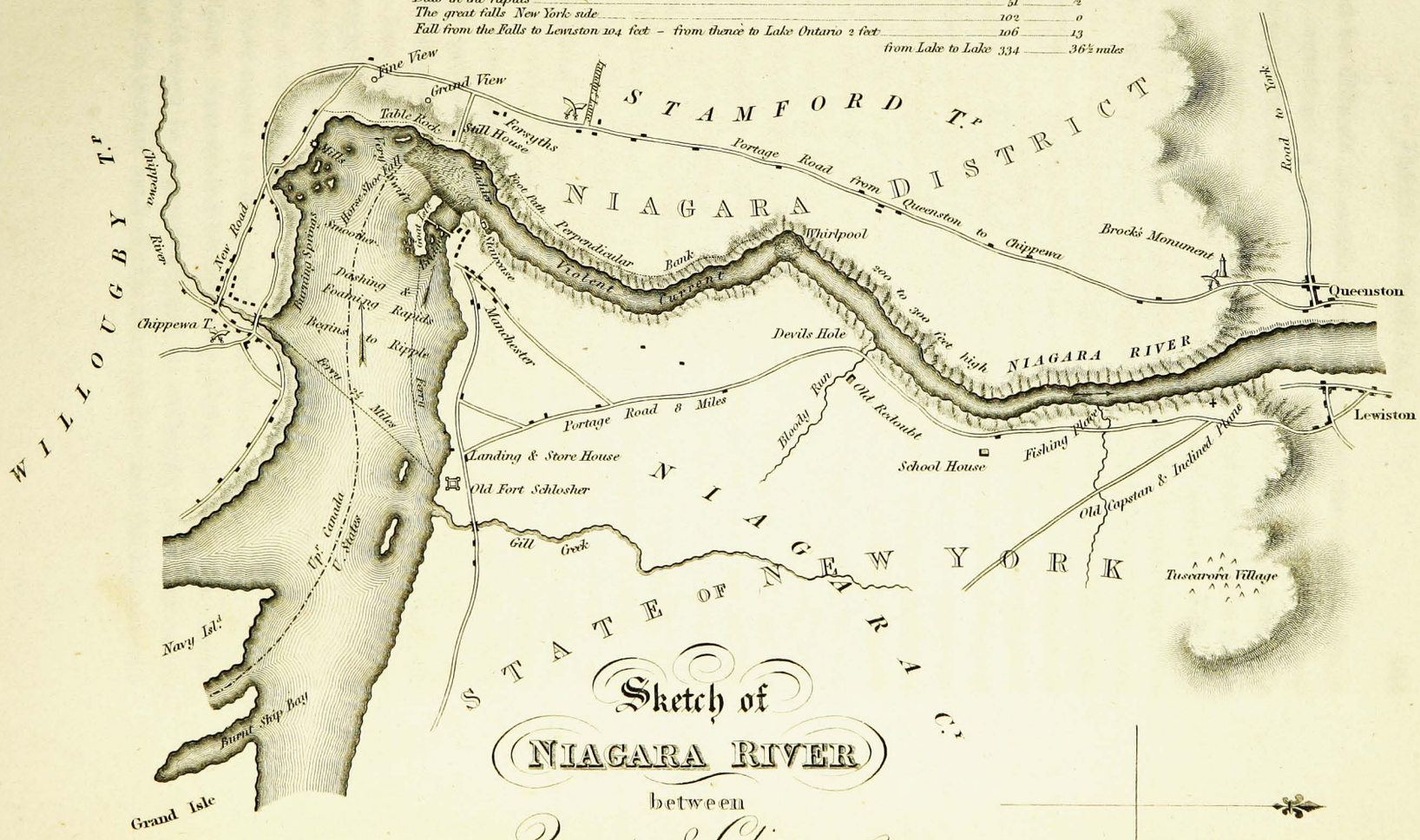
The Horse Shoe has considerably the advantage of the American Fall in the length of its segment, and the volume of water impelled over

* Mr. Darby's Survey of the Niagara.




Scale of 1/4 1/2 3/4 1 2 3 1 mile to an Inch

| | feet | distance |
|---|---|---|
| Fall from Lake Erie to the head of the rapids at Grand Niagara | 15 | 23 |
| Ditto in the rapids | 51 | ½ |
| The great falls New York side | 102 | 0 |
| Fall from the Falls to Lewiston 104 feet – from thence to Lake Ontario 2 feet | 106 | 13 |
| from Lake to Lake | 334 | 36½ miles |




# Sketch of NIAGARA RIVER between Queenston & Chippewa

it. It would be difficult to ascertain with certainty the exact measurement of the curvatures of the Horse Shoe, but it is computed, by geometrical process, to be seven hundred yards; and its altitude taken, with a plumb-line from the surface of the Table-rock, was found to be rather more than one hundred and forty-nine feet. The American Fall does not probably much exceed three hundred and seventy-five yards in curvelinear length; but its perpendicular height is one hundred and sixty-two feet, or thirteen feet higher than the top of the Great Fall. It is subdivided by a small island, cutting off a minor portion of the sheet of falling water, to which the name of Montmorency has been appropriated, either on account of the resemblance traced between it and that celebrated fall near Quebec, or the more strikingly to contrast its comparative insignificance with Niagara. The face of Goat Island, which intervenes between these awful cataracts, keeps them three hundred and thirty yards asunder, and perhaps adds greatly to their romantic effect and beauty, by destroying the sameness which one unbroken sheet of water would present, although the collective waters of the Niagara, thus hurled down *en masse*, might, if possible, be still more grand and astounding.

About half a mile above the cataract the river descends on a deeply inclined plane. Its surface begins to ripple a short distance below the entrance of Welland river; but soon accelerated in their career, the waters dash and foam with terrific violence, until they approach the head of Goat Island, when their convulsive agitation partially subsides, and they sweep on in a broad, ceaseless, and swift current, and are thus projected over the rock, forming a parabolic section in their appalling descent to the profound abyss into which they are ingulphed. This abysm is 200 feet deep, and about 1000 yards wide; but it soon becomes contracted to less than half that width, forming a dark, dread basin, bounded by rugged limestone and slate rock, rising perpendicularly from the surface of the waters below, or overhanging the foaming surge.

The shores of the Niagara immediately above the Falls are, perhaps, too tame in their aspect to bring forth the whole grandeur of so stupendous an object. Surrounded by towering Alpine cliffs, its overwhelming terrors could even be augmented, and its sublimity much enhanced. The islands and the eastern bank of the river are low and thickly covered

with trees, whose autumnal foliage, decked "in ten thousand dies," alters the face of nature, and, by its gorgeous tints, imparts new interest and novelty to the scenery of the Falls The western shore is bolder: an horizontal ridge is formed along the margin of the rapids by the depression of the river, commencing from the Welland, and gradually increasing in elevation above the surface of the stream from eight to eighty feet, and even attains the altitude of one hundred. The Table-rock, so famous as the spot whence a very near view may be had of the cataract, lies at the foot of this ridge, nearly on a level with the summit of the Horse Shoe Fall; indeed it forms part of the ledge over which the torrent is precipitated. Its surface is flat, and, jutting out horizontally about fifty feet, overhangs the awful chasm beneath. The access to it is down a winding path, cut through the copses and shrubbery that cover the slope of the ridge we have just described. The rock is defaced by innumerable inscriptions carved by travellers, and intersected by many crevices and fissures, some of which are nearly an inch broad. The process of disintegration is perceptibly going on; and there is little doubt that the Table-rock will eventually be hurled, section by section, into the depths of the cavern below. In the autumn of 1818 a large fragment suddenly gave way, and is now partly to be seen by the explorers of the lower region of the Falls.

The first object that meets the eye, after descending to the Table-rock, is the splendid gradation of swift rapids above the Falls; then white revolving clouds of mist, irregularly belched forth from the depths of the abyss, rush across the platform, enveloping the beholder; and as these are swept away by perpetually varying currents of air, he approaches nearer the verge of the rock, and beholds the whole length of the tremendous cataract. The loud, shrill roar of the rapids is lost amidst the appalling thunders of the Falls, which give a real or imaginary tremulous motion to the earth, and seem to threaten a disruption of the projecting rock upon which we are standing. A feat requiring considerable nerve is sometimes performed here by visiters; and we recollect fearlessly practising it in the early period of life, but would excuse ourselves from the repetition of it now. It consists in lying prostrate, with your head projected over the fall beyond the margin of the Table-rock, so as to be

able with your extended arm to saw the headlong torrent with your hand. The prodigious volume and indraught of the falling waters, the gushing spray, the bewildering noise of the cataract, your prostrate and impending attitude, and the tremor of the very rock on which you lie, render the experiment in the highest degree shuddering.

The view from this spot is extremely grand and unspeakably sublime; but it is too near and overpowering to permit the spectator fully to appreciate the whole splendour of the scene. The summit of the bank, rising about one hundred feet above the Table-rock, affords a more comprehensive and advantageous view. This position is the most commanding, and perhaps the point from whence the collective magnificence of the cataract can be seen with greatest effect.

According to the altitude of the sun and the situation of the spectator, a distinct and bright iris is seen amidst the revolving columns of mist that soar from the foaming chasm, and shroud the broad front of the gigantic flood. Both arches of the bow are seldom entirely elicited; but the interior segment is perfect, and its prismatic hues are extremely glowing and vivid. The fragments of a plurality of rainbows are sometimes to be seen in various parts of the misty curtain of the Falls.

The exploration of the inferior regions of the cataract is attended with some hazard and much difficulty; but the thirst for the romanesque and the sublime has overcome all obstacles, and led the ardent youth, the dauntless traveller, and the philosopher, a perilous pilgrimage along the slippery margin of storming eddies, beneath impending rocks, amidst jarring elements, to the foot of the deluging torrents, and even to penetrate several yards behind the concave sheet of the headlong waters. It eminently requires fortitude and self-possession to make this progress. The rocks over which we advance are sharp, broken, and excessively slippery, owing to the perpetual mossy moisture they acquire from the oozing crevices of the superincumbent cliffs and the spray, so that one inadvertent *faux-pas* might plunge a victim into the whirling and boiling vortex of the Falls. The danger is considerably increased by the terror arising from the stentorian thunders of the tumbling floods, that ever and anon resound from side to side of the humid cavern, and seem to shake the firm rock on its foundation. The difficulty experienced in

breathing from the combined moisture and compression of the air, the impossibility of hearing or being heard, the dizziness produced by the falling waters, the dimly discovered snakes and reptiles around,—the whirl, the wind, the roar, all combine most powerfully to affect the soul, to overwhelm at once the senses and the imagination, and baffle all powers of description.

Immediately at the base of the Falls the raging waters are lashed into one thick mass of froth and foam of dazzling whiteness; but their surface further down becomes comparatively still, though ever whirling and boiling, and exhibits a totally different appearance from that of any other part of the river. The labouring stream seems inwardly convulsed, heaving and throbbing in dark and bubbling whirlpools, as if it threatened every moment to eject some of the mystic terrors of the deep. This effect is ascribed by Professor Dwight, of the United States, to the reaction of the ascending waters. Precipitated bodily to an extraordinary depth, by their own prodigious gravity and the force of their impulsion, and involving with them a quantity of fixed air, they reascend to the surface in a struggling career, checked by the weight of the superincumbent water.

The noise of the Falls is truly grand, commanding, and majestic; filling the vault of heaven when heard in its fulness, and seeming mystically to impregnate ether with its absorbing sounds. It is very variable in its loudness, being essentially influenced by the state of the atmosphere, the direction of the wind, and the position of the listener. It is sometimes scarcely audible within three or four miles; and at others it may be heard at York, on the opposite shores of Lake Ontario, a distance of six-and-forty miles. The relative situation of York with the mouth of the Niagara river favours the travelling of the sound thus far when the air is remarkably still, or acted upon by south-easterly winds.

It were difficult to convey a very distinct idea of the deep round roar of Niagara; indeed there is a sonorous cadence in the noise of waterfalls,—an alternation of muffled and open sounds,—that can find no perfect similitude. It has been likened to the hoarse voice of oceanic surges heavily lashing the sea-shore; to the plunging dash of huge spherical stones hurled in quick and ceaseless succession from a precipice of great

altitude into profound waters; to the effect produced in a vast mill by the "ceaseless, rumbling, deep, monotonous sound," accompanied with tremor, of numerous sets of millstones moving simultaneously *; but, however these assimilations, and especially the last, which is certainly the best and most familiar, may serve to illustrate description and aid the imagination, yet they are not quite perfect, as the sounds compared are either inadequate resemblances in themselves or deficient in majesty. Perhaps nothing can come nearer the cadence, fulness, and dignity of the sphere-filling thunders of Niagara than the spirited engagement at sea, in still weather, of two heavy squadrons, six or eight miles off †. To a spectator on the heights of Aboukir, the battle of the Nile must have conveyed a correct idea of the roaring, rolling, rumbling, thundering noise of this wonderful cataract.

Not more than 900 yards below the Falls a ferry is established, by which travellers can cross with perfect safety from the foot of the ladder leading beneath the Table-rock, to the American staircase on the opposite bank, keeping along the edge of the tossing and eddying waters, and athwart a swift and heavy current. The resources of art would find little difficulty in throwing a chain bridge over this part of the river (which is hardly 450 yards wide), overhanging the storming chasm, from the summits of perpendicular cliffs, whose altitude is probably not far short of 250 feet. Such a structure would be of much public utility, whilst it would amazingly enhance the romantic interest and splendour of the scenery, and afford a most advantageous full-front view of the stupendous Fall. Suspended as it were in ether, the spectator would stand, between precipitous rock walls, on a level with the crest of the cataract, high over the wild, whirling, foaming, and maddening eddies of the profound abyss, having

* Captain Basil Hall.

† Those who never have been within hearing of a naval action may easily imagine the effect of its pealing artillery, if they have heard fortresses saluted by ships of war, by fancying the discharge of cannon continued without intermission. The evening gun fired from Cape Diamond, particularly in cloudy weather, is grandly re-echoed several times from the mountains around Quebec, producing a full, muffled, vibrating sound, swelling in cadences between the discharge of the cannon, the burst of the echo, and the reverberating echo, not unlike that of Niagara.

in sight Goat Island bridge, apparently borne magically aloft, upon the utmost verge of the falling waters, and being in a manner insulated, he would combine in one vast collective vista all the astonishing beauties, sublimities, and romance of the tremendous and overwhelming scene.

Five miles from the Falls is the whirlpool; a phenomenon scarcely less appalling in its terrors, and probably involving more inevitable destruction to every thing coming within the pale of its attraction. It is occasioned by the stream, as it passes in heavy volumes from the cataract, and sweeps with impetuous violence round an abrupt bend of the river, producing so forcible a reaction as to form a stupendous vortex between the high perpendicular cliffs by which it is walled. By thus diverging from its forward direction, and being as it were embayed for a time, the velocity of the current is checked and subdued to a more tranquil course towards Lake Ontario. Nine miles lower down the Niagara emerges from the deep, rock-bound chasm of the Falls, and thence flows in a deep and gentle tide, between banks of more moderate elevation, to its discharge into the lake. Its mouth is in latitude 43° 15′ 30″, and longitude 79° 00′ 40″, between Fort George or the town of Niagara on the west, and the old French fort Niagara on the east.

That the Falls of Niagara, in ages now long past, and at the period, probably, of the formation of the great lakes, were situated much lower down, between the present villages of Queenston and Lewiston, appears almost indisputably true; and it is believed that all the geologists who have critically examined the locality concur in the assertion of the fact. It is not in the province of the topographer to speculate upon geological phenomena; but we would merely hazard a remark, which superior science may improve if correct, or reject if erroneous. The fact that the Falls have receded being admitted, might not the age of the lakes, at least of Erie and Ontario, as confined to their present basins, be ascertained with tolerable certainty? The waters of Ontario are supposed to have bathed the base of Queenston Heights—nay, the level of the lake is admitted generally to have once been co-equal with the summit of that range: if then, by a series of nice and long-continued observations, the ratio of disintegration in a given time were properly ascertained, the calculation could be carried retrospectively, with all the modifications

that the breadth, depth, &c. of the water-worn chasm would dictate, until it would arrive at the period of the original formation of the cataract, and the gradual depression of the surface of Ontario to its present level. The calculation might, in the same way, be made prospectively, and afford a very curious result as affecting the great physical changes that future ages may work in the bed of the Niagara.

In taking leave of Niagara river, to proceed in our description of the other parts of the St. Lawrence, its lakes and canals, we feel how inadequately we have portrayed the grandeur and manifold sublimities of its unrivalled scenery ; but, in truth, there are in nature objects that beggar description, and the cataract of Niagara belongs pre-eminently to that class. There are not wanting, however, faithful portraitures of its magnificence by far abler pens, and we might therefore have excused ourselves from the attempt here; but an account of the Niagara would have appeared to us very deficient, had it not contained such a sketch of the great Falls as accords with the topographical character of the present work.

## WELLAND CANAL.

The cascades and cataracts of Niagara river throwing insuperable obstacles in the way of its navigation suggested some years ago the expediency of cutting a ship canal connecting Lake Erie with Lake Ontario *, and an association was accordingly formed and incorporated in 1824, under the name of the WELLAND CANAL COMPANY. In 1825 the capital, which had been previously declared something less, was increased to 180,000*l.* sterling, divided into 16,000 shares of *eleven pounds five shillings* sterling each, all of which have been subscribed, except an amount of *eleven thousand and thirteen pounds six shillings* sterling still (1830) remaining to be taken up.

This momentous work is now nearly completed, and will when finished have cost about *two hundred and seventy thousand pounds* sterling —a comparatively small sum when compared with the magnitude of the undertaking and the incalculable benefits that must inevitably flow from it, both as regards the interests of the stockholders and the commercial

* This bold project is ascribed to Mr. William Hamilton Merritt, a resident at St. Catherine's, a small village through which the canal now passes.

prosperity of Upper Canada*. The total length of the canal is forty-two miles, consisting of three sections; the first extending from the Grand river to the Welland, sixteen miles; the second being part of the river Welland itself, ten miles; and the third lying between Welland river and Lake Ontario, sixteen miles. The entrance of the canal from Lake Erie is situated about two miles above the mouth of the Grand or Ouse river, where the cutting is carried through Wainfleet Marsh to the level of Welland river. The excavation on the north side of the latter river is 56 feet, and the distance to the top of the lockage about five miles. The excavation would have been considerably deeper had the waters of the Welland been used in the northern section of the canal; but the ingenious plan adopted of feeding that section by an aqueduct carried over the river from a higher level to the south has rendered inexpedient any greater depth of cutting. The level of Lake Erie is 330 feet above that of Ontario, and the step is performed by the intervention of thirty-seven locks, thirty-two of which form a successive series, descending from the summit to the base of the range of high grounds constituting the Queenston Heights. The locks are not, however, in immediate contiguity, but sufficiently remote from each other to admit the crossing in the intervening spaces of vessels bound in opposite directions, thus avoiding the tedious delays that would necessarily result from the situation of locks in proximate succession.

The canal is 56 feet wide at the surface of the water, 26 at bottom, and 8½ feet deep. The chambers of the locks are 100 feet in length by 22 in breadth, and therefore amply large enough for vessels of 125 tons' burden, which is above the average tonnage of those employed in trade upon the lakes. The Welland Canal commands two distinct channels into Lake Erie; one through the mouth of the Grand river, the other through the Niagara. This advantage will appear of great moment when it is con-

* It is provided by the charter, that if the tolls exacted be excessive the legislature may, after the expiration of five years from the opening of the canal, reduce them to a rate which will not produce less than twenty per cent. per ann. on the capital expended. After fifty years from the completion of the work, the King may assume the canal on paying the Company the sum it cost, together with a premium of twenty-five per cent. on the amount. But His Majesty cannot do so unless the Company shall have received during the fifty years an average of twelve and a half per cent. on the moneys involved in the concern.

sidered that the distance between those rivers is about thirty-four miles, and that schooners, &c. from Buffalo and other places on the eastern shores of the lake are saved from the whole of so long and circuitous a course by descending the Niagara, and ascending the gentle stream of the Welland to the Ontario section of the canal. This route also being free from toll offers a further inducement to its adoption, which, combined with other concurring conveniences, cannot fail to direct a large proportion of the eastern trade of Erie through that channel. To vessels from the southern and western parts of the lake, the route by the Grand river enjoys likewise its peculiar advantages, by considerably curtailing their distance into Lake Ontario. Besides, it possesses this superiority over the former, that in spring it is much earlier free from the incumbrance of ice, which generally accumulates heavily at the eastern extremity of the lake from the prevalence of westerly winds, and obstructs for a long time the access to the Niagara river and the Grand Erie canal at Buffalo.

The two powerful rivals of the Welland Canal are, the Grand Erie and Ohio canals, the former opening an avenue to the Atlantic by the Hudson river, the latter to the Gulf of Mexico by the Mississippi; but we apprehend that both these grand works will yield the palm to the other in the competition. The superior dimensions of the Welland Canal, that render inexpedient the delays and expense of repeated trans-shipments,—its shortness when compared with its rivals, and the consequent facility and despatch, besides the diminished expense with which it must be passed,—the link that it forms between the schooner navigation of two extensive lakes, and indeed between all the navigable waters above Lake Erie and those of Ontario,—are circumstances which of themselves would be sufficient to secure the patronage of a large proportion of the trade of the lakes, especially if the commercial regulations of both countries be framed upon such principles of liberal policy, as will leave it optional with the inhabitants of either, to adopt that route which their respective interests may dictate.

The Erie Canal was certainly a gigantic undertaking, and one of those bold conceptions that at once characterise a great mind; whilst its realization is no less demonstrative of a liberal and enlightened policy,

and an eminent degree of national enterprise. It is the noblest monument that could be left to perpetuate the recollection of the distinguished services rendered by the late De Witt Clinton to the state of New York, of which he was governor. This grand canal was opened under the provisions of two acts of the state legislature, passed, the one in April, 1816 *, the other in April, 1817; on the 4th of July following the operations were commenced, and eight years and a half afterwards completed. The original cost of this great work exceeded one million and a half sterling, and its repairs and ameliorations have since absorbed considerable further sums; but the improvements to which these were applied have essentially added to the solidity, utility, and convenience of the canal.

The Erie Canal, called sometimes the Great Northern, the Western, or the Grand Canal, is three hundred and fifty-three miles long, 40 feet wide at the surface, 28 at bottom, and of a minimum depth of 4 feet water. In the whole distance from Lake Erie to the tide-waters of the Hudson, the difference of elevation is 564 feet, equal to an average proportion of fall not quite amounting to one foot and a half in the mile. This elevation is overcome by 77 stone locks, each 90 feet long by 12 broad, and therefore shorter and narrower by ten feet than those of the Welland. That eventually the locks of Erie Canal will be increased in dimensions is more than probable; but the expense of such an improvement will be very great, owing to the masonic solidity of their construction.

The inferior width and depth of this canal, when compared with the dimensions of the Welland and the Rideau, are perhaps the most important objections against it as a competitor with the latter two, and particularly the Welland, for the trade of the lakes. But this objection is momentous, and must operate strongly, besides the other considerations that have been formerly mentioned, in favour of the preference that will no doubt be given to the Canadian Canal. An important superiority in a commercial point of view, that one canal may possess over another, is the expeditious access which it opens to a shipping-port for foreign

* The commissioners appointed by this act were, Stephen Van Rensselaer, De Witt Clinton, Samuel Young, Joseph Ellicote, and Myrom Holley.

markets. On the American side New York is the nearest port where produce, &c. may be shipped in large vessels for export, and the distance by the Erie Canal and the Hudson river is about five hundred and forty miles. On the Canadian side, Montreal is the first port arrived at where this can be effected, and the distance by the St. Lawrence is not more than four hundred miles: through the Rideau Canal and the Ottawa it will be about four hundred and thirty. The Welland Canal, therefore, has the advantage of opening an avenue to a port whence foreign shipments can be made in vessels of heavy burden, upwards of one hundred and forty miles nearer than can be done through the American Canal.

## LAKE ONTARIO.

This lake is the last or lowest of those vast inland seas of fresh water that are the wonder and admiration of the world. It is situated between the parallels of 43° 10′ and 44° 11′ of north latitude, and the meridians of 76° 25′ and 79° 56′ of west longitude. It lies nearly east and west, is elliptical in its shape, one hundred and seventy-two miles long, fifty-nine and a quarter extreme breadth, and about four hundred and sixty-seven miles in circumference. The depth of water varies very much, but is seldom less than three or more than fifty fathoms, except in the middle, where attempts have been made with three hundred fathoms without striking soundings. The appearance of the shores exhibits great diversity: towards the north-east part they are low, with many marshy places; to the north and north-west they assume a lofty character, but subside again to a very moderate height on the south. Bordering the lake the country is every where covered with woods, through whose numerous openings frequent settlements are seen that give it a pleasing effect, which is greatly heightened by the white cliffs of Toronto, and the remarkable high land over Presqu'ile, called the Devil's Nose, on the north. The view on the south is well relieved with a back ground produced by the ridge of hills that, after forming the precipice for the cataract, stretches away to the eastward. The finishing object of the prospect in this direction is a conical eminence towering above the chain of heights, called Fifty Mile Hill, as denoting its distance

from the town of Niagara. Of the many rivers flowing into Lake Ontario, if the Genesee and Oswego be excepted, there are none that lay claim to particular notice, unless it be for the peculiarity of their all having a sand-bar across the entrance. There are some fine bays and inlets, where vessels of every description may find protection against bad weather. Burlington Bay is both spacious and secure; but these advantages were rendered of little importance by its narrow entrance being so shallow as to admit only of boats. A canal, however, has been cut across the breach, which has opened an access to the bay for lake vessels, and made it an important and interesting harbour. Hungry Bay is conspicuous as affording good anchorage and safe shelter among the islands to ships of the largest size, at all seasons. York and Kingston harbours, belonging to the English, and Sacket's harbour to the Americans, are unquestionably the best upon the lake, as they possess every natural requisite: the two latter are strongly fortified, being the arsenals where ships of war, even of the first rate, have been constructed by both powers, and from whence have been fitted out those powerful hostile squadrons that have conferred so much consequence upon the naval operations in this quarter. Very heavy squalls of wind frequently occur, but they are unattended either with difficulty or danger if met by the usual precautions every seaman is acquainted with. Of the many islands at the east end of Ontario, the Grand Isle, lying abreast of Kingston, is the most extensive, and, by being placed at the commencement of the Cataraqui river, forms two channels leading into it, that bear the names of the North or Kingston Channel, and the South or Carleton Island Channel.

## THE RIDEAU CANAL.

From Lake Ontario to St. Regis, an Indian village about eighty miles above Montreal, the river St. Lawrence is divided longitudinally between Great Britain and the United States, and thus becomes the common highway of both. The hazards and inconvenience of such a communication, arising from its situation along an extended line of national frontier, in the event of future hostility, however remote such a

contingency may be, and we devoutly hope it may never occur, have suggested to both countries the policy of opening avenues in the interior, by which an unrestricted intercourse can be maintained between the distant parts of their respective territories, secure from those interruptions of a neighbouring enemy, incident to a state of warfare. The Grand Erie Canal performs this office on the American side by opening a water communication from the heart of one of the most flourishing states of the union, to the western parts of the United States' dominions; on the British side we have the Rideau Canal, an undertaking of stupendous magnitude and incalculable utility.

The Rideau Canal commences at Kingston, and, traversing the tract of country lying between the St. Lawrence and the Ottawa, strikes the latter river at the foot of the Falls of Chaudière, and a short distance above those of the Rideau, situated at the mouth of that river. It is one hundred and thirty-five miles long, and perfectly unique of its kind in America, and, probably, in the world, being made up in its whole length by a chain of lakes, dams, and aqueducts, so connected by locks of large dimensions as to open a steam-boat navigation from Ontario to the Ottawa river. Rideau Lake, which is about twenty-four miles long, and six broad on an average, is the grand summit level of the canal: it is 283 feet above the waters of the Ottawa on one side, and 154 above the surface of Lake Ontario on the other, requiring in the rise and fall a total number of forty-seven locks, seventeen of which are on the Kingston side, and thirty between Rideau Lake and the Ottawa. These locks were originally planned upon a scale to correspond with those of the La Chine Canal, *i.e.* 100 feet by 20; but these dimensions were subsequently increased to 142 feet in length by 33 in width, the depth of water being 5 feet. There are twenty dams on the whole route, constructed with remarkable solidity and skill, which, by the reflux of the waters they produce, have strangely altered the natural appearances of the country. "In several instances, a dam not more than twenty-four feet high and one hundred and eighty feet wide will throw the rapids and rivers into a still sheet above it for a distance of more than twenty miles. The dams also back the waters up creeks, ravines, and valleys; and, instead of making one canal, they form numerous canals of various ramifications, which will all tend greatly

to the improvement of a very fertile country. The land drowned by the raising of the dams is not worth mentioning, consisting chiefly of swampy wastes, the haunts of otters and beavers *." The principal works on the whole line are situated at the following places:—Entrance Bay, Dow's Great Swamp, Hog's-back, Black Rapids, Long Island, Burnett's Rapids, Nicholson's Rapids, Clowes' Quarry, Merrick's Rapids, Maitland's Rapids, Edmond's Rapids, Phillip's Bay, Old Sly's Rapids, Smith's Falls, First Rapids, the Narrows, the Two Isthmuses, Davis's Rapids, Jones's Falls, Cranberry Marsh and Round Tail, Brewer's Upper and Lower Mills, Jack's and Billydore's Rifts, and Kingston Mills.

This great work, when finished, will have cost Great Britain upwards of half a million sterling; the calculated estimate of the expenses, as given in by engineers, before the plan of enlarging the locks was adopted, amounted to 486,060*l.* If the magnitude of the canal, its immense importance in a military and commercial point of view, and its advantages to an extensive portion of the upper province, be properly considered, this sum will not appear exorbitant, but rather moderate compared with the cost of other canals of much inferior dimensions and utility. There can be little doubt that when the whole line of canal from Kingston to Montreal will be completed, and it is now nearly so, the great thoroughfare of the Canadas will be transferred from the frontier to the Rideau route, until a canal shall have been opened along the St. Lawrence. When sloops and steam-boats of from one hundred to one hundred and twenty-five tons' burden can pass without interruption from the remotest settlements of Upper Canada to Grenville on the Ottawa river, whence their cargoes can be transported with ease and safety through inferior canals to the port of Montreal, we believe that few will hesitate to forward their produce through that channel, even in times of profound peace with our neighbours; especially if the

* M'Taggart, vol. i. This able engineer was actively employed in making the surveys and taking the levels on the whole line of the canal. He had been preceded in these operations by Mr. Clowes and other excellent civil engineers. Mr. M'Taggart has published, in three 12mo. volumes, a work, entitled "Three Years in Canada," containing some shrewd remarks on the country, and especially recommendable when treating of the various branches of his important art.

tolls that will be exacted by government on the Rideau and the Grenville canals be moderate, as in truth it is its interest and policy to make them. When a diversion of trade is to be effected, the inducements to the adoption of the new route should not be neutralized by the exaction of exorbitant tolls and charges; but these should at once be fixed at a reasonable premium, not calculated upon the principle of a large prospective reduction when the canal becomes more frequented.

With such advantages, the Rideau Canal cannot fail in yielding an adequate interest for the moneys expended in its construction, and produce eventually lucrative returns to His Majesty's government.

Considered with relation to the defences of the country, the Rideau Canal must appear of still greater moment, from the means it affords of forwarding to distant stations, with readiness, despatch, and security, the muniments of war necessary to repel invasion, and protect the property and persons of His Majesty's subjects in the colonies from foreign aggression. In a political point of view, its importance is equally conspicuous; since it must obviously tend to strengthen and consolidate the Canadas, by promoting their commercial relations, and that interchange of mutual benefits that constitutes a permanent tie betwixt the various members of a state, and preserves for ages the integrity of empires.

*The Grenville Canal* consists of three sections:—one at the Long Sault, on the Ottawa, another at the Chûte à Bloudeau, and a third at the Carillon Rapids, opening into the lake of the Two Mountains, through which an uninterrupted navigation is practised by steam-boats to La Chine, nine miles above the city of Montreal. The dimensions of this canal are calculated to correspond with those of the canal of La Chine, which are 28 feet wide at bottom, 48 at the water-line, and 5 deep. It is unfortunate that its proportions should not have been originally planned upon a scale to admit of sloop and steam-boat navigation, and therefore corresponding with the Rideau, by which means no trans-shipments would have become necessary in the transport of produce from the remotest settlements of Upper Canada to La Chine, and the return of goods from thence to the upper countries. The Grenville Canal is nevertheless a work of vast importance under every aspect. It is opened

under military superintendence, and its expenses are defrayed by the imperial government.

The route by the Rideau Canal, the Ottawa, and the Grenville Canal is calculated to avoid, not only the frontier, as we have previously stated, but also the rapids of the St. Lawrence, between Lake Ontario and Montreal. From its discharge, out of Ontario, the St. Lawrence is also known under the names of the *Iroquois* and the *Cataraqui.* It issues from the lake in so broad and beautiful a stream, that it assumes the appearance of a lake for a distance of thirty-nine miles, which is so singularly studded with a multitude of islands, that it has been denominated the Lake of the Thousand Islands, or Mille Isles: but their number far exceeds this mere descriptive computation; the operations of the surveyors employed in establishing the boundary, under the 6th article of the Treaty of Ghent, having ascertained that there were one thousand six hundred and ninety-two, forming an inextricable labyrinth of islands varying in magnitude, shape, and aspect, and presenting the most extraordinary and pleasing vistas and perspectives, in which the rapid and magic combinations of the kaleidoscope seem naturally exhibited.

The distance between Kingston and Montreal is about one hundred and ninety miles. The banks of the river display a scene that cannot fail to excite surprise, when the years which have elapsed since the first settlement of this part of the country (in 1783) are considered. They embrace all the embellishments of a numerous population, fertility, and good cultivation. Well-constructed high roads, leading close to each side, with others branching from them into the interior, render communication both easy and expeditious; while the numerous loaded batteaux and rafts incessantly passing up and down from the beginning of spring until the latter end of autumn, and the steam-boats plying in the navigable interstices of the river, demonstrate unequivocally a very extensive commercial intercourse. The islands, the shoals, the rapids, with contrivances for passing them, form altogether a quick succession of novelties that gives pleasure while it creates astonishment.

The twofold checks existing against the advantages that might be derived from this part of the St. Lawrence, arising from the partition of

its stream between two distinct powers, and the physical embarrassments of its navigation, forcibly point out the necessity of opening a canal along its northern shore. The subject was taken up by the legislature of Upper Canada in 1826, and surveys ordered to be made of the locality, with estimates of the expense that such an undertaking would involve. Two civil engineers, Messrs. Clowes and Ryskesh, were in consequence appointed to the performance of the operations. After establishing the impracticability of rendering the North Channel at Barnhart's Island effectually navigable, they proceeded to the examination of the country along the St. Lawrence between Johnston and Cornwall, a distance of 39 miles, within which are to be found the principal impediments to the navigation of the river. They ascertained that the depression of the river in the stated distance amounted to scarcely 75 feet, an inconsiderable difference of elevation, if we consider an inclined plane of 39 miles, yet sufficient to produce very violent rapids in the St. Lawrence from the heavy volume of its waters.

In order to meet at once any plan that might be adopted either upon an enlarged or more contracted scale, the engineers laid out two canals on the same route, differing materially in their dimensions; one calculated for steam-boats and sloops; the other for canal boats only. The former to be 84 feet wide at the water's surface, 60 at bottom, and 8 deep; the locks 132 feet long and 40 wide, with turning bridges 40 feet in the clear, and 10 feet wide. The estimated cost of such a canal was stated at 176,378*l.* 8*s.* 5*d.* Halifax currency.

The latter canal was laid out upon a scale of much inferior magnitude; its width at the water's surface being 38 feet, at bottom 26, and its depth 4 feet; the locks 100 feet in length by 5 in breadth, with turning bridges 15 feet in the clear, and 10 feet wide. Its cost was estimated at 92,834*l.*

After weighing the advantages of both plans, no hesitation can be made in the preference that must be awarded to the project of a ship-canal, which the first of these offers. A sum of 200,000*l.* expended in connecting between Cornwall and Johnston the sloop and steam-boat navigation of the St. Lawrence would soon, we believe, refund itself. The produce that annually passes down the river, whether directly or

mediately from Upper Canada, is well known to be considerable; and the imports entered at the Custom of Coteau du Lac, in Lower Canada, direct from the United States, are no less momentous in their amount. The following extract from the entries at the port of Montreal in 1827 may convey some idea of the extent of imports from the Upper Province and the United States, *via* the St. Lawrence, into Lower Canada:

| | Durham Boats. | Batteaux. | Rafts. |
|---|---|---|---|
| From Upper Canada direct - - | 405 | 134 | 6 |
| From ditto and the United States - | 54 | 1 | 0 |
| From the United States direct - | 80 | 5 | 8 |
| Total - - | 539 | 140 | 14 |

Most of these Durham boats and Batteaux return laden with British or West India goods; thus we may nearly double the amount of both to have a view of the carrying trade of that section of the river, independently of wood, timber, and staves, that form of themselves an important branch of the colonial trade. The average tonnage of the Durham boats is perhaps 15 tons, that of the Batteaux about 6. Thus we find that the trade of the St. Lawrence above Montreal gives employment to vessels whose collective burden is nearly 10,000 tons. The facilities which a sloop-canal would offer would tend to augment this amount considerably, and hold out equal inducements to the American and the Upper Canadian to transport his produce through that channel. The revenue of the Rideau Canal would probably suffer from the opening of so convenient and more direct an avenue to the lower ports of the St. Lawrence; but it appears to us equally clear that the rapid settlement of the lands on the Ottawa, the natural resources and richness of the beautiful valley through which it flows, will eventually of themselves attract a competent portion of the trade in that direction, and give adequate employment to the Rideau Canal. It is besides obvious that the immediate object designed to be attained by the construction of the Rideau Canal was the security of the colonies; it is their strength, integrity, and preservation that are to be expected from this grand military work, and they certainly have all been amazingly enhanced and promoted by it.

At St. Regis, where the parallel of the 45th degree of north latitude intersects the St. Lawrence, the political, and in some measure the physical characters of the river are at once changed. From this point, westward, we find it divided between the dominion of two foreign states; eastward, it lies exclusively within British territory, and flows through the heart of the flourishing province of Lower Canada, assuming more and more majesty and grandeur as it rolls onward its ample and imposing stream to swell the bosom of the vast Atlantic. The undivided control of this interesting part of the St. Lawrence by His Majesty's government, and the exclusive enjoyment by British subjects of the benefits of its navigation, were not, however, viewed with perfect indifference by our republican neighbours. Always studiously alive to any project that promises to improve the resources and promote the commerce and welfare of any and every department of the union, a claim was started in 1824 by the general government of the United States, to a participation in those benefits, and a right to the free navigation of the St. Lawrence in its whole course to the ocean.

This extraordinary claim first originated after the passing of the Canada Trade Act by the imperial parliament in 1822, by which heavy duties were levied upon articles from the United States, chiefly timber, pot and pearl ashes, flour, and salt provisions, which had anteriorly entered into successful competition with those of a similar description from Upper Canada, and for the protection of which, amongst other things, the British statute referred to was passed. This enactment, without investigating its policy, proved necessarily obnoxious to the inhabitants of the northern frontier of the state of New York; and a memorial was in consequence transmitted by them to Congress in 1823, complaining of this momentous interruption to the current of their trade as a grievance calling loudly for legislative redress. This memorial suggested the expediency of retaliatory enactments, imposing countervailing duties on Canadian produce and British goods passing up or down such sections of the navigable channels of the St. Lawrence above St. Regis as were wholly included within the American boundary. To effect this it was stated that the mere repeal of the act of Congress passed in 1799, confirming the reciprocal rights of both powers to the free use of the waters

of that river, as created by Jay's treaty in 1794 *, would be sufficient, since the confirmatory act of Great Britain stood virtually repealed by the Canada Trade Act, and that the treaty of 1794 had become a dead letter in consequence of the state of hostilities that subsequently accrued between the two countries †.

No such measures of impost retaliation were nevertheless adopted; nor could they, supposing their practicability, have been commensurate in their efficacy with the ends proposed. It will be recollected that if the navigable channel at Barnhart's Island fall exclusively within the American line, there are other parts of the river in which the main channel lies wholly, or in a great measure, within the British frontier—a circumstance which would of itself render inconvenient, at least, to all parties, the enforcement of any commercial regulations affecting the free use, by the people of both countries, of the waters of the St. Lawrence above St. Regis. It is true that, having no markets to which they might freely resort below St. Regis, the American trade upon the river would be very limited; but would not the Canadian trade be equally if not more so, since the St. Lawrence could on all occasions be forsaken for the Rideau? It is when questions of this nature are agitated in relation to a frontier navigation, that the whole importance of such a stupendous work as the Rideau Canal is felt in its full force, since it places our in-

* The article of this treaty relating to the subject is not, we believe, very generally known: the *exception* it contains is ambiguously worded, but it seems to be made dependent upon *future regulations to be established.*—" Art. III. It is agreed that it shall at all times be free to His Majesty's subjects, and to the citizens of the *United States,* and also to the *Indians* dwelling on either side of the said boundary line, freely to pass and repass by land or inland navigation into the respective territories and countries of the two parties on the continent of *America* (the country within the limits of the *Hudson's Bay* Company only excepted), and to navigate all the lakes, rivers, and waters thereof, and freely to carry on trade and commerce with each other. But it is understood that this article does not extend to the admission of vessels of the *United States* into the sea-ports, harbours, bays, or creeks of His Majesty's said territories; nor into such parts of the rivers in His Majesty's said territories as are between the mouth thereof and the highest port of entry from the sea, *except in small vessels trading* bonâ fide *between Montreal and Quebec,* under such regulations as shall be established to prevent the possibility of any frauds in this respect; nor to the admission of *British* vessels from the sea into the rivers of the *United States* beyond the highest ports of entry for vessels from the sea."

† Mr. Vaudenheuvel's speech on this subject in the Assembly of the State of New York in 1825.

internal commerce beyond the reach of foreign interruption, and secures the independency and safety of our colonial intercourse.

Unsupported by any treaty, the right of the United States to the free navigation of the St. Lawrence is made to rest upon the broad principles of the laws of nature, which, say the assertors of the right, point out that splendid stream as the natural highway—the ostensible exit for produce of the fertile and wide-spreading territory which it drains in its progress from its source to the sea. But this argument, as regards international policy, is more plausible than sound, and the claim of *right* has been unhesitatingly denied, and steadfastly resisted by Great Britain, in all the negotiations that were attempted on the subject, between the United States' plenipotentiaries and His Britannic Majesty's ministers. However, the discussion of a treaty that should have for its principle the mutual convenience and commercial interests of both parties was never, we believe, declined by the British foreign minister; but, too jealous of every apparent concession, the American government abstained from negotiating upon grounds that amounted to a dereliction of an assumed right, as novel as it is extraordinary. The question is one of deep interest and considerable moment to both powers; and we believe that under certain restrictions, such as exporting American produce in British bottoms, the St. Lawrence might advantageously to all parties be thrown open to the passage of American lumber, staves, flour, pot and pearl ashes, and salted provisions, under the most moderate protecting duties. Such a policy would not only remove in a great measure the grievance complained of by the inhabitants of the New York frontier, but create an additional stimulus in the markets of Montreal and Quebec, give increased occupation to British shipping, and afford still more amply and effectually the means of supplying the West India markets with produce.

Before reaching Montreal, the Lakes St. Francis and St. Louis present themselves. They do not admit of comparison with those already noticed, and can, indeed, only be considered as so many expansions of the river. They are of no great depth, but form an agreeable variety, much heightened by the many pretty islands scattered about them. St. Francis is twenty-five miles long by five and a half broad.

The shores in some places are marshy, as they do not rise much above the level of the water. St. Louis is formed at the junction of the Ottawa with the St. Lawrence; it is twelve miles long by six broad. Between both these lakes a sudden declivity in the bed of the river, obstructed by rocks in some places, and scooped into cavities at others, produces the most singular commotion, called the Cascades; it is an extraordinary agitation of the waters precipitated with great velocity between the islands, which being repelled by the rocks and hollows underneath, the waves are thrown up in spherical figures much above the surface, and driven with the utmost violence back again upon the current, exhibiting nearly the same effect as would be produced by the most furious tempest. To avoid the danger of passing this place, a canal, usually called the military canal, has been constructed across the point of land, and through which all boats now make their way to the locks at Le Buisson; it is 500 yards in length, and furnished with the necessary locks. The Lake of the Two Mountains, an expansion of the Ottawa, is at the mouth of that river, and merges in a manner into Lake St. Louis: it is very irregular, and in its whole length is twenty-four miles, varying in breadth from one mile to six miles. At the confluence of the two rivers are the Islands of Montreal, Isle Jesus, Bizarre, and Perrot: the first is probably the most beautiful spot of all Lower Canada, and is described with particular attention, under its proper head, in the Topographical Dictionary of that province.

Below Lake St. Louis is the beautiful rapid called the *Sault St. Louis*, between the picturesque Indian village of Caughnawaga, on the south, and La Chine on the north. The cascade is violent, very dangerous, and almost insuperable; and the design of the Canal of La Chine is to avoid its difficulties and perils. This canal is rather more than eight miles long, extending from the village of Upper La Chine to the city of Montreal, and equal in its dimensions to that of Grenville, of which it was the prototype. It was opened under legislative aid, and cost nearly 130,000*l.*; an enormous sum, when we consider its length, its capacity, and the fewness of the locks it required; but, on the other hand, the work is finished in the first-rate style of art, and cannot be excelled in the excellence of its materials or the elegance of its work-

manship *. The La Chine Canal † is the last on the St. Lawrence; the navigation below Montreal being altogether free from those obstructions that need the resources of art to overcome.

On the south side of the island, is the city of Montreal, and its convenient port, five hundred and eighty miles from the Gulf of St. Lawrence, to which ships of six hundred tons can ascend with very little difficulty. On the north-west lies Isle Jesus, that, by its position, forms two other channels of a moderate breadth—one called La Rivière des Prairies, and the other La Rivière de St. Jean ou Jésus: they are both navigable for boats and rafts, and unite again with the main river at Bout de l'Isle, or the east end of Montreal Island. From this city the navigation assumes a character of more consequence than what it does above, being carried on in ships and decked vessels of all classes. Hence to Quebec, a distance of one hundred and eighty miles, the impediments to vessels of large tonnage sailing either up or down are not many, and may be overcome with much ease, if it be judged expedient that their cargoes should be so conveyed in preference to transporting them in small craft and steam-boats. However, the use of tow-boats, propelled by engines of great power, has combined both means of transport; and it is not now unusual to meet on the St. Lawrence a splendid steamer with two large vessels moored to her flanks, and a third ship in tow, carrying together upward of 1000 tons burden, plying the waters at the rate of seven or eight miles an hour, and sometimes more.

On either side the prospect is indeed worthy of admiration. The different seigniories, all in the highest state of improvement, denote both affluence and industry; the views are always pleasing and often beautiful, although the component parts of them do not possess that degree of grandeur which is perceivable below Quebec; numerous villages, for the most part built round a handsome stone church, seem to invite the traveller's attention; while single houses and farms at agreeable distances

* The engineer, Mr. Burnett, had not the satisfaction of seeing the canal completed: a disorder brought on by an overwrought zeal and anxiety prematurely put an end to his life, during the progress of the work.

† For a more particular account, see *Topographical Dictionary of Lower Canada*, under "*La Chine Canal.*"

appear to keep up a regular chain of communication. In fact, whoever passes from one city to the other, whether by land, or by the broad and majestic stream of the St. Lawrence, will not fail to be highly gratified and delighted, and to meet with many subjects worthy both of observation and reflection.

About forty-five miles below Montreal, on the south side, is the town of William Henry, or Sorel, built at the confluence of the river Richelieu with the St. Lawrence, not far from which the latter spreads into another lake, the last in its progress towards the sea: it is called St. Peter's, is twenty-five miles long and nine broad. Like most of the others, this has a group of islands covering about nine miles of its western surface. Between them two distinct channels are formed. The one to the south being the deepest and clearest is consequently the best for ships. The banks on each side are very low, with shoals stretching from them to a considerable distance, so that only a narrow passage, whose general depth is from twelve to eighteen feet, is left unobstructed. About forty-five miles from William Henry, on the north side, at the mouth of the river St. Maurice, stands the town of Three Rivers, the third in rank within the province. At this place the tide ceases entirely, and, indeed, is not much felt at several miles below it.

Leaving Three Rivers, there is scarce any variation in the general aspect of the St. Lawrence until arriving at the Richelieu rapid (about fifty-two miles), where its bed is so much contracted or obstructed by huge masses of rock, as to leave but a very narrow channel, wherein at ebb tide there is so great a descent, that much caution and a proper time of the ebb is necessary to pass through it; at the end of the rapid is a good anchorage, where vessels can wait their convenient opportunity. From Montreal, thus far, the banks are of a very moderate elevation, and uniformly level, but hereabout they are much higher, and gradually increase in their approach to Quebec, until they attain the altitude of Cape Diamond, upon which the city is built. At this capital of the province and seat of government there is a most excellent port and a capacious basin, in which the greatest depth of water is twenty-eight fathoms, with a tide rising from seventeen to eighteen, and at the springs from twenty-three to twenty-four feet.

From Cape Diamond, and from Point Levi on the south shore, one of the most striking panoramic views perhaps in the whole world offers itself to notice; the assemblage of objects is so grand, and though naturally, yet appear so artificially contrasted with each other, that they mingle surprise with the gratification of every beholder. The capital rising amphitheatrically to the summit of the cape, the river St. Charles flowing, in a serpentine course, for a great distance, through a fine valley, abounding in natural beauties, the falls of Montmorency, the island of Orleans, and the well cultivated settlements on all sides, form together a coup d'œil that might enter into competition with the most romantic. At Quebec the St. Lawrence is 1314 yards wide, but the basin is two miles across, and three miles and three-quarters long: from the basin, the river continues increasing in breadth until it enters the gulf of the same name, where, from Cape Rosier to the Mingan settlement on the Labrador shore, it is very near one hundred and five miles wide.

A little below the city is the Isle of Orleans, placed in the midway, consequently forming two channels; the one to the south is always used by ships; the shore on that side is high, and on the opposite, in some places, it is even mountainous, but in both extremely well settled, and the lands in such a high state of improvement, that a large tract in the vicinity of Rivière du Sud has long been familiarly called the granary of the province. The waters of the St. Lawrence begin to be brackish about twenty-one miles below Quebec, increasing in their saline acrity, until they become perfectly sea-salt at Kamouraska, 75 miles lower down. Beyond the island of Orleans are several others, as Goose Island, Crane Island, and many smaller ones; these two are tolerably well cultivated, and are remarkable for the extent and excellence of their natural pastures, but the rest are neglected. At Rivière du Sud the stream of the St. Lawrence is increased to eleven miles in width, and the country that adjoins it cannot be easily rivaled in its general appearance; the gay succession of churches, telegraph stations, and villages, whose houses are almost always whitened, so as frequently to produce a dazzling effect, are so well exhibited by the dark contrast of the thick woods covering the rising grounds behind them up to their very summits, that few land-

scapes will be found actually superior in point of interesting variety and beauty.

Beyond Rivière du Sud is a channel named the Traverse, which deserves mention from its importance as the main ship-channel, and the circumstance of its being remarkably narrow, although the river is here thirteen miles across; the Isle aux Coudres, the shoal of St. Roch, and another called the English Bank, contract the fair way to not more than 1320 yards* between the two buoys that mark the edge of the shoals; it is the most intricate part of the river below Quebec; the currents are numerous, irregular, and very strong, on which account large ships must consult the proper time of the tide to pass it without accident. Amongst the various improvements to the navigation of the St. Lawrence, in agitation, it is contemplated to substitute, to one of the buoys, a floating light, which will enable vessels to pass the Traverse at night; and we hope that so important an object will be promptly carried into effect. On the north shore, between the Isle aux Coudres and the main, there is another channel, in which the current was considered so rapid, the depth of water so great, and the holding ground so bad, that it was for many years forsaken, until the erroneous prejudices existing against it were removed by the spirited parliamentary exertions of Dr. M. Paschal de Sales Laterriere, whose opinion, relative to the advantages and security of the north channel, stands strongly corroborated by the hydrographical surveys of Captain Bayfield, R. N. Future pilots are, therefore, required, by the regulations of the Trinity House of Quebec, to become equally acquainted and familiar with both channels; a measure of the greatest necessity and importance, since it is well known that their ignorance of the northern channels of the river has, on several occasions, threatened shipwreck to vessels, driven by heavy winds out of the south channel.

A third channel, formerly known by French mariners, when Canada was under the dominion of France, and then called the "Chenal d'Iberville," was re-discovered and surveyed lately by Captain Bayfield. It runs up the middle of the river, and although more contracted and intricate than the others, is yet sufficiently deep for ships of any burden. It is now

* Captain Bayfield, R. N.

generally known by the name of Bayfield's Channel, after its recent discoverer; and a knowledge of it is, we believe, equally with others enjoined to the St. Lawrence pilots.

Passing the Traverse, a very agreeable view of the settlements of the bay of St. Paul, enclosed within an amphitheatre of very high hills, and the well cultivated Isle aux Coudres at its entrance, presents itself. Continuing down the river, the next in succession are the islands of Kamourasca, the Pilgrims, Hare Island, and the cluster of small ones near it, named the Brandy Pots; these are reckoned one hundred and three miles from Quebec, and well known as the general rendezvous where the merchant ships collect to sail with convoy. At no great distance below is Green Island, on which is a light-house, where a light is shown from sun-set until sun-rise, between the 15th April and the 10th December. Near Green Island is Red Island, upon which it is believed the light-house would have been preferably situated, and abreast of it, on the northern shore, is the mouth of the river Saguenay, remarkable even in America for the immense volume of water it pours into the St. Lawrence.

Proceeding onward is Bic Island, one hundred and fifty-three miles from Quebec, a point that ships always endeavour to make on account of its good anchorage, and as being the place where ships of war usually wait the coming down of the merchantmen; next to Bic is the Isle St. Barnabé, and a little further on the Pointe aux Pères. From this point the river is perfectly clear to the gulf, and the pilots, being unnecessary any longer, here give up their charge of such as are bound outward, and receive those destined upward. Below Pointe aux Pères are two very extraordinary mountains close to each other, called the Paps of Matane, and nearly opposite them is the bold and lofty promontory of Mont Pelée, where the river is little more than twenty-five miles wide, but the coast suddenly stretches almost northerly, so much, that at the Seven Islands it is increased to seventy-three miles. A light-house on Mount Pelée had long been a desideratum, as an important point of departure, whence vessels may shape their course with safety, whether in ascending the river, or in leaving it to traverse the gulf. Provision was, therefore, made by the legislature of Lower Canada for its erection, and its com-

pletion has been recently announced by the Trinity House, with directions to mariners.

The settlements on the south side reach down thus far, but hereabout they may be considered to terminate, as, to the eastward of Cape Chat, the progress of industry is no longer visible; on the north side the cultivated lands extend only to Malbay. In the river itself nothing claims our attention except the separation of its shores to the distance already mentioned, from Cape Rosier to the Mingan settlement *. In the mouth of the St. Lawrence is the island of Anticosti, one hundred and twenty-five miles long, and in its widest part thirty, dividing it into two channels. Its geographical position has been ascertained with exactness, and is thus laid down: the east point latitude 49° 8′ 30″, longitude 61° 44′ 59″, variation 24° 38′ west: the west point latitude 49° 52′ 29″, longitude 64° 36′ 54″ †, variation 22° 55′; and the south-west point latitude 49° 23′, longitude 63° 44′. Through its whole extent it has neither bay nor harbour sufficiently safe to afford shelter to ships; it is uncultivated, being generally of an unpropitious soil, upon which any attempted improvements have met with very unpromising results; yet, rude and inhospitable as its aspect may be, it is not absolutely unprovided with the means of succouring the distress of such as suffer shipwreck on its coasts, there being two persons who reside upon it, at two different stations, all the year, as government agents, furnished with provisions for the use of those who have the misfortune to need them. Boards are placed in different parts, describing the distance and direction to these friendly spots; but instances of flagrant inattention in the persons employed have, however, occurred, which were attended with the most distressing and fatal consequences to the unfortunate sufferers of ship-

* In describing the course of the river, and wherever distances are given in miles, they always imply the statute mile of 69½ to a degree, unless otherwise specified.

† Observations of J. Jones, Esq. master on board H. M. S. Hussar. By the previous observations of the late Major Holland, surveyor-general of Canada, these points were placed thus: east point, latitude 49° 5′, longitude 62° 0′; west point, latitude 49° 48′, longitude 64° 35′. The south-west point is placed in the latitude and longitude given to it by the observations of the latter, whose astronomical positions, as taken in the course of his extensive and interesting surveys on the continent and along the vast coast of America, are in general remarkably correct, and do him great honour as a nice observer and scientific astronomer.

wreck; the succours intended for their relief not having been provided, and the habitations being found deserted *. These establishments were made in the year 1809, the humane intention of which will be honoured wherever it is made known, because the crews of vessels driven on shore here have, sometimes, at the utmost peril of their lives, forsaken them to make their escape to Gaspe. In addition to these precautions, the erection of two lighthouses is in contemplation; one of which will be situated at the east point of the island; the other at the west, though some mariners believe that the second would be most useful on the south-west point. The importance of this measure needs no comment.

With the powerful conviction upon our mind of the great estimation the river St. Lawrence ought to be held in, from presenting itself as the outlet designed as it were by nature to be the most convenient one for exporting the produce of these two extensive and improving provinces, the country stretching to the north-west nearly to the Pacific ocean, and even the adjacent parts of the United States, which, in defiance of prohibitory decrees, will find an exit by this channel, we have, it is feared, incurred the charge of prolixity in wishing to convey to others a clear conception of its importance; yet we must still trespass upon the patience of our readers long enough to mention that the observations hitherto made apply only to one part of the year; and also to notice that, from the beginning of December until the middle of April, the water communication is totally suspended by the frost. During this period, the river from Quebec to Kingston, and between the great lakes, except the Niagara and the Rapids, is wholly frozen over. The lakes themselves are never entirely covered with ice, but it usually shuts up all the bays and inlets, and extends many miles towards their centres: below

* Among the numerous wrecks that have taken place on the dangerous coasts of Anticosti, that of the *Granicus*, in 1828, is the most awful and affecting on record. Numbers of the crew and passengers, who escaped from the waves, became the wretched victims to the worst horrors of cannibalism, having found the habitations to which they directed their steps, totally deserted, and unprovided with the means of relieving any of their wants. The cadaverous horrors of the scene this spot exhibited, after the last spark of human life had ceased to animate the hideously mangled corses, are almost too shuddering for description, and mingle our tenderest sympathies with feelings of the most painful disgust.

Quebec it is not frozen over, but the force of the tides incessantly detaches the ice from the shores, and such immense masses are kept in continual agitation by the flux and reflux, that navigation is totally impracticable in these months.

But though the land and water are so nearly identified, during so long a winter, the utility of the river, if it be diminished, is far from being wholly destroyed, for its surface still offers the best route for land carriage (if the metaphor can be excused); and tracks are soon marked out by which a more expeditious intercourse is maintained by vehicles of transport of all descriptions, than it would be possible to do on the established roads, at this season so deeply covered with snow, and which are available until the approach of spring makes the ice porous, and warm springs, occasioning large flaws, render it unsafe. When this alteration takes place it soon breaks up, and, by the beginning of May, is either dissolved or carried off by the current.

The Gulf of St. Lawrence, that receives the waters of this gigantic river, is formed between the western part of Newfoundland, the eastern shores of Labrador, the eastern extremity of the province of New Brunswick, part of the province of Nova Scotia, and the island of Cape Breton. It communicates with the Atlantic ocean by three different passages, viz. on the north by the straits of Belleisle between Labrador and Newfoundland; on the south-east by the passage between Cape Ray, at the south-west extremity of the latter island, and the north cape of Breton Island; and, lastly, by the narrow channel, named the Gut of Canso, that divides Cape Breton from Nova Scotia.

The distance from Cape Rosier, in latitude 48° 50′ 41″, longitude 64° 15′ 24″, to Cape Ray, in latitude 47° 36′ 49″, longitude 59° 21′ 0″ *, is 79 leagues; and from Nova Scotia to Labrador 106. On its south side is the island of St. John, otherwise called Prince Edward's Island, something in shape of a crescent, about 123 miles long, in its widest part 32, and in its narrowest, at the extremities of two deep bays, less than four. To the northward of St. John's are the Magdalen Islands, seven in

* Rear-Admiral Sir Charles Ogle.

number, thinly inhabited by a few hundred persons, chiefly employed in the fisheries *. North, again, of the Magdalens is Brion's Island, and beyond this are the Bird Islands; the northernmost of which is situated in 47° 50′ 28″ north latitude, and 61° 12′ 53″ west longitude †. The Birds are points of importance in the navigation of the gulf, and the most northern of the two islands has been judiciously pointed out as a very fit and advantageous position for a lighthouse. This island is a mere rock, conical in shape, abrupt, and dangerous, and rising to no inconsiderable altitude; it is frequented by innumerable coveys of birds, and appears in the distance perfectly white, from the long accumulation of ordure deposited by them upon it.

In the principal entrance to the gulf, between Cape North and Cape Ray, is the island of St. Paul, in latitude 47° 12′ 38″, longitude 60° 11′ 24″, the variation of the compass being 23° 45′ west. The position of this island and the boldness of its shores render it the most dangerous enemy to the safety of vessels going in or out of the gulf, and the more so from the frequency of heavy fogs upon that coast. The numerous instances recorded of total shipwreck upon this inhospitable island are lamentable evidence of the perils it threatens, and it is a matter of surprise that the repetition of accidents so disastrous should not have long since been prevented by those expedients adopted upon all dangerous coasts. The exertions, however, of the harbour-master of Quebec ‡ upon this subject have not been unattended with success; and the erection of a lighthouse upon the highest summit of the island will soon, we believe, be commenced. It is also proposed, that in foggy weather a gong should be sounded, or guns fired, to warn ships of their approach. With such precautionary measures, added to the beacons placed in various other parts of the Gulf and the River St. Lawrence, ships may at all times proceed with safety on their voyage, whether inward or outward, the

* For a particular description of these islands, and of all those above them included in the province of Lower Canada, see the *Topographical Dictionary*, under their respective heads.

† Rear-Admiral Sir Charles Ogle. In the Appendix (No. 3) will be found an important table of latitudes and longitudes of headlands and islands on the coasts of North America, and in the Gulf and River St. Lawrence, deduced from the scientific observations of Mr. Jones, of H. M. S. Hussar, as taken under the command of Admiral Ogle.

‡ Mr. Lambly.

shipping interest and trade of the country will be essentially benefited, and the lives and property of thousands saved from destruction.

Islands of ice are sometimes met with in crossing the gulf during the summer months: the ice that drifts out of the St. Lawrence all disappears by the latter end of May, but these masses make no part of it. The conjecture is that they are not formed on any of the neighbouring coasts, but descend from the more northerly regions of Hudson's Bay and Davis's Straits, where it is presumed they are severed by the violence of storms from the vast accumulations of arctic winter, and passing near the coast of Labrador, are drawn by the indraught of the current into the straits of Belleisle. They often exceed an hundred feet in height, with a circumference of many thousands; the temperature of the atmosphere is very sensibly affected by them, which, even in foggy weather, when they are not visible, sufficiently indicates their neighbourhood. By day, from the dazzling reflection of the sun's rays, their appearance is brilliant and agreeable, and it is no less so by moonlight.

# LOWER CANADA

MONUMENT to WOLFE and MONTCALM.

QUEBEC.

Day & Haghe Lith.rs to the King. 17 Gate St. Linc. Inn F.ds

## CHAPTER VIII.

LOWER CANADA—Situation—Boundaries—Extent—Divisions and Subdivisions.

THE province of Lower Canada lies between the parallels of the 45th and 52d degrees north latitude, and the meridians of 57° 50′ and 80° 6′ west longitude from Greenwich. It is bounded on the north by the territory of the Hudson's Bay Company, or East Maine; on the east by the Gulf of St. Lawrence and a line drawn from Ance au Sablon, on the Labrador coast, due north to the 52° of latitude*; on the south by New Brunswick and part of the territories of the United States, viz. the states of Maine, Hampshire, Vermont, and New York †; and on the west by a line which separates it from Upper Canada, as fixed by His Majesty's order in council of August, 1791, and promulgated in the province on the 18th November of the same year, with the following description: viz. "To commence at a stone boundary on the north bank of the Lake St. Francis, at the cove west of Pointe au Baudet, in the limit between the township of Lancaster and the seigniory of New Longueuil, running along the said limit in the direction of north, 34° west, to the westernmost angle of the said seigniory of New Longueuil; then along the northwestern boundary of the seigniory of Vaudreuil, running north, 25° east, until it strikes the Ottawa river; to ascend the said river into the lake Temiscaming, and from the head of the said lake by a line drawn due north, until it strikes the boundary line of Hudson's Bay, including all the territory to the westward and southward of the said line to the utmost extent of the country commonly called or known by the name of Canada."

The western boundary, as just recited, evidently appears to have been founded upon an erroneous map of that part of the country, whereon

* The eastern boundary did not extend beyond the River St. John until the passing of the British statute, 6 George IV., chap. 59, by which the limits were extended eastward along the Labrador coast to Ance au Sablon. The island of Anticosti was also re-annexed by it to Lower Canada.

† The boundaries of the British possessions in America are particularly treated of in Chapter I.

the westerly angle of the seigniory of New Longueuil and the south-westerly angle of the seigniory of Vaudreuil are represented as co-incident, when, in reality, they are about nine miles distant from each other. The true intent and meaning of the order in council appears to be as follows: viz. That the boundary between Upper and Lower Canada shall commence at the stone boundary above Pointe au Baudet, and run along the line which divides the township of Lancaster from the seigniory of New Longueuil (and this line, it is necessary to observe, as well as most of the seignorial lines of the province, ought to run north-west and south-east, reckoning from the astronomical meridian, in conformity to an ancient ordinance of the province, or "Arrêt et reglement du conseil supérieur de Quebec, daté 11 de Mai, 1676") to the westerly angle of the said seigniory; thence along a line drawn to the south-westerly angle of the seigniory of Rigaud, and continued along the westerly line of Rigaud until it strikes the Ottawa river, as represented on the topographical map by the letters AB, BC, CD.

This is the light in which the terms of the order of council have been viewed by the respective government of both provinces, and indeed the only interpretation of which they were susceptible. The question, though several times agitated in the councils of either province, was never so definitively decided as to set difficulties at rest, and the anomaly was represented to His Majesty's imperial government in order to obtain its rectification from that quarter. The government of Lower Canada, however, acting upon the interpretation that the spirit of the king's order in council pointed out, and which the nature of things could alone admit, granted letters patent for the erection of the township of Newton (March, 1805), and subsequently for the augmentation of that township, as being vacant crown land in Lower Canada, adjoining the sister province of Upper Canada *.

* It must be observed that the westerly line of the seigniory of Rigaud, as well as the other lines on the Ottawa, ought to run, by the ancient ordinance, *nord quart-nord-est,* equal to 11° 15′ east from the astronomical meridian. There is also a variation between the bearing of the Lancaster township line and the seignorial line of New Longueuil, when, in fact, they ought to be precisely the same; and some grants that have been made by government are supposed to infringe upon the seigniory, from which lawsuits between the grantee of the crown and the seig-

Lower Canada, thus bounded, is divided into three chief districts, *Quebec, Montreal,* and *Three Rivers,* and two inferior ones, *Gaspé* and *St. Francis.* It is further divided into forty counties, by an act of the provincial legislature, 9 Geo. IV., chap. 73; its minor subdivisions consisting of seigniories, fiefs, and townships; there being of the two former 208, besides minor grants, chiefly consisting of small islands in the St. Lawrence, and of the latter, 160; of the townships, 117 were surveyed in whole or in part, and forty-three projected only; the particulars of which will be better explained by the following tabular exhibit:

*Divisions and Subdivisions of the Province of Lower Canada into Districts, Counties, Seigniories, Fiefs, Townships, &c.*

N. B. The townships marked with an asterisk are included in and compose the inferior district of St. Francis.

MONTREAL DISTRICT

CONTAINS 19 COUNTIES, 70 SEIGNIORIES, 6 FIEFS, AND 59 TOWNSHIPS.

| Counties, 19. | In each County. | | | Counties. | In each County. | | |
|---|---|---|---|---|---|---|---|
| | Seigniories. | Fiefs. | Townships. | | Seigniories. | Fiefs. | Townships. |
| Acadie | 2 | ... | 1 | Richelieu | 8 | ... | ... |
| Beauharnois | 1 | ... | 3 | Rouville | 7 | ... | ... |
| Berthier | 8 | 3 | 2 | St. Hyacinthe | 3 | ... | ... |
| Chambly | 5 | 1 | ... | Shefford | ... | ... | 8 |
| Lachenaye | 2 | ... | 2 | Stanstead | ... | ... | 6 |
| La Prairie | 4 | ... | ... | Terrebonne | 4 | ... | 3 |
| L'Assomption | 1 | ... | 2 | Two Mountains | 3 | ... | 6 |
| Missisqui | 1 | ... | 3 | Vaudreuil | 4 | ... | 1 |
| Montreal | 1 | ... | ... | Vercheres | 8 | 2 | ... |
| Ottawa | 1 | ... | 8 | Projected Townships | ... | ... | 14 |

norial tenant have originated. Disputes about boundaries, of a nature still more serious, arose only recently between the grantees of the crown settled in Upper Canada and those adjoining in the Lower Province, in which the legal process of the respective courts came in collision, to the incalculable inconvenience and injury of the landholders. Others may frequently recur, as this part of the province is already in a flourishing state of cultivation, unless the governments of both provinces bestow some consideration upon the subject, now that the claims of individuals settled on each side of the line may be more easily adjusted than after long and undisturbed possession has produced still greater improvement upon the estates.

## *Seigniories, Fiefs, Townships, &c. in each County.*

### ACADIE.

*Seigniories.*

De Lery
La Colle

*Townships.*

Sherrington

*Isles.*

Aux Noix
Aux Tetè

### BEAUHARNOIS.

*Seigniories.*

Beauharnois

*Townships.*

Godmanchester
Hemmingford
Hinchinbrooke

*Indian lands.*

*Islands.*

Grande Isle
Isles de la Paix, part of

### BERTHIER.

*Seigniories.*

Berthier and Augmentation
D'Aillebout
D'Autraye and Augmentation
De Ramzay
Isle Dupas
Lanaudière, part of
Lanauraie and Augmentation
Lavaltrie

*Fiefs.*

Antaya
Chicot
Du Sablé, or York
Petit Bruno
Randin

*Townships.*

Brandon
Kildare

*Isles.*

Randin
St. Ignace

### CHAMBLY.

*Seigniories.*

Boucherville
Chambly, West
Longueuil
Longueuil, Barony
Montarville

*Fiefs.*

Tremblay

*Isles.*

Isles Communes
Percées

### LACHENAYE.

*Seigniories.*

Lachenaye
L'Assomption

*Townships.*

Kilkenny
Wexford

*Isles.*

Bourdon

### LA PRAIRIE.

*Seigniories.*

Chateauguay
La Prairie
La Salle
Sault St. Louis

*Isles.*

A la Paix, part of
Aux Hurons
St. Bernard

### L'ASSOMPTION.

*Seigniories.*

St. Sulpice

*Townships.*

Chertsey
Rawdon

*Isles.*

Bouchard, Lower Isle

### MISSISQUI.

*Seigniories.*

St. Armand

*Townships.*

Durham
Stanbridge
Sutton

### MONTREAL

County, Island, and Seigniory.

Nuns Island
St. Helen
St. Thérèse

### OTTAWA.

*Seigniories.*

Le Petite Nation

*Townships.*

Bristol
Buckingham
Clarendon
Derry
Eardley
Hull
Lichfield
Lochaber and Augmentation
Onslow
Portland
Templeton
Wakefield

### RICHELIEU.

*Seigniories.*

Bonsecours
Bourchemin
Bourgmarie
St. Charles
St. Denis
St. Ours and Augmentation
Sorel

*Isles.*

De Grace
St. Ignace
Ronde

### ROUVILLE.

*Seigniories.*

Bleury
Chambly, East
Foucault
Monnoir and Augmentation
Noyan

Rouville
Sabrevois

### ST. HYACINTHE.

*Seigniories.*

Bourchemin
De Ramzay
St. Hyacinthe

### SHEFFORD.

*Townships.*

Brome
Ely
Farnham and Augmentation
Granby
Milton
Roxton
Shefford
Stukely

### STANSTEAD.

*Townships.*

*Barford
*Barnston
*Bolton, part of
*Hatley
Potton
*Stanstead

### TERREBONNE.

*Seigniories.*

Blainville and Augmentation to Rivière du Chêne, S.
Desplaines and Augmentation
Isle Jesus
Terrebonne and Augmentation

*Townships.*

Abercromby
Chatham Gore
Howard

### TWO MOUNTAINS.

*Seigniories.*

Argenteuil
Lac des deux Montagnes
Rivière du Chêne

*Townships.*

Arundel
Chatham
Grenville
Harrington
Howard
Wentworth

*Isles.*

Isle Bizard

### VAUDREUIL.

*Seigniories.*

Nouvelle Longueuil
Rigaud
Soulange
Vaudreuil

*Townships.*

Newton

*Isles.*

Aux Pins
Aux Tourtes
Perrot Isle
St. Généviève Isle
St. Giles

### VERCHERES.

*Seigniories.*

Bellevue
Belœil and Augmentation
Cap St. Michel
Contrecœur
Cournoyer
St. Blain
Varennes
Vercheres

*Fiefs.*

Guillaudière
La Trinité

*Isles.*

Bearigard
Bouchard, Upper Isle

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## DISTRICT OF QUEBEC

CONTAINS 13 COUNTIES, 79 SEIGNIORIES, 12 FIEFS, AND 38 TOWNSHIPS.

| Counties. | In each County. | | | Counties. | In each County. | | |
|---|---|---|---|---|---|---|---|
| | Seigniories. | Fiefs. | Townships. | | Seigniories. | Fiefs. | Townships. |
| Beauce | 7 | ... | 9 | Montmorenci | 1 | ... | ... |
| Bellechasse | 7 | 2 | 4 | Orleans | 1 | ... | ... |
| Dorchester | 1 | ... | ... | Portneuf | 13 | 3 | ... |
| Kamouraska | 7 | 1 | 3 | Quebec | 4 | 2 | 2 |
| L'Islet | 9 | 3 | 1 | Rimouski | 15 | 1 | 2 |
| Lotbinière | 8 | ... | ... | Saguenay | 6 | ... | 1 |
| Megantic | ... | ... | 16 | | | | |

## *Seigniories, Fiefs, Townships, &c. in each County.*

### BEAUCE.

*Seigniories.*

Aubert de l'Isle
Aubert Gallion
Jolliet
St. Etienne
St. Joseph
St. Marie Nouvelle Beauce
Vaudreuil

*Townships.*

Cranbourne
Ditchfield
Frampton
Jersey
Marlow
Risborough
Spalding
Watford
Woburn

### BELLECHASSE.

*Seigniories.*

Beaumont and Augmentation
Berthier
Livaudière
St. Jervais
St. Michel } La Durantaye
St. Valier and Augmentation } La Durantaye
Vincennes

*Fiefs.*

La Martinière
Montapeine

*Townships.*

Armagh
Buckland
Standon
Ware

### DORCHESTER.

*Seigniories.*

Lauzon

### ISLET.

*Seigniories.*

Bonsecours
Cap St. Ignace
Isle Verte
Lepinay
Lessard
L'Islet
St. Claire
St. Jean Port Joli
St. Roch des Annais
Vincelot and Augmentation

*Fiefs.*

Fournier
Gagné
Reaume

*Townships.*

Ashford and Augmentation

*Islands.*

Isles aux Grues et aux Oies

### KAMOURASKA.

*Seigniories.*

Granville
Granville and Lachenaye
Islet du Portage
Kamouraska
River Ouelle and Augmentation
St. Anne de la Pocadiere
Terrebois

*Fiefs.*

St. Denis

*Townships.*

Bungay
Ixworth
Woodbridge

*Isles.*

Hare Island, part of
Isle Verte
Kamouraska Islands

### LOTBINIERE.

*Seigniories.*

Bonsecours
Deschaillons, or Riv. du Chêne and Augmentation
Desplaines
Gaspé
Lotbinière and Augmentation
St. Croix
St. Giles
Tilly, or St. Antoine

### MEGANTIC.

*Townships.*

Adstock
Broughton
Colraine
Dorset
Gayhurst
Halifax
Inverness
Ireland
Leeds
Nelson
Oulney
Shenley
Somerset
Thetford
Tring
Winslow

### MONTMORENCI.

*Seigniories.*

Côte de Beaupré

### ORLEANS Co., Island, and Seigniory.

### PORTNEUF.

*Seigniories.*

Bélair and Augmentation
Bourglouis
Cap Santé

D'Auteuil
Deschambault
Desmaure, or St. Augustin
Faussembault
Grondines
Guillaume Bonhomme
Jacques Cartier
Neuville, or Pointe aux Trembles
Perthuis
Portneuf

*Fiefs.*

Gaudarville
La Chevrotière
La Tesserie

QUEBEC.

*Seigniories.*

Beauport
Notre Dame des Anges
St. Gabriel
Sillery

*Fiefs.*

Hubert
St. Ignacé

*Townships.*

Stoneham
Tewkesbury

RIMOUSKI.

*Seigniories.*

Bic
Dartigny
De Peiras, or Mitis
Isle Verte
Lac Matapediach
Lac Mitis
Le Page and Tivierge
Lessard
Madawaska and Temiscouata
Matane
Richard Rioux
Rimouski
River du Loup
St. Barnabé
Trois Pistoles

*Fiefs.*

Pachot

*Townships.*

Matane
St. Denis

*Islands.*

Bic
Biquette
Green Island
St. Barnabé

SAGUENAY.

*Seigniories.*

Eboulemens
Isle aux Coudres
Mille Vaches
Mount Murray
Murray Bay
Terra Firma de Mingan

*Townships.*

Settrington

*Isles.*

Isles et Islets de Mingan
Isle of Anticosti

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## THREE RIVERS DISTRICT

CONTAINS 6 COUNTIES, 25 SEIGNIORIES, 9 FIEFS, AND 53 TOWNSHIPS.

| Counties. | In each County. | | | Counties. | In each County. | | |
|---|---|---|---|---|---|---|---|
| | Seigniories. | Fiefs. | Townships. | | Seigniories. | Fiefs. | Townships. |
| Champlain . . | 5 | ... | 1 | St. Maurice . | 8 | 5 | 3 |
| Drummond . . | ... | ... | 19 | Sherbrooke . | ... | ... | 28 |
| Nicolet . . . | 4 | 4 | 2 | Yamaska . . | 8 | ... | ... |

### *Seigniories, Fiefs, Townships, &c. in each County.*

CHAMPLAIN.

*Seigniories.*

Batiscan
Cap de la Magdeleine
Champlain and Augmentation
Ste. Anne and Augmentation
Ste. Marie

*Townships.*

Radnor

*Isles.*

Du Large
St. Marguerite
St. Ignace

DRUMMOND.

*Townships.*

Acton
Arthabaska
Aston and Augmentation
Bulstrode
*Chester

*Durham
*Ham
Horton
Grantham
*Kingsey
Simpson
Stanfold
*Tingwick
Upton
Warwick
Wendover
Wickham
*Wolfstown
*Wotton

NICOLET.

*Seigniories.*

Becancour
Gentilly
Livrard or St. Pierre les Becquets
Nicolet and Augmentation

*Fiefs.*

Bélair
Cournoyer
Godefroi
Roquetaillade

*Townships.*

Blandford
Maddington

*Isles.*

Moran

ST. MAURICE.

*Seigniories.*

Grandpré
Grosbois or Machiche
Lanaudière, part of
Maskinongé
Pointe du Lac
Rivière du Loup
St. Marguerite
St. Maurice

*Fiefs.*

Carufel
Dumontier
Gatineau and Augmentation
St. Etienne and Lands of the Forges
St. Jean and Augmentation

*Townships.*

Caxton
Hunterstown
New Glasgow

SHERBROOKE.

*Townships.*

*Ascot
*Auckland
*Brompton
*Bury
*Chesham
*Clifton
*Clinton
*Compton
Croydon
*Ditton
*Drayton
*Dudswell
*Eaton
*Emberton
*Garthby
*Hampden
*Hereford
*Lingwick
*Marston
*Melbourne
*Newport
*Orford
*Shipton
*Stoke
*Stratford
*Weedon
*Westbury
Whitton
*Windsor

YAMASKA.

*Seigniories.*

Baie St. Antoine or du Febvre
Bourgmarie, East
Courval
Deguir
Lussaudière
Pierreville
St. François
Yamaska

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## GASPE DISTRICT

CONTAINS 2 COUNTIES, 1 SEIGNIORY, 6 FIEFS, AND 10 TOWNSHIPS.

| Counties. | In each County. | | |
|---|---|---|---|
| | Seigniories. | Fiefs. | Townships. |
| Bonaventure . . . . . | 1 | ... | 7 |
| Gaspé . . . . . | ... | 6 | 3 |

BONAVENTURE.

*Seigniories.*

Shoolbred

*Townships.*

Carleton
Cox
Hamilton
Hope
Maria
Number, 7
Richmond

GASPE.

*Fiefs.*

Ance à Beaufils
Ance de l'Etang
Bonaventure Isle
Grande Vallée des Monts
Magdeleine
Ste. Anne

*Townships.*

Magdalen Isles
Number, 8
Number, 9.

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In assigning boundaries to the counties north of the St. Lawrence and to those along the Ottawa river some inaccuracy occurred in the description, that will become apparent upon looking at the map. By the late act remodelling the political divisions of the colony, the lateral lines of those counties are described as prolongations of certain seignorial side-lines, stretching northward to the boundaries of the province; but the bearings of these lines being widely different on the Ottawa and on the St. Lawrence, the former running north 11° 15′ east, the latter due north-west, we find that the eastern side-line of Ottawa county, if prolonged in conformity with the law, would traverse diagonally the whole range of counties to the eastward. In order, therefore, to avoid as much as possible the confusion that would necessarily result from this oversight, we have thought it better to allow the boundaries of the counties to the east of Ottawa to remain unaltered, confining the change of limits to the Ottawa county, which *should be* bounded to the *eastward by the east outline of the seigniory of La Petite Nation*, and a prolongation of that line till it intersects the eastern boundary of the county of Two Mountains and western boundary of the county of Terrebonne, thence along the said boundary to the north-west limits of the province.

An oversight of a similar nature occurred in describing the boundaries of the county of Champlain, which is bounded in the act by the county of Portneuf on the north-east and *by the river St. Maurice* on the south-west. The south-west line of Portneuf intersects the St. Maurice at about sixty-six miles from the St. Lawrence, at *g* on the map; therefore, the county of Champlain is circumscribed and forms a triangular tract, having

for its limits the St. Maurice and St. Lawrence to the south-west and south-east, reducing its contents to 783 square miles. The south-west line of the county of Portneuf is carried on due north-west, dividing that county from the *county of St. Maurice*, and throwing the upper section of the river St. Maurice in the body of the former; the natural division that presents itself in the St. Maurice will probably point out hereafter the expediency of declaring it the boundary between both counties.

The counties of La Chenaye and Terrebonne are limited by the north-west boundary of the townships Wexford and Chertsey respectively; hence a vacant space in the rear of those townships is found not included in the body of any county. This tract is distinguished on the map by the letters *a, b, c, d;* it is 20 miles in breadth by 240 in depth, extending from the rear of the two last mentioned counties to the north-west boundary of the province, and containing a superficies of about 4,800 square miles.

These anomalies, as they do not immediately affect the settled parts of the country, are not likely to be attended with those mischievous consequences that might otherwise be expected to result from them. They point out, however, the necessity of a revision of the new divisions of the province, and the expediency of a short subsidiary act, corrective of the boundaries of those counties which we have particularized.

In superficial extent, as near as the knowledge of its boundaries will admit of an estimation, Lower Canada contains upwards of 205,863 square statute miles, of which superficies about 3200 miles may be said to be covered by the numerous lakes, rivers, and streams of the province, exclusive of the surface of the St. Lawrence and part of the Gulf, which together occupy an area of nearly 52,500 miles, making the total extent of the province equal to 258,363 square miles.

The lands are held by two distinct tenures, the feudal and the soccage; of the former are almost all the lands on the borders of the St. Lawrence, those upon the Richelieu, the Yamaska, and the Chaudière. The lands possessed under this species of tenure were all granted anterior to the conquest in 1759, excepting Murray Bay, Mount Murray, and the seigniory of Shoolbred, in the Bay of Chaleurs. They consist of seigniories and fiefs, several of which are of considerable extent, exceed-

ing in various instances 36 square leagues in superficies. The total amount of grants made in the whole province under the feudal system amounts to about 12,066,000 French arpents, or 9,849,600 acres, equal to 15,390 square miles. Of this immense quantum almost one-half, or 5,192,046 arpents, consist of vast tracts that lie waste, or nearly so, in the unsettled parts of the province, such as Anticosti, Niagara, Mille Vaches, Metapediach, &c.; and of the rear sections of seigniories of considerable depth, such as are found in the Côte de Beaupré, Batiscan, St. Gabriel, and others, thus reducing the amount of the lands actually farmed, or properly within the pale of settlement, to 6,873,954 arpents; equal in the aggregate to the sum, in acres, of the *surveyed* soccage lands of the colony.

The lands in free and common soccage are those that were laid out, surveyed, and granted subsequently to the conquest of Canada by Great Britain, and which now compose that class of the local subdivisions of the country called townships. These generally lie more in the interior, in the rear of the seigniorial grants, being situated along rivers for their front, where a stream of sufficient magnitude presents itself for that purpose, or laid out conveniently and contiguously in the interior. The dimensions of a regular river-township are 9 miles front by 12 deep, and its subdivisions consist of 12 ranges, containing each 28 lots. Those of an inland-township are 10 miles square, its subdivisions consisting of 11 ranges of 28 lots each *. The total number of townships erected under

* To avoid repeating the dimensions of townships and their subdivisions, the same is here given precisely. The most exact content of ten miles square, the usual dimensions of an inland township, as prescribed by the warrants of survey, is 61,000 acres, exclusive of the usual allowance of five acres on every hundred for highways. This quantity is contained in a tract of 10 miles and 5 chains in length, by 10 miles 3 chains and 50 links in perpendicular breadth, or such other length and breadth as may be equivalent thereto. A rectangular township of this admeasurement contains eleven concessions or ranges of lots, each lot being 73 chains and 5 links long, and 28 chains 75 links broad. Each range is divided into 28 lots, so that each township contains 308 lots of 200 acres, with the allowance for highways. Of these lots 220 are granted to settlers, and the remaining 88 reserved for the crown and protestant clergy. In like manner, it may be observed, that the quantity nearest to the content of nine miles broad by twelve miles deep, the usual dimensions of a river-township, is 67,200 acres, exclusive of the allowance for highways. These are contained in a tract of 728 chains broad, by 969 chains and 60 links long, or other equivalent length and breadth. A rectangular township of these dimensions

letters patent in the province is 105, which together contain in round numbers 6,300,000 acres, of which quantity 2,793,398 acres were granted to various patentees, and upon which proportionate reservations of one-seventh were made for the crown and the clergy respectively, according to law, and about 390,000 acres are held by divers persons, under certificates of location.

Of the total quantum of the lands held by both species of tenure, about 3,000,000 of acres are under actual cultivation; to which amount may be superadded about 200,000 acres which are in that progressive state provincially termed *en abatis*, having merely undergone the preliminaries of agricultural improvement. Of the lands in culture it may be said that one-third on an average yields the grain crops for the consumption and exports of the province; the other two-thirds being partly left fallow, and kept as depasturing and meadow land.

Those parts of this beautiful province that are yet in a primitive state of nature appear, on the whole, agreeably diversified by hill, plain, and valley, though, in some sections, mountainous and bold, and the soil is in general richly covered with a sturdy growth of valuable forest trees. Forming an estimate of the adaptation of those parts of the country to the purposes of agriculture from surveys and explorations performed at different times, and especially of late years, it may be fairly stated that two-thirds, at least, of the wilds of Lower Canada are likely in process of time to bow to the arts of agriculture and be brought under cultivation; the remaining third may be considered as unsusceptible of tillage, being, in a great measure, composed of rugged steeps, barren hills, and sterile morasses and swamps.

contains twelve concessions or ranges of lots, each lot being 80 chains and 80 links long and 26 chains broad, and in each range 28 lots, making in all 336 lots of 200 acres, with the highways. Of this number 240 are grantable to settlers, and the remaining 96 are reserved as before mentioned.

## CHAPTER IX.

Face of the Country—Rivers—Roads—Soil—Settlements.

THE divisions of the province enumerated and described in the preceding chapter are those that owe their existence to artificial creation, and are such as were dictated with a view to the judicial, political, and social interests and convenience of the inhabitants. The *natural* divisions of the country are those bold and distinct lineaments traced on the face of Nature, forming and dividing extensive valleys by prominent highland ridges, and separating vast tracts of territory by large rivers and streams. In viewing the divisions of Lower Canada under the latter aspect, the St. Lawrence conspicuously presents itself as a leading feature in its physical geography, bisecting the province into two grand sections, the one lying to the north, the other to the south, of that great river. Emerging from Upper Canada at Point-au-Baudet, it flows exclusively through the Lower Province, traversing in a north-easterly course the grand valley which it drains in its broad career to the ocean. This valley is confined to the northward by a range of mountains commencing at Grenville on the Ottawa river, and stretching north-eastward across the country as it passes at various distances from the banks of the St. Lawrence, from which it recedes at some points about 40 miles, approaching at others to within 15 or 20, until it strikes the river at Cape Torment, 30 miles below Quebec. From this cape the mountainous character of the shores of the St. Lawrence may be properly said to commence, and especially to the northward, where they consist of bold and abrupt hills, rising to a general elevation of 3 and 400 feet, and in some instances attaining an altitude of nearly 2000. To the southward the Great Valley is bounded by a range of hills situated about the sources of the Connecticut river, and connecting to S. W. with the Green Mountains in the state of Vermont, and by them with the bold range of the Alleganies, which forms the grand geological division between the waters of the Atlantic and those of the St. Lawrence. The mountains at the heads of Connecticut in their progress north-eastward

diverge into two different ramifications or spurs about the source of the St. John river: one directing its course centrally through the country, nearly parallel with the course of the St. Lawrence and the shores of the sea; the other diverging more to the north, and extending along the St. Lawrence to its mouth. Its distance from the borders of the river varies from thirty to thirteen miles, until it actually subsides on its banks and confines the bed of the waters. Seen from the northward it has a distinct outline, but it does not exhibit the appearance of a mountainous range when viewed from the southward, in consequence of the table elevation of the country on that side. Beyond the mountains that bound the valley of the St. Lawrence on the north, the common level of the land is marked by a considerable table elevation above the surface of the river, and is traversed by several ridges of no very conspicuous altitude till the bolder mountains rise to view, that bound the province to the north-west, and divide the waters of Hudson's Bay from those that descend in opposite courses to the St. Lawrence.

Having thus endeavoured to convey to the reader a general idea of the face of the country, or rather an outline of its most prominent natural divisions, it behoves us in the next place to afford him the means of forming as correct a conception of the roads, rivers, soil, and settlements of the province as the information we command may allow; and the more easily and efficiently to accomplish the task, it may appear proper to adopt separate sections of country, in order to avoid too vague, unsatisfactory, and general a description.

That grand division of the province lying north of the St. Lawrence may, for this purpose, be subdivided into *three sections:*

The *first* embracing the country between the *Ottawa* and the *St. Maurice;* the *second,* the country between the *St. Maurice* and the *Saguenay;* and the *third,* the residue of the territory east of the *Saguenay* to the extreme boundary of the province.

The grand division south of the St. Lawrence will also constitute *three subdivisions:* the *first* comprising all that part of Lower Canada west of the *river Chaudière,* the *second* the territories east of the *Chaudière* to the west bounds of Gaspé, and the *third* consisting of the district of Gaspé itself.

## NORTH OF THE ST. LAWRENCE.

§ I.—COUNTRY BETWEEN THE OTTAWA RIVER AND THE ST. MAURICE.—*Counties*—OTTAWA, TWO MOUNTAINS, VAUDREUIL, TERREBONNE, LE CHENAYE, L'ASSOMPTION, BERTHIER, ST. MAURICE, *and* MONTREAL.

The front this section of the province presents on the Ottawa river and on the St. Lawrence exceeds 450 miles; the whole of which distance, saving portages or carrying-places in remote parts of the Ottawa, is navigable for canoes and boats; upwards of 200 miles of it are navigable, at long interstices, for steam-vessels drawing from 4 to 15 feet water, and a section of 90 miles, or the distance between Montreal and Three Rivers, is actually navigated by square-rigged vessels of various burdens, from 100 tons to 600.

Issuing from Lake Temiscaming, upwards of 350 miles north-west of its junction with the St. Lawrence, and having its remotest sources nearly 100 miles beyond that lake, the Ottawa river flows majestically through a fine and fair country, as yet in a state of nature, although, generally speaking, remarkably well adapted to the purposes of agriculture and settlement. From the Falls and *Portage des Allumettes*, distant about 110 miles above Hull, the river becomes better known, as it is usually frequented thus far by timber contractors, who derive their valuable supplies of timber from those remote districts of the Ottawa. The fur traders extend their explorations considerably beyond this point, and a trading-post for that object is established on the shores of Lake Temiscaming.

At the Allumettes the Ottawa is divided into two channels; the one to the north-east, the other to the south-west of a large island, in length about 15 miles, by an average breadth of 4. The southerly channel expands below the falls and rapids of the Grand Allumettes to the width of 3 or 4 miles, and forms the Lake des Allumettes, at the head of which an arm of the river opens an entrance to the Mud and Musk Rat Lakes: the latter, by far the largest of the two, has a solitary settlement on its southern shores, the proprietor of which is an individual by the name of John Persons, whose thriving farm offers a fair exemplification of the

fertility of the soil in that part of the Ottawa. Eight miles below the junction of these channels is situate the H. B. Post of Fort Coulange, where one of the agents of the Company resides. On the opposite shore (south) an individual is settled with his family upon an excellent farm, which appears to be in a flourishing state of cultivation.

Four or five miles below Fort Coulange the river again forms two channels; the extensive island by which they are separated extends in extreme length about 20 miles, and its average breadth is about 7. Neither channel is free from impediment to its navigation; but though rapids and falls are frequent in both, that lying to the north of the island is the broadest and most practicable, and the route invariably pursued by *voyageurs*. The first and longest carrying-place, descending from the Fort, is at the *Grand Calumet*, 21 miles below it; here the river penetrates a ridge of high and broken mountains, and forms a succession of cascades, varying from 6 to 10 feet in height, at the foot of which the current resumes its gentleness to the *Portage d'Argis*, one mile above the *Portage de la Montagne*. From the latter to the *Portage du Sable*, on the north bank of the river, at the eastern extremity of the island, is four miles, and thence to the *Portage du Fort* about five miles. This portage is nearly 20 chains in length, and passes over a rising ground, 25 or 30 feet above the water's level. The cascades which it avoids do not exceed eight feet perpendicular height, but they are much broken and divided by rocky islands, and are extremely wild and romantic.

From these cascades to the foot of the *Chenaux*, a distance of 10 miles, the river is singularly diversified by numerous beautiful islands, richly clad with trees of luxuriant foliage. Clustered in various parts of the river these islands divide it into as many channels, through which the waters are impelled with different degrees of violence, according to the narrowness to which their bed is contracted, and the obstructions they meet with in their rapid course.

The banks of this part of the river are composed of white marble, which can be traced for two or three miles along the margin of the stream, and which appears to extend considerably in depth on either shore. The specimens taken from different parts of the quarry on the banks of the river were of a soft and coarse texture; but there is reason

to believe that, upon further penetration, a superior description of marble would be found, infinitely more durable, and susceptible of a higher polish. 400 or 500 yards above the line of Clarendon, and in the township of Litchfield, is Bisset's *Chantier*, consisting of a log-house, a small clearing, and an area of one or two acres in culture. This romantic and interesting little spot is situated at the foot of the *Rapides du Fort*, and agreeably relieves the eye from the monotony of savage nature, whose characters, however beautiful or grand, are often gloomy. In traversing a wilderness, whether by land or water, the first appearances of domiciliation, however rude, have something extremely grateful in their associations; and it would not be an easy matter to describe the sensations produced by the curling column of smoke, when it is first discovered floating above the dense forests, from the bosom of which it is seen to emerge.

This small settlement is already very much frequented in winter by traders and voyagers, as a welcome asylum from the inclemency of the weather; it being chiefly during that rigorous season that speculators in furs and timber resort to the wilderness, the communications being then facilitated by the winter roads traced for hundreds of miles together on the ice.

At the foot of the Chenaux, opens to view the magnificent lake which derives its name from the *Rapides des Chats*, situated at its eastern extremity. In extreme length it is fifteen miles, and in mean breadth about one; but its northern shore is deeply indented by several sweeping bays, by which extensive points are formed, sometimes contracting the lake to a width of scarcely one mile, whilst at others it is nearly three. The surface of the waters is prettily studded with occasional islands, richly wooded, and so situated as to diversify most agreeably the natural beauties of the soft and sweet scenery of the lake. The calms of the Ottawa are peculiarly glassy and beautiful, and its waters are much esteemed for their softness.

In descending the Ottawa, it is interesting to bear in mind that upon our right we have Upper, and on our left, Lower Canada: hence comparisons may be instituted between the settlements of one province upon the banks of that magnificent river, with those of the other. The shores of Lake *Des Chats* are woody, and generally flat to the northward, with

a pebbly or rocky beach; to the southward they are higher, and in some parts even bold, attaining an elevation of 80 to 100 feet. The first settlement presenting itself in passing down this lake is a comfortable frame dwelling-house and rural appendages on the south shore; and four miles lower down, on the same side, is the house and farm of one Andrews, settled in the township of Horton, at the mouth of the river *Bonne Chaire*. The lake is here one mile in width, and opposite is the Clarendon landing. No settlement on the Clarendon shore can be discovered from the lake, as the colony of emigrants located there in 1829–30 are in the third, fourth, fifth, and remoter concessions; but in the front of Bristol one or two wretched hovels are discernible on the margin of the lake. Kinnell Lodge, the residence of the Highland chieftain Macnab, is beautifully situated on the southern bank of the lake, about four or five miles above the head of the Chat Rapids*. A short distance east of Kinnell Lodge is the mouth of the Madawaska river; and nearly opposite, apparently a speck on the margin of the lake, is the miserable habitation of a *bois-brulé*, one of that class of people known under the denomination of *Squatters*. This is the broadest part of the lake; but about a mile lower down it contracts abruptly from the southward, by the intervention of Government Island, between which and the north shore, dash in swift and violent eddies, the *Rapides des Chats*. These rapids are three miles long, and pass amidst a labyrinth of varied islands, until the waters are suddenly precipitated over the falls of the Chats, which are from sixteen to twenty feet in height. There are fifteen or sixteen falls on a curved line across the river, regularly divided by woody islands, over one of which is effected the portage, in passing from the top to the bottom of the falls. Thence to Mondion's Point in Onslow is but a short distance; and here is seen one of the original North-West posts, established on the Ottawa at the most flourishing period of that company's existence. The dwelling-house and store bear evidence of their antiquity from the dilapidated state they are in, and the soil is too poor about the point to invite the resident agent to the culture of the farm. Mr. Thomas resides here as

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agent for the Hudson's Bay Company, for whom he kèeps a store supplied with the articles most in demand by the Indians and other traders, such as broad cloths, blankets, beads, ammunition, spirits, &c. Nearly opposite Mondion's Point, at the other extremity of the line of the falls, is Mr. Sheriff's settlement and residence, in the township of Huntly, U.C.

From the foot of the Chats to the head of Lake Chaudière is computed to be six miles. Here a *presqu'isle*, from the northward of an island called the Six-Mile-Island, contracts the channel, which is very shoal; and half a mile below the island are the settlements of Bolus and Vignola, in the township of Onslow.

Lake Chaudière, that now opens before us, has the advantage of the *Lac des Chats* in magnitude; but its views are less diversified by jutting points and picturesque islands. Both contain a sufficient depth of channel to float boats drawing from four to eight feet water; and it is to be hoped that ere long the benefits of steam navigation will be extended to this interesting portion of the province as successfully as it has been below Hull. Lake Chaudière is eighteen miles long, by an extreme breadth of five miles. The shores to the north increase in boldness and elevation in approaching Hull;—to the southward they are, generally speaking, more bold and elevated, and much better settled. At the south-east end of the lake rapids again impede the navigation, and continue successively from the head of *Rapides des Chênes*, to the Chaudière Falls, which are situated immediately in front of Wright's Village, in the township of Hull.

Above the falls the river is about 500 yards wide, and its scenery is agreeably embellished by small grove-clad islets, rising here and there amidst the waters as they gently ripple by or rush on with more or less violence, to the vortex of the Great and Little Chaudière. The bed of the river is composed of horizontal strata of limestone, and the *chûte* is produced by its deep and sudden subsidence, forming broken, irregular, and extraordinary chasms, one of which is called the *Great*, and the other, the *Little Kettle* or *Chaudière*. The former derives its name from its semicircular form and the volume of water it involves; but the latter bears no similitude to justify its appellation, the waters being precipitated into a broad, elongated, and straight fissure, extending in an

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oblique position north-west of the Great Kettle, and being thus strikingly contrasted with it.

The principal falls are 60 feet high, and their width is measured by a chord of 212 feet. They are situated near the centre of the river, and attract by their forcible indraught a considerable proportion of the waters, which, strongly compressed by the circular shape of the rock that forms the boiling recipient, descend in heavy torrents, struggling violently to escape, and rising in spray-clouds which constantly conceal the lower half of the falls, and ascend at irregular intervals in revolving columns much above the summit of the cataract.

The Little Chaudière may without much difficulty be approached from the Lower Canada shore, and the spectator, standing on a level with the top of the fall and on the brink of the yawning gap into which the floods are headlong plunged, surveys the whole length of *chute* and the depths of the cavern. A considerable portion of the waters of the falls necessarily escapes subterraneously after their precipitation, as a much greater volume is impelled over the rock than finds a visible issue. Indeed this fact is not peculiar to the Little Chaudière, but is one of those curious characters of this part of the Ottawa of which other singular instances are observed; the waters in various places being swallowed by deep but narrow rents and fissures, leaving their natural bed almost dry, to dash on through some subterranean passage that defies the search of the explorer. There are in the Falls of the Chaudière materials for much geological speculation, and the mere admirer of Nature's scenic wonders and magnificence will derive great gratification and delight by the survey and contemplation of their manifold beauties.

The diversified chain of the Union Bridges has given much additional interest to the scenery of this section of the Ottawa, by combining with the greatest possible effect, ingenious works of art with objects of native grandeur and sublimity. This chain consists of four principal parts, two of which are truss-bridges, overarching the channels, unsupported by piers; a third is a straight wooden bridge across the lost channel; and a fourth is partly built in dry-stone, with two cut-limestone arches, and partly in wood. The truss-bridge over the broadest channel is 212 feet long, 30 feet wide, and 35 or 40 feet above the surface of the

stream. Its construction was attended with considerable difficulty, it being impossible to moor rafts in the channel, owing to the depth of the water and the extraordinary swiftness of the current, as it passes in whirling eddies from the foot of the Great Kettle. Another expedient was therefore resorted to, and a hempen bridge, consisting of four three-inch hawsers or cables, was swung across the river, forming an inverted segment, the lowest point of which stood about 7 feet above the dark and swift stream, whilst its extremities were elevated upwards of 32 feet, abutting upon the perpendicular limestone walls of the channel. It admitted with safety of the passage of pedestrians, although the attempt, with the unpractised especially, was not made without some consciousness of danger. We cannot forbear associating with our recollections of this picturesque bridge the heroism of a distinguished peeress, who, we believe, was the first lady who ventured across it*.

Below the Falls of Chaudière the Ottawa river is uninterruptedly navigable for steam-boats to Grenville, a distance of 60 miles. The current of the stream is gentle, and the banks of the river generally so low as to be flooded in spring to a considerable distance in the interior, especially on its northern bank, the opposite side of the river being almost uniformly higher and sometimes bold, and therefore not so liable to inundation. The scenery of this part of the Ottawa is indeed tame, yet always pleasing: the frequently varying widths of the river, its numerous islands, the luxuriant foliage of its banks—objects ever changing their perspective combinations as the steamer moves along—and an infant settlement appearing here and there on the skirts of the forest and the margin of the stream, are all in themselves possessed of sufficient interest to destroy the monotony of a trip upon this part of "Ottawa's tide."

The impetuous Long Sault, which commences at Grenville, is stemmed or descended but by *voyageurs* and raftsmen of experienced

* The COUNTESS OF DALHOUSIE, to whom we here allude, must ever hold an exalted place in the remembrance of the society in Canada, as well for the many amiable and philanthropic virtues for which she was distinguished, as for the gracious urbanity of manners that so eminently characterized her ladyship, during the long and difficult administration of the government of Lower Canada by her noble consort, the Right Honourable the EARL OF DALHOUSIE.

energy and skill. The river below it still continues, at intervals, rapid and unnavigable as far as Point Fortune, where it expands into the lake of the Two Mountains, and finally forms a junction with the St. Lawrence, below the cascades; but the waters of both streams do not immediately commingle, the line of contact being distinctly observable, by which the black hue of the waters of the Ottawa is strongly contrasted with the bluish-green colour of those of the St. Lawrence.

The remotest surveyed township on the Ottawa is Clarendon, which terminates the range of townships laid out along the northern shores of that fine river, that bounds to the south and south-west the vast and valuable tract of territory lying between its banks, the western boundary of the county of Terrebonne and the northern limits of the province. No part of Lower Canada will probably be found to excel this tract in physical advantages, and it has a decided superiority over the country along the St. Lawrence, below Montreal, in geographical situation; its front being considerably south of the latitude of Quebec, i. e. in the average latitude of 45° 30′ north. It is abundantly watered by numerous large rivers, whose sources are in general at remote distances to the northward of their junctions with the Ottawa, and whose streams are all in a greater or less degree navigable, at frequent interstices, for canoes. The chief of these discharging themselves into the Ottawa from the north are the Calumet, the Petite Nation, the two rivers Blanche, the river Aux Lièvres, and the Gatineau *, all of which have numerous tributaries, and, besides fertilizing the lands through which they flow, afford great conveniences for the erection of mills and other purposes of rural economy, from the rapids and falls with which their course is invariably checkered.

The face of the country is not generally marked by that boldness of feature that characterizes the eastern section of the province, but it is, nevertheless, in receding from the borders of the Ottawa, divided by hilly ridges, and formed into valleys, which, if we could allow fancy to represent as divested of their heavy forests, might exhibit the agreeable

* These rivers, and those hereafter to be mentioned in the course of the description of Lower Canada, are particularly described under their respective names in the "*Topographical Dictionary of Lower Canada.*"

aspect of an undulating or rolling country, the picturesque diversity of plain, hill, and vale, and, if similarly cultivated, picture to the eye some of the most admired counties of England. Traversing the centre of the townships, in a direction nearly parallel with the Ottawa, the first ridge of any continuity presents itself, and at its base lies an alluvial flat, extending to the margin of the river. This flat is generally so low that the Ottawa, swollen by spring freshets and autumnal rains, inundates it to a distance exceeding, in some places, one mile in the interior, and it is thus frequently laid under water for several days together.

This periodical rise of the waters of the Ottawa is much greater in spring than in autumn, and by no means regular at either season, whether reference be had to the time of its occurrence, or the height to which it attains, the event being essentially influenced by the mildness or rigour of the winter. During some years the waters have kept within their embankments, but their surface was almost flush or even with them; and it has been observed, that, as the country becomes more open, the freshets are less formidable than heretofore: hence we may infer that they will go on diminishing, and that, eventually, the banks of that beautiful river will be free from so great a drawback upon their settlement.

It is not unworthy of remark, that the largest rivers, flowing into the Ottawa, have their mouths below the Falls of the Chaudière, and hence may, in some measure, be explained the conspicuous difference observed between the swelling of the river under the falls, and the rise of its waters above; the stream, in the former case, rising several feet higher than in the latter. The surface of the lakes Des Chats and Chaudière must also tend to diminish the elevation of the floods by diverting and spreading in extended superficies the accession of waters poured into the Ottawa during the vernal thaws and freshets.

Beyond the first ridge that skirts the flats of the Ottawa, to the north, the country has not been surveyed, excepting to the depth of the townships, which, in general, may be said to be twelve miles from the borders of the river. Explorers, however, have gone much farther than this in the interior, ascending rivers sometimes to their sources, in the

prosecution of divers speculations, which had chiefly for their objects furs and timber.

The lands on the Ottawa are in the aggregate remarkably fertile, consisting in front of rich alluvions, and more inland of gentle ridges and acclivities, adapted to the growth of plants requiring the drier soils. Natural meadows, affording rich and wholesome pasturage, are very common along the river, the islands and *presqu'îles* of which are also highly valuable as depasturing and grazing grounds.

Eleven townships have been erected under letters-patent on the Ottawa, viz. Chatham, Grenville and augmentation, Lochaber and Gore, Buckingham, Templeton, Hull, Eardley, Onslow, and Clarendon, fronting the river; Portland, and Wentworth, abutting respectively upon the rear of Templeton and Chatham. Besides these, several other townships are projected, surveys of which will of course take place as the demand for lands in that part of the province increases. Of the surveyed lands the greatest part is granted to individuals who may be divided into two distinct classes; the one consisting of grantees under old patents for extensive tracts; the other, of actual settlers who have been *located* by his majesty's government to lots of 100 or 200 acres, under the superintendency of resident agents, appointed by the crown for the convenience of the settler.

The principal settlements effected in these townships by the first class of grantees are those in Hull and Chatham. In 1806 patents were issued granting to Philemon Wright,—an American loyalist, invited thither by the proclamation of General Clarke,—and to his associates, a quarter of the township of Hull, which he as leader had previously caused to be surveyed under an order in council of 22d March, 1800. As was usual in such cases, the associates, who were each patented for a quantum of land equal to that of the leader, subsequently conveyed to the latter five-sixths of their respective grants as an equivalent for the expenses incurred by him in the survey, the payment of patent fees, and travelling. Thus Mr. Wright became in fact the actual proprietor of the quarter of Hull; but the monopoly was not attended in this instance with those consequences, as regards the settlement of the country, that resulted from similar proceedings in numerous other cases, and the establishment of

Mr. Wright, at Hull, became the nucleus of the now flourishing settlements of that township, and the first impulse given to the colonization of the extensive tracts of valuable crown lands lying along the banks of the Ottawa river.

Next to those of Hull the settlements of the township of Chatham are most worthy of note. They owe their origin to the exertions of Colonel Robertson, originally one of the largest proprietors in that township, and one of its leaders under the patents issued to Dr. Fraser and himself, and their associates, in December, 1806. In the front ranges of the township, on either side the public road, excellent farms are to be seen; the dwelling-houses are generally built of brick, upon rather an enlarged scale, and some of them are remarkably neat and handsome. The enclosures are frequently confined by dry stone walls, which, combined with the novel appearance in this part of the country of brick buildings, serve strongly to contrast the settlements of Chatham with those of Argenteuil, some distance lower down the river, where the French system of building and farming is most prevalent. In the 8th, 9th, and 10th ranges of the township settlements have been commenced that connect with those of Chatham Gore, and we may soon look forward to the gratification of seeing a thriving little colony in that quarter *.

Point Fortune lies immediately opposite the eastern outline of Chatham, on the southern bank of the Ottawa: the village is populous and well built, and several of its houses are conspicuous for their dimensions, as well as for their elegance. The woody high grounds that rise behind Point Fortune, and the beautiful rapids in front, give considerable effect to the landscape, as seen in ascending the north side of the Ottawa from the village of St. Andrew's.

The front ranges of the townships lying between Chatham and Hull were originally granted to leaders and associates, in the same manner as the lands in the two latter townships; but no measures had ever been effectually taken by the proprietors of the soil to bring the lands under cultivation. These tracts might probably have remained to this day wholly

* Much of the prosperity of this settlement is due to the exertions of Major Barron, the superintending agent; and also to Captain Perkins, h. p., R. N., a gentleman of industry and talent, whose example and exertions have considerably promoted the advancement of this infant colony.

unsettled, but for the judicious plan adopted by the executive government, of removing the reservations for the crown, and also, in some instances, the reservations for the clergy, checkered through the patented ranges of the townships, and forming them into blocks in other parts of the respective townships, so as to leave, on the one hand, a number of grantable lots in the midst of the older grants, and, on the other, to prevent hereafter the so much deprecated inconvenience arising from the interloping of reserves, that destroy the continuity of settlements and paralyse the efforts of industry. To the lots thus become vacant none but actual settlers were located, and all these townships have, in consequence, fairly started in the career of their settlements, notwithstanding the drawback still existing from the non-improvement of the patented lands *, by which the new settlers are surrounded.

The township of Grenville enjoys peculiar advantages from its situation at the foot of the steam-boat navigation of a section of the Ottawa, below the Falls of Chaudière; but its surface is very hilly, and its soil not, in general, above mediocrity, though some farms may be found very fertile and productive. Its western half is traversed in front by an elegant canal, of which some account is given in another part of this volume, and its settlements are in a great measure confined to the vicinity of that important military work. The village contains several remarkably neat cottages, belonging to officers of the royal staff corps and to the resident commissary. There is also one or two good taverns, several shops, and numerous artisans, who find constant employment on the works which are going on under the superintendence of the commanding officer on that station. The first settlement of Grenville commenced only a few years ago, yet in 1829 the population of the township and its augmentation already amounted to 1,858 souls; an increase attributable to the advantages held out to the settler by the labour required on the canal, and the readiness with which farms could be obtained on the spot from the commanding officer, acting as resident land-agent for the township.

* The escheat of these lands has been for some time contemplated, and it is probable will not now be long delayed. There is, however, no doubt that every just degree of indulgence will be exercised towards the proprietors, and a fair and equitable delay allowed them to reclaim their lands from their evident liability to the penalty of forfeiture.

Between the augmentation of Grenville and the gore of Lochaber is situated the seigniory of La Petite Nation, 5 leagues in front, by a depth also of 5 leagues. Its settlements are as yet partial, and occupy merely the borders of the main road and part of a second concession or range; but the Hon. J. L. J. Papineau, the seignior of this extensive estate, appears anxious to encourage them, and the seigniory is in consequence rapidly acquiring an accession of new settlers, of which many are Irish emigrants. There is no village; but the church of the parish, which is called Bonsecours, is centrally situated, and considered the focus of the settlement. Near the division between La Petite Nation and the gore of Lochaber are the saw-mills belonging to Mr. Papineau, under the management of Mr. Stephens. They are admirably situated on the river that gives its name to the seigniory, and are of considerable importance to the inhabitants of that part of the country, independently of the supplies of white and red pine deals and boards they furnish for the markets of Montreal and Quebec.

In the three townships of Lochaber, Buckingham, and Templeton, scattered settlements were formed within the last five or six years, and mills built in each of the townships. Of the latter Bowman's and Bigalow's mills, on the river Aux Lièvres, in the 4th range of Buckingham, are entitled to particular notice. These mills are so centrally situated as to afford important advantages to settlers who will hereafter be located to the circumjacent lands, as the means of building comfortable habitations constitutes one of the primary considerations in the formation of a new settlement, and these means are readily furnished by the supplies of deals and boards derived from those valuable saw-mills.

The township of Hull lies between Templeton on the west and Eardley on the east: it is bounded in front by the Ottawa river, and traversed diagonally by the Gatineau, which is navigable for small steamboats and crafts as far up as six miles above its mouth. The position of Wright village must eventually render it a place of much commercial importance; it is at the head of the present steam-boat navigation of the Ottawa, on one of the direct lines of land and water communication with the eastern districts of Upper Canada, and will necessarily participate with By Town, which stands on the opposite bank of the river, in the great

benefits that may naturally be expected to flow from the Rideau Canal. Besides these considerations, it will hereafter derive incalculable advantages from the fertility of the back country, and of the lands on the lakes Chaudière and Des Chats, which, as they become settled, will pour their produce into the stores of this growing town, which would thus become the place of transit, if not the emporium, of the trade of the extensive fertile tracts of territory above it. We apprehend, nevertheless, that a branch canal, such as is contemplated, connecting lake Chaudière with the Rideau Canal, would prejudicially influence the prosperity of Wright village, by diverting the produce of the upper districts of the Ottawa through that channel. Such an effect could only be counteracted by a canal on the Lower Canada side, or a rail-road, which would probably be less expensive from the locality, and quite as effectual.

Hull is sixty miles distant from Grenville, but the communication between both places is rendered easy and expeditious by means of steamers. The "Union of the Ottawa," the first steam-boat that plied upon this part of the river, was built in 1819, and formed an era in the history of the Ottawa settlements, from its contributing materially to their acceleration: a new vessel has since been launched, which is considerably larger, and affords very superior accommodations. A road, sixteen feet wide and sixty-four miles long, was originally opened, under the direction of commissioners, along the northern banks of the river, to the head of the Long Sault, and seventy-one small bridges were built across gullies and brooks; but owing to the depth of several ravines that required filling, and two or three broad rivers, over which bridges should necessarily have been constructed, or ferries established, it was deemed impracticable, and continued long neglected. Among the liberal votes made in 1828 by the legislature of the province for the opening, &c. of new roads, provision was, however, made for the amelioration of this interesting communication, and the improvements contemplated by the assembly have already been, in a great measure, carried into effect *. The vital importance of good roads, as an inducement to settlement, has been sensibly felt, and the beneficial results of so judicious a policy will soon be demonstrated by the nu-

* Report of 8th February, 1830, by Messrs. Papineau and Kaim, as commissioners under the late act.—Vide Journals of the House of Assembly, L. C.

merous settlers it cannot fail to attract in that quarter, and every other to which it has been extended.

In the townships above Hull, the settlements are few, and in Eardly and Onslow, confined to the shores of Lake Chaudière. The lands in both these townships are of an excellent quality, and, like the aggregate of the lands on the Ottawa, peculiarly adapted to stock-farming. The colony settled in the 4th, 5th, and 6th ranges of Clarendon, under the superintendence of Mr. Prengerdast as government agent, is the remotest settlement up the river. It is situated on the northern shore of Lac des Chats, about 35 miles above Hull, and upwards of 160 miles from Montreal; yet, notwithstanding its distance from the more flourishing settlements of the Ottawa, its eventual success and rapid prosperity appear indubitable, encouraged as are the settlers by the richness and fertility of their farms, and the example of a laborious agent, who resides amongst them, and whose industry they emulate.

The settlements upon the borders of Lake des Chats suffer seriously from the intricate and dangerous navigation of the *Rapides des Chats*, by which the navigable waters of the Lakes des Chats and Chaudière communicate. This drawback is the more sensibly felt from the total absence of any land route through which stores could be conveyed to the settlers, or the produce of their farms brought to market. But, momentous as this impediment undoubtedly is, it could be surmounted with comparative ease and inconsiderable expense, either by opening a good road from the foot to the head of the rapids, a distance scarcely exceeding three miles,—or cutting a short canal, connecting a deep inlet called Black Bay, in the township of Onslow, with the lower extremity of the Lake des Chats.

The Ottawa country offers one of the most promising fields for colonization to be found in the province; but its settlement is materially retarded and embarrassed by old and unimproved grants. It is much to be lamented that such large tracts on the immediate banks of the river should be kept so long in a state of almost absolute wilderness by the proprietors of the soil. South of the 46th degree of north latitude, and lying between that parallel and the Ottawa river, as low down as Chatham, an extensive tract of land presents itself, containing about

3,300 geographical square miles, equal to rather more than thirty townships, including those already laid out. This vast tract, thus favourably situated in a comparatively mild latitude, when contrasted with the situation of the most flourishing settlements of the district of Quebec, is centrally traversed by the river Aux Lièvres, and commands an extended front upon navigable waters, if a few impediments be excepted, exceeding 160 miles. Deducting two-sevenths of the whole tract as reservations for the crown and clergy, a sufficient quantity of land would still remain for the location of upwards of 13,000 families, or about 78,000 souls, if in the estimate could be included the patented lands in the four or five first ranges of the Ottawa river-townships, which ought nevertheless to be similarly parcelled out to actual settlers, or otherwise improved by the landholders, or be liable to forfeiture.

Looking at the map of this interesting section of the province with an eye to its future settlement, the importance of a grand interior road, extending across the country from the north-east angle of the township of Wentworth to the Falls of the Grand Calumet, naturally suggests itself as the basis of a chain of settlements. This plan of opening in the outset great avenues through the wilderness was successfully practised in Upper Canada; and a striking illustration of the encouragement it operates in the settling of new lands is found in the rapid growth and prosperity of the Talbot settlement in that province. Of the practicability, on a general principle, of such a route, little doubt can be entertained; and at a period when, from the large influx of emigration, comprehensive views of the settlement of the colony should be taken, the expediency of the measure appears to us a matter of paramount consideration.

The total population on the northern shore of the Ottawa river westward from the west bounds of Argenteuil does not now much exceed 5,369 inhabitants, and this population is very unequally spread, although the mass is confined to the townships of Hull, Chatham, and Grenville, and the seigniory of La Petite Nation. It is very heterogeneous in its origin, consisting of about an equal proportion of Irish and Americans, some English, more Scots, and a few families of French Canadians.

The country north of the St. Lawrence, below the township of

Chatham, extending eastward to the river St. Maurice, and embracing the counties of St. Maurice, Berthier, L'Assomption, La Chenaye, Terrebonne, Montreal, Vaudreuil, and part of Two Mountains, makes up the residue of the north-western section of the province which we have undertaken to describe. The whole of the lands of this large tract lying along the navigable waters in front are taken up by seigniorial grants; in the rear of which, and contiguous to their rear lines, are situated the townships or soccage lands. The only townships as yet actually laid out therein are Newton, in the rear of Rigaud; Abercromby, Kilkenny, Rawdon, and Kildare, in the rear of the seigniories of River du Chêne, Terrebonne, La Chenaye, St. Sulpice, and Lavaltrie; Brandon, behind Berthier; Hunter's Town and New Glasgow, in the rear of the seigniory of River du Loup; and Caxton, on the St. Maurice, adjoining the lands of the Forges of St. Maurice.

Excluding, for the present, from the description the islands of Montreal and Jésus, and the county of Vaudreuil, which lies south of the Lake of the Two Mountains, all of which will be more particularly noticed hereafter, a very important portion of the province will still remain under consideration, the surface of which, to a various depth of from five to fifteen miles from the banks of the Ottawa and the St. Lawrence, is generally level or slightly elevated into table ridges, with occasional short acclivities and descents. The interior of the country was partially explored in 1829 by a party consisting of * a land-surveyor, a gentleman acting as geologist, and an assistant, with six men and three canoes. The expedition ascended the St. Maurice as far as Wimontichingue, whence they travelled south-westward, ascending first the Matawin river to its source: thence, after traversing a chain of lakes to come to the head-waters of the river Aux Lièvres, they came down that river to its mouth in the Ottawa, a direct distance of nearly 150 miles, but considerably more by the bends of the river. The lakes composing the chain are Matawin, Kempt, of the Graves, Great Goldfinch, Nemicachingue, La Culotte, and Lakes Pothier, Rocheblave, La Roque, Aux Pins, and Aux Lièvres, at the sources of the river Aux Lièvres.

* John Adams, Esq. L S., and draftsman, Mr. Ingall, 15th regiment, and Mr. Nixon, 66th regiment.

Thus we have a circumnavigated tract of about 11,500 geographical square miles, lying between the river Aux Lièvres on the west, the St. Maurice on the east and north-east, the St. Lawrence and the Ottawa in front, and a chain of lakes in the rear. Numerous instances of similar facilities afforded by natural water-communications are met with in the Canadas, the face of the country being almost every-where checkered with lakes and intersected by rivers that spread into a multitude of ramifications.

The information that has resulted from this expedition is, we believe, confined to the objects that came under observation upon the immediate route, no offsets to any considerable distance in the interior having, it appears, been made collaterally, to ascertain the nature of the soil on the right and left of the track. We are therefore without any adequate means of knowing how far the interior of this tract of 11,500 square miles may be susceptible of culture; but judging from the reported character of the lands along the remote lakes and rivers that were explored, we are led to infer unfavourably of that section of country as a field for settlement.

The seigniories and townships situated between Argenteuil and the St. Maurice are abundantly watered by numerous rivers and streams, whose tortuous meanderings spread more broadly and beneficially their irrigating influence. The largest of these rivers are the Du Loup, Maskinongé, L'Assomption, Mascouche, Du Chêne, and Du Nord or North River; but there are besides a considerable number of secondary rivers, streamlets, and brooks that either fall into the St. Lawrence or the Ottawa, or which are tributary to the larger streams. The navigation of the rivers enumerated is interrupted at intervals by rapids and falls, but the intermediate distances are generally navigable for boats and canoes; and on the North River this description of navigation is practised above the chûtes for a distance of twenty-five or thirty miles without any serious impediment. The borders of rivers in Canada, and indeed in most new countries, are invariably preferred and chosen for the formation of early settlements; and we therefore find these rivers assumed as the front of extensive ranges of connected flourishing settlements that extend to remote parts of seigniories, when in some instances lands of

much nearer proximity to the villages and towns have been left uncultivated.

By far the greater portion of the several seigniories comprised within the tract under consideration is actually settled, and the lands in most of them are almost wholly conceded under the usual moderate feudal rents and dues. The most prevalent soil of this part of the province seems to consist in front of a light sandy earth, generally combined with clay and yellow loam; but the remoter lands are chiefly composed of a strong loam, not unfrequently mixed with a black friable earth, esteemed to be very generous and productive. In the vicinity of Three Rivers the soil is peculiarly light, and consists of an almost pure sand; yet it has, when richly manured, yielded good crops, and the gardens in the town and upon its skirts produce melons of most delicious flavour. The principal roads by which this section of the country is traversed are the main post route along the St. Lawrence, the roads along the banks of the rivers Du Loup, Maskinongé, Bayonne, L'Assomption, Mascouche, Achigan, Du Chêne, and Du Nord, besides numerous leading concession-roads, and cross-roads termed *routes*, that lie usually at right angles to the main front roads, and open a communication with the more inland settlements. Several roads have also been opened into the townships in the rear of the seigniories: but the means of communicating collaterally between the townships is yet very imperfect, and indeed wholly deficient in some parts, from the absence of any direct road connecting the new settlements. In passing, for instance, from the centre of Abercromby to the settlements in Rawdon or Kildare, the *direct distance* would not exceed in the one case twenty-five miles, and in the other thirty; but the circuitous distance that must now be *necessarily* travelled is about forty-five or fifty miles.

This serious drawback has been sensibly felt, and its immediate removal is contemplated by the opening of an extensive public route, as direct as the locality may permit, from the basin of Grenville on the Ottawa river, to the Forges of St. Maurice on the St. Maurice river. The country lying between both these points has only recently been explored, under instructions from the executive government, by Mr. Adams, an able land-surveyor and draftsman, and Lieutenant Ingall, of the 15th

regiment, two of the gentlemen mentioned in a previous note. Their operations commenced at Grenville, whence they struck a line nearly direct to the point of division between the seventh and eighth ranges of the township of Kilkenny: thence following up that range-line and its continuation through the seventh and eighth ranges of Rawdon, and along the rear of Kildare, the line passed between the third and fourth ranges of Brandon, continued along the front of Hunter's Town, through Fief Gatineau, to the front of Caxton, and thence along that line and the ridge in the augmentation of the latter township, following Mr. Bell's road, to the Forges of St. Maurice. The report made by these gentlemen is in every respect favourable; and not only has the practicability of the intended communication been satisfactorily established, but the lands through which it will be carried ascertained to be almost unexceptionably adapted to agriculture, and therefore fit for settlement, and especially so in the townships of Abercromby and Kilkenny *.

The town of Three Rivers is situated on the north-west side of the river St. Maurice, at its confluence with the St. Lawrence. It derives its name from the entrance into the former river being separated by two islands lying at the mouth, into three channels. The town plot covers nearly 400 acres, forming a front of rather more than 1,300 yards on the bank of the St. Lawrence. It stands on an exceeding light and sandy soil, which extends also over the environs. To the bank of the St. Maurice the ground rises very considerably, but in the opposite direction it sinks almost to the level of the river. Three Rivers ranks as the third town in the province, but bears no comparison with either Quebec or Montreal in population and importance. It contains about 400 houses and 3000 inhabitants, allowing for the increase since 1825, when its population by census was given at 2,453 souls. It sends two members to the provincial parliament.

In the year 1618 some of the French colonists began building this

* Upon an inspection of the topographical district map of Montreal, it will be seen that, anteriorly to the performance of this exploring survey, the general line of a "projected road" was laid down almost precisely in the direction of that now proposed, our conviction of the importance of such a communication having, long before, led to its suggestion to the legislature.

place, with a view of making it a depôt whence the fur-trade might be carried on with the Indians to the northward. Their plan in the outset exhibited many flattering indications of success; but after Montreal was founded, and had so increased as to be able to defend itself against the attacks of the natives, it was supposed to be a situation better suited to the improving traffic, and was consequently preferred. From that period Three Rivers, being greatly neglected, made but languid advances in prosperity or population. About the beginning of last century, a new era seemed to dawn for it, and hopes began to be entertained of its rising into some consequence by the opening of the iron mines at St. Maurice; but these hopes proved nearly as delusive as the former, and up to the present time its improvement has been upon a very moderate scale.

The trade carried on here is chiefly in British manufactured goods, that from hence are plentifully distributed through the middle district of the province. The exports consist of wheat, timber, though now not so much as formerly, and the produce of its iron foundery, added to that of the mines of St. Maurice. Peltry in small quantities still continues to be brought hither by the Indians from the northward, and which is received by the agents of the Hudson's Bay Company. Several pot and pearl ash manufactories, two or three breweries, and an extensive brick factory, considerably increase the general trade of the place. Many of the bark canoes used in the north-west voyages are built here, and of the same material a variety of ingenious and ornamental works and toys are made. As a shipping-port it is conveniently situated, there being a sufficient depth of water for ships of large tonnage to lie close to the wharfs, and receive or discharge their cargoes by a temporary stage from their gangways.

The town itself possesses but little to attract a stranger's notice: the streets are narrow and unpaved—the principal one is Rue Notre Dame, running the whole length of it, almost parallel with the river; next to this are the Rues des Forges, du Fleuve, du Rempart, St. Maurice, du Platon, des Casernes, St. Louis, St. Jean, and St. Pierre, which may be said to constitute nearly all the inhabited part of the place. The shops and storehouses are numerous, wherein may be had British goods of all

denominations. Several inns afford to travellers very respectable accommodations. On the south-west side of the town are the remains of some military works thrown up for its defence by the English army during the war of the revolution, which are now honoured by the inhabitants with the high-sounding title of "*Anciennes Fortifications.*" On the outside of these works is an extensive tract of common land. The principal public buildings in the town are the Ursuline convent, the protestant and catholic churches, the court-house, gaol, and barracks. Most of the private dwelling-houses, &c. are built of wood, the oldest of them one story high only, having small gardens about them; but those of more recent date are in a much better style, many of them higher than the old ones, and rather of handsome appearance.

The Ursuline convent was founded in 1677 by Mons. de St. Vallier, Bishop of Quebec, for the education of youth, chiefly females, and as an asylum for the sick and infirm poor. The establishment consists of a superior and twenty-four nuns. In 1806 the old building was destroyed by fire, when its inhabitants, dispersed by that calamity, were received into the different religious houses of Quebec and Montreal, until the present edifice was erected. It is a regular stone building, two stories high, of considerable extent, surrounded by fine gardens: it includes a parochial church and hospital, with all the apartments and offices requisite both for the dwellings and carrying on the different functions of the establishment. As the Ursulines were held in great estimation for the general utility and the charitable nature of their institution, public subscriptions were opened immediately after the accident that deprived them of their residence, from the proceeds of which, with a little pecuniary aid from the legislature, they were enabled to rebuild their convent in the present improved and substantial manner, and which, though not quite finished, they took possession of in 1808.

The old monastery of the Recollects, a stone building, is now dilapidated. Near it is a powder-magazine. The protestant and catholic churches are good plain buildings, but neither of them sufficiently remarkable to attract particular attention. The court-house and gaol are handsome modern stone edifices, both in good situations, and well designed for their respective purposes. The building formerly occupied

as barracks is solidly constructed of stone, situated on the north side of Notre Dame-street, and on the highest ground about the town. It was originally erected as a residence for the French governor. From Rue des Forges there is a road leading to the Forges of St. Maurice. On the eastern side of the town are several small fiefs and separate lots of ground, belonging to different proprietors, most of them in a good state of cultivation. The prosperity of Three Rivers must materially depend upon the settlement of the extensive tracts of waste lands in its vicinity; until the back country is brought under cultivation, its growth can be but tardy, notwithstanding the advantages of its situation in the central district of the province.

From Three Rivers, westward, the north bank of the St. Lawrence and the river St. Jean or Jésus, exhibits one uninterrupted succession of flourishing settlements and gay villages, situated along the main road, at intervals of eight or nine miles. Several of these villages are of considerable importance, and vie with Three Rivers itself in the extent of their trade and commercial consequence. In travelling from Three Rivers towards Montreal by the main road, the first parish presenting itself is the Pointe du Lac; then, in succession, Machiche, Rivière du Loup, Maskinongé, Berthier, Lanoraye, La Valtrie, St. Sulpice, and Repentigny. At the latter place a ferry is established across the combined streams of the rivers des Prairies and Jésus, which are in fact a part of the Ottawa, and whose entrance may therefore be considered as one of the mouths of the latter river. Continuing along the main shore from Repentigny, the successive parishes are La Chenaye, Terrebonne, and St. Eustache upon the river Jésus, and then St. Benoit and St. Andrews. On the borders of the Lake of Two Mountains are seated the Indian villages of the Algouquins and Iroquois, which together contain about 200 dwelling-houses. There is a church and two schools, one for the native boys and another for the girls, where both are instructed in their religious duties and the vernacular language of the province. Two missionary priests reside there. Numerous other parishes are situated more in the interior; the chief of which are St. Scholastique, St. Thérèse, St. Henry, St. Roch, L'Assomption, St. Jacques, St. Paul, St. Elizabeth, St. Cuthbert, and St. Léon.

Berthier and St. Eustache are undoubtedly the most considerable of these villages, and as such may be briefly noticed in the general description; an exact account of the others being given in the Topographical Dictionary of Lower Canada.

The village of Berthier, containing about 850 inhabitants, is pleasantly situated on the north side of the Chenail du Nord and forms one principal street, consisting of at least one hundred houses, placed generally at short intervals from each other, on either side of the main road from Montreal and Quebec. There are, exclusive of dwellings, many granaries and storehouses for general merchandise, it being a place of some trade, from whence British manufactured goods are dispersed over the neighbouring populous seigniories, and from whence also large quantities of grain are annually exported. The church, that claims notice not only as being a handsome structure but for the elegance of its exterior decoration, is situated at a short distance north of the main street. This village being midway between Montreal and Three Rivers, in the direct route of the public stage-coaches, that have been established between the former place and Quebec upon the plan of those in England, and also the principal intermediate post-office station, make it a place of great resort and considerable traffic; and these have been much increased since the period at which the Berthier or North Channel became frequented by the St. Lawrence steam-boats, the smaller class of which pass with perfect safety by that route, landing and receiving goods and passengers in their weekly trips up and down the river. On passing through the Chenail du Nord, the village with its gardens, orchards, meadows, and surrounding cultivated fields, form together an agreeable and pleasing assemblage of objects, although from the flatness of the country it is not marked by any of those traits of grandeur so frequently observable on the north side of the St. Lawrence, descending towards Quebec. Indeed it is so little above the level of the river that in the spring, when the melted snow and ice occasion a rise of the waters, it is sometimes overflowed to a considerable distance inland, causing much damage to the lower parts of the houses in the village and goods deposited in the stores: so great has been the rise as to make it necessary to remove large quantities of wheat from the upper stories of the granaries to save it from injury.

The village of St. Eustache is advantageously situated at the confluence of the river Du Chêne with the river Jésus or St. Jean, in the midst of a populous country, and on the stage route to the Ottawa townships. It contains about 180 houses, many of which are kept by shopkeepers, tradesmen, and hostlers. Several of the dwellings are spacious in their dimensions, and built with some regard to the rules of elegance and taste. The village contains nearly 1000 inhabitants.

Isle Jésus forms a seigniory in the county of Terrebonne. It is in length 21 miles, and 6 at its greatest breadth, lying north-west of the island of Montreal, from which it is separated by the Rivière des Prairies, and from the main land by the Rivière St. Jean or Jésus. It was granted with the Isle aux Vaches adjacent thereto the 23d October, 1699, to the bishop and ecclesiastics of the seminary of Quebec, by whom it is still possessed. The original name was L'isle de Montmagny; but soon after its grant the proprietors thought proper to bestow on it the appellative it now bears. The land is every where level, rich, and well cultivated; on the south-east side, bordering the river, there are some excellent pasturages and very fine meadows; the other parts produce grain, vegetables, and fruits in great perfection and abundance. From its being almost wholly turned to agricultural purposes there is very little wood remaining, beyond what is left for ornament on the different farms or preserved for fuel. One road goes entirely round the island, and another runs through the middle lengthways; these are connected by others, that open an easy communication between every part of it. There are three parishes, St. Vincent de Paul, St. Rose, and St. Martin; the houses, mostly built of stone, are dispersed by the side of the roads; now and then a few of them are placed close together, but nowhere in sufficient number to be called a village. Around the island are several corn and saw-mills on the two large rivers; in the interior there is no stream of sufficient force to work either. About midway of the Rivière des Prairies is the strong rapid called the Sault au Recollet. The rafts of timber, brought down the Ottawa from the upper townships, descend this river into the St. Lawrence at the Bout de l'Isle. The communication between Isle Jésus and the islands of Montreal and Bizard and the main land is kept up by several ferries in convenient situations for

maintaining a continual and sure intercourse. The Isle Bizard is separated from the south-west end of Isle Jésus by the Rivière des Prairies; it is nearly of an oval form, rather more than 4 miles long by 2 broad. No records relative to this property have been preserved in the secretariat of the province; but when the present owner, Pierre Forétier, esq., did fealty and homage on the 3d February, 1781, he exhibited proof of its having been granted on the 24th and 25th October, 1678, to Sieur Bizard. It is a spot of great fertility, wholly cleared and cultivated. A good road passes round it near to the river, and another crosses it about the middle; by the sides of these the houses are pretty numerous, but there is neither village, church, nor mill upon it.

Isle Perrot lies off the south-west end of the island of Montreal. It was granted to Sieur Perrot October 29, 1792, and is now the property of Amable Dézéry, esq. The length of the island is 7 miles, or a little more, and nearly 3 in breadth at its widest part; of nearly 143 concessions, more than one half are settled upon, and tolerably well cultivated; the soil is of a light sandy nature generally; but where this is not the case it is an uneven surface of rock. The wood is not entirely cleared from it, and of what remains beech and maple constitute the chief part. The houses are scattered over the island near the different roads, and the parish church is situated on the south-east side of the island; not far from it is a windmill. Of two fiefs within the seigniory one is called Fief Brucy, 10 acres in front by 30 in depth, the property of the representatives of Ignace Chénier; the other, named La Framboise, is of an irregular figure, containing 180 acres, superficial measure, and belongs to François Frienchh. There are four ferries from Isle Perrot; the first to St. Anne, on the island of Montreal, for which the charge is two shillings; one to the main land above the rapid of Vaudreuil, and another to the foot of the same, one shilling and eightpence each; and the fourth to the canal at Point des Cascades, for which the demand is three shillings and fourpence each person. The Isles de la Paix, which are annexed to this grant, serve for pasturage only.

The beautiful island of Montreal forms the *seigniory* of that name, and also the county of Montreal; it is of a triangular shape, 32 miles long by 10½ broad, and lies at the confluence of the Grand or Ottawa

river and the St. Lawrence: the Rivière des Prairies, on the north-west, separates it from Isle Jésus. The greatest part was granted in 1640 to Messrs. Cherrier and Le Royer; but whether disposed of by them, or forfeited to the crown, does not appear from any official record that has been preserved: it is at present wholly the property of the seminary of St. Sulpice, at Montreal, the superiors of which, in rendering fealty and homage on the 3d February, 1781, produced as their titles, 1st, a deed passed before the councillor to the king at Paris, bearing date 20th April, 1664, by which the seminary of St. Sulpicius in that city, and other persons concerned, granted to the seminary in Canada the lands and seigniory of Montreal; 2d, an arrêt of the council of state made at Versailles in the month of March, 1693, by which the king agrees to and accepts the surrender made to him by the ecclesiastics of the seminary of St. Sulpicius, at Paris, of all the property possessed by them in the island of Montreal; and 3d, letters-patent, in form of an edict, issued by the King of France in July, 1714, being a confirmation of all titles to the lands granted to the ecclesiastics of the said seminary at Paris by letters-patent, dated March, 1677, with the right of alienation. As early as the year 1657 a large part of this, even at that period, valuable property was cleared and settled, under the direction of the Abbé Quetus, who had arrived from France with authority from the seminary for that and other purposes.

The island is divided into the following nine parishes: St. Ann, St. Genevieve, Point Claire, La Chine, Sault au Recollet, St. Laurent, Rivière des Prairies, Pointe-au-Tremble, and Longue Pointe. There are altogether 1376 concessions, formed into 25 ranges, or as they are termed *côtes*, making so many irregular subdivisions or interior districts. There is also a domain of great extent between the Côtes St. Laurent and St. Michel, which is retained for the use of the seminary.

With the exception of the mountain, the ridge of the Coteau St. Pierre, and one or two smaller ones of no great elevation, the island exhibits a level surface, watered by several little rivers and rivulets, as La Petite Rivière St. Pierre, Rivière Dorval, Ruisseau de l'Orme, Ruisseau de Notre Dame des Neiges, La Coulée des Roches, Ruisseau de la Prairie, Ruisseau Migeon, and a few others of inferior note. These streams turn numerous grist and saw-mills in the interior, while many more around the

island are worked by the great rivers. From the city of Montreal to the eastward the shores are from 15 to 20 feet above the level of the St. Lawrence: but in the opposite direction, towards La Chine, they are low: between the Coteau St. Pierre and the river the land is so flat, and particularly near the little lake St. Pierre so marshy as to induce a conjecture that it was once covered by water. Over this place a canal has been opened, by which a direct communication between the city and La Chine is formed, and the difficult passage of the rapid of St. Louis avoided *.

The soil of the whole island, if a few insignificant tracts be overlooked, can scarcely be excelled in any country, and is highly productive in grain of every species, vegetables, and fruits of various kinds: there is hardly any part of it but what is in the most flourishing state of cultivation, and may justly claim the pre-eminence over any other of Lower Canada. Several roads running from north-east to south-west, nearly parallel to each other, are crossed by others at convenient distances, so as to form a complete and easy communication in every direction. There is a good turnpike-road from Montreal, almost in a straight line, to the village of La Chine, a distance of eight miles, by which the constant intercourse between these places is rendered easy: by this route all the commodities intended for Upper Canada were formerly conveyed to the place of embarkation; but the canal has superseded the turnpike, as regards, at least, the transport of heavy articles of trade. Between the city and the village there is a great variety of prospects, some of which are very romantic. A mile or two from the town, near the tanneries, the road ascends a steepish hill, and continues along a high ridge for more than three miles, commanding a beautiful view over the cultivated fields below, the rapid of St. Louis, the islands in the St. Lawrence, and the varied woodland scenery on the opposite shore; descending from the height, it passes over a flat country until it reaches La Chine.

The city of *Montreal* stands on the south side of the island, in latitude 45° 31′ north and longitude 73° 34′ west. The second city of the province in point of importance, it is undoubtedly the first

* Vide *Topographical Dictionary*, "La Chine Canal."

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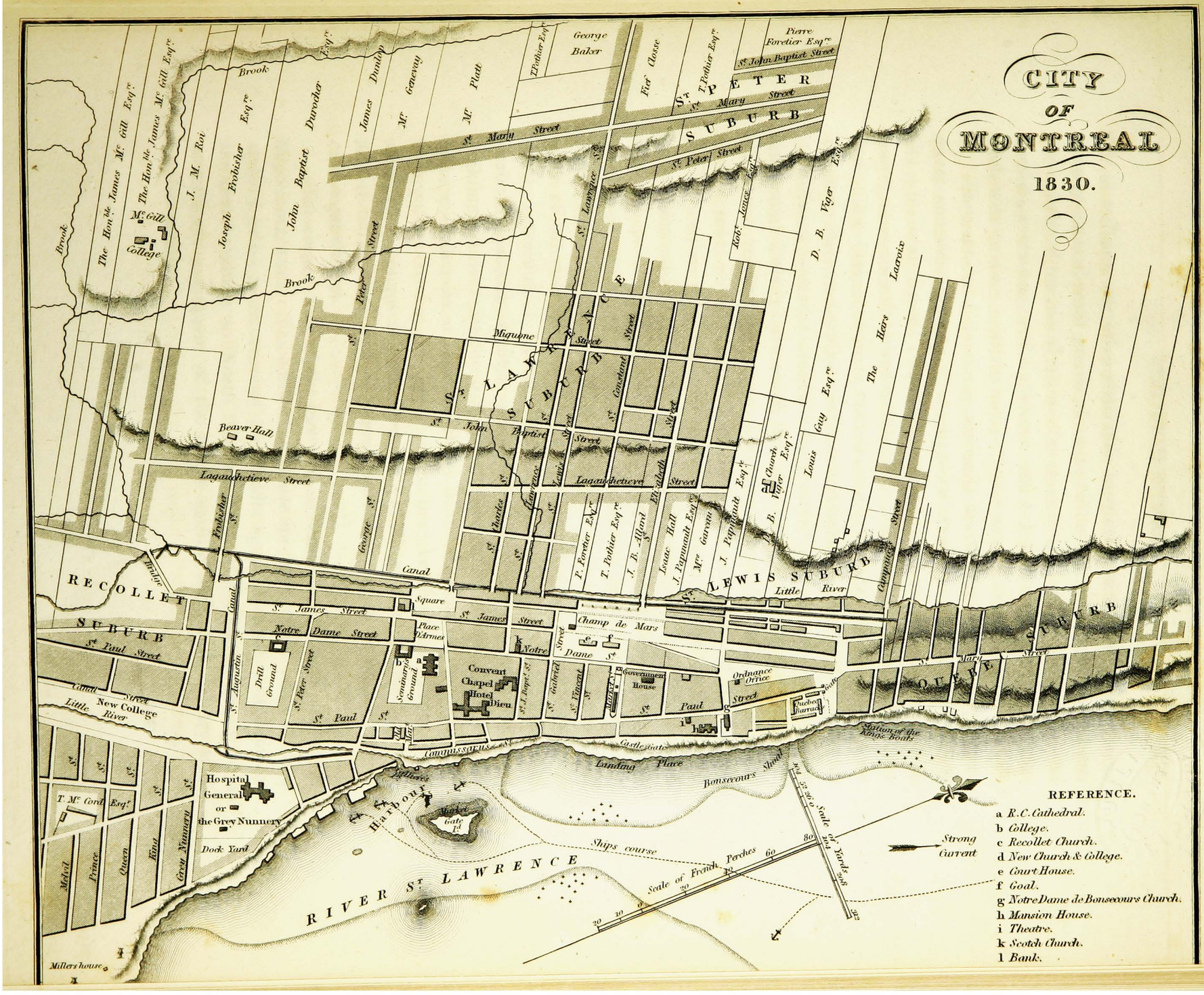
with respect to situation, local advantages, and superiority of climate; its form is a prolonged square, that, with the suburbs, covers about 1020 acres of ground, although within the walls of the old fortifications the contents of the area did not exceed 100 acres. A few houses, built close together, in the year 1640, on the site of the Indian village of Hochelaga, was the commencement of the city of Montreal, or, as it was first named, Villemarie; the situation being well chosen, and possessing many inducements for the colonists to associate themselves for the comforts and convenience of society, it very soon assumed the appearance of being built with some attention to regularity and solidity of the dwellings; containing a population of 4000 inhabitants, its improvement and extension were rapid. In 1644 the Hotel Dieu was founded by the pious charity of Madame de Bouillon, and six years afterwards the zeal of Mademoiselle Marguerite de Bourgeois established the convent of Notre Dame.

The infant town was exposed to, and almost from its very beginning experienced, the animosity of the Iroquois, who made many attacks upon it. As a protection against these repeated hostilities a sort of barrier was drawn round it, consisting merely of a stockade; but so slight and vulnerable a defence not inspiring the inhabitants with much confidence in their security, the more powerful safeguard of a wall, fifteen feet high, with battlements, was substituted, and had the desired effect of repelling these formidable enemies to its prosperity. As the ardour of the French colonists in prosecuting the trade in furs made them more dreaded by their savage neighbours, whom they succeeded in driving to a greater distance, and repressing their incursions by erecting forts and establishing military posts, the necessary repairs of the wall were gradually neglected, and it fell into decay. The last remains of this ancient fortification were afterwards removed by an act of the provincial legislature, to make way for the introduction of some improvements, planned with judicious regard to the convenience, comfort, and embellishment of the place. At different periods the city has suffered extensive damage from fire; but from the gradual widening of the streets, as new buildings take place, the better construction of the houses, and other means of precaution now resorted to, this calamity, when it does occur, seldom causes much devastation.

In its present state Montreal certainly merits the appellation of a handsome city. It is divided into the upper and lower town, although the elevation of one above the other is scarcely perceptible; these are again subdivided into wards. The streets are airy, and the new ones particularly, of a commodious width; some of them running the whole length of the town, parallel to the river, intersected by others at right angles. The houses are for the most part built of a greyish stone, many of them large, handsome, and in a modern style: sheet-iron or tin is the universal covering of the roofs. The Rue Notre Dame, extending from the Quebec to the Recollet suburbs, is 1344 yards in length, and 30 feet broad; it is by much the handsomest street in the place, and contains a great many of the public buildings: the removal of the old cathedral, which was so injudiciously situated that it occupied the whole breadth of the street at the Place d'Armes, will be a great improvement, the effect of which will be amazingly enhanced by the magnificent Gothic structure of the new cathedral that occupies the eastern face of the Place d'Armes. The razing of the old citadel has also proved an important amelioration by its making room for an elegant square, into which Notre Dame-street now opens to the north-east. St. Paul's is another fine street, running the whole length of the town, but more irregular in its course and breadth than the former: from its contiguity to the river, the situation is very convenient for business.

Among the edifices that attract notice are the Hotel Dieu, the convent of Notre Dame, the Montreal General Hospital, the Hospital Général des Sœursgrises, the French Cathedral, the Recollet Convent, the convent of the Grey Sisters, the seminary of St. Sulpice, the New College or Petit Seminaire, the English and Scotch churches, the Court-house, the new gaol, the Government-house, Nelson's monument, and the Quebec barracks. The Hotel Dieu, in St. Paul-street, extending 324 English feet in front, by 468 feet in depth on St. Joseph-street, is an establishment for the reception of the sick and diseased poor of both sexes; it is conducted by a superior and thirty-six nuns. The French government formerly supplied medicines and many other necessaries, but now the funds for maintaining the charity are principally derived from some landed property, which (and it is a subject of regret) is not so ample as could be wished, when compared with its utility; however,


CITY
OF
MONTREAL
1830.
REFERENCE.
a R.C. Cathedral.
b College.
c Recollet Church.
d New Church & College.
e Court House.
f Goal.
g Notre Dame de Bonsecours Church.
h Mansion House.
i Theatre.
k Scotch Church.
l Bank.
Strong Current
Ships course
Scale of French Perches
Scale of Yards
RIVER St LAWRENCE
Harbour
Dock Yard
Hospital General or the Grey Nunnery
New College
Little River
Canal
Champ de Mars
Place d'Armes
Square
Convent Chapel Hotel Dieu
Seminary Ground
Drill Ground
Government House
Ordnance Office
Landing Place
Castle Gate
Commissariat
Station of the Kings Boats
Beaver Hall
Lagauchetiere Street
Notre Dame Street
St James Street
St Paul Street
St Mary Street
St Peter Street
St John Baptist Street
Mc Gill College
Brook
RECOLLET SUBURB
ST LAWRENCE SUBURB
LEWIS SUBURB
QUEBEC SUBURB
Millers house

this as well as every other charitable institution in the province is occasionally assisted with grants of money from the provincial parliament. The whole of the buildings on the space before mentioned include the hospital, a convent, and a church; attached is a large garden, a cattle-yard, with extensive stables and outbuildings, and a cemetery.

The convent of La Congregation de Notre Dame is in Notre Dame-street, and forms a range of buildings 234 feet in front and 433 in depth along St. John Baptist-street, containing, besides the principal edifice, a chapel, numerous detached buildings for domestic uses, and a large garden. The Congregation is composed of a superior (la Sœur Devoisy) and sixty sisters: the object of this institution is female instruction in its different branches, wherein the greatest part of the members are employed; boarders are taken into the house on very moderate pensions, and receive a careful education. From this establishment some of the sisters are sent as missionaries to different parts of the district, for the purpose of giving fuller effect to the intentions of the foundation by opening schools in parishes remote from the convent. The general hospital, or convent of the Grey Sisters, situated about 300 yards south-west of Point Calliere, was founded in 1750, by Madame de Youville, as a refuge for the infirm poor and invalids; it occupies a space of 678 feet along the little river St. Pierre by nearly the same depth, containing a convent for the residence of the nuns, a church, wards for patients of both sexes, all requisite offices, and a detached building for the reception of such as labour under mental derangement. It is governed by a superior (Mlle. Marie Marguerite Lemaire) and twenty-four sisters: the cares which they bestow upon those whom misfortune obliges to seek their aid are directed with great kindness and an unremitting zeal in earnest endeavours to alleviate the burthen of human misery.

The corner stone of the new catholic cathedral was laid on the 3rd September, 1824. The edifice is a chaste specimen of the perpendicular style of gothic architecture of the middle ages. It ranks with some of the first buildings in North America; and will, while it stands, be a magnificent monument of the public spirit of an infant country with limited means.

"It fronts the Place d'Armes, and its northern flank faces St. Joseph-street. The soil on which it stands is of unequal quality, which rendered it necessary to use great caution and attention in constructing the foundation, there being a declivity of 13 feet from west to east, terminating in soft and marshy ground. On account of that declivity and other causes, a terrace became necessary on which to base the building. This will add much to both its convenience and appearance when surmounted by an iron railing with gates, lamps, &c.

"The length of the church, from east to west, is 255 feet 6 inches, and its breadth, from north to south, is 134 feet 6 inches. The height of the flanks is 61 feet from the flagging of the terrace to the eaves. There are six towers so arranged that each flank presents three, and the east and west ends two each. Those on the principal or west front are 220 feet high. The towers are of a quadrangular form with octangular buttresses placed at the angles of each, and terminating at the top in conical pinnacles of the same shape. The space between the front towers is 73 feet by 120 in height, crowned with an embattled parapet. The flanks, and east end towers, are each 115 feet in height. The flanks are decorated with buttresses corresponding in form with those of the towers, and crowned on the top with hollow pinnacles, which serve as chimneys. The exterior of the building is faced with hewn stone of an excellent quality, and of a hue well adapted to the gothic style.

"There are five public and three private entrances to the first floor, and four to the galleries, so that an audience of 10,000 (the number for which it is seated) may assemble and disperse in a few minutes without disagreeable pressure.

"The eastern window at the high altar is 64 feet in height and half that size in breadth. It is separated by shafts into five compartments, and subdivided by mullions into 36 divisions in the perpendicular style. The windows in the flanks consist of one range, and those in the front are finished in the same style as the eastern window.

"The building will be surrounded with a spacious terrace, from which are all the entrances to the apartments. This terrace when finished will form the line of St. Joseph-street and the Place d'Armes. The building will recede on it in front 41 feet. The ascent will be by 5 steps, after

which there will be a flight of 7 steps to the portal, which is formed by an arcade, consisting of three arches, each 19 feet by 48 in height. From this arcade there are five entrances to the church, two of which lead to the galleries. Over this arcade is placed another of the same form, in relievo, which connects the towers and piers. Between these are trefoil canopy-headed niches, intended for marble statues in alto-relievo. At the termination of the front, between the towers, there will be a promenade 76 feet by 20, elevated 120 feet above the surface of the Place d'Armes. To this there will be a safe and easy access by a geometrical stair, and when the ascent is gained the spectator will have a most delightful and extensive view of the river St. Lawrence and the surrounding country. To strangers this must prove particularly interesting, and we understand books will be kept for notes, &c. The front towers are intended to contain clocks and bells; and to form observatories accessible to the summit by safe and easy flights of steps. The girth of the building, including the projections, is 1125 feet.

"The roof of the church is covered with tin, and the gutters, hips, and valleys are lined with copper. The embattlement parapets at the eaves of the flanks, which are peculiar in the crowning of gothic edifices, are omitted on account of the great quantity of snow that falls in this country during the winter. The severity of the frost, also, prevents considerably the decoration of buildings in cold climates.

"*Interior.*—The floor, from the front entrance to the chancel, is an inclined plane of 3 feet. This gives commodiousness to the general aspect. There are seven spacious aisles leading in the same direction, and two crossing these at right angles, one of which leads to the flank doors. Between these the pews * are placed, and raised six inches above the aisles.

"There are seven chapels, so placed that all are seen from the front entrance. The high altar is seen in a direct line, nearly at the extremity of the nave: it is elevated in the chancel 2 feet 6 inches above the floor

| | | |
|---|---|---|
| * Number of pews | on the ground floor | 504 |
| do. | on the first gallery | 372 |
| do. | on the second do. | 368 |
| | | 1244 |

of the church, and is encompassed on three sides by semicircular seats, for the clergy, &c. The front of the chancel is open, and is accessible by an easy flight of 5 steps, in the form of a double semi-reverse. The eastern window, high altar, and choir will be seen from the front door to great advantage, together with a perspective view of the flank windows, side altars, side galleries, and the groined ceiling, 80 feet in height. The vaults of the cieling and galleries are supported in part by a double range of grouped columns, 3 feet 4 inches in diameter; from these spring the groins of the ceiling. The middle vault is intersected by an imitation of bas-relievo ribs, disposed diagonally over the vaults, painted in fresco; the intermediate parts of a grave and gloomy aspect, which would have been in keeping with the gothic style, had it been more soft, &c.

"The pillars are of wood, and painted in imitation of clouded Italian or American marble, which prevents, in some degree, defects from appearing in the wood, as well as the pillars from being soiled by hands. The hue accords with the ceiling, and, in time, age will make the effect pleasing. The facing of the gallery-trusses, and the greatest portion of the carpenter's work, are painted in imitation of oak, resembling the oak finish in the gothic cathedrals in Europe. The gallery screens are in moveable panels, and painted a crimson colour. The railing, in front of them, imitates iron, and produces an agreeable effect.

"There are recesses in the piers, between the windows on the first floor, intended for family monuments, &c. and in the recesses of the windows are placed the confessional screens. Suitable arrangements are made in the interior for all the monuments and historical paintings that may be wanted; and at the high altar, on each side of it, and flanking the east window, there are places assigned for 12 large historical paintings, which will produce a fine effect, as the light brought on them will be happy.

"There are geometrical stairs in the eastern towers, leading to the galleries, as there will be in the front towers when finished. The galleries, the access to which is commodious, consist of two tiers. The organ is placed upon the upper gallery, over the front entrance, the floor for which is elastic, and is 27 feet by 27 feet 6 inches, and projects 6 feet

beyond the line of galleries in a segment form, which gives great capacity to the tone and sound of the organ; the front of the segment is finished with a trefoil curtain fringed with drops.

"The choir screen is finished in recessed seats for the clergy, and surmounted with embattlement pendants, reversed into alto-relievo.

"The wardens' seats are placed opposite the pulpit, and crowned by an open fringed parapet: the pulpit and canopy are attached to one of the pillars; the access to it is from the first gallery. It resembles, in form, that in the gothic cathedral in Strasburg, in Germany; the canopy is crowned with a crockit, but has not its effect, owing to the painting of it.

"The high altar is a little in the florid style, resembling, in part, that of St. Peter's at Rome, but is placed too near the eastern window, a defect which impairs the aspect of both.

"The eastern window was intended to be filled with stained glass, which would have produced a grand effect, but patent glass was substituted for cheapness. As the painting was not well done, it must be repainted again, to dim the strong glare of light. It is, however, the intention to have it filled with stained glass at some future day. The ceiling was to be painted in the best style of tracery in fresco, but the design made for it was relinquished, from want of time and materials to accomplish it.

"Notwithstanding the alterations and substitutions made in it, yet the whole of the interior, as arranged, has every possible convenience, and is disposed of so as to obtain the object for which it was erected. It was intended to be warmed with hot air, conveyed from furnaces placed in apartments under the floors, but will at present be heated with stoves. The building, although placed on a cramped and limited site, unites convenience and proportion with effect, and grandeur without ornament*." The first high mass celebrated within its walls took place on

* The architect to whose skill the planning and superintendence of the edifice were confided is Mr. M'Donald, who has spared no pains in the due performance of the arduous undertaking. The master builders are Messrs. Lamontagne and St. John, masons, natives of Canada; Messrs. Redpath and Mackay, masons and stone-cutters, natives of Scotland; Messrs. Perry and Wetherilt, plasterers, natives of England; and Mr. Cox, carpenter, native of the state of New York.

the 15th July, 1829, on which occasion Monseigneur the Bishop of Telmesse officiated, and the Rev. Mr. Quiblier delivered an eloquent and appropriate oration. The greatest part of the Canadian Roman Catholic clergy were present, and the solemnity, grand and imposing in the highest degree, was attended by the governor in chief, the staff, corporations, and other public bodies, and upwards of 8000 persons.

The English church, in Notre Dame-street, is one of the handsomest specimens of modern architecture in the province; it is spacious in its dimensions and elegant in its structure, and surmounted by a lofty spire, with timekeepers on the four faces of the belfry. The seminary of St. Sulpice, or Montreal, is a large and commodious building adjoining the cathedral; it occupies three sides of a square, 132 feet long by 90 deep, with spacious gardens and ground attached, extending 342 feet in Notre Dame-street, and 444 along that called St. François Xavier. The purpose of this foundation is the education of youth through all its various departments to the higher branches of philosophy and the mathematics. It was founded about the year 1657 by the Abbé Quetus, who, as before mentioned, then arrived from France, commissioned by the seminary of St. Sulpice at Paris to superintend the settlement and cultivation of their property on the island of Montreal, and also to erect a seminary there upon the plan of their own. His instructions were so well fulfilled that the establishment he framed has existed until the present time, modified by many and great improvements. The superior of this college is M. Roux, assisted by professors of eminence in the different sciences, and other subordinate masters, who pursue a judicious plan of general instruction that reflects distinguished honour upon themselves, while it ensures a continual advance in knowledge to a very considerable number of students and scholars.

The New College, or Petit Séminaire, near the Little River, in the Recollet suburbs, is most eligibly situated; the body of it is 210 feet long by 45 broad, having at each end a wing that runs at right angles 186 feet by nearly 45. It is a handsome regular edifice, built a few years ago by the seminary of St. Sulpice, at an expense of more than 10,000*l.*, for the purpose of extending the benefit of their plan of education beyond what the accommodations of their original establishment

would admit of. On the exterior, decoration and neatness are so judiciously blended as to carry an air of grandeur, to which the interior distribution perfectly corresponds; the arrangements have been made with the utmost attention to convenience, utility, and salubrity, consisting of residences for the director, professors, and masters; a chapel, airy dormitories, apartments for the senior and junior classes, refectories, and every domestic office. The intentions of the institution through every department are promoted with the utmost regularity and good effect, both with respect to instruction and internal economy. The director, M. Roque, and chief professors are as eminently distinguished for their literary acquirements as for their zeal in diffusing them. In this college as well as in the seminary the number of pupils is very great, with whom a very moderate annual stipend is paid; the benefits that arise from the dissemination of useful instruction over so extended a province as Lower Canada will not fail to be duly appreciated; and for their endeavours in so beneficent a cause, the reverend Sulpiciens are fairly entitled to the gratitude of all their Canadian brethren.

Besides these principal seats of learning, wherein the French language is the vernacular idiom, there are in Montreal some good English schools, conducted by gentlemen of exemplary morals and talents, who, by their exertions, hitherto supplied in some degree the want of an English college. Such an establishment, however, has ceased to be a desideratum since the final termination of the long protracted suits at law that interfered with the opening of M'Gill College. As far back as 1801, the creation of a corporate body, under the denomination of the *Royal Institution*, for the advancement of learning, was contemplated by an act of the legislature; and in 1818 that institution was actually incorporated by royal charter. In 1814 the Hon. James M'Gill, an opulent and highly respected citizen of Montreal, bequeathed in trust to this institution the valuable estate of Burnside, at the Mountain, together with the sum of 10,000*l.* for the endowment of a college, which should bear his name. In 1821 the college, thus liberally endowed, was incorporated, in conformity with the terms of the devise, and the governor and lieutenant-governor of Lower Canada, the lieutenant-governor of Upper Canada, the chief justices of Montreal and Upper Canada, the

lord bishop of Quebec, and the principal of the college, were, by the charter of incorporation, appointed governors of the institution *. It was not, however, until the 24th June, 1828, that the corporation of M'Gill College was completely put in possession of the property devised, and at a numerous and respectable meeting, held that day in the dwelling-house on the estate of Burnside, the Right Reverend the Lord Bishop of Quebec and the Venerable Archdeacon Mountain explained, at some length, the origin, progress, and views of the institution. The constitution and rules for the government of the college are based upon those liberal principles that will render its benefits as universal as possible, no tests being imposed either upon the professors or the students, all offices whatever thus becoming freely open both to protestants and Roman catholics, whilst students of all denominations are permitted to attend. It is necessary, at present, that the professors should be graduates of some British university, but a preference is hereafter to be shown to those who will have graduated in the institution. The system of collegiate education will extend to all those branches embraced by similar establishments in Great Britain; and, in order to forward the advancement of the medical department of the college, it is contemplated to engraft upon it the Montreal Medical Institution, which has already acquired considerable repute from its respectability and learning.

Such a foundation, superadded to the pre-existing colleges and schools in the Canadas, will leave little to be wished for, as regards the education of youth, and we certainly hail the opening of M'Gill College as an important era in the history of the progress of learning, literature, and science in the colony. Encouraged by the imperial and local governments, fostered and supported by the inhabitants of the province, and enlightened by eminent professors, it cannot but flourish, an honour to the country, and a perpetual monument of the liberality of its munificent founder.

* Professors, &c. appointed 4th December, 1823:—Principal and Professor of Divinity, the Reverend G. J. Mountain, D. D. (of the University of Cambridge.) Professor of Moral Philosophy and learned Languages, the Rev. J. L. Mills, D. D. (University of Oxford.) Professor of History and Civil Law, the Rev. J. Strachan, D. D. (University of Aberdeen.) Professor of Mathematics and Natural Philosophy, the Rev. G. J. Wilson, A. M. (University of Oxford.) Professor of Medicine, Thomas Fargues, M. D. (University of Edinburgh.)

The Montreal general hospital is a neat building, 76 feet long by 40 wide, surmounted by a cupola, and situated upon Dorchester-street, in the St. Lawrence suburb. The corner stone was laid with masonic solemnity on the 6th June, 1821, and on the 1st of May, the following year, it was opened for the reception of patients, eighty of which it is now calculated to admit. The total cost of the ground and building amounted to 5,856*l.* 8*s.*, which sum was levied by voluntary subscriptions, bestowed with a liberality that reflects the greatest credit upon the inhabitants of Montreal. This humane institution first originated out of the *Ladies' Benevolent Society*, an association of females, formed expressly for the relief of indigent emigrants, who, invalided by a long sea-voyage, and often in a state of absolute destitution, landed in a strange country, the most miserable objects of public charity. In 1818 a fund of 1200*l.* was raised to relieve the wants of this class of sufferers and the poor of the city; and a soup kitchen, as the most effectual means of affording relief, was opened, where these philanthropic ladies, personally, superintended the distribution of alms. This plan was followed up by the establishment of a *house of recovery* for the reception of the indigent sick, and ultimately ended in the foundation of the Montreal general hospital, the members and subscribers to which were incorporated by charter on the 30th January, 1823. In thus giving some account of the establishment of an institution so interesting to the cause of humanity, it is alike a duty and a pleasure to record its most prominent benefactors, in the list of whom we find Thomas Naters, Esq., the Honourables John Richardson, W. Forsyth, and William M'Gillivray, Messrs. Ross, Molson, Gillespie, &c. The sums to defray the expenses of this institution are derived from three sources; 1st. Legislative grants; 2d. Charitable donations; public subscriptions, and the annual contribution of the governors and other subscribers; 3d. From the sale of tickets to the students of medicine in the town, who are, by the rules of the institution, allowed to attend to see the hospital practice, and witness the operations, on paying each the sum of two guineas per annum *.

The Montreal library and reading-room occupy a neat and convenient building in St. Joseph-street, a central part of the town. The

* By the annual report, published in May, 1824, it will be seen that the advantages of

former contains several thousand volumes of the best authors in every branch of literature, and the latter is judiciously furnished with foreign and domestic magazines, newspapers, and journals. The subscriptions both to the library and reading-room are moderate, and strangers and non-residents may have free access to the latter upon being introduced by a subscriber.

The court-house, on the north side of Notre Dame-street, is a plain handsome building, 144 feet in front, where the courts of civil and criminal judicature are held. The interior is distributed into halls for the sittings of the chief courts, besides apartments for the business of the police and courts of inferior jurisdiction. The handsome appearance of this building is heightened by its standing some distance from the street, with a grass-plot in front, enclosed by iron railings: its proximity to the Champ de Mars renders it extremely airy and agreeable. The gaol of the district stands near the court-house; it is a substantial spacious building, erected upon the site of the old gaol that was destroyed by fire in 1803. The salubrious situation of this spot is peculiarly fitted for such an establishment; the interior plan is disposed with every attention to the health, cleanliness, and comfort (as far as the latter is compatible with the nature of such a place) of its unfortunate inmates, both debtors and criminals. The government-house, usually classed among the public buildings, is on the south side of Notre Dame-street: being very old, and an early specimen of the unpolished architecture of the province, it is not much entitled to notice; it is, however, kept in good repair, and furnished as an occasional residence of the governor-in-chief, when

the institution are progressively extending. Admitted from 1st May, 1823, to 1st May, 1824—

| | Protestants. | Roman Catholics. | Total. | Of these there were discharged, | |
|---|---|---|---|---|---|
| | 254 | 216 | 470 | Cured, . . . | 378 |
| Out-patients, who received advice and medicine, &c. | 254 | 110 | 364 | Relieved, . . | 30 |
| | | | | At their request, | 16 |
| | | | | For misconduct, | 2 |
| | 508 | 326 | 834 | Died, . . . . | 43 |
| | | | | | 469 |

Remaining in hospital, . . . . . 20

The increase in the number of patients in one year, . 115

he visits the upper district: on the opposite side of the street, bordering on the Champ de Mars, is an excellent and extensive garden belonging to it.

The old monastery of the Recollets stood at the western extremity of Notre Dame-street. The church is still used for divine worship, but the house itself is demolished, and the extensive ground belonging to it was exchanged by government for St. Helen's Island, opposite the city, that belonged to the Honourable Charles Grant, and upon which military works have since been thrown up. The church is chiefly frequented by Irish catholics, and the grounds are laid out into streets that are rapidly building upon. At the upper part of the new market-place, close to Notre Dame-street, is a handsome monument, erected to commemorate the hero of Trafalgar, immortal Nelson: it is composed of a cylindrical column placed upon a square pedestal; at the base of the column, on the different angles, are allegorical figures, of very good workmanship, representing the victor's chief attributes; and on the sides suitable inscriptions: in compartments, on each face of the pedestal, are bas-reliefs of four of his principal achievements, executed with great spirit and freedom, and composed with a chasteness of design guided by much classical correctness. This highly ornamental tribute to departed worth was completed in London, and the expenses defrayed by subscription among the inhabitants of Montreal.

The principal streets, both lateral and transverse, have a direct communication with the suburbs, which occupy a much greater space than the city itself: they surround it on three sides; on the south-west are the divisions called the St. Anne, the Recollet, and the St. Antoine suburbs; on the north-west the St. Laurent, St. Louis, and St. Peter's; and on the north-east the Quebec: in all of them the streets run in the same direction as those of the city; they are very regular, and contain a great number of superior dwelling-houses, built of stone, and several inhabitants of the first rank have fixed their residences there.

Montreal, as it is at present, containing a population of about 30,000 souls, rivals the capital of Canada in many respects, and as a commercial emporium certainly surpasses it: seated near the confluence of several

large rivers with the St. Lawrence, it receives by their means the productions of the best settled and also the most distant parts of the district, those of the fertile province of Upper Canada, as well as from the United States. Possessing these combined attractions, it is by no means unreasonable to infer that in the lapse of a few years it will become the most flourishing and prosperous city of the British North American dominions; and Quebec, viewed as a military position, may always be looked upon as an impregnable bulwark to them. Extending from the suburbs on the south-west side of the city, along the river as far as the Quebec suburbs, an elevated terrace was formed several years back, which, independent of its utility as a road, is sufficiently high to form an effectual barrier against the floating ice at the breaking up of the frost: it also impedes the communication of fire to the town, should it take place among the large quantities of timber and wood of every description that are always collected on the beach. The little river St. Pierre is embanked on both sides as far as the new college, forming a canal 20 feet wide, which is continued along the south-west and north-west sides to the Quebec suburbs, with bridges over it at the openings of the principal streets and other convenient places; at the angles ornamental circular basins are formed, and a lock near the mouth of the little river, by which the water may be drawn off for the purpose of cleansing it; this work is so constructed as to raise boats, &c. from the St. Lawrence, from whence they may proceed to the further extremity of this canal. The buildings on each side are retired thirty feet from the water, thereby forming a street eighty feet wide, having the canal in the centre. To the northward of Notre Dame-street there is another street parallel to it, sixty feet wide, called St. James's-street, running from the Place d'Armes to the Haymarket; but it is contemplated to continue it through the whole length of the city, and to terminate it at the Quebec suburbs by one of the same breadth, leading to the St. Lawrence suburbs. In this street is situated the Montreal bank, a regular and elegant cut-stone edifice, ornamented in front with emblematical devices of Agriculture, Manufactures, Arts, and Commerce, executed in basso-relievo. Near the bank is the Wesleyan chapel, built in a good style of architecture, and quite

an ornament to the street. The Place d'Armes is to have its dimensions enlarged to 392 feet by 344, which will protract it to the canal; from the south-west side of the canal, towards the St. Antoine suburbs, another square or rather parallelogram is made, 468 feet by 180. The Champ de Mars, from being originally very circumscribed, and quite inadequate as a place of military exercise, has been made level, and carried on nearly to the canal, forming a space 227 yards by 114. It is now an excellent parade as well as an agreeable promenade for the inhabitants: seats are fixed for the accommodation of the public, and trees planted in various parts of it. From this spot there is a fine view of the well cultivated grounds, beautiful orchards, and country houses towards the mountain. Adjoining the new college a lot of ground, 156 feet by 258, is reserved as the site of a new house of correction.

The new market-place, occupying the ground where formerly stood the college founded by Sieur Charron in 1719, and destroyed by fire many years back, is 36 yards wide, and reaches from Notre Dame-street to St. Paul-street; in the middle of it are ranges of stalls for butchers, covered in by a roof supported on wooden pillars: great care is taken to enforce the regulations to ensure cleanliness. On the two principal market-days in each week the market is well supplied with every necessary, and nearly every luxury for the table, in great abundance, at prices extremely moderate. The produce of the upper part of this fertile district is almost wholly brought hither for sale, besides a great quantity from the American states, particularly during the winter, when fish frequently comes from Boston and the adjacent parts.

It is only within the last fifteen years that these numerous and important improvements have taken place, under the direction of commissioners appointed under an act of the provincial legislature. They have for many years been indefatigable in their exertions to carry its provisions into effect: as their functions have been arduous and frequently unpleasant, from the number of law-suits they found it necessary to institute and defend in cases of disputed claims, they are entitled to the esteem of their fellow citizens for the manner in which they have always performed these duties to the public *gratuitously*.

The harbour of Montreal is not very large, but always secure for

shipping during the time the navigation of the river is open*. Vessels drawing fifteen feet water can lie close to the shore, near the Market-gate, to receive or discharge their cargoes; the general depth of water is from three to four and a half fathoms, with very good anchorage every where between the Market-gate Island and the shore: in the spring this island is nearly submerged by the rising of the river; but still it is always useful in protecting ships anchored within it from the violent currents of that period, and at other times serves as a convenient spot for repairing boats, water-casks, and performing other indispensable works. Two small shoals lying off the west end of it, at the entrance of the harbour, and the narrowness of the deep water channel below it, generally make it necessary to warp out large ships, and drop them down the stream by kedge-anchors until they come abreast of the new market-place, as the leading winds for bringing them out cannot always be depended upon: at the east end of the island is a channel, of which small craft canal ways avail themselves. The greatest disadvantage to this harbour is the rapid of St. Mary, about a mile below it, whose current is so powerful, that, without a strong north-easterly wind, ships cannot stem it, and would sometimes be detained even for weeks about two miles only from the place where they are to deliver their freight, were it not for the application of tow-boats impelled by steam-engines of high power. In pursuing the grand scale of improvements it may probably be found practicable to remedy this evil by the formation of another short canal, or extension of that of La Chine; ships might then discharge their cargoes at their anchorage below the current into canal boats, by which they could be by such a communication conveyed immediately to the city.

The environs of Montreal exhibit as rich, as fertile, and as finely diversified a country as can well be imagined. At the distance of a mile and a half from the town, in a direction from S. W. to N. E., is a very picturesque height, whose most elevated point at the furthest extremity is about 550 feet above the level of the river; it gains a moderate height at first by a gradual ascent, which subsides again towards the middle, thence it assumes a broken and uneven form until it is terminated by a

* Material improvements in its commodiousness are contemplated, and liberal legislative provision has recently been made for that purpose.

sudden elevation in shape of a cone. The slopes on the lower part are well cultivated, but the upper part is covered with wood. These forests, however, are soon to give place to works of art, government having commenced the construction of fortifications upon this part of the mountain, by which its sylvan appearance will necessarily undergo a total change. From several springs that rise towards its top the town is plentifully and conveniently supplied with water, which is conveyed to it under ground by means of wooden pipes. The summit, to which there is a good road of very easy ascent, commands a grand and most magnificent prospect, including every variety that can embellish a landscape; the noble river St. Lawrence, moving in all its majesty, is seen in many of the windings to an immense distance; on the south side the view is bounded by the long range of mountains in the state of New York, that is gradually lost in the aerial perspective.

The space near the town, and all round the lower part of the mountain, is chiefly occupied by orchards and garden-grounds; the latter producing vegetables of every description, and excellent in quality, affording a profuse supply for the consumption of the city. All the usual garden fruits, as gooseberries, currants, strawberries, raspberries, peaches, apricots, and plums are produced in plenty, and it may be asserted truly, in as much, or even greater perfection than in many southern climates. The orchards afford apples not surpassed in any country; among them the *pomme de neige* is remarkable for its delicate whiteness and exquisite flavour; the sorts called by the inhabitants the *fameuse, pomme gris, bourrassa,* and some others, are excellent for the table; the kinds proper for cyder are in such abundance that large quantities of it are annually made, which cannot be excelled in goodness any where. On the skirts of the mountain are many good country-houses belonging to the inhabitants of the city, delightfully situated, and possessing all the requisites of desirable residences.

By the side of the road that passes over the mountain is a stone building, surrounded by a wall that was formerly distinguished by the appellation of the *Chateau des Seigneurs de Montreal,* but now generally called *La Maison des Prêtres,* from its belonging to the seminary. There are extensive gardens, orchards, and a farm attached to it, which are

retained for the use of the proprietors; it is also a place of recreation, where, during the summer, all the members of the establishment, superiors and pupils, resort once a week. A little more than a quarter of a mile to the northward, most conspicuously situated beneath the abrupt part of the mountain, is a mansion erected by the late Simon M'Tavish, esq., in a style of much elegance. This gentleman had projected great improvements in the neighbourhood of this agreeable and favourite spot; had he lived to superintend the completion of them, the place would have been made an ornament to the island. Mr. M'Tavish, during his lifetime, was highly respected by all who enjoyed the pleasure of his acquaintance, and as much lamented by them at his decease; his remains were deposited in a tomb placed at a short distance from the house, surrounded by a shrubbery: on a rocky eminence above it his friends have erected a monumental pillar, as a tribute to his worth and a memento of their regret. Both the house and the pillar are very prominent objects, that disclose themselves in almost every direction.

Of ten established ferries from the island, in different directions, the longest is that by steam-boat from the town to La Prairie de la Magdelaine, a distance of six miles; it is also the most frequented, as the passengers are landed on the southern shore, at the main road, leading to Fort St. John's, and into the American States. From the town to Longueuil is the King's Ferry, three miles across, and also much frequented, as many roads branch off in all directions from the village of Longueuil, at which the boats arrive; steam and horse boats are also used in this traverse, but they ply at the foot of St. Mary's current; that from the west end of the island to Vaudreuil is three miles across, in the direct line of communication between Upper and Lower Canada: from the eastern Bout de l'Isle to Repentigny, where the road between Montreal and Quebec crosses, the ferry is about 1300 yards only. The others are of much less distance: at all of them convenient bateaux, canoes, and scows * are always ready to convey passengers, horses, carriages ,&c., from one side to the other.

* A sort of lighter impelled by poles or oars, in shape of an oblong square, and sometimes large enough to cross four horses and vehicles at once, with several passengers. The horses, &c. are driven in at one end and disembark at the other.

From Repentigny to Isle Bourdon, in the Rivière des Prairies, and thence to the island of Montreal, a handsome wooden bridge was constructed, at a very great expense, by Mr. Porteous of Terrebonne, authorised by an act that passed the provincial parliament in 1808; but it was unfortunately destroyed the spring after it was finished, by the pressure of the ice at the breaking up of the frost. The same gentleman had previously obtained an act in 1805, but in the spring of 1807 the works were carried away before his undertaking was entirely completed. Notwithstanding these failures, it is considered that some plan may yet be devised to erect one, whose span may be sufficiently high to allow the masses of ice to drift down the stream without being so lodged as to accumulate an overbearing force. In this situation such a work would be of great public utility, from connecting the most frequented main road of the province.

The census taken in 1825 gives the following result as the population, &c. of the town, and the different villages on the island of Montreal.

*Population of the county of Montreal.*

| Town and Villages. | Present. | Absent. | Dwellings. | Shops. | Houses shut. | Houses building. | |
|---|---|---|---|---|---|---|---|
| City and Suburbs . . | 22,357 | 146 | 2,908 | 147 | 96 | 70 | |
| Village of St. Henry or Tanneries des Rollands | 462 | 4 | 66 | 3 | 2 | 1 | Division of St. Pierre, parish of Montreal. |
| Village des Tanneries de Belair | 116 | ... | 24 | 1 | 1 | ... | Division of St. Michael, parish of Montreal. |
| Pointe aux Trembles | 185 | ... | 28 | ... | 1 | 1 | |
| Rivière des Prairies . | 32 | ... | 8 | 1 | ... | ... | |
| Sault . . . . | 139 | ... | 26 | ... | ... | ... | |
| St. Laurent . . | 328 | ... | 58 | 4 | 6 | 1 | |
| Ste. Genevieve . . | 164 | ... | 25 | 1 | 1 | ... | |
| Pointe Claire . . | 333 | 3 | 57 | 1 | 2 | ... | |
| Total in town & villages | 24,116 | 153 | 3,200 | 158 | 109 | 73 | |
| Country . . . | 12,969 | 14 | 1,878 | 22 | 93 | 14 | |
| Grand total of the county | 37,085 | 167 | 5,078 | 180 | 202 | 87 | |

The county of Vaudreuil, which completes the tract of country we have undertaken to describe under our assumed division of the province, forms a tongue of land, bounded south-west by the waters of the St. Lawrence, and north by those of the Ottawa: to the westward it is bounded by the division line between Upper and Lower Canada. This county comprises four seigniories and one township. The soil is in the aggregate extremely fertile, and its surface, though generally level, rises sometimes into gentle ridges or *côteaux*. The most conspicuous height within it is the Montagne St. Magdeleine in the seigniory of Rigaud, near the summit of which is a rectangular area of about twelve acres, wholly destitute of vegetable production, and covered with rounded stones, so distributed as to exhibit the appearance of ploughed ridges, whence it has derived the appellation of *pièce de guérets*. Beneath it the ripplings of a brook are distinctly heard, but the waters themselves have never yet been discovered, though some attempts to do so were made by throwing up the stones immediately at the spot where the noise is most audible. To the depth of 12 or 18 feet, to which they have penetrated, neither moss nor soil of any species could be found, but merely a dry accumulation of trap and sand stones of moderate bulk.

The pretty village of Rigaud is delightfully seated at the base of this mountain, on the banks of river A la Graisse, and near the shores of the beautiful lake of the Two Mountains. Nearly one league west of Rigaud is the ferry to the mouth of the North River in Argenteuil, and about three leagues eastward from the village along the borders of the lake, is the ferry at Le Dernier's to the Indian villages on the opposite side the water, where Indian birch canoes are always to be found ready for the conveyance of passengers, who will not fail to admire the skill of the natives in the management of their frail barks, especially if they should happen to cross the lake in windy weather, which they generally can do with safety. The village of Vaudreuil is about six miles beyond this ferry; and six miles further on is the Pointe des Cascades, at the eastern extremity of the seigniory. At this point there are three steep hills forming the approach to a small village, which by its position is a great thoroughfare, where steam-boats and stages, with multitudes of passengers to and from Upper Canada, constantly come and go; yet it

derives but little permanent advantage from such transient circumstances, and is therefore languid in its growth. Steam-boats perform the trip between this place and La Chine in *two hours* going down and *three hours* coming up. The steamer St. Lawrence (1827) is impelled by a 32 horse-power engine, and has 14 births for passengers: the fare is 5*s.* in the cabin, and 3*s.* 6*d.* in the steerage.

The village of the Cedars, the central point of the parish of St. Joseph, is one of much importance from its magnitude and position. It is five miles from the Cascades, and situated at the head of the Cedar Rapids, at the point of rendezvous for all boats passing up or down the river, and having an established ferry to the opposite seigniory of Beauharnois. The well-wooded islands before it, the dashing and terrific rush of waters that sweep by in broad volumes in front, the raft, the Durham boat, or the batteau, involved in the foaming rapid on their swift career downward, or the latter struggling heavily along the shore in ascending the river, are objects that add amazingly to the interest of the place, and enhance the picturesque beauties of its scenery.

At a place near Longueuil's mill the batteaux going up the St. Lawrence are unloaded, and their freights transported in carts to the village, in order that they may be towed up light through the Grande Batture or Rapide du Côteau des Cèdres. On the opposite shore is the Rapid de Bouleau, deeper, but not less difficult to pass. The combined effects of these two make this the most intricate and hazardous place that is met with between Montreal and Lake Ontario. In a military point of view it is one of the most important spots that can be chosen, if it should ever unfortunately be again necessary to adopt defensive measures, as works thrown up on the projecting points of each side would completely frustrate any attempt to bring down by water a force sufficient to undertake offensive operations against Montreal. At Côteau du Lac, just above river de L'Isle, boats again enter locks to avoid a very strong rapid between Prison Island and the point abreast of it, where a duty is collected upon wines, spirits, and many other articles that are carried by them into Upper Canada. This place has been always esteemed a military post of some consequence. Works are here erected and kept in good repair that command the passage on the north side of

the river; and were another thrown up on Prison Island, it would render the pass so difficult as to make it very improbable that any enemy, however enterprising, would run the hazard of it, or even venture through the outer channel between Prison Island and Grande Isle. The stream is interrupted hereabouts by several islands, between which it rushes with great impetuosity, and is so much agitated that boats and rafts encounter great inconvenience in descending: to go down in safety they must keep close under the shores of Prison Island. At two miles from Côteau du Lac is M'Donell's tavern, a very good house for the accommodation of travellers towards the upper province, and conveniently situated for that purpose.

The principal road in the county commences at Point Fortune, at the foot of Carillon Rapid, and runs along the borders of the water (by which it is in some places undermined), round to Point au Baudet. It generally passes at the base of La Petite Côte, a gentle and well-cultivated rising ground that lies on the right; but the road itself is very bad in many places, and, from its passing through a rich soil, requires constant repair. The concession and cross roads are tolerably good in all the seigniories, and the dwelling-houses neat and substantial, and often built of stone. In the Concession de la Petite Côte in Vaudreuil an extensive vein of iron ore has been discovered, but it has not yet been opened. From Côteau du Lac the steam-boat navigation, which is left off at the Cascades, is resumed, and continued through Lake St. Francis to Lancaster in Upper Canada. In the seigniory of New Longueuil there are some settlements along the new road in front; but the most populous parts of the seigniory lie more centrally, and along the river de L'Isle, on the borders of which is situated the parish church of St. Polycarpe.

The county of Vaudreuil contains a population of 13,800 souls; but a large portion of its inhabitants follows the pursuit of *voyageurs*, to the material injury of the agricultural interests of that valuable tract of country, and the evident demoralization of the people, from its inducing those wandering habits that are incompatible with rural economy, and a dissoluteness of morals which marks but too generally that class of men,

## NORTH SIDE OF THE ST. LAWRENCE.

### § II.—Country between the St. Maurice and the Saguenay.—*Counties:*—Champlain, Portneuf, Quebec, Montmorenci, *and part of* Saguenay.

The population of the tract of country lying between the rivers Saguenay and St. Maurice amounts to about 70,000 souls, occupying the lands on the northern bank of the St. Lawrence to the average depth of three leagues from the margin of the river. The distance from the mouth of one river to the estuary of the other rather exceeds 190 miles, Quebec being situated in an intermediate and almost central position between them.

Of the two sections of country divided by the intervention of the capital of the province, that to the westward is by far the most populous, though perhaps not the most interesting under every other aspect. It is amply watered by the numerous tributaries and main branches of the rivers Jacques Cartier, Portneuf, St. Anne's, and Batiscan, which have their sources to the north and north-east of their mouths, and flow in the general direction of south-west to their respective junctions with the St. Lawrence. They all are frequently rapid, and consequently can offer but limited advantages from their navigation; yet some of them are effectually used in spring for the transport of rough timber, made solidly into cribs or small rafts, and floated down to mills, which are usually situated as near as possible to the waters of the St. Lawrence. They, nevertheless, generally admit of river craft ascending a few rods above their embouchures to convenient places of embarkation and loading. Several other inferior streams flow through the country, turning in their courses grist and saw mills, which are often, however, inoperative in summer, owing to the deficiency of water.

There are from three to four concessions or ranges of the seigniories and fiefs lying above Quebec, within the limits above mentioned, that are effectually settled, if the seigniories of Champlain and Cap la Magdeleine be alone excepted, the settlements whereof extend but partially to the second range. The concessions seem almost universally to be laid out to suit the convenience of the settlers, without regard to regularity,

and for this purpose the course of rivers is, for the most part, adopted as a line of double ranges *(double concessions)*; and hence in many instances, as on the Batiscan, the St. Anne's, &c., the settlements are formed on both banks of the river to a remote distance from the St. Lawrence. A far greater quantity of land is in general conceded within the seigniories than what is actually cultivated, most of the inhabitants having, besides the farm they cultivate, another lot, from whence they derive supplies of building-timber and fuel.

The lands in the aggregate consist of a generous soil, which, however productive near the shores of the river, is stated to improve as it recedes from them—a circumstance tending to remove the prejudices existing against inland settlements. The light sandy soil which predominates in the seigniories above particularized (Cap la Magdeleine and Champlain) makes them an exception to the general fertility of this tract of country. The only townships that fall within this section are Stoneham and Tewkesbury, which were originally surveyed in 1800; but it is only recently that their settlement has commenced with any vigour, new surveys having been made, and the prosperous neighbouring settlements of the seigniories of St. Gabriel and Faussambault having spread their beneficial influence to them, and brought those township lands into notice.

The principal roads connecting the line of parishes, bordering this part of the St. Lawrence, or leading to the more inland parishes of St. Augustin and Lorette, are generally kept in good repair, but much inconvenience is suffered from the steep hills that are met with on the river road at Cap Rouge, St. Augustin, Jacques Cartier, and the Eucrails; some of these hills however may be avoided by the adoption of the road passing over the upper Jacques Cartier bridge, or that lying through the new village of St. Augustin, which is the route followed by the public stages, and the means of avoiding the abrupt hills of Cap Rouge.

Leaving Quebec by the upper road, either of Abra'm's Plains or St. Foy, the eye dwells with delight on the picturesque valley of the St. Charles, which meanders beautifully through fertile and luxuriant fields, amidst flourishing settlements, along the rear of which, bounding

the horizon westward, extends a bold mountain range, whose majestic grandeur is displayed to singular advantage immediately after sunset, when its distinct and prominent outline is figured against the heavens, still glowing with the transparency and warmth of solar radiance. Approaching the village of Point aux Trembles, the mountains of Quebec are lost to sight, and the road is carried along the river nearer and farther from its banks, the country exhibiting no very bold character of feature, though its aspect is always agreeable. The general elevation of the country about Quebec is considerable, and the beds of rivers falling into the St. Lawrence are in consequence much depressed, with deep and bold banks, occasioning long and tedious hills, such as occur on either side the river Jacques Cartier. The parishes of Cap Santé and St. Anne's are the most important between Quebec and Three Rivers; and the latter, from its medium position between both towns, is invariably stopped at by travellers, who can be accommodated with comfortable fare at two or three good inns in the village.

## QUEBEC.

Some notice of Quebec has been taken already as a sea-port in the observations that have been made upon the river St. Lawrence, but it will perhaps be excused should the same points be again adverted to in giving a detailed description of the city. From the time that Cartier visited Canada, up to the period when the concerns of the colony came under the superintendence of Champlain (about seventy years), the French settlers and adventurers were dispersed over various parts of the sea-coast, or islands in the Gulf of St. Lawrence, as each, or a few together, discovered convenient places to fix their habitations in: during that time none of them had attempted to settle on or near the Great River.

The selection of a situation for building a town, wherein the benefits and habits of social life might be enjoyed, and from whence the management of the trading intercourse with the natives, and the government of the colony, could be more advantageously carried on than what they hitherto had been, was reserved for Samuel De Champlain, geographer to the King of France. Acting under a commission from the Sieur de

Monts (who shortly before had obtained from the court of France the exclusive privilege of trading between Cape Raze in Newfoundland and the fortieth degree of north latitude), he in 1608 made choice of the site of an Indian village called Stadaconé, upon the promontory now named Cape Diamond, and there, in the month of July, laid the foundation of the metropolis of New France, which has through many vicissitudes risen into importance, and at the present day maintains a distinguished rank amongst the towns of the greatest consequence on the northern division of the new hemisphere. No less difference of opinion has arisen as to the origin of its name, than about that of Canada; and the result of the disputes has not been more satisfactory in fixing its derivation. Whether it comes from the Algonquin, Abenaqui, or Norman languages, to each of which conjecture has assigned it, we have not the means of verifying; nor is it indeed very material; it is enough to know that Champlain called his new town Quebec.

The progress of its aggrandizement there is much reason to believe was slow; for the new settlers, and indeed Champlain at their head, were not only so impolitic as to encourage the prosecution of hostilities between the two neighbouring nations of the Algonquins and Iroquois, but even to join the former against the latter. This interference drew upon the French the hatred of the powerful Iroquois, and was the means of involving the whole colony in a long and most destructive warfare, which at an early period rendered some defensive fortifications necessary to protect Quebec from the enmity of her new but implacable enemies. The defences were at first of the rudest description, being nothing more than embankments strengthened with palisades. In 1629 it was in an untenable state against the English, and fell into their hands; but, with the whole of Canada, was restored to its former master in 1632. From this period some attention was paid to the increase of the town; and in 1663, when the colony was made a royal government, it became the capital. Its progress towards prosperity was then somewhat accelerated.

From its growing importance, the English were desirous to recover possession of the place that a few years before they had not thought worth retaining, and made an unsuccessful because ill-timed attempt in the latter part of the year 1690 to reconquer it, which was attended

with a disastrous result and severe loss. As the place obtained consequence, and became an object of desire to other and far more powerful enemies than the native savages, it was in the last-mentioned year fortified, according to the rules of art, in a more regular manner, by stone works,which from that period have been carefully attended to, and by continual additions and rebuildings are now improved into bulwarks that may stand in competition with some of the best constructed and strongest fortifications of Europe. From 1690 the increase was gradual while it remained under the French government; but since that period its progress towards prosperity has been much more rapid.

The situation of QUEBEC, the capital of Lower Canada, and the residence of the governor-general of British North America, is unusually grand and majestic, in form of an amphitheatre. The city is seated on a promontory, on the N.W. side of the St. Lawrence, formed by that river and the St. Charles. The extremity of this headland is called Cape Diamond, whose highest point rises 345 feet above the level of the water. It is composed of a rock of gray granite mixed with quartz crystals (from which it obtains its name), and a species of dark-coloured slate. In many places it is absolutely perpendicular and bare; in others, where the acclivity is less abrupt, there are patches of brownish earth, or rather a decomposition of the softer parts of the stone, on which a few stunted pines and creeping shrubs are here and there seen; but the general aspect of it is rugged and barren. From the highest part of the cape, overlooking the St. Lawrence, there is a declination towards the north by flattish ridges of a gradual decrease as far as the steep called Côteau St. Genevieve, whence the descent is more than 100 feet, nearly perpendicular. At the foot of it the ground is level, and continues so as far as the river St. Charles, and in fact far beyond it. The distance across the peninsula from one river to the other, in front of the line of fortification, is 1837 yards. These fortifications may be called the *enceinte* of the city, and the circuit within them is about two miles and three quarters. Out of this space forty acres or thereabouts on Cape Diamond are occupied by military works. From the cape, in a north-easterly direction, there is an easy diminution in the height of the rock of about 115 feet to the Castle of St. Louis and the grand battery, that crest a perpendi-

cular steep of 200 feet above the level of the river, overlooking the lower town. This altitude and frowning appearance continue with very little alteration round the town as far as the entrance called Palace Gate, where it sinks to the ridge already mentioned at the foot of Côteau Ste. Genevieve, and continues its course at nearly the same elevation through the parish of St. Foi, connecting itself with Cape Rouge, and forming between the River St. Lawrence, the valley through which the St. Charles flows, and that under Cape Rouge, an height of land about eight miles long, rising above the general level, like an island above the surface of the ocean.

The city, beside the distinction of Upper and Lower Towns, is divided into domains and fiefs, as the king's and seminary's domains, Fief St. Joseph, ground belonging to the Hôtel-Dieu, the Fabrique or church lands, and the lands that formerly belonged to the order of Jesuits. These, with the military reserves, constitute the principal divisions, in which the suburbs are not included. In the year 1622 Quebec did not contain more than 50 inhabitants*, and in 1759, the population was estimated to be between 8,000 and 9,000; at present, including the suburbs, it is about 28,000. The public edifices are the Castle of St. Louis, the Hôtel-Dieu, the convent of the Ursulines, the monastery of the Jesuits, now turned into barracks, the protestant and catholic cathedrals, the Scotch church, the Lower Town church, Trinity chapel, a Wesleyan chapel, the exchange, the Quebec bank, the military and emigrant hospitals, the court-house, the seminary, the gaol, the artillery barracks, and a monument to Wolfe and Montcalm: there are two principal market-places, besides two minor ones, a place d'armes, a parade, and an esplanade. The Castle of St. Louis, the most prominent object on the summit of the rock, will obtain the first notice. It is a handsome stone building, seated near the edge of a precipice, something more than 200 feet high, and supported towards the steep by solid stone buttresses, rising nearly half the height of the edifice, and surmounted by a spacious gallery, from whence there is a most commanding prospect over the basin, the Island of Orleans,

* Charlevoix Hist. New France, vol. i. p. 158.

Point Levi, and the surrounding country. The whole pile is 162 feet long by 45 broad, and three stories high; but in the direction of the cape it has the appearance of being much more lofty. Each extremity is terminated by a small wing. The interior arrangement is convenient, the decorative part tasteful and elegant, suitable in every respect for the residence of the governor-general.

The part properly called the Château occupies one side of the square or court-yard: on the opposite side stands an extensive building, formerly divided among the various offices of government, both civil and military, that are under the immediate control of the governor. It contains a handsome suite of apartments, wherein the balls and other public entertainments of the governor are always given. Both the exterior and the interior are in a very plain style. It forms part of the curtain that ran between the two exterior bastions of the old fortress of St. Louis. Adjoining it are several other buildings of smaller size, appropriated to similar uses, a guard-house, stables, and extensive riding-house.

The fortress of St. Louis covered about four acres of ground, and formed nearly a parallelogram. On the western side two strong bastions on each angle were connected by a curtain, in the centre of which was a sallyport: the other faces presented works of nearly a similar description, but of less dimensions. Of these works only a few vestiges remain, except the eastern wall, which is kept in solid repair. The new guard-house and stables, both fronting the parade, have a very neat exterior: the first forms the arc of a circle, and has a colonnade before it; the stables are attached to the riding-house, which is spacious, and in every way well adapted for its intended purpose: it is also used for drilling the city militia. On the south-west side of the Château is an excellent and well-stocked garden, 180 yards long, and 70 broad; and on the opposite side of Rue des Carrières is another, 107 yards long by 84 broad, both appendages to the castle: the latter was originally intended for a public promenade, and planted with fine trees, many of which yet remain. Between both these gardens is a delightful and fashionable promenade, commanding a magnificent view of the harbour.

The Monument erected under the immediate patronage of the Earl of Dalhousie, then governor in chief, to the two immortal heroes who com-

manded the adverse armies, and fell in the memorable battle of Quebec, stands in a conspicuous situation on the north side of Rue des Carrières, occupying a recess made for its reception within the line of the upper Château Garden. It consists of a solid rectangular column, built of gray stone, and gradually tapering from its basement to the cap, which terminates in an apex. The total altitude of the monument is 65 feet, of which height 20 feet 3 inches are taken up by the various gradations of the basement *. The fund for its erection was collected by general subscriptions, in which most of the citizens readily joined, thus to commemorate the event that at once deprived the conquering and the conquered hosts of their valiant and ill-fated leaders.

The Court-house, on the north side of St. Louis-street, is a large modern stone structure: its length is 136 feet, and breadth 44, presenting a regular handsome front, approached by two flights of steps leading to an arched entrance, whence a vestibule on each side communicates to every part of the building. The ground-floor apartments are disposed for holding the quarter-sessions and other inferior courts, offices of clerks of the different courts of law, &c. &c. Above stairs there is a spacious

* See Vignette, p. 176. The inscriptions are the following:—

MORTEM
VIRTUS COMMUNEM
FAMAM HISTORIA
MONUMENTUM POSTERITAS
DEDIT.

HANC COLUMNAM
IN VIRORUM ILLUSTRIUM MEMORIAM
WOLFE ET MONTCALM,
P. C.
GEORGIUS, COMES DE DALHOUSIE,
IN SEPTENTRIONALIS AMERICÆ PARTIBUS
AD BRITANNOS PERTINENTIBUS
SUMMAM RERUM ADMINISTRANS;
OPUS PER MULTOS ANNOS PRÆTERMISSUM,
QUID DUCI EGREGIO CONVENIENTIUS?
AUCTORITATE PROMOVENS, EXEMPLO STIMULANS,
MUNIFICENTIA FOVENS.
A. S. MDCCCXXVII.
GEORGIO IV. BRITANNIARUM REGE.

chamber, in which the court of king's bench is held, and another wherein the court of appeals and the admiralty court hold their sessions, with chambers for the judges and barristers, and separate offices for the sheriff, the clerk of the court of appeals, and the registrar of the admiralty. The embellishments of this edifice, both interior and external, are in a style of simplicity and neatness, and the arrangements for public business methodical and judicious. It occupies part of the site upon which stood an old monastery, church, and garden of the Récollets, destroyed by fire in the year 1796. This was at one time a very extensive establishment, covering the whole space between the parade, Rue des Jardins, St. Louis, and Ste. Anne. The order is now extinct in Canada.

The Protestant Cathedral is situated near the court-house, and parallel with Ste. Anne-street: it is 136 feet long by 75 broad, built of a fine gray stone, and occupying part of the ground of the Récollets, or Franciscans. This is, perhaps, the handsomest modern edifice of the city; and though not highly decorated, the style of architecture is chaste and correct. In the interior, a neat and unostentatious elegance prevails, wherein ornament is judiciously but sparingly introduced. An elegant marble slab, with a neat monumental inscription to the memory of the late Duke of Richmond, forms one of the conspicuous objects within its walls. The unhappy fate of that distinguished and lamented nobleman is well known, and much too painful and affecting to be unnecessarily dwelt upon. His death shed for some time a gloom over the whole country, from the well-founded hopes the inhabitants had entertained that the exalted rank and influence of so distinguished a peer would be powerfully exerted in the promotion of the interests and prosperity of the Canadas. There is a principal entrance at each end of the church, approached by a flight of steps. The spire is lofty, elegant, and covered with tin; and the church standing upon high ground within the city is a very conspicuous object at a great distance.

The Catholic Cathedral stands on the north side of Buade-street, fronting the market-place, on ground belonging to the Fabrique, or, in other words, church-land. It is a lofty, spacious, plain stone edifice, 216 feet in length by 180 in breadth: the interior is divided by ranges of arches into a nave and two aisles: at the upper end of the former is the

grand altar, placed in the middle of a circular choir that for the height of about 16 feet is lined with wainscot divided into square compartments, each including a portion of Scripture history represented in relief: the spaces between the squares are wrought into different devices. In the side aisles there are four chapels, dedicated to different saints. The interior is lofty and imposing, and the ceiling elegantly vaulted in stucco. It has always the appearance of neatness and cleanliness; but not being heated in winter, it is intensely cold and uncomfortable. On the outside, the solidity of the building may perhaps attract a spectator's notice; but nothing like taste in design, or graceful combination of architectural embellishment, will arrest his attention. The steeple is lofty, with an air of lightness not altogether devoid of beauty, and, like the roof, is covered with bright tin. Instead of springing from the apex of the roof, it is placed on one side of the front, giving it an appearance of affected singularity which it could not be intended to produce, the design having originally been to build two corresponding spires; but what circumstance prevented the execution of this plan we are not aware. The church is dedicated to Notre Dame de Victoire, and is sufficiently spacious to contain a congregation of about 4000 persons. The organ is an excellent one. The presbytery is the residence of the curate and four vicars of the cathedral, and has a covered avenue leading from it to the church: there is also a similar one between the church and the seminary.

The extensive building called the Seminary of Quebec stands near the cathedral, and is within the precinct of the seminary's domain, occupying with its attached buildings, court-yard, gardens, &c. a large space of ground. It is a substantial stone edifice, principally two stories high, though some portions of it have been raised to three. It forms three sides of a square, each about 73 yards in length, with a breadth of 40 feet: the open side is to the north-west. This establishment, originally intended for ecclesiastical instruction exclusively, was founded in the year 1663 by M. de Petré, under the authority of letters patent granted by the King of France. The early regulations have long been departed from, and at present students of the catholic persuasion intended for any profession may enjoy the advantage of it. It is divided into two branches, distinguished as the Grand and Petit Seminaire. The

studies of the superior department are conducted under the superintendence of the Rev. M. Demers, V. G., who is himself professor of philosophy, three directors, and a competent number of professors in the different branches of literature and science. Rev. M. A. Parent is director of the Petit Séminaire, which is exceedingly useful as a general school, wherein great numbers are educated free of expense, excepting only the trifling annual sum of five shillings as a compensation for fuel. Boarders are also received on the very moderate pension of twelve pounds ten shillings per annum. The interior plan of this structure is judicious, and the arrangement very convenient: it contains all requisite domestic apartments, halls for the senior and junior classes, residences for the superior, directors, professors, and different masters. The situation is airy and salubrious. The house is surrounded by large productive gardens, enclosed by a wall, and extending in depth to the grand battery where it overlooks the harbour: the length is 172 yards, and the breadth 200. It is well laid out, and ornamented by many handsome trees.

In the year 1703, the whole of the buildings belonging to the seminary were destroyed by fire, and no time was lost in replacing them; when, unfortunately, they again fell a sacrifice to a similar calamity in 1705. The Catholic Bishop of Quebec has fixed his residence in the seminary, where he lives surrounded and respected by his clergy, and not less esteemed by the laity of all persuasions for his piety and urbanity.

The Hôtel-Dieu, including under that name the convent, hospital, church, court-yard, cemetery, and gardens, contains within its walls a space of ground extending from the French burying-ground, or Cimetière des Picotés, to the Rue des Pauvres, or Palace-street, a length of 291 yards by a depth of 196 from Couillard-street to the rear wall. This establishment, for the reception of the sick poor of both sexes, was founded by the Duchess D'Aiguillon in 1637, through whose charitable zeal some nuns were sent from France for the purpose of commencing it and superintending its progress. The principal structure is 383 feet in length by 50 in breadth. From the centre, on the west side, a *corps de logis* ranges a length of 148 feet, and of a proportionate breadth. The whole is two stories high, substantially built of stone, with more regard to

interior convenience than attention to symmetry, and totally devoid of architectural decorations. It contains the convent, hospital, and nearly all the domestic offices. The church, about 100 feet in length by 40 in breadth, facing the Hôtel-Dieu-street, has nothing to recommend it to notice but the plain neatness of both its interior and exterior. The convent contains the residence of the supérieure, and accommodations for all the sisters of the congregation. The hospital is divided into wards for the sick, wherein both sexes receive nourishment, medicine, and attendance, free of all expense.

This charitable institution produces extensive benefit to the community, and continually affords relief to great numbers suffering under the accumulated oppression of disease and poverty. The funds by which it is supported are derived from landed property within the city, from whence it is entitled to all *lods et ventes;* also from the revenues of some seigniories that have been granted to it; and although these are considerable, yet, from the liberality and extensive nature of the disbursements, the expenditure so nearly balances the revenue, that it requires, and occasionally receives, grants of public money. The whole administration, care, and attendance of the establishment are conducted by a supérieure, La Révérende Mère Ste. Antoine, and thirty-two sisters, to whose zeal in the offices of humanity must be attributed the state of comfort, cleanliness, and good arrangement that invariably obtain the encomiums of every stranger who visits the institution.

The Ursuline convent is situated a short distance to the northward of St. Louis-street, within the fief of St. Joseph, a property that belongs to it. It is a substantial stone edifice, two stories high, forming a square, whose side is 112 feet. The building is 40 feet broad, containing ample and convenient accommodation for all its inmates. The church of St. Ursula, connected with the convent, is 95 feet long by 45 in breadth, very plain on the outside, but eminently distinguished for the good taste and richness of its interior ornaments, and the beauty of some of its paintings. To the eastward of it are several detached buildings, forming part of the establishment. The surrounding ground, 645 feet long and 436 broad, is encircled by a lofty stone wall, and, with the exception of a space allotted to the court-yard, is laid out in fine productive gardens.

This institution, for the purpose of extending the benefits of a careful and religious education to the females of the colony, owes its foundation in the year 1639 to Madame de la Peltrie, a lady residing in France. It consists of a supérieure, La Révérende Mère Sainte Monique, and 45 nuns, who are employed in the instruction of the pupils in the most useful branches of knowledge, besides embroidery, fine work, and other female accomplishments. The nuns live very recluse, and are more austere in their usages than any other in the province. The landed property of the institution is not very great, but the industry of the sisters is incessant, and the profits arising from it are all placed to the general stock, which thereby is rendered sufficiently ample. Their embroidery is highly esteemed, particularly for ecclesiastical vestments and church ornaments: their fancy works are so much admired, that some of them obtain considerable prices. The produce of their gardens, beyond their own consumption, also serves to increase the revenue of the community. This establishment being well worth inspection is usually visited by strangers; for which purpose a permission or introduction from the catholic bishop is necessary, and generally granted upon an application being made.

The monastery of the Jesuits, now converted into a barrack, is a spacious stone building, three stories high, forming a square, or rather parallelogram, of 200 feet by 224, enclosed within a wall extending more than 200 yards along Ste. Anne-street, and the whole of Rue de la Fabrique. On the arrival of some of the order in Canada in 1635, their first care was the erection of a suitable habitation, which being destroyed some years afterwards, made way for the present structure. It was formerly surrounded by extensive and beautiful gardens; but these, to the great regret of many, have been destroyed since the house, in common with the other property of the order, has reverted to the crown, and now form a place of exercise for the troops: indeed, no one could view without much reluctance the fall of some of the stately and venerable trees, yet untouched by decay, that were the original tenants of the ground at the first foundation of the city. As a building, this is one of the most regular of any in the place. After the reduction of Canada in 1759, it was bestowed by government upon Lord Amherst, but subsequently

reverted to the crown; and the legislature of the province have petitioned his majesty for its restoration to purposes of education.

The gaol is a handsome building of fine gray stone, 160 feet in length by 68 in breadth, three stories high. It is situated on the north side of Ste. Anne-street, with the front towards Angel-street. Standing on an elevated spot, it is airy and healthful. It has in the rear a space of ground 100 feet in depth confined by a lofty wall, where the prisoners are allowed the benefit of exercise. The interior is most judiciously planned, as it respects the health, cleanliness, and safe custody of those who are so unfortunate as to become its inmates. The design and construction confer much credit upon the architect, and the commissioners under whose superintendence it was erected. It was first occupied in 1814. The expense of the building, upwards of 15,000*l.*, was defrayed by the provincial legislature.

Opposite to the gaol is the Scotch church, a small building not distinguished for any thing deserving particular mention. The edifice itself is not deficient in neatness, but it is disfigured by the inelegance and disproportion of its spire.

The building denominated the Bishop's Palace, and standing on an elevated spot, is very conspicuous. It is situated near the grand battery, extending in an easterly direction from Prescot-gate, or the communication to the Lower Town, along Mountain-street 118 feet, and then in a line running at right angles to the former, 147 feet. Its average breadth is 34 feet. On the south and east sides it is three stories high, but on the others no more than two. It was built for the residence of the catholic Bishop of Quebec. It contained a chapel with every suitable convenience, and was by no means destitute of embellishment. An annuity has been granted by the government to the head of the catholic clergy in Canada in lieu of it.

The different divisions of the building are now occupied by the legislature, the offices of the legislative council, and those of the house of assembly. The chapel, 65 feet by 36, is fitted up for the meetings of the house of assembly. Adjoining it are the wardrobe, the different committee-rooms, library, &c. Above this part, that forms the north-west angle, is

the apartment where the legislative council holds its sittings; and on the same floor are the committee-rooms, council office, &c. &c. dependent on that branch of the legislature. The vaults underneath the palace are partly appropriated to the secretary of the province, and occupied as depositories of the archives and most of the public records of the province.

The artillery barracks form a range of stone buildings, two stories high, 527 feet in length by 40 in breadth, extending in a westerly direction from Palace-gate. They were erected previous to the year 1750, for the accommodation of troops, by which the garrison was reinforced, and were then distinguished as the *casernes nouvelles.* They are roughly constructed, but very substantial and well arranged. The east end of the range was for several years used as a common prison, but since the erection of the new gaol this practice has been discontinued. Besides sufficient room for quartering the artillery soldiers of the garrison, there is an ordnance office, armoury, storehouses, and workshops.

The armoury is very considerable, and occupies several apartments, wherein small arms of every description for the equipment of 20,000 men are constantly kept in complete repair and readiness for immediate use. The musquetry and other fire-arms are arranged so as to admit convenient access for the purpose of cleaning, &c. The *armes blanches* of all classes are well displayed in various designs and emblematical devices, and present, on entering the room, a fanciful *coup d'œil.* In front of the barracks there is a good parade.

The Union Buildings, formerly the Union Hotel, are situated near the Château, on the north side of the Grand Parade or Place d'Armes, and contribute greatly towards its embellishment. They form a capacious well-built stone edifice, three stories high, in a handsome style of modern architecture, 86 feet in length by 80 in breadth. The principal building was erected about the year 1803, under an act of the provincial parliament, by a number of persons who raised a sufficient joint stock by shares, and who, by the act, were formed into a corporate body. The object was to have a commodious hotel of the first respectability, for the eception and accommodation of strangers arriving in the capital. It was three years ago purchased by the chief justice of the province, who has considerably enlarged and improved it; and the whole is now leased by

government from the proprietor at a rent of 500*l.* per annum, and appropriated to public purposes, the chief departments of the colony having their offices established there. They are those of the governor's civil secretary, the receiver-general, the surveyor-general, the auditor-general of accounts, the commissioner of crown lands, the warden of the forests, the secretary to the corporation for clergy reserves, and a temporary hydrographer's office. An elegant room is fitted up for the sittings of the executive council, and chambers allotted to its clerks. The great room, which was originally denominated the assembly room, where the subscription balls were given during winter, is now converted into a museum attached to the Literary and Historical Society of Quebec, first founded in 1824, under the auspices of the Earl of Dalhousie, and subsequently united in 1829 to the Society for the Promotion of Arts and Sciences in Canada, which was founded in 1827. The museum contains already a valuable collection of minerals and fossils, a considerable portion of which was collected in various parts of Upper Canada, classed and presented to the institution by Captain Bayfield, R. N. The botanical department is also supplied with many beautiful specimens, amongst which the classified plants presented to the museum by the Countess of Dalhousie are prominent. In mentioning this interesting branch of science, we cannot forbear associating with it the name of one of the most zealous and intelligent members of the society, and one of its vice-presidents, Mr. Shepherd, whose practical as well as scientific knowledge of botany has enabled him to lay before the society, at different times, much important information relative to Canadian trees and plants.

The walls of the great room are hung with paintings in various styles, some of which are of the best schools, and would do honour to any gallery. The collection belongs to Mr. Joseph Ligaré, a Canadian artist of reputation, and a member of the society, who has liberally consented to this gratuitous exhibition of art upon the mere condition that the paintings should be insured by the society against accidents by fire. Next to the great room is a large and convenient apartment, appropriated to the meetings of the members, whether in general assemblies or class sittings: it is also used as the library, and, as such, contains several valuable standard scientific and literary works; but the institution being

merely in its infancy, the catalogue is not yet very copious, though it is daily acquiring an accession of new and important books, &c. The entrance to the building is under a portico of good proportions and tasteful design, approached by a flight of steps.

The peculiar situation of the city, as already described, occasions irregularity and unevenness in the streets: many of them are narrow, but most of them are well paved, and the others are macadamized: the breadth of the principal ones is 32 feet, but the others usually only from 24 to 27. The greater number of the houses are built of stone, very unequal in their elevation, with high sloping roofs, principally shingled, though sometimes covered with tin or sheet iron. Great improvement has taken place of late years in the mode of building and in the appearance of the dwellings, as the old-fashioned methods of the country are gradually superseded by a modern style. No less amendment has taken place in paving the streets. Mountain-street, where formerly the ascent was so steep as to make it difficult for a carriage, is now passable for all sorts of vehicles with the greatest ease. John-street, Buade-street, Fabrique-street, and the greater part of Palace-street, are the great thoroughfares, and may be considered as the mercantile part of the Upper Town, being inhabited chiefly by merchants, retail traders, artisans, and numerous tavern-keepers. St. Louis-street, running nearly parallel to St. John-street, is much more elevated, airy, and agreeable, and by far the pleasantest part of the town: as such, most of the superior officers of the provincial government, and people of the first rank, reside there. Many of the houses are modern and very handsome: that formerly belonging to the late Chief Justice Elmsly, though not modern, is large and elegant, and at present converted into a barrack for officers. Near it, in the rear, is the military hospital at the foot of Mount Carmel.

The market-place is 165 feet long: in front of the Jesuits' barracks it is 250 feet broad, but near the cathedral it is only 172. In the centre is an elongated building, circular at both ends, and divided into two rows of butchers' stalls facing outwards, to which access is had on the side of Fabrique-street by a flight of steps and a landing. The hay and wood market occupies a regular area, formerly the site of the Jesuits' church, adjoining the drill-ground of the Jesuits' barracks, from which it is divided by a

wall. Main streets diverge from the different sides of the market to the principal entrances into the city. The market is held every day, and almost always well stocked; but Saturday usually affords the greatest abundance, when there is a good show of butchers' meat of all kinds, furnished both by the butchers of the city and the *habitans* or peasants, who bring it from several miles round. The supplies of poultry, fish, fruit, vegetables, herbs, and indeed every article of consumption, are brought by the country people in large quantities from the different fertile seigniories round the capital. In fact, nothing is wanting to furnish the table, and that too at a moderate price, for every rank of society, from the humble labourer to the man of affluence, who can enjoy both the comforts and luxuries of life.

The Place d'Armes, or Grand Parade, in front of the Château, though not extensive, is handsome, and may be termed the court end of the town. Surrounded by the most distinguished edifices in the capital, and having in its centre an enclosed space, confined by chains and wickets, and laid out into walks, it is not destitute of attractions, and affords an agreeable promenade.

The Esplanade, between St. Louis and St. John's gate, has a length of 273 yards by an average breadth of 80; except at the St. Ursula bastion, where it is 120 yards. It is tolerably level, in some places presenting a surface of the bare rock. This is the usual place of parade for the troops of the garrison, from whence, every morning in summer, the different guards of the town are mounted: in winter the barrack drill-ground is generally used for parades. The musters and annual reviews of the militia belonging to the city are held here.

The Lower Town is situated immediately under Cape Diamond, and by the continuation of merchants' stores and warehouses reaches from L'Ance des Mers round the point of the cape as far to the north-west as the suburbs of St. Roch. It stands on what may be termed an artificial ground, as formerly, at flood tide, the waters of the river used to wash the very foot of the rock. From time to time, wharf after wharf has been projected towards the low-water mark, and foundations made sufficiently solid to build whole streets, where once boats, and even vessels of considerable burden, used to ride at anchor. The greatest breadth of

this place is at Rue Sous le Fort, where, from the cape to the water's edge, the distance is 240 yards, but proceeding more to the northward this dimension is greatly reduced. L'Ance des Mers, or Diamond Harbour, is the southern extremity of the Lower Town. It is immediately under the highest part of Cape Diamond, having around its shore a continuation of extensive wharfs, stores, and workshops in full activity, from which there is an uninterrupted routine of business carried on with other parts of the town. A commodious dock for repairing vessels, and a yard for building, from whence ships of large tonnage are frequently launched, contribute very much to increase the importance of the place. From L'Ance des Mers to Brehaut's Wharf, the road passing by the foot of the cape is very narrow; and that the communication may be rendered as direct as possible, it has been necessary in many places to cut through the solid rock. The government gun-boat wharf and guard-house are near Brehaut's Wharf at Prèsdeville, a spot of historical celebrity since the defeat of General Montgomery, who, advancing under cover of the night, on the 31st December, 1775, to attack the place, at the head of 900 Americans, was killed, and the assailants repulsed with great slaughter *.

From this wharf a direct communication is formed with the citadel by an inclined plane or railway 500 feet in length, constructed upon the rugged face of the cliff, which is 345 feet in perpendicular height. It is exclusively used by government for the more expeditious conveyance of stone and other materials required in the erection of the fortress on Cape Diamond, but may be ascended or descended by persons having pass-tickets to the fortifications, there being a flight of stairs, with a hand-rail, between the carriage ways. From Prèsdeville to the Cul de Sac is almost an uninterrupted succession of storehouses and wharfs, at the greatest part of which ships can lie without taking the ground at low water. At Racey's Wharf are the large and valuable premises called the Cape Diamond Brewery, where an extensive business is carried on, not for home consumption alone, but in porter and ale for exportation.

* A simultaneous attack was made by General Arnold on Sault au Matelot at the other end of the town, in which that officer was wounded, but the British forces in that quarter were driven back about 200 yards to a barrier nearer the central part of the Lower Town.

The Cul de Sac is situated between the King's and Queen's Wharfs, forming an open dock, dry at every tide. Ships can be there conveniently laid aground to receive any necessary repairs. In the winter, boats and small-decked vessels that navigate the river between Quebec and Montreal are also laid up in security from the ice. It spreads 540 feet in length, and about 240 in depth. All craft lying here for repair, or otherwise, must observe the rules and regulations prescribed by the Trinity-house, and are placed under the immediate superintendence of the assistant harbour-master. Between the Queen's and M'Callum's Wharf is the principal landing-place, about 200 feet wide, where boats and canoes usually set their passengers on shore, but where much inconvenience is frequently occasioned by the numerous rafts of fire-wood that are brought down the river for the use of the city, and moored hereabout, sometimes to the complete obstruction of the passage. If the regulations of the harbour, properly enforced, be insufficient to prevent this public annoyance, it should be removed by legislative interference.

The public buildings and other objects of note in the Lower Town are the catholic church, the Quebec bank, the exchange, the government warehouse, the custom-house, the wharfs, dockyards, and markets. The catholic church fronts the principal market-place. It is the only house of worship in the Lower Town, and was built upwards of a century ago, in compliance, it is stated, with a vow made in 1690, during the siege of Quebec, by the English forces under General Phipps. It was nearly consumed by fire in 1759, but afterwards repaired, and surmounted by a spire. The Quebec bank occupies a lofty building, faced with wrought lime-stone, and having two fronts, one on St. Peter and another on Sault au Matelot streets. The edifice also contains the fire assurance company of Quebec, to which it belongs, and also the Quebec library, besides several chambers used as offices. The library contains the most valuable collection of books, classical, scientific, and literary, in the province, and is immediately supplied with the new works as they are published, the fund for their purchase arising out of the subscriptions, and the control of the moneys devolving to a committee of management composed in general of the original shareholders or proprietors of the library, or

their representatives. The government warehouse on the King's Wharf is a spacious stone building, 250 feet long, appropriated for the reception of naval and military stores, and guarded by a small military detachment. The Exchange will be hereafter noticed. The Custom-house stands on M'Callum's Wharf; and during that part of the year when the navigation of the river is uninterrupted, it presents the crowded scene of activity and business commonly met with at such establishments. The insufficiency of the accommodations of the present establishment for a department of that nature has been seriously felt, and the legislature has lately provided for the erection of a custom-house, for which purpose an eligible situation was judiciously selected by His Excellency Sir James Kempt when administrator of the government, and it is intended this spring (1831) to lay the foundation of the new building adjoining the extensive government warehouses on the King's Wharf.

Some distance from M'Callum's Wharf, and between the premises heretofore belonging to Sir John Caldwell, and those of Mr. Tod, passes the boundary line between the king's and seminary's domains. A definition of the precise extent of the former would prove tedious, as it is presumed to include generally all ground in and about the city not disposed of by deed of concession, or letters patent, either to public bodies or individuals. Such parts of it as may be deemed necessary are reserved for military and other public uses, and the remainder is usually conceded, subject to the payment of *lods et ventes.* The seminary domain was granted by Monsieur de Chauvigny, the governor of the province, to the seminary of Quebec, on the 29th of October, 1686, by which concession the whole extent of beach in front, and reaching to the low-water mark in the river St. Charles, was confirmed to it. This grant is quoted by Le Maître La Morille, Arpenteur Royal et Juré à Quebec, in his procès verbal, dated ———, 1758, wherein he minutely describes the boundaries of both domains, and also of the ground granted to the Hôtel-Dieu. The seminary's domain is nearly as follows: beginning at the separation from the king's domain in the Lower Town, it passes between the houses of the Honourable Mr. Caldwell and Mr. Tod; from whence it extends in an easterly

direction as far as the low-water mark. Returning to the first-mentioned separation from the king's domain, it shapes nearly a west-south-west course as far as the presbytery, near the catholic cathedral, where it takes a direction nearly north-westerly to the French burying-ground, or Cimetière des Picotés; and from thence it ends by a line running north eleven degrees west by compass to the low-water mark, dividing on this side the domain from the grounds of the Hôtel-Dieu. From M'Callum's to Messrs. Munro and Bell's wharf, the line is occupied by a continuation of water-side premises and wharfs, conveniently situated towards the St. Lawrence, and well calculated for the extensive shipping concerns of their respective owners. From the avenue leading down to Munro and Bell's, the Rue Sault au Matelot is prolonged in a westerly direction as far as La Canoterie, so close under the cliff as to admit of only one row of houses; and although by undermining and cutting away the rock so as to make it quite perpendicular, the street has been rendered as convenient as the nature of circumstances would admit, yet in one place, with all these contrivances, it is no more than twelve feet wide. In the rear of these houses is another line of wharfs, that can be reached by river craft at or a little before high water only. Over these wharfs a new street (St. Paul's), long projected, was some years ago opened, and is now become a great thoroughfare, communicating at one end by an angle with St. Peter-street, and at the other with a new street leading to St. Roch. From the end of Rue Sault au Matelot a hill communicates with the Upper Town by Hope Gate. Proceeding westward through St. Charles and St. Nicholas-streets, there is a range of spacious wharfs, the king's storehouses and wharfs, the batteaux-yard, and the jetty. The latter was no more than a loose pile of huge stones, extending from high to low water mark, and covered with a platform that served as a public promenade. It is at present partly embodied into wharfs, and partly left in its original rude state. In the batteaux-yard the boats and batteaux employed in the service of government are built, repaired, and laid up during the winter.

On the western side of St. Nicholas-street, and fronting that of St. Vallier, are the ruins of the intendant's palace. After the conquest in 1759 but little attention was paid to it, and in the year 1775 its ruin as

a palace was completed; for when the Americans, under Arnold, blockaded the city, they found means to establish a body of troops within it; but they were soon afterwards dislodged from their quarters by shells thrown from the garrison, which set it on fire, and nearly consumed the whole. Near the ruins is a small building preserved in good repair, and appropriated for some time as the residence of the chief engineer of the garrison. Since the period of its demolition, a small part that required but little expense to restore has been converted into government storehouses. The distinction of Le Palais is still applied to a part of the Lower Town, in the neighbourhood of the ruins. Between Le Palais and the beach is the king's wood-yard, occupying a large plot of ground, wherein a sufficient quantity of fuel for a year's consumption of the whole garrison is always kept in store. By its northern side is constructed an artificial road, substantially wharfed so as to prevent its inundation by the flood tides that rise in the estuary of the river St. Charles, along the banks of which it runs. Regular slants at convenient distances descend from the level of the road to the beach, which is always crowded with river craft, boats and rafts, the two former bringing generally deals, provisions and forage to market, and the latter consisting chiefly of fire-wood.

On the western side of the wood-yard the suburb of St. Roch commences, and extends in a westerly direction to La Vacherie, a distance of 735 yards, and from the Côteau Ste. Genevieve to the river St. Charles about 730 yards. Towards La Vacherie especially the extension of the suburbs has been of late extremely rapid, and the fields formerly occupied as grazing grounds are now in a great measure covered with houses. The streets, though narrow, are regularly built and straight, crossing each other at right angles. The greater part of the houses are of wood, but a few of those lately constructed are not destitute of a showy exterior. The church of St. Roch is a handsome but plain structure of large dimensions. The ground on which it stands was a free gift from J. Mure, Esq.; and the edifice itself was erected under the patronage of the late catholic bishop*, who was also the patron

* Monseigneur Plessis, whose great virtues and eminent talents rendered him one of the most distinguished bishops that ever filled the Quebec Catholic see.

of a public school in this suburb, and another in St. John's. The inhabitants of St. Roch are entitled to vote for the representatives in parliament for the Lower Town, which elects two. From the extremity of the suburbs to the banks of the river St. Charles, which winds beautifully through the valley, as before mentioned, there is a large extent of fine meadow and pasture land, varied at intervals by gardens, and intersected by the road leading from the city to the former site of Dorchester bridge.

The beaches of the rivers St. Charles and St. Lawrence, in the neighbourhood of Quebec, require a few words of particular observation, as they are disposed of by specific grants, and sometimes sold in portions at great prices, or let at high rents, or for other valuable considerations. That of the river St. Charles from Pointe à Carcy to the old Dorchester bridge is low, flat, and generally sandy, with many groups of rocks lying about it, but particularly between the Point and the Jetty, where they almost edge the low-water channel. The space that lies between a line prolonged from St. Peter-street down to the low-water mark of the St. Charles and the St. Lawrence was conceded by the seminary to Messrs. Munro and Bell, and within its limits these gentlemen had very extensive premises, that have been judiciously divided into lots and disposed of to considerable advantage for the building of wharfs and other improvements, which are rapidly proceeding. The peculiarly favourable situation of this property, at the angle of the Quebec rock, has led to its selection as a fit site for the erection of the New Exchange, which is an elegant gray cut-stone edifice, supported by an arched colonnade and piazza, and standing conspicuous on a projecting wharf. The edifice is 65 feet long by 34 broad. On the first floor is the reading-room, 50 feet by 30; and above is the room appropriated to the committee of trade, a deposit room, and four other apartments. Upon another wharf, near the Exchange, is a market for the immediate accommodation of that quarter of the Lower Town. The Exchange is well situated to be made a sailing-mark, by which directions might be laid down to prevent vessels in coming to their anchorage before the town from keeping too much within the river St. Charles, where, at half ebb, they would get aground upon the reef that stretches nearly across its mouth. From Bell's Wharf

down to the edge of the St. Lawrence at low water the distance is 230 feet, nearly all a reef of flat rocks; and in a north-easterly direction, the Pointe à Carcy, a large irregular ridge, runs about 240 yards beyond the wharf. It leaves a narrow passage for the channel of the St. Charles, from whence another chain of rocks ranges in different directions about the entrance of it, which at low water is uncovered, and at high water has about two fathoms and a half upon it. From the Grand Battery on the cliff, a little before the flood tide makes, two distinct reefs can be seen stretching across it, nearly parallel to each other. The entrance into it is close within Pointe à Carcy, where several sand-banks form two or three different passages between them.

The construction of a pier across the estuary of the St. Charles is a measure of the greatest practicability and of paramount importance under every aspect, and a subject that was brought under the notice of the legislature in 1829, when it received the most serious consideration in committee, and was very favourably reported upon; but no bill has yet been introduced tending to encourage so momentous an undertaking. The most judicious position contemplated for the erection of such a pier is decidedly between the New Exchange and the Beauport distillery and mills, a direct distance of 4,300 yards, which, with the exception merely of the channels of the St. Charles (that are neither very broad nor deep, nor numerous), is dry at low water, and affords every advantage calculated to facilitate the construction of a work of that nature. It appears that anterior to the conquest the French government had entertained some views in relation to so great an amelioration; but the subject seems to have never been properly taken up until 1822, when the project was submitted to the governor in chief of the province by James George, Esq. a Quebec merchant, conspicuous for his zeal and activity, as well in promoting this particular object, as in forwarding the views of the St. Lawrence Company, an association formed avowedly for the improvement of the navigation of the St. Lawrence.

Of the benefits to be derived from thus docking the St. Charles no one can doubt, whether the undertaking be considered in a local, municipal, or commercial point of view. As a means of extending the bounda-

ries of the Lower Town, and bringing under more immediate improvement the extensive beaches of the St. Charles, it is of the greatest consequence; whilst it will open a more direct and considerably shorter access to the city from the fine country to the north-east, and therefore further encourage the introduction of produce into the Quebec markets, and also facilitate the more frequent and general intercourse between town and country. Property in its vicinity would be amazingly enhanced in value, whether on the Beauport or the Quebec shore; and we almost might look forward to the period when both banks of the St. Charles would be identified as the Lower Town.

Commercially considered, this pier (which would at first form a *tide-dock* that might eventually be converted into a *wet-dock*) would be of incalculable advantage from the great facilities it would offer to the general trade of the place, and especially the timber-trade, which has frequently involved its members in much perplexity, owing to the deficiency that exists of some secure dock or other similar reservoir, where that staple article of the colony might be safely kept, and where ships might take in their cargoes without being exposed to the numerous difficulties and momentous losses often sustained in loading at moorings in the coves or in harbour. By building the outward face of the pier in deep water, or projecting wharfs from it, an extensive advantage would also be gained, affording increased conveniences in the unlading and lading of vessels. In fact, it would be impossible, in summarily noticing the beneficial tendency of this great work, to particularize its manifold advantages: they are too weighty to be overlooked either by the legislature or the community at large, and will doubtless dictate the expediency of bringing them into effectual operation. The different modes suggested of raising the capital required for the undertaking are, 1st, from the provincial revenue by the annual vote of a loan; 2ndly, by an act vesting it in the city of Quebec, by way of loan to the city, to be refunded by the receipts of rents and dock dues arising from the work; 3dly, by an act of incorporation, the province taking a share in the stock, and appointing commissioners; 4thly, by an act of incorporation only.

From the western boundary of the Seminary Domain as far as the

Jetty, or Stone Dyke, the beach belongs to the Hôtel-Dieu, and, with the right of fishery, was granted to it in 1648; but the greater part has been conceded by that establishment to different persons, and is now occupied either as wharfs, dock-yards, or timber-grounds. From the Jetty, as far as St. Roch-street, the whole of the beach is reserved by government, beyond which the remaining portion, in front of St. Roch, was granted by the crown to the Hon. John Richardson of Montreal, in trust for the heirs of the late William Grant, Esq., from whom it was acquired by the late John Mure, Esq., and is now the property of Mr. Pozer. It is divided into several dock-yards, wharfs, and timber-grounds, and occupied by various persons. Among the former, Goudie's yard is the most eminent and complete, where ship-building upon an enlarged scale has been carried on for many years. There is in this dock-yard a spacious saw-mill, with numerous sets of saws, worked with prodigious velocity by a steam-engine of considerable power. Campbell's Wharf projects so far into the river as to form rather a remarkable feature in looking toward Dorchester bridge. The large building formerly called Grant's Mill still remains upon it, though in ruins. Within these premises there is a very extensive wet dock, or dam, for keeping timber afloat. From the line of La Vacherie up to the site of the old bridge, the beach on either side of the channel is generally used as timber-grounds, and provided with extensive booms, &c. The bed of the St. Charles is flat. At low water the two channels are narrow, winding, and frequently divided by wide-spreading shoals of sand or mud. When the tide is out, the water in them varies from 8 to 27 inches, but at full flood the average is from two to two fathoms and a half.

Dorchester bridge was originally situated higher up the river, at the termination of the road in the rear of Lynd's farm on one side, and the point of junction of the Beauport and Charlesbourg roads on the other. This route, however, being very circuitous, public convenience suggested the expediency of building a new bridge nearer the town, and an act to that effect passed the provincial legislature several years ago, authorizing Messrs. John Anderson and Charles Smith to build the existing toll-bridge, and to demolish the old one. The new Dorchester bridge may be considered

as situated at the mouth of the St. Charles, as both shores lower down trend outward, and form the expansive estuary of that river. The bridge forms a direct continuation of Craig-street, one of the leading thoroughfares of the suburb of St. Roch, and, independent of its incalculable utility, constitutes one of the greatest ornaments of that part of the town. It is supported by substantial frame piers filled with stones, and its surface, which is macadamized, lies on a perfect level with the roads which it connects. Projecting from the centre pier, in the manner of wings, are two light buildings, neatly fitted up, and occupied by restaurateurs. Between the last pier and the abutment on the Beauport side is the drawbridge, constructed to admit the passage of river craft or larger vessels that are sometimes launched from or repaired in the dockyards above the bridge. The prospect on every side from the bridge is agreeable and pleasing: the town, suburbs, and the cape, are seen to great advantage. It is always kept in good repair, although the toll is frequently avoided by passengers going along the beach at low water: in winter, as soon as a solid track can be made upon the ice, this evasion is almost general. At the northern extremity of Dorchester bridge is the valuable estate of J. Anderson, Esq., and some distance beyond it, on the Charlesbourg road, the elegant country seat and residence of C. Smith, Esq.—two gentlemen who are the chief proprietors of the bridge, and have laid out a considerable capital in its construction.

The suburb of St. John, above the Côteau Ste. Genevieve, is built on very uneven ground, with an elevation towards the Grande Allée, or road to Sillery. It occupies a mile in length by half a mile in breadth, and is increasing very fast in buildings as well as population. There are several parallel streets crossed by others at right angles, except George-street, which takes a diagonal direction across Richelieu and Olivier streets, connecting this suburb with St. Roch, by the Côte d'Abraham, and communicating with the road to Lorette. St. John-street is the principal one, and from the end of it the road continues to St. Foi. In different parts of this suburb many well-built houses present themselves, several of which are of stone. On the south side of St. John-street are the protestant burial-ground and chapel. In the elections for members of

parliament, the inhabitants of St. John's suburb are entitled to vote for the two who represent the Upper Town.

On the Chemin de la Grande Allée, just beyond St. Louis-gate, is the house and garden formerly belonging to Mr. Jones, and now occupied by the Hon. John Stewart; further along the road, on the left hand side, is the building still called Ferguson's House, standing on the highest ground of the celebrated plains of Abraham, and in the occupation of Colonel Durnford, the commanding royal engineer in the province. It is calculated to be 330 feet above the level of the river, and commands most of the works on this side of the town, except those on the very summit of Cape Diamond, which are still higher by 10 or 15 feet. To diminish the probability of this eminence being ever seized upon as a point of offence against the city, four Martello towers have been erected some distance in advance of it, extending from the St. Lawrence, across the peninsula, to Ste. Genevieve, at between 500 and 600 yards' distance from each other, and so posted that they can sweep the whole breadth of the plains; they are very solidly constructed, and their batteries mount guns of heavy calibre. Proceeding along the Grande Allée westward, on the left-hand side are several large pieces of ground belonging to the Hôtel-Dieu, and the Ursuline convent; on the opposite side, well cultivated fields and rich pastures spread down to the Ste. Foi road. The four meridian stones fixed in 1790 by the late Major Holland *, then surveyor-general of Canada, are placed at convenient distances from each

* This highly scientific and meritorious officer was surveyor-general of the whole of British North America anteriorly to the American revolution. He was at the taking of Lewisburg, and subsequently at the reduction of Quebec in 1759, and stood near General Wolfe when that great hero fell on the plains of Abraham. The gallant general, as a testimony of his regard, presented Major (then Captain) Holland with his pistols, and left him the greatest part of his plate. Several years before his death in 1801, Major Holland suffered a severe attack of the palsy, which deprived government of his valuable services in his important department. He died, after nearly fifty years of active service, a member of the Legislative and Executive Councils of Lower Canada, and carried with him to the grave the respect and sincere regrets of all who had known him. My friend and patron in the early period of my professional career, as well as my predecessor in office and near relative, I should be wronging those feelings of gratitude that I feel for his friendship, were I to withhold this feeble tribute to his superior merits and his memory.

other across the plains: they represent a line astronomically north, and were established for the purpose of adjusting the instruments used in the public surveys of lands. One of them that stood in the angle of a field redoubt where General Wolfe is said to have breathed his last, has been greatly impaired by the pious reverence of *curious* strangers, who, wishing to bear away a relic of any thing from the spot consecrated by the hero's death, have broken off pieces of the stone placed there thirty years after that event. The object for which these meridian stones were placed has since been frustrated by the extension of the suburbs of St. Lewis and St. John, the buildings of which intercept the view from the one to the other. When meridians are established in various parts of the province for the convenient verification of surveys, as is about to be done, new meridians will be required at Quebec, so situated, if possible, as to prevent the recurrence of such interception.

Beyond these stones are some open fields belonging to the Hôtel-Dieu, but retained by government for military uses. One of these on the left towards the St. Lawrence is converted into a race-ground, where the lovers of turf-sports meet twice a year, generally in June and September, to enjoy the exciting amusement of horse-racing. The course is a mile in circuit, and its situation so truly delightful that it is well calculated of itself to attract numerous visiters. To the westward of the race-course is a property originally belonging to the late Right Rev. Dr. Mountain, Bishop of Quebec; and contiguous to it is the beautiful estate of the heirs of the late Hon. Mr. Percival, called Spencer Wood, formerly known by the name of Powel Place, and which used to be the country residence of the governor-general. Woodfield, the property of W. Shepherd, Esq. is another valuable and elegant estate, which, from its charming position, is very deserving of notice. The beach directly under the height upon which these houses stand is divided into many valuable timber grounds, extending to the westward as far as Pointe à Puisseaux, which chiefly belonged to the original firm of Messrs. Patterson, Dyke, and Co. Wolfe's Cove is the largest of all the bays in the vicinity of the city, and memorable as the landing-place of the English army which achieved the conquest of the capital in 1759. It is generally a scene of great activity in

the timber trade; during the summer season, numbers of ships are continually seen anchored in groups before the premises of the different merchants: it is principally the property of Messrs. Grant and Greenshields.

The city, whose most vulnerable part is towards the plains of Abraham, is fortified by a strong line of regular works, from Cape Diamond to Coteau Ste. Genevieve, with ditch, covered way, glacis, &c., strengthened by some exterior works between St. Louis-gate and St. John's-gate, well calculated to render the approach to the town by the main roads exceedingly difficult, if not impracticable; but from the ground rising a little towards the plain, it has been deemed expedient to construct the Martello towers before-mentioned, to prevent any advantage being taken of its superior elevation.

In its present state Quebec may rank as a fortress of the first consequence: the citadel on the highest part of Cape Diamond presents a formidable combination of powerful works, whence a strong wall, supported by small batteries in different places, runs to the edge of the precipice, along which it is continued to the gateway leading to the Lower Town, which is defended by heavy cannon, and the approach to it, up Mountain-street, both enfiladed and flanked by many guns of large calibre; thence a line of defence connects with the grand battery, a work of great strength, armed with a formidable train of twenty-four pounders, and commanding the basin and passage of the river. Hence another line is carried on past the Hope and Palace Gates, both protected by similar defences to those of Prescott Gate, until it forms a junction with the bastion of the Coteau du Palais.

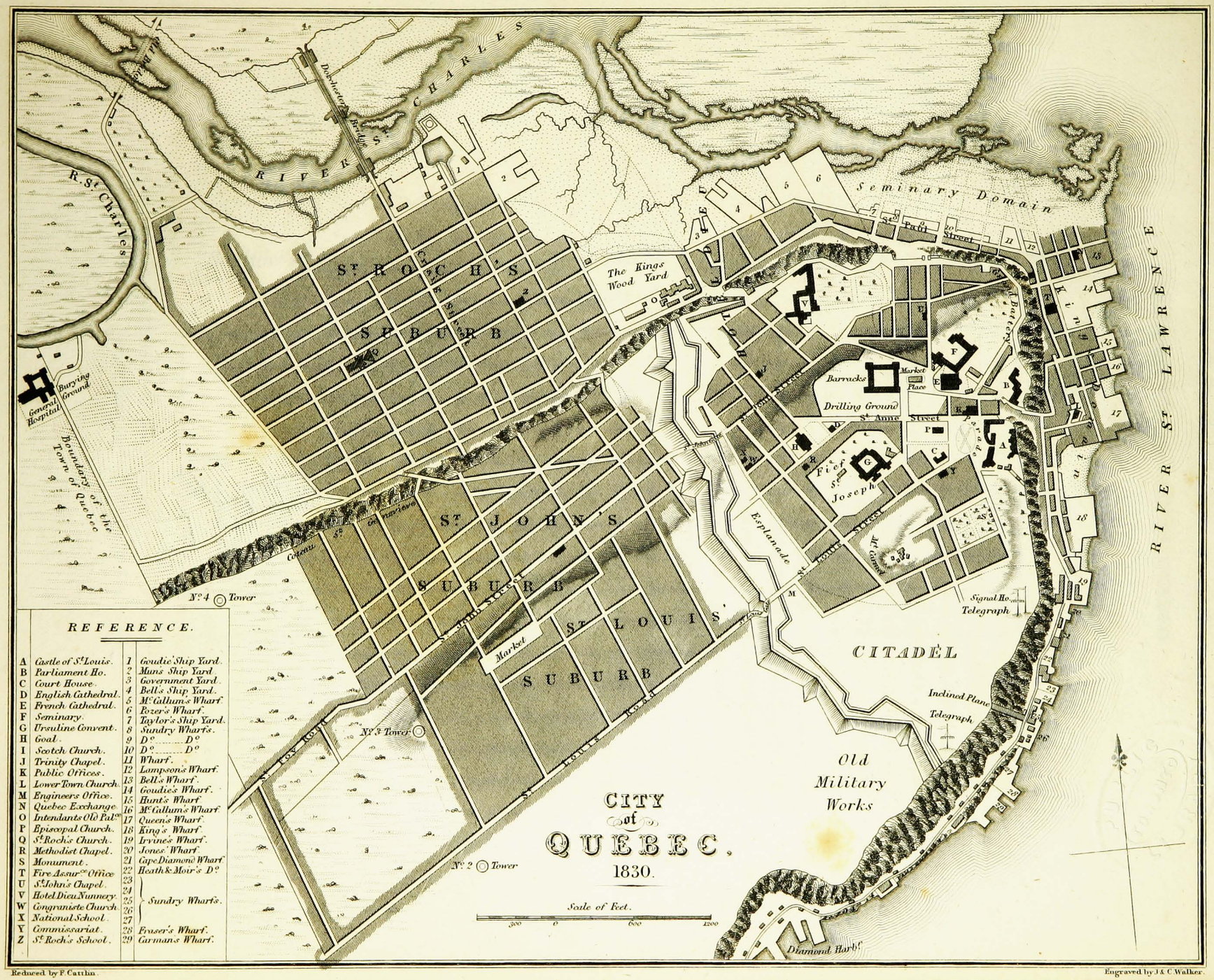
The general hospital stands on the bank of the river St. Charles, about a mile distant from the city, in a healthy, pleasant situation, surrounded by fine fields and meadows, having its front towards the road called Chemin de l'Hopital General. It was founded in 1693, by Monsieur St. Vallier, bishop of Quebec, for the relief of sick and disabled poor of all descriptions. It is governed by a superieure, La Reverende Mere St. Agnes, at the head of forty-four nuns. It has a regular front, 228 feet in length, and forms nearly a square. The main body of the building is 33 feet in breadth; but on the S.W. side a range, 130 feet in length, projecting from it, is 50 feet in breadth. Detached from the principal

edifice, and on the opposite side of the road, are two houses belonging to it; one appropriated for the reception and treatment of persons labouring under insanity, and the other as a dwelling-house for servants, employed on a farm attached to the establishment. The interior arrangement and management of this excellent charity, with respect to accommodation, are very judicious. The patients are lodged in comfortable and spacious wards, men on the ground-floor, and women on the floor above. For the superieure and the nuns there is ample room for residence, refectories, and apartments for carrying on different works in which they employ themselves, exclusive of their attendance on the sick. A neat church is attached to the convent. As this hospital administers succour to the afflicted under most of the diseases within the wide range of human calamity, it is commonly filled with patients. Its support is drawn from the revenues of the landed property that has been granted to it, the sale of the works performed by the nuns, particularly of church ornaments, which they make and gild in great perfection, and by occasional grants of money from the provincial parliament.

In 1825 the population of the city, suburbs, and banlieue, or limits of the town, amounted to 22,021, exclusive of the troops in garrison; but it is believed that the census taken that year fell considerably short in its results of the numerical strength of the people of Lower Canada, as well in the towns as in the country. At present Quebec would not probably be overrated at 30,000 inhabitants, and, during the shipping season, that number acquires an ephemeral increase, that, in a great measure, subsides at the close of the navigation, yet leaves in the town no inconsiderable accession, arising from the emigrants that remain in the capital with their families, out of the whole mass of those that are landed on the wharfs.

None of the towns in Canada are incorporated, but the principal regulations and assessments are placed by statute under the direction and control of their respective magistrates, who generally hold hebdomadary or weekly sessions, for the consideration of the different municipal matters intrusted to them in their magisterial capacity.

The following table, from the returns of 1825, will best convey the nature and amount of the assessments:—




Reduced by F. Catlin.

Engraved by J. & C. Walker.

*Statistics of the City and Suburbs of Quebec, and the Amount of Assessed Taxes in each division.*

*Returns of* 1825.

| Divisions. | No. of Proprietors. | No. of Properties. | Assessment thereon. | | | No. of Lessees. | Assessments. | | | No. of Horses. | Assessments. | | | Total of Road Taxes. | | | Pleasure Horses. | Two-wheeled Carriages. | Four-wheeled Do. | No. of Dogs. | Assessment for Watch and Light. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | £ | s. | d. | | £ | s. | d. | | £ | s. | d. | £ | s. | d. | | | | | £ | s. |
| No. 1. Upper Town | 315 | 493 | 914 | 12 | 0 | 433 | 54 | 2 | 6 | 157 | 58 | 17 | 6 | 1199 | 2 | 0 | 131 | 51 | 7 | 10 | 54 | 0 |
| 2. Lower Town | 346 | 475 | 827 | 7 | 3 | 614 | 76 | 15 | 0 | 69 | 25 | 17 | 6 | 920 | 17 | 9 | 48 | 28 | 1 | 0 | 19 | 10 |
| 3. St. Lewis Suburb | 78 | 86 | 51 | 15 | 9 | 24 | 3 | 0 | 0 | 16 | 6 | 0 | 0 | 60 | 15 | 9 | 11 | 7 | 2 | 2 | 6 | 10 |
| 4. St. Valier's do. | 69 | 67 | 26 | 5 | 9 | 38 | 4 | 15 | 0 | 6 | 2 | 5 | 0 | 33 | 5 | 6 | 3 | 1 | 0 | 0 | 1 | 0 |
| 5. St. Roch do. | 607 | 763 | 312 | 0 | 6 | 461 | 57 | 12 | 6 | 136 | 51 | 0 | 0 | 420 | 5 | 6 | 30 | 8 | 2 | 1 | 11 | 0 |
| 6. St. John do. | 468 | 693 | 292 | 3 | 0 | 479 | 59 | 17 | 6 | 128 | 47 | 17 | 0 | 399 | 18 | 6 | 17 | 2 | 0 | 0 | 4 | 15 |
| Totals | 1878 | 2577 | 2424 | 4 | 3 | 2049 | 256 | 2 | 6 | 512 | 191 | 17 | 0 | 3034 | 5 | 0 | 240 | 97 | 12 | 13 | 96 | 15 |

The communication between Quebec and Montreal has been rendered not only easy and expeditious, but even agreeable by the improvements that have, within late years, taken place in the construction of steam-boats on the St. Lawrence. The first steam-boat that plied on the St. Lawrence was launched in the year 1812, which, from that circumstance, forms an epoch in the history of both towns, inasmuch as this application of the steam engine in that quarter gave quite a new and very vigorous impulse to the commercial relations and general intercourse of one place with the other, and in fact imparted additional energy to the whole of the mercantile and trading concerns of the country. The original introduction of steam navigation into Canada is one of those important ameliorations, for which the inhabitants are indebted to John Molson, Esq., an enterprising citizen of Montreal, who at once embarked a large capital in the undertaking; and, although he was countenanced in his plans, at the time, by the provincial legislature, he never obtained any exclusive privilege, and has in consequence been, of late years, obliged to contend with several powerful competitors for the palm of public favour. As the competition increased it became advisable to form a company, whose united capital might be adequate to the losses that were often consequent upon opposition and rivalship, and accordingly an association was formed, called the St. Lawrence Steam-Boat Company, in which, we suppose, were merged the steam-boat interests of Messrs. Molson and Sons, the chief proprietors. The boats are in general gracefully moulded and remarkably well finished; and the cabins, both for the ladies and gentlemen, fitted up with much elegance and taste: the table is liberally provided with excellent fare, and the dessert usually exhibits a good display of the most delicious fruits of the country, whilst the attendance is respectable and comfortable. Steamers start almost every day from both cities, and perform the voyage up the river in from 36 to 40 hours, but they are several hours less in accomplishing the trip downwards, from the advantage of having a current setting in this direction as far as the Richelieu, where they meet with the tide. In the expeditious transport of troops and military stores these vessels are of the greatest moment to government, and viewed as a safe and sure means of forwarding with despatch forces that might be required on an emergency, in remote parts of the colony, their importance cannot be overrated.

*Statement of Steam and Team-boats plying on the St. Lawrence, in Lower Canada,* 1829.

| Number. | Names. | Tonnage. | Horse-Power. | Rate of Freight Per Ton. Up. | Rate of Freight Per Ton. Down | Cabin Passage. Up. | Cabin Passage. Down | Steerage or Deck Passengers. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|
| | *Between Quebec and Montreal.* | | | | | | | | |
| | | | | s. | s. d. | £ s. | £ s. | s. | |
| 1 | * The John Molson | 500 | 120 | 10 | 7 6 | 1 10 | 1 5 | 10 | The boats marked thus * belong to the St. Lawrence Steam-boat Company. |
| 2 | * — Quebec . . | 500 | 60 | ... | ... | ... | ... | ... | |
| 3 | * — New Swiftsure | 300 | 65 | ... | ... | ... | ... | ... | |
| 4 | * — Chambly . | 400 | 60 | ... | ... | ... | ... | ... | |
| 5 | — Laprairie . | 100 | 30 | ... | ... | ... | ... | ... | Belongs to John M'Kenzie and others of Montreal. |
| 6 | * — Waterloo | 130 | 45 | ... | ... | ... | ... | ... | |
| 7 | — Richelieu . | 350 | 45 | ... | ... | ... | ... | ... | Hon. Matthew Bell and others. |
| 8 | — Hercules . | 600 | 100 | ... | ... | ... | ... | ... | To a company at Montreal. |
| 9 | * — St. Lawrence | 350 | 65 | ... | ... | ... | ... | ... | |
| 10 | — LadyoftheLake | 70 | 28 | ... | ... | ... | ... | ... | To George Grafield and others. |
| | *Ferry Steam-boats plying between Montreal, Longueuil, and Laprairie.* | | | | | | | | |
| 1 | — Edmond Henry | 90 | 45 | | | | | | To Edmond Henry, Esq. & others. |
| 2 | — Montreal . . | 90 | 45 | | | | | | To M. Raymond, Esq. Laprairie. |
| | *Team Boats.* | | | | | | | | |
| 1 | — Edmond . . | 20 | 10 | | | | | | |
| 2 | — Longueuil . | ... | ... | | | | | | |
| | *Ferry Steam-boats plying between Quebec and Point Levi.* | | | | | | | | |
| 1 | — Lauzon . . | ... | 30 | 4*d.* across. | | | | | To Mr. James M'Kenzie, Point Levi. |
| | *Team Boats.* | | | | | | | | |
| 1 | . . . | ... | 10 | 3*d.* across. | | | | | Belonging to farmers at Point Levi. |
| 2 | . . . | ... | 8 | | | | | | |

Total, 16 steam-boats, and 4 team-boats, plying on the St. Lawrence.
— 60 river crafts navigating between Quebec and Montreal, of 25 to 100 tons burthen.
Rate of freight, per ton, 7s. 6d.

| | | |
|---|---|---|
| Square-rigged vessels on the stocks at Montreal . . . | 2 | |
| Do. do. do. at Quebec . . | 9 | |
| Small crafts . . . . . | | 2 |
| Total, | 11 | 2 |

There are also 2 steam-boats on the Ottawa river plying between Grenville and Hull, 1 between La Chine and Point Fortune, and 1 between La Chine and the Cascades.

Besides the steam-boats mentioned in the foregoing table, a vessel of large tonnage (stated at 700 or 800 tons) is now on the stocks at Quebec, and will soon be launched*, destined to navigate as a steam packet between that capital and Halifax, Nova Scotia: such an event must conspicuously mark the period of its realization, from the powerful influence it will necessarily exercise upon the relations now subsisting betwixt the chief towns of both provinces. Thus will be formed an extensive line of steam vessel communication from the Atlantic sea coast to Amherstburgh, one of the remote settlements of Upper Canada, a distance exceeding 1500 statute miles, which we may expect soon to see extended to the head of Lake Huron, and eventually to the western extremity of Lake Superior, about 700 miles beyond Amherstburgh, yielding a grand total of nearly 2200 miles of internal steam navigation. Viewing at one comprehensive glance this immense continuity of navigable waters, composing one vast and majestic stream, and embracing within the objects of our contemplation the gigantic length of the Mississippi, whose surface is swarming with steam-boats to a distance of nearly 2000 miles from its mouth; it is impossible to resist the powerful appeal that such stupendous objects make to our admiration, especially when we behold these two mighty rivers, with their sources in comparative proximity flowing in almost opposite directions through the western half of an immense continent, to waste their waters in the broad bosom of the ocean.

The navigation being closed in November, the intercourse between Quebec and Montreal is carried on in winter by stages that start regularly from each city thrice a week, and perform the journey in two days, the intervening night being devoted by the travellers to rest. The vehicle consists of a sledge or carriole, well supplied with buffalo robes, and faced and canopied with painted canvas, so arranged as to be rolled up on the sides if necessary. It is calculated to hold six persons, with a proportion of luggage, and is drawn by two horses driven tandem, or one before the other, in consequence of the narrowness of winter roads, and

* We understand that the command is to be given to Mr. Jones, late of H. M. S. Hussar, a gentleman in every respect competent to the situation, and well acquainted with the gulf and river St. Lawrence below Quebec.

changed at stages of ten miles. The accommodation at the various inns on the road is generally good, and often very comfortable, as during that season the different establishments are well supported by the constant travelling between both cities. Travellers may also proceed by posting, there being generally several additional horses kept at the places of relief beyond what are necessary for the regular stage. In travelling below Quebec the same mode may be adopted on the southern shore of the St. Lawrence, where post-horses may yet be had at the old post-houses, although these have ceased, we understand, to be any longer maintained under the direction and superintendence of the deputy-postmaster-general of the province. The expense of posting is generally one shilling a league during summer and winter, or fifteen-pence in spring and autumn; the charges of tolls and ferries must be borne by the travellers.

The conveyance of the regular mail from the post-office at Quebec is a distinct concern from stages or posting; it is forwarded by couriers who leave Quebec and Montreal every day at four o'clock in winter, and one hour later in summer. Quebec being the central point whence the general concerns of the post-office are managed, and the focus as it were of the mails that are despatched to all parts of the colonies and the United States, we will here introduce a series of accurately framed tables of distances, showing not only the relative situation of particular places, but the prices of postage between each.

Between the city and Point Levi, on the opposite shore of the St. Lawrence, a steam ferry-boat plies regularly every half hour from six o'clock in the morning to eight in the evening, performing the trip across in from ten to fifteen minutes. There are also three horse-boats, to which the preference is generally given by the country people in bringing their produce to market. A great number of other ferry-boats are likewise continually passing to and fro, the principal part of which belongs to the inhabitants about the Point, as they are all permitted, by regulation, to ply with their boats, on condition of receiving no more than the established rates, which are very moderate. In almost any weather they will cross in their canoes, which are large and very strong, being made from the trunk of a tree, hollowed out, or more frequently of two joined together, and firmly secured on the inside; they are managed with great

dexterity, and sometimes take as many as eight passengers, besides the three or four men who work them. In the winter, when large masses of ice are floating up and down with the tide, and often, when there is a strong breeze, impelled at the rate of three or four knots an hour, this passage is singularly laborious, and to all appearance extremely hazardous, yet it is very rare that a fatal accident has happened; in snow-storms, indeed, they have been frequently driven several leagues out of their course, either above or below the town, without knowing whereabouts they were, but have always reached their place of destination sooner or later. It is not an uncommon thing to see several of these large canoes, laden with provisions for the market, crossing the river as nearly in a line as they are able to keep. The cargoes are generally secured by a strong lashing; they are provided with strong poles, having iron hooks at the end for grappling hold of the ice, and drag ropes. When large sheets of ice oppose their progress, the men, by means of the poles and ropes, which they employ with an uncommon ability, get the canoe upon it, and by main force drag it perhaps fifty or sixty yards, or until they find a convenient opening to launch it again among the smaller fragments, and then, using their paddles, they proceed until they are intercepted by another flat, upon which it is again hoisted as before, continuing thus in toilsome succession across the river. Frequently, while they are forcing it over a sheet of ice, their slippery foundation breaks beneath them; but they mostly contrive to skip nimbly into the canoe, and evade the difficulty. Often in pursuing their course through a narrow vein of water between two enormous masses, they are suddenly closed upon; and, at the moment when a stranger would imagine the canoe must be ground to atoms by the collision, they skilfully contrive, by means of their poles, to make the pressure of the two bodies act upon the lower part of their vessel, and, with a little assistance of their own, heave it upon the surface, over which it is pushed and dragged as before.

They are amazingly steady in this laborious work, and long habit seems to have expelled from their minds every sense of danger. Thus employed, they appear to be insensible to the severity of the cold; they are not encumbered with much clothing, which is as light and as warm as they are able to procure. If one of them happens to get an unlucky

plunge, he is extricated by his comrades as expeditiously as possible; when a hearty *coup de rum* all round, with which they are never unprovided, is the usual remedy for such misfortunes. When they arrive at the landing before the market-place, sometimes the tide is low, and the ice forming the solid border perhaps ten or twelve feet above them; in this case they jump out as fast as they can, all but one man; and while the rest are getting a firm footing above, he fastens the drag rope to the fore part of the canoe, and immediately assisting his comrades, the whole is hauled up by main force out of the water, when the lading, consisting of poultry, carcasses of sheep or pigs, of fish or other articles, is transferred without delay to the market-places.

It has been said by many writers, that during the winter vegetables and milk in a frozen state are brought from distant places; this certainly used to be the case, but now these articles are furnished in the best state all the year round, from the farms and gardens in the vicinity. When the river *takes*, i. e. is frozen over from Quebec to Point Levi, which, of late years, has rarely happened, it is not only productive of much amusement, but of great advantage to the city, as well as to the inhabitants of the southern shore, who can at that time bring their produce to market in large quantities without inconvenience. Hay, fire-wood, and all bulky articles of consumption are furnished in abundance, and the consumers usually experience a great reduction in price in consequence of such an influx. As soon as the surface is deemed sufficiently solid, the road across it is immediately traced out, and continues under the inspection of the *Grand Voyer* of the district, who causes proper beacons to be set up on each side, and at intervals where they are required. When the river has *taken* in the north channel between the Island of Orleans and the Main (the southern channel is never frozen over), which is the case every year, the markets of the city never fail to feel the effect of it, as abundance of provisions of all kinds, the growth of that fruitful spot, which have been prepared for the approaching season, are immediately brought in: considerable supplies are drawn thence during the summer, but such as do not spoil by keeping are commonly retained, until this opportunity admits of their being sent with much less trouble and expense.

The summer scenery of the environs of Quebec may vie in exquisite beauty, variety, magnificence, sublimity, and the naturally harmonized combination of all these prominent features, with the most splendid that has yet been portrayed in Europe, or any other part of the world. Towards Beauport, Charlebourg, and Lorette, the view is diversified with every trait that can render a landscape rich, full, and complete; the foreground shows the River St. Charles meandering for many miles through a rich and fertile valley, embellished by a succession of objects that diffuses an unrivalled animation over the whole scene. The three villages, with their respective churches, and many handsome detached houses in the vicinity, seated on gently rising eminences, form so many distinct points of view; the intervals between them display many of the most strongly marked specimens of forest scenery, and the surrounding country every where an appearance of fertility and good cultivation, upon which the eye of the spectator wanders with ceaseless delight. As the prospect recedes it is still interesting, the land rising in gradation, height over height, having the interval between succeeding elevations filled up with primeval forests, until the whole is terminated by a stupendous ridge of mountains, whose lofty forms are dimly seen through the aerial expanse. The sense of vision is gratified to the utmost, and the spectator never fails to turn with regret from the contemplation of what is allowed to be one of the most superb views in nature.

Nor is it on this side only that the attention is arrested; for turning towards the basin, which is about two miles across, a scene presents itself that is not the less gratifying for being made a secondary one; it is enlivened by the ever changing variety of ships coming up to and leaving the port. On the right hand, Point Levi, with its church and group of white houses, several other promontories on the same shore clothed with lofty trees; and the busy animation attendant on the constant arrival and departure of ferry-boats; in front, the western end of the beautiful and picturesque island of Orleans, displaying charming and well-cultivated slopes down almost to the water's edge, backed by lofty and thick woods, and every where decorated with neat farm-houses, present altogether an interesting and agreeable subject to the observer. In fine still weather, the *mirage*, or *reflects* of the different objects around the margin,

in all their variety of colouring, are thrown across the unruffled surface of the water with an almost incredible brilliance. On the plains of Abraham, from the precipice that overlooks the timber-grounds, where an incessant round of activity prevails, the St. Lawrence is seen rolling its majestic wave, studded with many a sail, from the stately ship down to the humble fishing-boat; the opposite bank, extending up the river, is highly cultivated, and the houses, thickly strewed by the main road, from this height and distance, have the appearance of an almost uninterrupted village, as far as the eye can reach in that direction. The country to the southward rises by a very gentle ascent, and the whole view, which is richly embellished by alternations of water, woodland, and cultivation is bounded by remote and lofty mountains, softening shade by shade until they melt into air. Whoever views the environs of Quebec, with a mind and taste capable of receiving impressions through the medium of the eyes, will acknowledge, that, as a whole, the prospect is grand, harmonious, and magnificent; and that, if taken in detail, every part of it will please, by a gradual unfolding of its picturesque beauties upon a small scale.

North-eastward from the capital lie the counties Montmorenci and Saguenay, and part of Quebec, exhibiting in the outline by far the boldest features of any other part of the county. The strongly defined range of mountains that subsides on the Ottawa river in front of Grenville, stretching eastward across the angular tract of land formed by the St. Lawrence and the Ottawa river, skirts the flourishing settlements of Charlesbourg, Beauport, and the Côte de Beaupré, and finally strikes the St. Lawrence at Cape Torment. This conspicuous mountain measures about 1890 feet in altitude, and from its romantic situation on the borders of the St. Lawrence, has acquired much notoriety, although it is seldom visited by travellers. It is also the first and highest of a succession of granitic mountains called "Les Caps," that rise in abrupt slopes to a considerable elevation from the immediate level of the river.

The mountainous character of the northern shore of the St. Lawrence may properly be said to commence at Cape Torment, although its banks above Quebec are for many miles high, bold, and majestic. From Cape Torment the ridge continues unbroken, except by the beds of rivers

and rivulets, until it effectually subsides 15 or 18 miles below the Saguenay, in which quarter the boldness of the north shore sinks to a moderate level, presenting a degree of flatness and equality of surface singularly contrasted with the opposite shore, which now becomes mountainous, rugged, and abrupt.

This tract of country is traversed between the west boundary of the county of Quebec and the Saguenay by numerous rivers and streams; the best known and most considerable of which are the St. Charles, the Montmorenci, the Great River or Ste. Anne's, the Riv. du Gouffre, the Mal Bay, the Black River, and the Saguenay, which bounds on the N.E. the section of the province under description. Besides these there are many smaller streams and tributary waters, many of which are imperishable springs that supply the inhabitants with the purest water, at the same time that they moisten and fertilize the soil. On several of the streamlets, as well as the rivers, are frequently to be found excellent mill sites, formed by the rapidity of the water-courses, consequent upon the hilly character of the country. Of the rivers above mentioned the Saguenay is the only one yet known to be navigable to any extent, vessels of any burden being able to ascend upwards of 75 miles above its estuary.

The river Montmorenci is remarkable, not only for the continued rapidity of its course, but on account of the Falls, situated at its mouth, which lie about nine miles N.E. of Quebec *, and are celebrated for their height, magnificence, and beauty. Violently projected over a perpendicular rock into a precipice 240 feet deep, the waters of the Montmorenci descend in a bright fleecy sheet, of snowy whiteness, to the broad recipient beneath, which forms a deep bay, whose sides rise, almost vertically from the foot of the Falls, to an altitude several feet above their summit. The lower regions of the cliffs are destitute of vegetation, but it gradually makes its appearance at the elevation of 50 or 60 feet, and continues with more apparent vigour to the highest point of the towering banks, the verge of which is lined with shrubs and trees.

* From Dorchester-bridge, passing towards the Falls, some traces yet remain of the field fortifications thrown up by the French in the memorable year 1759, as a defence against the British army.

On the right of the Falls, in a most romantic position, is situated Haldimand House, the property of Peter Paterson, Esquire, and once the residence of his late R. H. the Duke of Kent, when that royal and lamented prince was in Canada, where his memory continues to be cherished by many, as the exalted patron and sincere friend of the people of that flourishing colony. On the brink of the Cataract, General Haldimand, about 46 years ago, built a summer-house, which is still standing, but seldom resorted to at present, from the deterioration time has effected in its condition and security, although it continues to figure one of the objects in the scenery. The basin under the Falls is nearly semicircular, the Falls themselves occupying the depth of the segment, whilst its chord forms the general line of the ford which is practised at low water.

The most advantageous view of the Falls is perhaps to be had from the left bank; but there are a variety of beautiful points of view in which they may be beheld. The descent to the bottom of the Falls is practicable on both sides, although attended with considerable fatigue, yet the visiters of this gorgeous water scene seldom allow their ardour, in search of the sublime, to be checked by such difficulties, and generally explore the depths of the chasm, preferring, however, the N.E. side as the least precipitous of the two. The height of the Cataract of Montmorenci is indeed very great, when we consider that it is unbroken by any gradation whatever, and that the waters fall in one extended beautiful and undivided sheet; but it will bear no comparison with the stupendous elevations of Pyrenean or Swiss Falls, some of which exceed 1200 feet in *total* height, although the beholder cannot, at one glance, survey this collective altitude, owing to the broken and gradatory formation of the cataract. In this respect Montmorenci is probably not rivalled in the world, since at one view the spectator embraces the *ensemble* of the cataract, hurled from its brink to its base, in splendid magnificence, its light and comminuted waters flying off from its very summit, in infinitely small, and infinitely numerous, white bubbles, whilst the majestic, heavy, and deep gravitation of the mass, creates from below, copious columns of gushing mist, that curl gracefully into air, and disclose the glowing dyes of their prismatic particles. "When the river St. Lawrence is frozen below the Falls, the level ice becomes a support, on which the freezing spray

descends as sleet; it there remains, and gradually enlarges its base and its height, assuming an irregularly conical form; its dimensions thus continually enlarging, become towards the close of the winter, stupendous; its utmost height in each season necessarily varies much, as the quantity of spray it is formed of depends on the degree in which the water producing that spray is copious: it has not been observed higher than 126 feet, which altitude it attained in March, 1829—the whole of the preceding season had been unusually humid. The face of the cone next the Fall presents a stalactitical structure, not apparent elsewhere, and there occasioned by the dashing of water against it, which, freezing in its descent, assumes the form which characterizes it under such circumstances. The whole cone is slightly, yet very perceptibly, tinged with an earthy hue, which it can only have derived from infinitely comminuted portions of the bed of the Montmorenci, attracted by the torrent, and conveyed into the atmosphere with the spray *."

The rock, over which the stream is precipitated, consists of gneiss, and the remoter faces of the basin of shaly limestone. Above the Falls is a neat toll-bridge, and, about half a mile higher up, are the *natural steps*, a section of the banks of the river, so called from its exhibiting a series of rectangular gradations of rock, resembling stairs, and supposed, by some, to be formed by the abrasion of the waters, though, by others, deemed to be original in their formation.

At the foot of the Falls, on the western side, are situated the saw-mills and extensive timber establishment of Mr. Paterson, a particular account of which is given in the Topographical Dictionary.

With the exception of the channel courses of the rivers, the estuaries of the St. Charles, the Riv. du Gouffre, and Mal Bay are almost dry at low water, and afford safe and convenient strands to the river craft and boats trading at Quebec, at St. Paul's and Murray Bays †. The apples from the orchards of the seigniory of La Petite Rivière near St. Paul's Bay are esteemed in the market, and may be considered a minor object of trade. At all these places several good square-rigged vessels of

* William Green, Esquire. Transactions Lit. and Hist. Soc. Quebec, vol. i. p. 187.

† Deals, boards, and fire-wood, with some wheat, constitute the chief articles of trade at these three places, and at the Eboulemens.

from 150 to 200 tons have been occasionally launched, and two or three are generally to be seen every year on the stocks in the ship-yards, besides several schooners. In the facility of procuring fit timber, and its consequent cheapness, consists the chief advantage of building vessels at so remote a distance from the port: an advantage which has induced some ship-owners to contract for vessels as low down as Mitis, 210 miles from Quebec.

The communication by land with St. Paul's Bay and the settlements lower down has hitherto suffered some impediment from the badness of the road laid open in the interior along the highlands already mentioned, called "Les Caps;" but a recent legislative provision, for the amelioration of that route, will throw the Quebec markets open to the produce of a rich and fertile tract of the district of Quebec. Below St. Paul's Bay, whose settlements lie chiefly in the deep vale of the Rivière du Gouffre, or on the slope of the lofty hills that bound the valley, the traveller is oppressed with the aspect of a succession of steep and lengthy ascents and descents, seldom relieved by the grateful aspect of the plain throughout the distance to Mal Bay, whose settlements are the last with which a land communication is kept up on that shore of the St. Lawrence. To compensate in some degree for the fatigues of so tedious a journey, the traveller almost constantly beholds a scenery well calculated to inspire him with ideas of the sublime, and elicit his admiration. Exalted considerably above the St. Lawrence, he commands a magnificent view of the majestic stream before him, its diversified islands, and the flourishing settlements that adorn the southern shores; and most probably may be seen, no insignificant objects in the landscape, the cheering harbingers of news and commerce sailing up or down the river.

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*Interior of the Country lying between the* SAGUENAY *and the* ST. MAURICE, *as taken from the Report of* JOSEPH BOUCHETTE, JUN. ESQ., *Deputy-Surveyor-General of the Province.*

IT was reproachfully but correctly stated anteriorly to the performance of the exploring operations of 1828, that the country for ten leagues to the northward of the capital of British North America was as little or

less known than the heart of Africa. The importance, however, of acquiring a competent knowledge of that portion of the vast wilds of this continent lying to the north of the St. Lawrence, and within the probable range of eventual settlement, had previously been felt by a learned and eminent member * of the Assembly of Lower Canada, who, taking that characteristic and enlarged view of the subject which it deserved, laid the ground-work of those valuable explorations, that have since afforded so much valuable information relative to the Indian country ranging between the Ottawa river and the Saguenay. If on the whole the result did not prove altogether as favourable as had been desirable, the lands in the interior having been discovered to be, in the aggregate, characterized more for their barrenness than their fertility, the accession it has yielded to the geographical knowledge of the province, is nevertheless of the utmost importance; at the same time that the surveys, from the judicious combination of talent with which they were carried into effect, have tended to develope much of the geological character and other parts of the natural history of the country †.

Under the French government there is no doubt that the interior of Canada was comparatively better known than it afterwards was up to the period of the late surveys, the religious zeal of missionary jesuits having at the time led them to form establishments amongst the natives with a view of converting them to christianity, whilst the prospects of a lucrative fur trade, induced several individuals to push their discoveries to remote parts of the Canadian wilderness. The information, how-

* Andrew Stuart, Esq. The subject of the settlement of crown lands had been brought under the attention of the legislature by the then governor-in-chief, Lord Dalhousie, and led to the nomination of a standing committee, of which Mr. Stuart was appointed chairman. The labours of this committee form the subject matter of a series of invaluable reports, which contain the most useful and extensive information relative to the lands of the province, and every thing connected with their administration.

† Gentlemen conversant with these branches of the natural sciences were always added to the parties. The expedition to Lake St. John was divided into three parties:—One consisting of Mr. Bouchette, the Deputy-Surveyor-General; Mr. W. Davies, and Lieut. Gouldie, 66th regiment; another of Mr. Hamel, L. S., Lieut. Baddeley, R. E., and Mr. Bowen; and a 3rd of Mr. Proulx, and Mr. Nixon, 66th regiment. Mr. Stuart, one of the commissioners, and Mr. Wagner, accompanied the two latter parties to Lake St. John. Each party had a canoe, and a complement of four or five men, with Indians.

ever, that had come down to us was but vague and very imperfect. Jean Du Lact, Champlain, and Charlesvoix all mention the Saguenay country, and describe it generally from the dicta of the Indians as mountainous and barren, covered with perpetual snows, and altogether forbidding in its aspect; but this unfavourable account, though partially true, was obviously coloured by the fears of the natives from whom it was derived, they being desirous of damping the zeal of explorers who might eventually usurp the possession of their hunting grounds. Motives something of a similar nature, it is probable, tinctured the narratives of traders, who felt loath to encourage either competition or settlement in those Indian countries, by communicating too exact a knowledge of them. We have, nevertheless, in Père Charlevoix's History of New France, a tolerable correct map of Lake St. John and the Saguenay, which, considering the early period when it was drawn, added to the vestiges of Jesuits' settlements found at Tadoussac, Chicoutimi, and Lake St. John, constitutes abundant proof that the French were not then ignorant of the geography of that section of the province, and that they looked upon it as not altogether unfit for colonization. It was left, however, to the present age to develope more satisfactorily the physical geography of those regions, and much it is admitted has already been done towards the promotion of that important object.

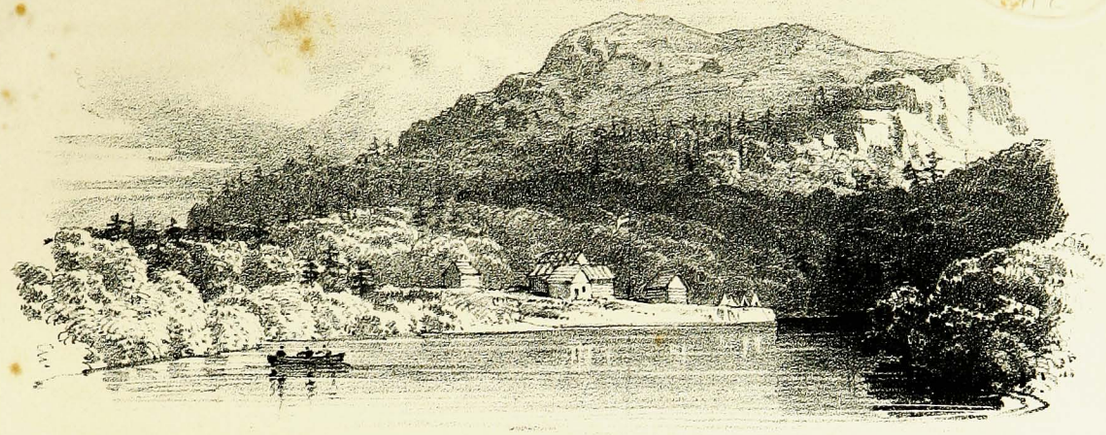
The Ottawa river, the St. Maurice, and the Saguenay presenting themselves as three leading highways to the remote regions of the territory north of the St. Lawrence, the plan of operations laid down by the commissioners in 1828, was so regulated in the different surveys, as to take advantage of this circumstance; one expedition ascending one river, and traversing by collateral branches, lakes, &c. to the other; whilst a second ascended another river, and penetrated to some other part of the country. Mr. Bouchette, at the head of one of the expeditions fitted out for Lake St. John, took his departure from Three Rivers, and travelled up the St. Maurice to the trading posts at La Tuque, situated upwards of 100 miles from the mouth of the river. He thence ascended the Bastonais river, and traversed the country, crossing lakes, rivers, and portages, to the head-waters of the Ouiatshouan river, which he descended to its discharge into Lake St. John. After exploring

the Assouapmoussoin to the Falls of Pemonka, and circumnavigating the Lake, he went up the Belle Rivière, crossed the Lake Kinuagami or Tsinuagami to the Chicoutimi river, down which he travelled to its junction with the Saguenay; and having explored the *Terres Rompues* or broken lands, he descended the latter river, and returned to Quebec by the St. Lawrence: thus completing an internal circumnavigation of about 800 miles, in an Indian birch-bark canoe.

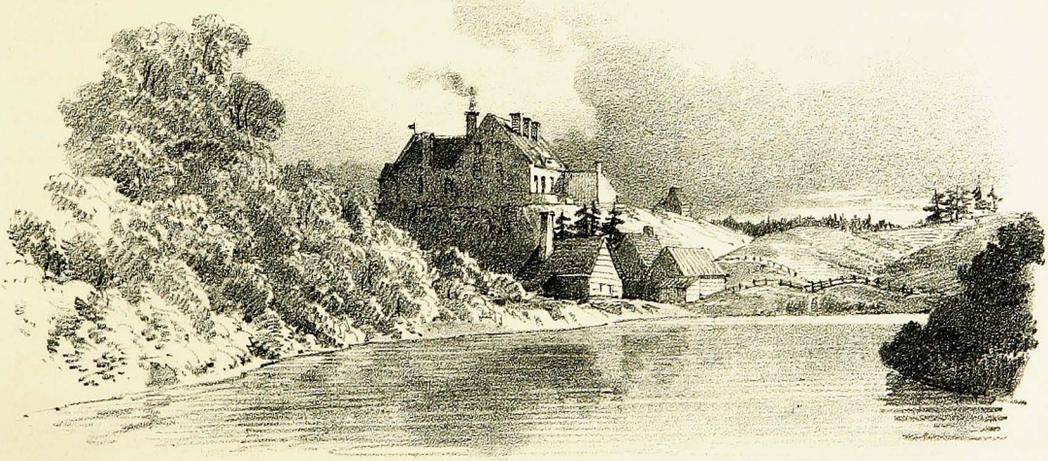
The St. Maurice is a river of considerable magnitude, rising far to the northward, and flowing generally between bold banks, in a broad deep stream, often chequered in its career by falls and rapids. From its mouth, at Three Rivers, to La Tuque, it receives on either bank several large rivers, viz., the Shawenegan, Batiscan, Matawin, River aux Rats, and Bastonais*; and also numerous minor streams. The trading post of La Tuque is situated at the upper landing of the carrying place in latitude, by observation, 47° 18′ 32″ north. There is also a post maintained by the Hudson's Bay Company, trading in opposition to the King's Post Company, that have an establishment here, under the management of a clerk. The land about La Tuque preserves, with few exceptions, the unfavourable character that generally prevails below it, the soil, consisting of a light arid sand, producing a growth of spruce, white birch, aspin, cypress, and pine. Above the posts, a number of islands and extensive natural meadows, yield abundant forage for the use of the establishments, besides affording wholesome pasturage.

Leaving the St. Maurice to penetrate across the country to Lake St. John, Mr. Bouchette traversed a series of lakes and portages, and intersected, or went up or down numerous rivers, in divers succession. The principal rivers met with, in the route he followed, are the Bastonais, which the party ascended, the Bastican, North Bastonais, the N. W. and N. E. branches of the Batiscan, and the Ouiatshouan falling into the Lake St. John. The chief lakes, which they crossed, are the Grand and Little Wayagamack, Edward, Kajoualwang, Quequagamack, Commissioners,

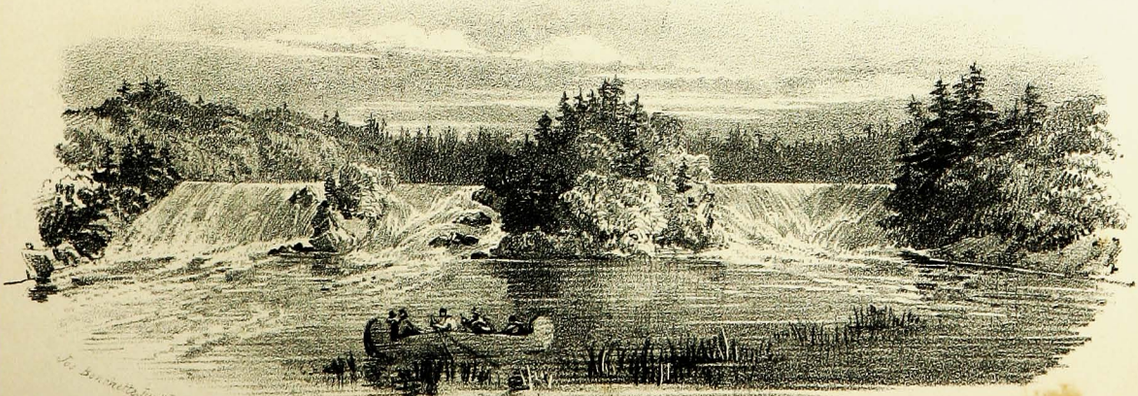
* In the Topographical Dictionary of Lower Canada, forming part of this work, are contained particular accounts of these rivers and of the St. Maurice, as far as they are known. Reference must also be had to the Dictionary, under the respective names, for a description of the several lakes, rivers, portages, &c. that will hereafter be mentioned.



TRADING POST ON THE RIVER AUX RATS



THE FORGES, RIVER St MAURICE



FALLS OF THE GRAND MERE ON THE St MAURICE.

Day & Haghe Lithos to Her Majesty

and Bouchette; but numerous inferior lakes and several leech ponds were intersected and traversed, often connected, as well as the larger lakes, by portages.

Of the country thus explored, the following description is quoted from the Report of the deputy Surveyor-General:—" In taking a summary and collective view of the tract just described, it may be observed, that the territory lying between the St. Maurice at La Tuque, and Lake St. John, is generally covered by lakes and extensive swamps, occasionally traversed by chains of hills of no remarkable height or continuity, composed chiefly of primitive granite. The prevailing timber, that composes its forests, are spruce and tamarack, white birch and pine. Around some of the larger lakes, occasional tracts of cultivable land may be found, but their remote situation, and the consequent impracticability of throwing them open to actual settlement, must render this section of country a barren waste and wilderness for ages yet to come."

Lake St. John is situated between the parallels of 48° 27′ and 48° 51′ north latitude, and the meridians of 71° 35′ and 72° 10′ west longitude, or thereabouts. Its general shape is circular, and its circumference about 100 miles.

In describing the Lake St. John and Saguenay country, we shall borrow Mr. Bouchette's own language.

" The rivers, which discharge themselves into the lakes, are, on the north, the Mistassini, Periboka, and Kocuatien; on the west, the Assuapmoussoin, Ouiatshuanish, and other small streams; on the southwest, the Ouiatchouan; on the south, the Metabetshuan, Kushpahiganish, and the Belle Rivière. The *Grande* and *Petite Décharge*, the only outlets of the lake, lie on the east side.

" From the King's Post Company's Establishment, at the mouth of the Metabetshuan, the land that borders the southern shore of the lake, to the foot of the hills that form a chain with the Ouiatshuan Hills, is generally of good quality, the soil of which is variously composed of an argillaceous and sandy loam, on which a rich vegetable mould has been deposited. The timber growing thereon consists of ash, black and yellow birch, basswood, elm, fir, balsam, cedar, and spruce, intermixed with some red and white pine and maple.

"Near Point à la Traverse is a valuable limestone quarry, and the coast, from Metabetshuan to Ouiatshuan, occasionally bold, is chiefly composed of inclined strata of calcareous stone, on which specimens of marine shells and other organic remains, as also fragments or blocks of white and gray marble, are to be found, all which are, more or less, indications of a fertile soil. It may therefore be said that, between these two last mentioned places, is offered a front of near twelve miles on the lake, by an average of four miles depth, forming a superficies of about 30,000 acres of land susceptible of cultivation.

"This chain of hills running westward from the Falls of Ouiatshuan for about eight or ten miles, then gradually bending its course successively to the north-west, north, and north-east, intersects the Assuapmoussoin at the Grand Rapids, and forms an arc or crescent, partly circumscribing a valley, containing a superficies of about 250,000 acres, bounded by the west side of the lake, from the falls to the mouth of the Assuapmoussoin, near fifteen miles, and by that river forming the base or front, and, as it were, the chord of the arc described by the hills.

"This valley appears to be generally an horizontal tract of country which I thus deduced, both from the nature of the valley itself and a trigonometrical distance of the hills that form it. Its front on the lake discovers the mixed soils of clay, loam and sand, timbered with elm, birch, spruce, pine, fir, balsam, poplar, and a superior growth of cedar. It is in a manner penetrated into by the Assuapmoussoin, which I ascended to the Portage de Pemonka, about thirty miles, in latitude 49° north.

"The land, as far as the Portage à L'Ours, about ten miles below Pemonka, and particularly as respects the western bank, is generally alluvial, exhibiting, beneath a vegetable mould, an argillaceous loam, sometimes called *terre grasse*, resting on a stratum of white clay, under which is occasionally observed a bed of soft blue marle, dipping under the edge of the water. The timber principally consists of elm, ash, cedar, fir, balsam, red spruce, white and red pine, yellow birch, and some poplar, or aspin.

"Although, on the eastern bank, these sub-strata of soil prevail more or less, yet the loam possesses a greater proportion of sand, and rests in beds of greater depth on the clay.

"Above the Portage à L'Ours, which lies altogether through a growth of cypress, small red pine, and fir, produced on a light sandy soil, the clay being at a considerable depth, the land attains, with few exceptions, this last character, with the addition of white birch and aspin, forming the foliage on the banks to the portage of Pemonka, (which means the last pine); spruce, tamarack, white birch, aspin, and cypress are the prevalent descriptions of trees growing further in the interior.

"I should, therefore, conceive the greater proportion of this valley to be fit for cultivation, especially in the vicinity of the rivers and their tributary streams, which deposit, in their progress from the hills, the materials for improving and fertilizing the soil.

"Notwithstanding the inferiority that distinguishes the soil of the eastern bank of the Assuapmoussoin from the western, I believe it probable, from the proximity of the Mistassini, that a tract of very cultivable land may be found between those two great rivers.

"From the mouth of the Mistassini, proceeding round the northern parts of the lake towards Periboka, I observed the character of the country to differ essentially from the southern side; it is low and flat, and its soil chiefly of a sandy nature. The growth of timber consisting of white spruce, white birch, aspin, and cypress, some red and white pine.

"I do not, however, entertain a doubt but that the land improves, penetrating towards the interior, approaching the great chain of mountains that are seen bending their course S.S.-easterly, and which I believe to be a continuation of the hills that form the Great Valley of Lake St. John.

"In passing the cluster of islands that are situated along the eastern coast, about the mouths of the *Grande* and *Petite Décharge*, I noticed that the rocks, of which they are composed, are strongly impregnated with magnetic iron ore. Near the *Petite Décharge* (the only place I landed at on that side of the lake), I found a favourable change in the aspect of the land and timber: the soil, consisting of a yellow loam, intermixed with some gravel, producing the spruce, cedar, balsam, white and black birch, some red and white pine. Thence the land appears generally arable to the post of Metabetshuan.

"The river Kushpahiganish, which I ascended for the distance of about seven miles, presents in its alluvial banks a soil composed of clayey loam. When they rise to any elevation, the clay lies beneath a bed of lighter loam and the vegetable mould. The former are clothed with elm, ash, black birch, basswood, alder and fir: on the latter, the principal timber is white pine, some red pine, spruce, fir, white birch, cedar and tamarack. Penetrating about two miles inland, I found the country hilly, much intersected and broken, but not however of a rocky nature, the soil being a rich yellow loam, or clay, at a few feet depth, which, although difficult to cultivate, is well calculated for pasture ground. The timber most prevalent on this elevated tract is black and yellow birch, spruce, maple, a good description of red and white pine, ash and elm.

"These hills approach the Lake borders, uniting with the Metabetshuan heights, which I also explored on foot for about five miles, until I intersected the river Metabetshuan. In this distance the land is more or less broken. For about half a league it is generally level; thence rising from a small stream, which I found strongly impregnated with carbon of iron and sulphur, we ascend the hills, occasionally passing along the abrupt face of a cliff, while at its base is a rich ash and alder swamp or marsh, intermixed with spruce and cedar; its soil consisting of a dark loam, of a rich argillaceous nature, under the vegetable mould. On the heights the land becomes a light sandy loam, producing the poplar, white birch, spruce and pine; from which we descend to the Metabetshuan river, which is here rapid, shallow, and about fifteen yards wide."

Thus is afforded an extent of about eleven miles front on the lake, from the post of Metabetshuan to the mouth of Belle Rivière, by an average depth of five or six miles, forming about 40,000 superficial acres of land susceptible of cultivation.

In ascending the Kushpahigan, or Belle Rivière, Mr. Bouchette noticed an extensive tract of level land on its banks, the soil of which consisted of a rich loam, resting on a bed of blue and white clay; and this description of land he found to predominate as far as the river des Aulnes, except on the eastern bank of the Belle Rivière, where for about three miles the land is rather hilly and broken. The course of the river

des Aulnes lies along a ridge to the southward, of moderate height, which, receding from the river, loses itself in the more prominent hills that form the southern borders of Lac Vert; to the north, the banks of the river exhibit an alluvial tract, in some places of a wet swampy nature; and nearly parallel to them, some detached eminences, of no great altitude, rise above the common level, and also diverge from the river, in their approach to Lake Tsi- *or* -Kinuagomishish. The former hills form part of the chain which crosses the Kushpahiganish, and may be traced from the banks of the Belle Rivière and the mouth of the Assuapmoussoin. To the foot of this chain, would probably be found to extend the lands adapted to cultivation, embracing part of the Belle Rivière and Rivière des Aulnes as a front, which would give, as far as a calculation can be made, a further superficies of about 50,000 acres, which, superadded to the tracts already stated to be cultivable, gives a total of 340,000 acres, or thereabouts, adapted to the purposes of colonization.

The section of this country called the Peninsula, is situated between the Grande Décharge, Lake St. John, the Belle Rivière, Lakes Kinuagami and Kinuagomishish, Wiqui, Lac Vert and Chicoutimi river. It is about 38 miles long, by an average breadth of 17, and contains about 400,000 acres of land. Its position, from being almost surrounded by navigable waters, is very advantageous, and its general soil and timber such as hereafter to invite settlement.

Chicoutimi *, the principal post, after Tadoussac, established by the King's Post Company, is situated almost intermediately between Lake St. John and the river St. Lawrence, being about 23 or 24 leagues distant from Tadoussac, and nearly the same distance from Metabetshuan. It is well calculated to become the focus of the trade of that part of the country, and commands momentous advantages from the excellence of its harbour, which, though not calculated for ships of heavy burthen, affords safe shelter and anchorage in one fathom and a half water.

The Saguenay is navigable for two leagues above Chicoutimi, but its width is more contracted. Below Cape St. François, the stream increases in magnitude, and the banks gradually rise into greater and bolder alti-

* Particular accounts of Chicoutimi, Tadoussac, Portneuf, &c. are to be found in the Topographical Dictionary.

tude, particularly on the northern shore, where a prominent chain of mountains is seen stretching from the north coast, and thence bending its general direction with the course of the Saguenay. About five miles below Chicoutimi, the river assumes that boldness of character which it preserves to its discharge into the St. Lawrence, its rocky banks rising abruptly in barren hills, thinly clad with fir, spruce, birch, and cypress. The rocks composing the hills on the north shore are, in some places, strongly impregnated with magnetic iron ore, which produces such frequent aberrations in the compass as to render its use extremely deceptive.

The Bay des Has! is 60 miles above the mouth of the Saguenay. "This bay," says Mr. Bouchette, "appears to have been formed by nature, as the principal seat of the trade and commerce of all this portion of country. 1st. On account of the vast tracts of arable land that surround it, and extend to Lake Kinuagami and Chicoutimi. 2d. On account of its harbour, capable of affording shelter to the largest ships of the line, that can sail directly into the bay with the same wind that brought them up the river, and anchor in the second bay, which is formed into something like a basin, offering upon its shores, a fit site for the establishment of an extensive mart of trade. 3d. Because of the facility that is offered of opening a road to Chicoutimi, or direct to the head of Kinuagami; besides the practicability of opening a water communication with the lake, to avoid the intricate and circuitous route by Chicoutimi river.

"It is protected by Cap à L'Est, and the other prominent hills that form its entrance; the former, rising boldly in broken cliffs to an elevation of about 500 feet, commands a view of 12 or 13 promontories down the river, and guards the entrance to the upper parts of the Saguenay."

The post of Tadoussac is situated at the mouth of the Saguenay, in latitude about 48° 5′ 55″ north, longitude 69° 37′ west. Its harbour is formed by a peninsula called L'Islet, which separates it, on the south-west, from the Saguenay, its breadth being about a third of a mile across, and its horizontal depth near half a mile. At low water, which is twenty-one feet perpendicular below the flood level, shoals, on which are extensive fisheries, are uncovered to a considerable distance, that materially contract

its dimensions. It is however secure, and sheltered by the surrounding hills from most winds prevalent on the St. Lawrence; but gales from the southward may affect vessels at flood tide, White Island and Batture aux Allouettes sheltering them from the force of the stream at ebb tide.

The entrance of the channel to the harbour of Tadoussac, or the Saguenay, is very intricate, particularly at ebb tide, for vessels descending the St. Lawrence. These must come almost abreast of the Green Island light-house, and then pass to the north of White Island, which is the extreme end of the Batture aux Allouettes, and clear the shoal on the opposite side of the channel. It is far less difficult for vessels coming from below.

The land about Tadoussac is of very inferior quality, its soil is sandy, and the hills are barren and rocky. There is, however, a valuable tract of excellent land, from Point aux Allouettes, embracing Point aux Bouleaux, to the Rivière aux Canards.

*Table of the Latitudes and Variations of the Compass observed by* M. BOUCHETTE, *the Deputy-Surveyor-General, in his route on the Exploring Survey through the Interior Country from the St. Maurice to Tadousac.*

| NAMES OF PLACES. | Latitude. | Variation. | REMARKS. |
|---|---|---|---|
| | ° ′ ″ | ° ′ ″ | |
| Falls of Shawenegan (St. Maurice) | 46 30 00 | 10 00 0 W | |
| Latuque, King's Post | 47 18 32 | 11 10 0 W | |
| Division of the water of the St. Maurice and Ouiatchouan | 47 52 00 | 14 45 0 W | |
| Head of Commissioner's Lake | 48 17 00 | 15 00 0 | |
| Mouth of the Ouiatchouan on Lake St. John | 48 30 15 | 15 45 0 W | Longitude, 72° 10′ by two observations of the transit of the Moon and Mars over the meridian, the watch being regulated for siderial time by previous equal altitudes. |
| Grosse Isle, south side | 48 32 10 | 15 50 0 W | |
| Pointe au Bouleau | 48 29 00 | 15 40 0 W | |
| Mouth of the Metabetchuan, at the King's Post | 48 27 15 | 15 40 0 W | |
| Assuapmoussoin | 48 39 00 | 16 00 0 W | |
| Periboka | 48 51 15 | 16 32 0 W | |
| Rapid of Pemonka, on the River Assuapmoussoin | 49 00 40 | 8 30 0 W | |
| River des Aulnes, above the Portage | 48 21 30 | 15 30 0 W | Attraction east about 7° |
| West of the Presquisle, opposite the River Upikubatch about half way on Lake Tsinogomi | 48 16 54 | 15 50 0 W | |
| Chicoutimi | 48 25 10 | 16 00 0 | Attraction about 4° W. |
| Meadows on the Saguenay, opposite the River Temisticobish | 48 28 00 | 16 15 0 | Partial attraction. |
| Ruisseau La Trinité | 48 21 45 | 16 10 0 | |
| Tadousac | 48 5 55 | 16 23 30 | |
| Port au Parsey | 48 47 50 | | |

As early as 1543*, an expedition was fitted out from Quebec, under the command of Monsieur de Roberval, to explore the river Saguenay; but the ultimate issue of the survey is involved in obscurity, nothing further being recorded on the subject, than the loss of one of the vessels or barks engaged in that service, together with eight men. In 1599, Sieur de Chauvin, by the desire of Sieur de Pont Gravé, made a futile attempt to settle on the Saguenay, and died at Tadoussac in his subsequent endeavours to realize his object†. This part of the country appears, thenceforward, to have been deemed interesting on account of its fur trade only, and in consequence, we find the exclusive right of trading with its natives put up to public sale, and adjudged to Sieur Demaux in 1658. The limits, within which this right was to be exercised, appear to have remained undefined, and a source of difficulties until 1733, when they were described as commencing at the lower end of the Eboulemens, opposite the north-west extremity of Isle aux Coudres, and extending to Cape Cormorant, a distance of about 80 leagues, the St. Lawrence being the boundary in front, and the Hudson's Bay territory in the rear.

NORTH SIDE *of the* ST. LAWRENCE.—§. III. *Territory east of the* SAGUENAY, *to the boundary of the Province.*

The last section of the province, north of the St. Lawrence, remaining to be noticed, is that which extends eastwardly from the Saguenay river, as far as Ance au Sablon, on the Labrador coast, from whence a line drawn due north to the 52d parallel of north latitude, forms the eastern limits of Lower Canada in that quarter. This section occupies a front of about 665 miles on the river St. Lawrence and the gulf, following the curvatures of the coast, which beyond Pointe des Monts, sweeps suddenly round in a deep segment, and imbosoms the island of Anticosti.

The knowledge we possess of this tract of territory is, in a great measure, confined to the coasts, which have been from time to time explored by individuals connected with the fur trade or the fisheries. Below the Saguenay, the mountainous boldness of the north shore gradually subsides in approaching the Bergeronnes, and sinks to a moderate

* Pinkerton, p. 677. † Champlain, chap. vi.

elevation at Portneuf, a trading port established within the grant of Mille Vaches, and situated about 40 miles below the Saguenay. The mountains below this river recede to the distance of 4 or 5 leagues from the immediate borders of the St. Lawrence, leaving a tract of gradual ascent at their base, which was at first supposed to be cultivable, from its exhibiting a rich vegetable border; but it was found upon penetrating into the interior that it consisted of a deep swamp, covered with moss to the depth of nearly 3 feet, and could therefore present no agricultural attractions. East of Portneuf, the shores continue for some miles to preserve a moderate and regular elevation, and in various parts, offer to the eye white cliffs of sand, chequered by tufts of evergreen. Descending towards Pointe des Monts, the altitude of the banks becomes greater, and the characteristic boldness of the north shore is again resumed; but here the mountains to the southward do not yield in height or continuity to those rising to the north, and both shores of the gulf are conspicuously remarkable for their lofty, frowning, and forbidding aspect.

The chief rivers discharging themselves in the river and gulf of St. Lawrence between the Saguenay and Ance Sablon, are the Grande and Petite Bergeronnes, the Portneuf, Missisiquinak, Betsiamites, Bustard, Manicougan, Ichimanipistick or Seven Islands, St. John, St. Austin's and Esquimaux. None of these rivers have been explored to any extent; and the interior of the country remains as yet the undisputed haunt of the prowling wolf and savage bear. It has, however, been traversed in various directions, by Esquimaux and Indians of other tribes, in the pursuit of the martin, the otter, and the beaver; but few facts of much importance have been gleaned from their narratives; and although it is probable, from the geographical situation of the country, and its unpromising appearance, that it is unfit for the purposes of settlement, it were still very desirable and satisfactory that a more accurate knowledge of its locality existed. The possibility of its leading to the discovery of minerals and mines, that might eventually prove of great advantage to the trade of the province, is by no means visionary, as fragments of coal were found in several rivers of that section of territory, by individuals connected with the Indian trade of Labrador.

As far as our information of the face of the country goes, as derived from the natives, it may be described as consisting of rocky cliffs, and rugged hills of no very considerable elevation, variously dispersed over barren plains or thick forests, studded with crooked and stunted pines, birch, firs and cedar. The valleys are generally coated with a thick moss, which usually extends beneath the woods, and is frequently overgrown with a variety of small shrubs, some of which bear quantities of berries; and the country is chequered with small lakes, that are sometimes formed by the melting of snow, and the accumulations of rain water.

There are no roads along the coast; and the only settlement of any consequence to be met with upon it, is that of Portneuf, which is composed of a chapel, 3 or 4 dwelling houses (the most conspicuous of these being the agent's house), and several stores. After traversing the gulf, and dwelling for some time upon the grand but gloomy range of prominent hills that bound the shores of the River St. Lawrence, the eye is agreeably relieved by the aspect of this solitary and picturesque little settlement, wholly unconnected with the civilized world excepting by water communication. It is one of the trading marts of the King's Posts Company, and has been many years established. Below it, at considerable intermediate distances, are the trading posts at Les Isles Jérémie, the Seven Islands and Mingan. At Pointe des Monts, at the mouth of the river St. Lawrence, is stationed the light-house mentioned in a previous chapter describing the St. Lawrence.

Along the coasts of Labrador, extensive fisheries are carried on that contribute to the supplies of the markets of the province, and also to the exports of fish and oil from Quebec. The fisheries of the Gulf are extremely productive, and it is the policy of the colonies to encourage them, as one of the exhaustless feeders of the trade of the country. Their importance has been sensibly felt, especially at Halifax, where an association exists for the avowed purpose of protecting and encouraging the fisheries on the coasts of Labrador, the banks of Newfoundland, and the Gulf of St. Lawrence; and the Assembly of Nova Scotia, in 1825, voted a sum of 1500*l.* to be expended in bounties on vessels, that should pass the equator, engaged in the whale fishery.

Almost the whole of this vast section of country, together with a

considerable portion of that lying west of the Saguenay, is styled the *Domaine*, and comprised under a lease from the crown, granting to a company by the denomination of the King's Posts' Company, the exclusive privilege of bartering, hunting, and fishing within the limits assigned to such domain, or what was originally called in the ordonnances of the time *La Traite de Tadoussac*. At an early period after the formation of French settlements in various parts of Canada, the government of France turned the wilderness of the country to account by farming or leasing extensive waste domains, receiving an annual consideration for the privilege it granted, of a monopoly of the fur trade and fisheries within the boundaries of particular tracts. The tract termed the King's Domain, which formed part of the "United Farms of France," was surveyed between the years 1731 and 1733, and its boundaries are described in an ordonnance of Intendant Hocquart, bearing date the 23rd May, 1733, as follows, viz.:—"By the north shore of the river St. Lawrence, from the lower extremity of the seigniory of '*Les Eboulemens*,' which is opposite the north-east point of the *Isle aux Coudres*, as far as Point or Cape Cormorant, being a front of 95 leagues, or thereabouts, with the *Isle aux Œufs*, and other adjacent isles, islets, and beaches; on the west by a line assumed to be drawn east and west, beginning at the lower extremity of the seigniory of Les Eboulemens, and thence proceeding as far as that height of land where the carrying place of Patitachekoa is situate, in latitude 47° 15′; which Lake Patitachekoa is the source of the river Metabetchouanou, which flows into Lake St. John, the outlet of which is the Saguenay; further to the west, by Lakes Spamoskoutin, Sagaigan, and Kaouakounabiskat, the height of land in latitude 47° 27′, the said Lake Kaouakounabiskat forming other lakes, and the river Ouiatchouanan, which flows through Lake St. John into the Saguenay, which two lakes shall form the boundary of the hunting territory of the rear of Batiscan, and proceeding further westward towards Three Rivers, and in rear by the height of land distant two leagues, or thereabouts, from the little Lake Patitaouaganiche, in latitude 48° 18′; which lake flows through Lake Askatichi into the river Nikoubau, which also receives the waters of Lake Nikoubau; all which lakes and rivers flow into Lake St. John, and thence into the Saguenay, and shall form the

boundary and division between the lands of the domain and the hunting territory of Three Rivers, and of the River du Lievre. Within these limits are included the posts of Tadoussac, Malbaye, Bondésir, Papinachois, the Islets of Jérémie, and Point of the Betsiamites, Chekoutimi, Lake St. John, Nikoubau, Chomonthuane, Misstassins, and rear of Misstassins as far as Hudson's Bay. Lower down the river, the domain shall be bounded by virtue of our aforesaid *Ordonnance* of the 12th instant, by Cape Cormorant as far as the height of land, in which tract shall be included the river Moisi, Lake of the Kichestigaux, the Lake of the Naskapis, and other rivers and lakes which flow into the same."

# CHAPTER X.

## SOUTH SIDE OF THE ST. LAWRENCE.

### § I.—*Country west of the* RIVER CHAUDIERE.

THE highly valuable tract of country embraced in the present section, is bounded to the eastward by the River Chaudiere, to the northward, in front, by the St. Lawrence, and in the rear, by the highlands of the Connecticut, and the parallel of the 45th degree of north latitude, which constitute the southern and south-eastern boundary of Lower Canada, dividing it, in that quarter, from the American states of New Hampshire, Vermont and New York. In superficial extent this tract contains about 13,864 square miles, and includes 17 counties,—Megantic, Sherbrooke, Lotbiniere, Nicolet, Yamaska, Drummond, Richelieu, St. Hyacinthe, Shefford, Stanstead, Missisqui, Rouville, Acadie, Chambly, Beauharnois, La Prairie and Vercheres; and parts of two others, Dorchester and Beauce. It contains one town, numerous villages, and a total population of about 181,000 souls.

To give at once a collective and correct idea of the face and features of this extensive tract, it may be said that, receding from the St. Lawrence in the direction of east and south-east, after passing the almost uninterrupted level of the country, through which flow the rivers Richelieu and Yamaska, the land gradually swells into ridges, becomes progressively more hilly, and finally assumes a mountainous character towards lakes Memphramagog and St. Francis, the country beyond continuing to preserve, more or less, that boldness of aspect to the borders of the Chaudiere and the height of land at the Connecticut's sources. The range of hills traversing Bolton, Orford, &c. appear to be a continuation of the Green Mountains, that form a conspicuous ridge running from south to west, through the state of Vermont. The uniform flatness of what might be called the valleys or plains of the Yamaska and Chambly (Richelieu), is agreeably relieved by the several isolated mountains that rise boldly and conspicuously above the surface, their soaring forms

being distinctly seen, and giving by the various combinations of perspective, as they are viewed from different positions, considerable beauty and interest to the scenery. These mountains are distinguished by the names of Rouville or Belœil, Yamaska, Boucherville, Chambly, Rougemont, and Mount Johnston. As might be expected in so wide an extent of territory, some variety of soil will occur and occasional swampy tracts be found; but the uncultivable tracts bear no proportion to the lands susceptible of a high degree of agricultural improvement. It is profusely watered by lakes, rivers, and rivulets winding through it in every direction. The principal rivers, besides the Chaudière, which bounds the tract to the eastward, are the Becancour, the two branches of the Nicolet, the St. Francis, the Yamaska, the Richelieu or Chambly, the Chateauguay, and the Salmon *. All these have their sources within the province, except the three last, whose waters flow from the other side of the boundary line, the one issuing from Lake Champlain, the others having their rise, as well as several of their branches, on the confines of the State of New York. Numerous other rivers and streams of inferior magnitude, with an innumerable class of tributary waters, also contribute to fertilize the soil, and are very useful to the farmers for various purposes of rural economy. The chief lakes are Memphramagog (which lies partly within our territory and partly within the dominions of the States), Scaswaninipus and Tomefobi, Lakes St. Francis, Nicolet, Pitt, William, and Trout, together with a number of others of inferior note.

Of the rivers, the Richelieu is the only one navigable for steamboats, the minor class of those vessels being able to ascend from Sorel to the basin at Chambly, provided, however, their draught of water do not exceed four feet, and even then there is a cessation of this description of navigation during the low waters about midsummer. The Chateauguay is navigable for a considerable distance above its confluence, for batteaux, the smaller sort of keel boats, and canoes. Large quantities of timber, from Godmanchester and Beauharnois, were formerly conveyed in rafts down this river, but the trade of this article has much diminished since

* See *Topographical Dictionary* of Lower Canada for a further account of these rivers.

the settlements have increased, and it is now comparatively insignificant. Salmon river is navigable for boats to French mills, within the American line. It was up this river that the American force, under General Wilkinson, retreated after the battle of Chrystler's Farm, on the 13th of Nov. 1813. The Nicolet floats batteaux, at all seasons, to some distance beyond the village, and much intercourse is in consequence kept up by the river with the town of Three Rivers, on the opposite shore of the St. Lawrence. Above the village, the Nicolet becomes more or less rapid through both its branches to its sources, presenting nevertheless frequent intervals of gentle current, which may be practised by small flat boats and canoes. The Becancour is a beautiful river, and, like the Nicolet, is navigable a few miles up for batteaux, beyond which it may be ascended to a remote distance by canoes in making a few portages, the longest of which, called the Grand Portage, is one league, avoiding the Great Falls in front of the township of Blandford. This part of the river is remarkably picturesque, and the cascade scarcely yields in magnitude or beauty to the Falls of the river Chaudiere, the scenery of which is so much, and so justly, celebrated for its wild magnificence and romantic attractions. The Yamaska winds through a fertile country for upwards of 90 miles. Its medium breadth is about 400 yards, and its inland navigation of some importance, though confined to batteaux and rafts that can ascend several leagues above its discharge, at the head of Lake St. Peter. The navigation of the Chaudiere is obstructed at its entrance by rapids, and the impediments increase further up the river to the Falls, about four miles from its estuary. Narrowed by salient points extending from each side, the precipice over which the waters rush is scarcely more than 130 yards in breadth, and the height from which the water descends is about as many feet. Huge masses of rock, rising above the surface of the current just at the break of the fall, divide the stream into three portions, forming partial cataracts, that unite before they reach the basin which receives them below. The continual action of the water has worn the rock into deep excavations, which give a globular figure to the revolving bodies of brilliant white foam, and greatly increase the beautiful effect of the fall. The spray thrown up, being quickly spread by the wind, produces

in the sunshine a most splendid variety of prismatic colours. The dark-hued foliage of the woods, which on each side press close upon the margin of the river, forms a striking contrast with the snow-like effulgence of the falling torrent. The hurried motion of the flood, agitated among the rocks and hollows as it forces its way towards the St. Lawrence, and the incessant sound occasioned by the cataract itself, form a combination that strikes forcibly upon the senses, and amply gratifies the curiosity of the admiring spectator. The woods on the banks of the river, notwithstanding its vicinity to the capital, are so impervious as to render it necessary for strangers who visit the falls to provide themselves with a competent guide. Few falls can be compared with this for picturesque beauty. The best view is to the left from a ledge of rocks that project into the basin; from this spot the scene is surprisingly grand. The next point of view is from a parallel ledge behind the former. There is also another good view from the ledge of rocks above the fall, looking down and across the fall and up the river. From the falls, the river may still be called rapid up to its source, although sections of it are navigated by small boats and canoes. The river St. Francis traverses the heart of the southern townships, and opens a communication with them and the United States through the Lakes Scaswaninipus and Memphramagog. The numerous difficulties of its navigation are surmounted by the skill and courage of battaliers and canoemen, who avoid the Falls and stronger rapids by portages at carrying places, and thus, however laboriously, render this water communication available. The sources of the St. Francis, are to be traced to the large lakes of the same name in Garthby and Colraine. In the circumjacent country to these lakes, are found the sources of the largest rivers falling into the St. Lawrence, eastward from the St. Francis, and those flowing into the Chaudiere. Many of the rivers that have not yet been particularized, as the river Beaurivage, the Duchesne, La Tortue, Montreal, &c. are for the most part capable of floating light boats and canoes at certain seasons, the streams, generally speaking, on this shore of the St. Lawrence, being far less broken and rapid than on the other.

The tenure of the lands composing this section of country is two-

fold—feudal and soccage; and the lands held by the one, being so situated as to be distinctly contrasted with those held by the other, we shall first give some account of the settlements of the seigniories and fiefs, and afterwards take into consideration those of the townships.

The feudal grants occupy a superficies of about 3,800 miles, and circumscribe at all points, excepting to the southward, the tract known by the appellation of the eastern townships, having to the east and north-east the seigniories of Nouvelle Beauce, on the Chaudière, to the north and north-west those of the St. Lawrence, and to the westward the seigniories of the Yamaska and the Richelieu, and those composing the fertile tract of seignorial lands lying between the Richelieu and the St. Lawrence, to St. Regis.

In glancing at the settlements of the circuit of country thus presenting itself, those of La Beauce will be found to possess considerable interest, whether we view their advanced and flourishing condition, or their advantageous geographical position, enjoying a climate somewhat milder than the seigniories on the St. Lawrence below Lake St. Peter, and situated on a direct communication with Boston, in the United States, by the Kennebec road, which was effectually completed last autumn (1830), and is already much frequented. By this important route the distance from Quebec to Boston is essentially abridged, and the markets of the capital consequently thrown more easily open to American produce. Through this route, large importations of live stock are made into this province, and the internal trade being otherwise great and increasing, a custom-house officer was appointed at St. Mary's, which is the largest and most flourishing village on the Chaudière. The general character of the land in the seigniories of St. Mary, St. Joseph, Vaudreuil, and Aubert Gallion, is hilly and broken, but the soil is excellent in the aggregate, and very fertile, although light, and in some parts stony. The road along the Chaudière, upon the borders of which are the most improved and oldest settlements, is remarkably good, and presents various points of view extremely beautiful and picturesque.

At the mouth of the Chaudiere, the banks of the St. Lawrence still retain the characteristic boldness, for which they are remarkable at Quebec

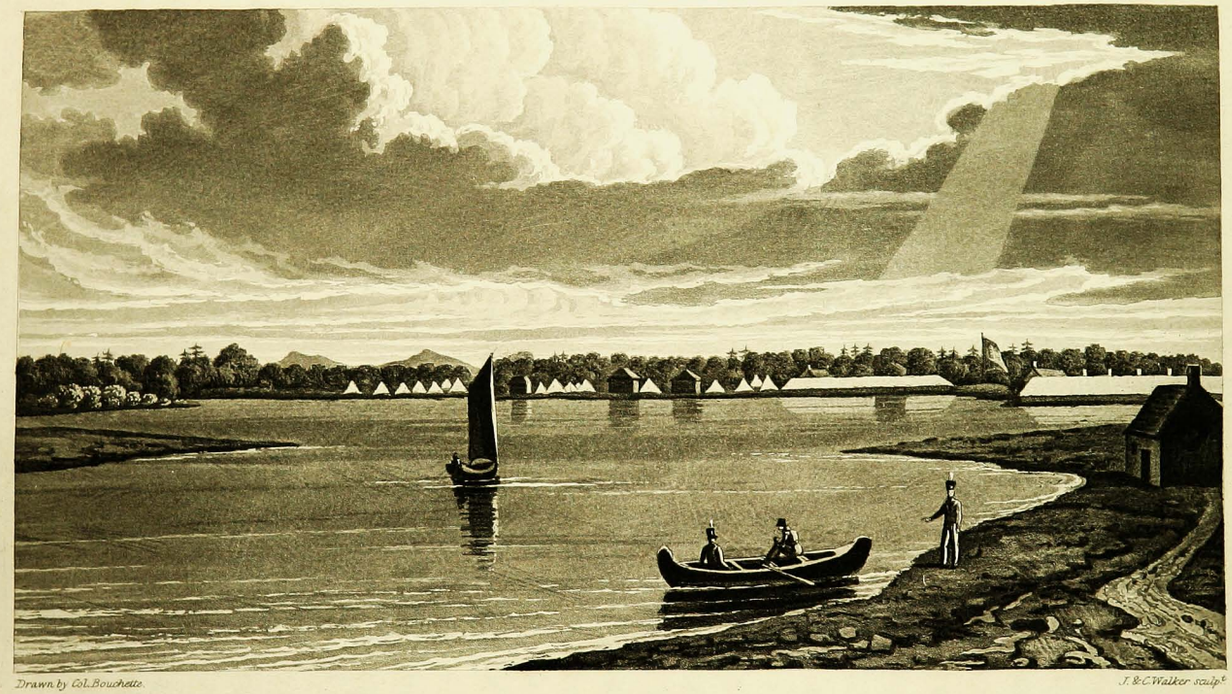
and Point Levy; but proceeding westward, they gradually subside to a moderate elevation, till they sink into the flats of Baie du Febvre, and form the marshy shores of Lake St. Peter. Between the St. Francis and the Chaudiere, the soil and settlements of the seigniories are of various degrees of excellence and prosperity. There are, generally speaking, much larger portions of them yet covered with impervious forests, than undergoing the operations of tillage; but such as are now under process of improvement, yield abundant harvests of every description of grain; and, from the prevailing depth of the soil, would not be unfit for the growth of hemp. Flax is already raised in small quantities for the use of domestic manufactures. A number of the villages are peculiarly well built and prettily situated on the river's banks, at intervals of 3 or 4 leagues, a bright tin-spired church, invariably figuring a pleasing and conspicuous object in the landscape of a Canadian village.

The villages more worthy of note are those of De Lotbiniere, Becancour, St. Gregoire, Nicolet, St. Antoine, and St. Francis.

At Nicolet, a college was long since established by the late catholic bishop of Quebec, Monseigneur Plessis, which holds the third rank in the province among institutions of a similar nature. It has of late years been placed under the management of the royal institution, but continues under the immediate direction and tutorage of the catholic clergy, though with some modifications.

The foundations of a new college were laid a few years ago, to the eastward of the existing one, exceeding by far the dimensions of the present building; but from the magnitude of its scale, its completion is likely to take up several years. Such an institution, in the heart of the province, cannot be too highly appreciated, and must spread its beneficial influence broadly, and disseminate through an extensive district, the advantages of education.

The rich and luxuriant plain, lying between the Yamaska and the St. Lawrence, and traversed centrally by the Richelieu, completes the circuit of French grants, described as confining the eastern townships. Of this tract, the only lands held in free and common soccage, are those of the townships of Hinchinbrooke, Hemmingford, and Godmanchester,



Drawn by Col. Bouchette. J. & C. Walker sculp.t

*Isle aux Noix in the River Richelieu.*

most of the lands of Sherrington, being held *en roture* by *censitaires* of La Salle. The exuberance of the crops raised in this fertile tract of country, justifies the appellation it bears as the granary of Lower Canada; since it not only affords subsistence to a dense and large population, but is the principal source whence the export wheat is derived for the British markets. The most prevalent quality of soil, is a deep rich mould, consisting chiefly of clay, in some places combined with a black earth and marl. The lighter soil is generally to be found along the rivers Chambly and Yamaska, and bordering the St. Lawrence. If any degrees of fertility, can properly be distinguished in one section of this valuable tract, over another, the seigniories in the vicinity of the basin at Chambly, seem entitled to the superiority: such are Chambly, Blairfindie, and Longueuil, that enjoy a climate several degrees milder than the seigniories on the St. Lawrence, and even sensibly milder than the fruitful country lying below them, on the Richelieu river. The main roads, following the banks of the several rivers, are very good in general; but the stage routes from St. John's, through Blairfindie, to La Prairie, or by Chambly to Longueuil, are exceedingly bad, and the latter in particular, when traversing the swamp between the villages of St. Joseph and Longueuil. By these two roads is kept up the communication with the United States, the intercourse with which is carried on, without cessation, at all seasons, rendering Chambly, Blairfindie, and La Prairie, great thoroughfares; and largely contributing to the encouragement of trade and business, and a consequent increase of the settlement and population of those places, and others situated on that route. The village of La Prairie on the north shore of the St. Lawrence, about 8 miles from the city of Montreal, has the advantage of any other village of the province, as regards the extent of its trade and population. The streets are more defined, the buildings more contiguous, and not unfrequently two stories high, and many of them covered in tin; tradesmen of every order, mechanics and shopkeepers, are to be seen in every direction, and much activity appears to prevail every where. The constant arrival and departure of steam boats and stages, contribute to enliven the place, and produce an almost ceaseless bustle and novelty of scene, occa-

sioned by the coming and going of strangers, from the States, or from Canada.

The village of St. Joseph is inferior to La Prairie in extent, but its locality is probably superior, situate as it is on the broad and beautiful basin of Chambly, at the head of which the impetuous stream of the river St. John's makes a last and violent struggle to leave its contracted bed, and dilating at the foot of the rapids, into an expansive reservoir, flows afterwards in a gentle current, through an unbroken channel, to its junction with the St. Lawrence at Sorel. Upon the rapids above the basin are situated the large corn-mills built by the late Hon. Colonel de Salabery and Samuel Hat, Esq., the respective seigneurs of West and East Chambly. The excellence of these mills, 7 in number, and working a total number of 24 sets of mill-stones, has induced the inhabitants of remote parts of the surrounding country, to bring their wheat thither yearly for grinding. Below Chambly basin, the sluggishness of the stream precludes the possibility, with any prospect of advantage, of building mills of this description, and in consequence wind-mills are more frequent and are to be seen in almost every parish of the Richelieu. The river Yamaska offers several excellent sites, where mills have been erected by the seignors of St. Hyacinthe, St. Ours, and the seigniories lower down.

If the scenery about Quebec command our admiration for its boldness, sublimity, and grandeur, that of the Richelieu will no less do so for its champaign and picturesque beauties. The eye here dwells with peculiar delight, on the frequent succession of rich and fruitful fields, luxuriant meadows, neat and flourishing settlements, and gay villages dispersed over this beautiful plain, and adorning the banks of the Richelieu, the Yamaska, and the St. Lawrence; whilst the towering mountains of Rouville and Chambly, Rougemont, Mount Johnson, and Boucherville, are seen soaring majestically above the common level, the monarchs of the vale. The Table Rock, at the summit of the cone, or *Pin de Sucre* of Rouville mountain, has been established to be 1,100 feet above the level of the river. Its access is extremely tedious and difficult; but none will look back to their fatigues with regret, when they behold from its exalted pinnacle, the most enchanting panoramic

view, and the most extensive scope of country, that can be embraced at once from any spot in Lower Canada. Beneath the spectator, lies the magnificent valley from which the mountain rises; and winding amidst its numerous beauties, he can trace the Richelieu from its outlet from Lake Champlain, to its confluence with the St. Lawrence, which is also discovered at various points, till its surface is distinctly disclosed opposite Montreal. The city and mountain of Montreal are very clearly seen to the westward. To the eastward, the prospect is partially intercepted by one of the hills forming the group collectively called the Rouville mountain. With the aid of a telescope, the town of Three Rivers can be descried, in clear weather, to the N.E., and to the southward the settlements of Burlington, on Lake Champlain, in the state of Vermont, at the respective distances of about 60 and 70 miles from the spectator.

The town of William Henry, or Sorel, is very pleasantly situated at the confluence of the Richelieu, Sorel, or Chambly River (known by each appellation,) with the St. Lawrence, on the site of a fort built in the year 1665, by order of Monsieur de Tracy, similar to those erected in the neighbourhood of Montreal, &c. as a defence against the incursions of the Indians, and which received its name from Sorel, a captain of engineers, who superintended its construction; but its modern appellation it derives from our august sovereign, in honour of whom it was called William Henry, at the time His Majesty, in early life, visited that distant section of his vast empire. The plan of it covers about 120 acres of ground, although at present the number of houses does not much exceed 200, exclusive of stores, barracks, and government buildings. It is laid out with regularity, the streets intersecting each other at right angles, and having in the centre a square, 170 yards on each side; the dwelling-houses are of wood, substantially and well constructed, but the protestant and the catholic churches are both stone buildings: there are eight principal streets, that are named after different branches of the royal family; the whole population is about 1500 souls. Before the town, the bank of the Richelieu is from ten to twelve feet high, having near the point two or three wharfs; the river is here 250 yards broad, with from two and a half to five and a half fathoms of water. On the opposite shore there are convenient places for building vessels, and

some of large tonnage have been constructed there; but latterly this branch of trade has not been so much attended to here as it used to be, notwithstanding the accommodations for carrying it on, would induce a belief that great encouragement would be given to it. A small distance from a little rivulet to the southward of the place is a blockhouse and an hospital, and a little further on a neat cottage or lodge, with out-houses, gardens, &c. called the Government-house, serving as an occasional residence for the Governor in summer, and sometimes for the commanding officer of the troops stationed here, usually one or two companies of infantry. The present town of Sorel was begun about the year 1785, when some loyalists and disbanded soldiers settled there; and it still continues to be the residence of many old military servants of the crown. Some trade is carried on here, but not so much as might be supposed its situation at the junction of two navigable rivers would command: the timber trade, the export of grain from this part of the country, and the interchange between the American states, might be extended to a considerable amount, and apparently with many advantages.

The seigniories of Sault St. Louis, La Salle, Chateauguay, and Beauharnois, and the townships of Sherrington, Hemmingford, Hinchinbrooke, and Godmanchester, together with the Indian lands, occupy the westernmost angle of the province on the southern shores of the St. Lawrence, and form a tract in no respect inferior to the fertile country of which we have just spoken, enjoying a climate equally mild and salubrious, a soil rich and excellent in the aggregate, whilst the land, which is abundantly watered, rises in general from the front in gradual swells, clothed with hard timber, to the province line, bounding that tract in the rear. These seigniories are remarkably well settled and, excepting Beauharnois, have by far the greater proportion of their lands improved upon: the great superficial extent of Beauharnois is likely to leave it open for some years longer, to the reception of new settlers. The village of Beauharnois, on the shores of Lake St. Louis, consists of about 40 houses, one third of which are stone, and many two stories high. It is well situated, and offers a convenient stopping-place for the steam-boat plying between the cascades and La Chine, which takes in here its daily supply of wood.

The townships of Hemmingford, Hinchinbrooke, and Godmanchester, after having, for many years, been left to the despoiling occupation of unauthorized settlers, were placed under the superintendency of a vigilant and zealous agent *, under whom the settlements have grown into strength, prosperity, and consequence; whilst the judicious plan of government location proved the means of *effectively* providing for a numerous class of industrious emigrants and others, who are now reaping the fruit of the bounties of the crown. Hemmingford Mountain, otherwise called Covey's Hill, in the township of Hemmingford, has about the same perpendicular elevation as the Rouville Cone, and commands also an extensive horizon, in which are distinctly discovered the Montreal Mountain, the Pinnacle and Mansfield Mountains, and several other prominent features of the country. Its northern ascent, though somewhat abrupt, is rendered easy by the windings of the path, which is the only avenue traced to its summit.

Resuming the subject of the eastern townships, it will be found that, in the tract of country known by that name, 98 whole townships and parts of townships have been at different times laid out and subdivided by actual survey, and that about ten more remain to be admeasured and erected by letters patent, to complete the internal division of the tract. Very few, if any, of the townships thus surveyed, can be said to be wholly destitute of settlers, although by far the greater number present but unconnected and partial settlements thinly scattered over the country. The townships most settled are Ascot, Eaton, Compton, Hatley, Stanstead, Barnston, Barford, Potton, Sutton, Dunham, Stanbridge, Farnham, Brome, Bolton, Orford, Stukeley, and Shefford, which form the mass of townships on the frontier of the province, about Lake Memphremagog and the forks of the St. Francis. On Craig's Road the townships of Ireland, Leeds, and Inverness are the most populous and improved; and on the St. Francis, Shipton, Melbourne, Wickham, Grantham, and Upton.

The main and, indeed, the only roads leading from the heart of these townships to the older settlements, are Craig's Road, which, from its inter-

* Mr. Bowron.

section of the St. Francis at Shipton, is open to the settlements of St. Giles; the East and West River Roads of the St. Francis, leading from Sherbrooke to the Baie St. Antoine, on Lake St. Peter; and the road through Hatley, Stanstead, Potton, Sutton, St. Armand, Dunham, and Stanbridge to the settlements of the Richelieu River. By this latter road, are opened several avenues into the state of Vermont, with which a constant intercourse is kept up. Same parts of Craig's Road are almost impassable, owing to swamps and windfalls, and particularly so between the settlements of Leeds and those of Shipton. Of the roads along the St. Francis, that on the eastern bank is the best and most generally used in summer, the other is practised preferably in winter. The worst section of the summer road lies between the seigniory of Courval and the house of a farmer, by the name of Spicer, a distance of six miles. Of this distance, four miles are called the *Savanne*, which during the wet season is dangerous and frequently impracticable. The bogs in the southern quarter of Simpson are also very bad for about half a league, but they are not of a shaking nature, from the firmness of the substratum. The road through Potton and Sutton is very rugged, broken, and otherwise bad. The minor public roads connecting the settlements of the townships circumjacent to Ascot are numerous and, generally speaking, much better, as having the advantage of receiving more frequent repairs from the settlers, to be found in greater numbers on their borders, this quarter of the tract being more closely inhabited.

Labouring under the weighty disadvantage of the want of good and convenient roads communicating with the principal market-towns of the province, the prosperity of the eastern townships can only be attributed to the enterprise, industry, and perseverance of the inhabitants, who, considering merely the mildness of the climate, the advantages of the soil, and the locality, boldly entered the wilderness originally, and have now the gratification of seeing around them, corn-fields of unrivalled luxuriance, thriving farms, and flourishing villages. The town of Sherbrooke contains about 50 dwelling-houses; it occupies a high position on both banks of the River Magog, at the forks of the St. Francis, and its settlements are connected by a bridge; the old court-house and jail are on the Ascot side. As the seat of jurisdiction of the district of

St. Francis, it is a place of general resort; besides being, as it were, the emporium of the township trade, or rather (as the head of the present navigation of the St. Francis), the place of transit through which the chief part of the township produce is conveyed to the market-towns, or elsewhere. The chief articles of trade are grain, pot and pearl ashes, and likewise horses, horned cattle, sheep, and other live stock.

At some distance from Sherbrooke, remarkably well situated, is Belvedere, the residence of the Honourable W. B. Felton, the proprietor of large tracts of land in Ascot and other townships, and the original promoter of the settlements of that section of the province. The surrounding positions command a delightful circuit of scenery, in which nature and art alternately share the homage of our admiration. The bold ridge of Orford and Bolton Mountains, and the high conical hill in Potton, called Owl's Head, from its singular formation, are seen in the horizon to the west and south-west; and in more remote perspective is discovered the conspicuous cone of the Pinnacle Mountain, St. Armand. To the eastward the gay spires and flourishing settlements of Eaton, and to the north of these the woodless front of the Bald Mountain, and to the south and south-east the beautiful and picturesque settlements of Compton, beyond which the majestic highlands of the Connecticut bound the view.

Stanstead village is the next in the scale of consequence, although in point of neatness it takes precedence of Sherbrooke. The buildings are generally more regular and tasty, many of them two stories high, and several are built of brick. The style of building throughout the townships, is very different from that followed in the French settlements of the province, and borders considerably, if it is not absolutely similar, to the American style, in the adjoining state of Vermont. Indeed, when we come to contrast the system of agriculture, as well as the plan of building, pursued in the townships, with those adopted in the seigniories by Canadian farmers, we find a striking dissimilarity, and can easily trace the analogy of appearance that prevails between the township settlements and those of the American frontier. That the American agricultural system has the advantage of the Canadian, is, we believe, generally admitted, and to this the superior produce of the township lands seems to bear abundant testimony. The domestic cleanliness usually to be met with in the houses of the inhabitants is such as

to characterise them for that virtue; whilst domestic manufactures of every description, introduced in the country, such as homespun cloths and linens, diaper, &c., are evidence of their industry: some of the cloths and linens are of a tissue and texture, not much inferior to the common description of imported British cloths and Irish linens.

In the other townships, whose names have been previously mentioned, a number of pretty villages and hamlets are dispersed, that enliven the aspect of the country, and form, as it were, so many points whence the collective energy of the inhabitants, fostered by the aid of society, extends its influence to the surrounding country, and encourages a degree of industry that, ere many years, will convert dense forests into fertile fields.

The route to St. Armand lies across the townships Potton and Sutton, and part of the county of Richmond, in the state of Vermont. This tedious route being passed, the village of Frelighsburg is seen delightfully situated at the base of the St. Armand's Mountain, in a fair and picturesque valley, the Pinnacle rising boldly behind it to the eastward. It consists of a church and 50 dwelling-houses, about a quarter of which number is built of brick, two stories high. The village and the mountain embellish each other reciprocally; the prospect from the Pinnacle borrowing much interest from the gay settlements below it, whilst the village itself is beautifully set off by the lofty hill, that forms a magnificent back-ground to the landscape. From the summit of Pinnacle Mountain one peculiarity, in the splendid and comprehensive view it presents, is remarkable in the prospect southward, where the Vermont hills and settlements are traced to their union with the mountains and settlements of Lower Canada, with which they are blended, as it were, under the eye of the observer, being merely divided by an imaginary line of latitude that defines the dominion of the respective powers.

The several roads to Phillipsburgh, on Missisqui Bay, in St. Armand, are tolerably good, and exhibit a pleasing variety of landscape as they wind round the base of hills, and pass over gentle acclivities. The settlements are in a flourishing condition, and the country agreeably diversified by frequent hillocks and rich swells of land. The village is neat and pleasantly situated upon the eastern shores of the bay, on the public communication between Lower Canada and the United States.

On Stone by C. Hagbe

Sketched by Col.a Bouchette.

KILBORN'S MILLS, STANSTEAD, L.r CANADA & THE UNITED STATES SETTLEMENTS, North

South of the Province Line — Lat 45 N

W. Day Lith.r to the King 17, Gate St. Lincs Inn Fds

Turning from this section of the eastern townships to the more northerly parts, the settlements of Ireland, Leeds, and Inverness will be considered with some interest, from the rapid progress they have made within the last few years. Those of Drummondville, on the St. Francis, will probably be found to elicit still more our surprise, from their present state of advancement. The lands composing them were granted to officers, non-commissioned officers and privates of disbanded corps of royal veterans, who commenced their settlements, under the direction and superintendence of Lieutenant-Colonel Herriott, C. B., an officer no less distinguished for his services during the late American war, than for his zeal in forwarding the interests and prosperity of this veteran colony. The small village of Drummondville is situated in the township of Grantham, on the banks of the river St. Francis.

In dismissing the consideration of this part of the country, we would remark the broad and conspicuous distinction existing between two classes of the people of the same province, in a small comparative extent of territory, as betwixt the inhabitants of the seigneurial settlements and those of the townships, differing as they do in their language, their religion, their habits, their systems of agriculture, the tenure of their lands, and partially in their laws. The prevalent language in the townships is English, the tenure of the lands, free and common soccage, and the laws by which lands descend by inheritance, are English. The French idiom is universal in the seigniories, the tenure of the lands, feudal, and the law of descent by which property is governed, is prescribed by the custom of Paris.

## SOUTH SIDE *of the* ST. LAWRENCE.—§ II. *Country east of the* RIVER CHAUDIERE *to the west bounds of the* DISTRICT OF GASPE.

This section of Lower Canada is bounded to the north-west by the St. Lawrence, which forms an extensive front of 257 miles, and to the south-east by the highlands dividing the British from the American territories in that quarter. These highlands are situated, at their nearest point, 62 miles, perpendicular distance from the St. Lawrence; but, in approaching the river Chaudière, they diverge southerly, to the sources of the Connecticut. The superficial extent of this tract of country is

about 18,802 square statute miles, and its population about 65,430 souls, chiefly occupying the borders of the St. Lawrence to the lateral depth of 9 miles, and the banks of the river Chaudière.

Of the above-mentioned superficies, however, a considerable section lies in a sort of temporary abeyance, arising from the claim set up by the government of the United States of America, to the dominion of a tract exceeding 6,000,000 of acres. The merits of this claim were succinctly taken into consideration in the first chapter of the present volume; but the recent decision of the umpire to whom this important international question was referred, having since come to light, we feel called upon to take notice of it in this place, although it is understood that neither power interested in the reference, has acquiesced in the award.

The line of boundary prescribed by the King of Holland, as adjusting the claims of Great Britain and the United States in this part of the American continent, appears to be, as far as we are informed, a continuation of the meridional line from Mars Hill (up to which point both nations are agreed) until it strikes the river St. John; thence up the middle of that river to the mouth of the St. Francis, a river falling into the St. John from the northward; thence up the St. Francis, about 18 miles; thence on a line due north or west to the table-land along which the Americans claim the boundary; and finally along that table-country to the highlands of the Connecticut. By this irregular line of boundary a tract of territory of about 1,530,000 acres is cut off from Lower Canada, and the river St. John exhibits the strange and inconvenient characters, of belonging in part to one power exclusively, and in part to another exclusively, whilst another section of the same stream is under the common dominion of both powers. The boundary is also liable to the momentous objection of approaching too near the banks of the St. Lawrence, and even the capital of British North America; and the separation, that the American claim evidently tended to effect, between the Canadas and the seaboard provinces, is not only as substantially produced by the awarded boundary, but the "wedge," besides being driven in between New Brunswick and Lower Canada, is calculated also to sever the eastern section of the latter province from the western, and thus become equally dangerous, as affecting the integrity and safety of the colonies.

The award of the umpire—dictated, no doubt, by a sincere desire of doing impartial justice to the high parties concerned—is in fact *a compromise;* and we apprehend that the question of reference did not contemplate a decision upon that principle, but was confined to the mere declaration of *what was the boundary intended and meant by the treaty of* 1783. It was in the spirit of that treaty alone that the rule of decision was to be sought for, and not in abstract theories of equity; although the matter, if decided even upon the latter principles, properly understood, must have led to a different determination, from the obvious advantage the award pronounced would, if acceded to, give to the American over the British interests. It were idle to enter here into a repetition of arguments that have been so often urged and exhausted; but the justice of the British claim, and its paramount importance as connected with the preservation of the British North American colonies, cannot be too often or too emphatically enforced; and we vainly endeavour to view the possible surrender of the tract in question, to a foreign state, in any other light than that of the first step towards the loss of those fine provinces.

Putting aside the assumptions of the American government, and viewing that tract of country as it now actually stands, forming part of the province of Lower Canada, we shall consider the Mars Hill highlands as constituting its bounds to the southward, and describe its geography accordingly.

The face of the country, though abounding with extensive valleys and flats, is decidedly hilly; but it is neither so boldn or so mountainous as the country on the opposite banks of the St. Lawrence. The land generally rises in irregular ridges from the borders of the river, towards the rear, and attains, in general, a considerable elevation at the distance of 10, 15, and 20 miles from the front, forming at its height the verge of a broad and extended tract of table-land of gentle descent towards the River St. John, beyond which it reascends again, and acquires a superior degree of altitude, towards the sources of the Allegash, merging in the range of highlands that are a continuation of the Connecticut range, stretching eastwardly, and winding round the sources of the rivers falling into the Atlantic, and those flowing into the St. Lawrence, and the St. John, in the opposite direction.

This vast tract of territory is very well watered by numerous rivers and lakes, and their tributary waters, that flow through the soil in multifarious ramifications. Of the rivers, the largest are the St. John and its principal branches, the Madawaska, Etchemin, Du Sud, Le Bras (a branch of the Du Sud), Ste. Anne, Ouelle, Du Loup, the Green River, Trois Pistolles, Rimouski, and the Great Mitis and Matane rivers. The chief lakes are those of Metapediac, Mitis, Temiscouata, Long Lake, and the Eagle Lakes; but others of inferior magnitude are frequent, and these in general, as well as the larger lakes, abound with a variety of excellent fish.

From the high grounds of Lauzon, opposite Cape Diamond, a general and gradual declivity eastward is perceptible along the St. Lawrence as far as the River du Sud, beyond which the immediate banks of the river are moderately elevated for a considerable distance down. The River du Sud takes its source in the hills to the S.W., and winding in a general north-easterly course for about 30 miles, through a level, rich, and fruitful plain, discharges itself into the St. Lawrence 35 miles below Quebec. The richness of the harvests in the luxuriant valley it traverses had long acquired to it a reputation as the granary of Lower Canada, but it is now supposed to yield in fertility to the lands on the Richelieu river. Its scenery is soft and beautiful in the extreme. The village of St. Thomas stands on the N.W. shore of the River du Sud, near its junction with the St. Lawrence. Viewed from Chapel Hill, which lies about 3 miles to the S.W., it appears to great advantage, a conspicuous object in one of the most enchanting prospects to be seen in the province. From the insulated altitude of the rock, the spectator commands a beautiful panoramic view of the surrounding champaign country, which is in a high state of cultivation, and chequered with frequent farmhouses and extensive barns, whose dazzling whiteness is agreeably contrasted with the rich verdure or maturer hue of the field, and the luxuriant foliage of the elm. To the N. and N.E. the broad stream of the St. Lawrence is displayed in all its grandeur, the eye being able from this one point to survey its expanded surface above and below for a total distance of nearly 40 miles. The villages above St. Thomas, and particularly St. Michel and St. Vallier, are remarkably picturesque,

Drawn by Col. Bouchette.

J. & C. Walker sculp.t

Harrowers Distillery & Mill on the River Trois Saumons.

and their locality peculiarly advantageous, as they are seated on the banks of the St. Lawrence, upon some agreeable eminence, and on the borders of an excellent road.

At Ste. Anne's, 24 leagues below Quebec, are first to be met with those insulated cliffs which characterize the scenery about Kamouraska. They are composed of granite, and generally rise in abrupt slopes, presenting rugged faces, thinly clad with dwarf trees. The highest of these hills is Montagne Ste. Anne, which from its towering elevation, not much unlike that of Rouville Mountain, peers above the fine country at its base. The access to its summit is precipitous and craggy, but the toils of the explorer are amply rewarded by the varied beauty of the prospect. Like Chapel Hill, near St. Thomas, it rises amidst fertile fields; but the features of the circumjacent country exhibit rather more of the varieties of hill and dale, swelling into gentle slopes, or occasionally springing up into conical hills of the same description as the Ste. Anne's Mountain, though much inferior in altitude. To the eastward the spectator views the beautiful village and settlements of River Ouelle, towards the west those of St. Roch des Annais: to the southward runs a bold but not very high ridge, skirting the most luxuriant fields; whilst to the northward the St. Lawrence, ever a conspicuous object in Canadian scenery, is seen proudly rolling its broad stream to the ocean, along the base of the stupendous range of mountains on the opposite shore.

At the eastern base of the mountain, very agreeably situated upon an eminence, are the small village of Ste. Anne's, the parish church, the parsonage-house, and a large stone college, 3 stories high, occupying an elevated, romantic, and very salubrious spot. To the zeal of the Rev. Messire Painchaud, the curate of the parish, in promoting the benefits of education, is entirely due the foundation of this interesting institution; and the liberal principles by which it is to be governed are in accordance with the enlightened spirit of the age, and such as to extend its advantages to the youth of all denominations *.

The populousness of the seigniories upon the southern bank of the

* Vide *Topographical Dictionary,* "Ste. Anne."

St. Lawrence, below Point Levi, had for some years pointed out the necessity of such a college; but some want of unanimity relative to the spot most eligible for its construction,—whether it should be Kamouraska, River Ouelle, or Ste. Anne,—and a deficiency of funds, retarded the execution of the project, until the vigorous measures pursued by Messire Painchaud led to the judicious selection of the beautiful site the college now occupies, and to its immediate construction subsequently.

The parishes on the borders of the St. Lawrence, below Ste. Anne's, are River Ouelle, Kamouraska, St. Andrew's, River du Loup, Cacona, Isle Verte, Rimouski, and Matane. Mitis, which intervenes between Rimouski and Matane, constitutes no parish of itself, but is attached to the one or the other of these. The parishes above Bic, or from Cacona inclusive, are very populous, the farms in a good state of cultivation, the soil generally excellent in its varieties, and the inhabitants in every respect easy and comfortable. One principal road, running along the river's bank, connects the whole line of flourishing settlements; whilst others, called *routes*, lead to the interior concessions and parishes, and are intersected by other front roads running parallel to the main road on the St. Lawrence's border. The roads are in general kept in good repair, and the bridges thrown over the rivers and streams are neat and substantial. At River Ouelle and River du Loup, tolls are exacted for the passage of the bridges, which are moderate enough at the latter place, but considered too high at the former.

River Ouelle and Kamouraska are the most populous villages below Ste. Anne's; and of these two Kamouraska enjoys a superiority in point of magnitude as well as situation. Both villages contain several very neat dwelling-houses, the residences of the principal inhabitants of the respective places; a few shops, and two or three good taverns. At River Ouelle is established at the mouth of the river a very productive porpoise fishery, held by several individuals in shares. Kamouraska, 90 miles distant from Quebec, is celebrated in the province for the remarkable salubrity of its atmosphere, which enjoys all the invigorating properties of sea air, arising from the breadth of the St. Lawrence, which is here upwards of 6 leagues, and the perfect sea salt of the waters. Kamouraska is now the chief watering-place in Lower Canada; and, as such, is the resort

of numerous visiters, of the first rank and respectability, during the summer months. The seignior of this highly valuable estate, Pashal Tasché, Esq., occupies the manor-house, which is very pleasantly situated at a short distance east of the village, near the borders of the St. Lawrence, at the foot of a well wooded ridge that shelters it from N.E. winds, and enhances the beauties of the situation.

The seigniory is wholly settled, and indeed the redundant population occupies part of the waste lands in its depth. The front, which is generally low, abounds in those rich natural meadows to be met with in some of the parishes above, affording abundant wholesome pasturage, and enabling the farmer to produce large quantities of butter, much esteemed for its excellence in the Quebec market. The islands in front, besides embellishing the landscape, are used as the sites of extensive fisheries, the chief of which is that of the herring. Between these islands and the main shore, schooners find a safe strand at low water.

East of Kamouraska, the country continues for some distance singularly diversified, by abrupt and insulated hills, whose craggy and almost barren faces are usually contrasted with well cultivated fields. The church of St. Andrew's is first seen from the westward to emerge very prettily from behind two of these cliffs. Two leagues below St. Andrew's, Temiscouata portage strikes the main road; and about a quarter of a mile west of it stands an inn, kept by Madame Perron. The land rises here very near the river in a steep ascent to an elevation of from 150 to 200 feet, the road running by the houses at the foot of the bank, although the fields and enclosures are upon the hill, the access to the summit of which is difficult, and subjects the farmers to some inconvenience when driving their cattle to the grazing-grounds.

The portage of Temiscouata is 12 leagues long, and traverses the country from the shores of the St. Lawrence to Lake Temiscouata. Through this communication lies the mail route to Frederickton, St. John's, and Halifax; and hence may be formed an opinion of its importance, and of the consequent expediency of improving it, to render the intercourse more easy and expeditious between the eastern and the western parts of the British colonies. It was first opened in 1783, but has since undergone, from time to time, considerable repairs; and more

recently a sum of 500*l.* was expended in its amelioration, under the direction of commissioners and the immediate superintendence of Mr. Wofle, adjutant h. p. of the 60th regiment. The road penetrates a wilderness, and is irregular and winding in its course, in order to avoid, as often as practicable, the hills that present themselves on the direct route. There is a good bridge across River du Loup, and small bridges over the minor streams, so that waggons may now pass through without interruption.

About 6 miles from the entrance of the portage, and half a mile above the mouth of the River du Loup, is the saw-mill and extensive timber establishment of Henry Caldwell, Esq., where that branch of Canadian trade is carried on upon a large scale. The mill is connected with the estuary of the river by a *dalle* or aqueduct, through which deals are transported from the mill to the basin, where schooners are laden with them. Several square-rigged vessels have also taken in cargoes of timber here; but the operation of loading can only be performed by means of scows or flat boats, the shallowness of the water rendering it necessary that ships should lie out at a considerable distance, where they are much exposed to the winds, although the anchoring-ground is sufficiently good.

The parishes of Cacona, Isle Verte, and Trois Pistolles present themselves next in order after River du Loup. Their settlements do not extend far beyond the river or front range, which exhibits neat farm-houses, large barns, and extensive enclosures that bear evidence of a good soil and industrious cultivation. After traversing these seigniories, we come to that part of the road called the Rimouski or Nine-league Portage. It is but partially settled, and the rugged aspect of the rocky ridges to the north and south of it render it a gloomy section of the road. These ridges form a valley whose breadth at its western entrance is nearly 2 miles; but tapering towards its eastern extremity, its width is contracted to not more than 800 yards. It is 27 miles long, and comes out over the bold and broken mountains of Bic, where it becomes excessively hilly, presents a series of abrupt cliffs and craggy hills, from the aspect of which, the eye is much relieved by dwelling on the mellowed landscape that offers itself in the well-dispersed settlements of

Rimouski. After passing the steep and broken high grounds of Bic, the banks of the St. Lawrence become of a moderate varying elevation, excepting at Grand Mitis, where they rise abruptly about *Anse aux Snelles.* The public road is not open beyond *Anse au Coq*, a distance of 4 leagues below the church of Rimouski, and follows in its bearings the sinuosities of the river, having on its borders comfortable farm-houses and well-cultivated fields. It passes at Father Point, a spot of much beauty, remarkable as the place of residence of most of the pilots of the St. Lawrence, several of whom are in affluent circumstances. Below *Anse au Coq* no proper road exists; but the beach is frequented as such, and the communication kept up with Mitis and Matane by that medium. The locality admits of the opening of an excellent road at trifling expense; and there is no doubt that the making of such a road would be an important encouragement to the settlements of that section of the province.

The grand river Mitis discharges itself 24 miles below Rimouski into *Anse aux Snelles*, an expansive estuary, which is easily forded at low water. Mr. Larrivé's dwelling-house and establishment stand at the mouth of the river, across which *booms* are extended to retain the deals turned off from the saw-mill, situated about two miles and a half higher up, occupying a most advantageous site. At the foot of the falls that are used in working the mill, the river forms an almost circular basin, bounded by a perpendicular rock of about 200 feet, excepting to the eastward, where the ground is woody but of equal elevation. The mill itself is awfully situated on the deep inclination of the falls, and the uproar of its rapid machinery, the loudness and beauty of the cascade, combine with the peculiar wildness of the scenery, to render the spot extremely romantic. The proprietor of this mill is generally a large timber contractor; and vessels usually receive their cargoes at Mitis, where they may lie at anchor off *Anse aux Snelles*—somewhat exposed, however, to the force of the tides and stress of weather.

From Grand to Little Mitis, the distance is only 6 miles; but there is no regular road connecting both places, the communication being kept open merely over the beach, along which a proper road might easily be traced. The banks of the river are of a moderate elevation, rising in

slopes by no means too precipitous for tillage, and possessing a light but fertile soil. The chief settlements of the seigniory of Mitis are situated at Little Mitis Bay, upon a rocky point, having to the N.W. the St. Lawrence, and to the S.E. the deep bay which receives the waters of Little Mitis River. The lands in the vicinity of the bay consist of a light but good soil, whose properties are improved by the sea-weed which abounds along the shores, and is profitably used as manure. Extensive salmon and herring fisheries are set up in the bay S. E. of the point, which yield an abundance of both articles for the Quebec market, where they generally meet with ready sale. Halibut and cod are also taken off and in the bay, where seals are to be seen in great numbers at ebb tide, basking on rocks in all directions. From the depth and breadth of Mitis Bay, its position and soundings, it will probably be found to offer essential advantages as a roadstead for vessels bound up or down the river, whether to take in a pilot or to discharge one. The opening of Kempt Road from Grand Mitis to Lake Metapediac, and thence to Ristigouche, was an undertaking of great moment to that part of the province; and at the same time that it will add to the means of communicating with New Brunswick and Gaspé, it will give an additional impulse to the settlements in the lower section of the district of Quebec.

The parish of Matane lies about 30 miles below Mitis, from which it is separated by a total wilderness. The intercourse between both places is kept by water only, or sometimes, but with considerable difficulty, by the beach. The banks of the river are almost uniformly low, and the surface of the country so level, as to offer combined facilities in making a road to connect the settlements. The timber, consisting chiefly of evergreen woods, is generally diminutive upon the skirts of the forest; but, receding from the river, the trees increase in magnitude, and the rising grounds are clothed with a more sturdy growth of hard woods. The tract of country lying between Mitis and Matane possesses all the advantages necessary to render it fit for the reception of a large colony of emigrants, and from its situation is peculiarly adapted to that purpose. The soil is sandy towards the front, but it becomes richer in the interior, if the quality of the timber be a faithful indication of the character of the land. The rivers Blanche and Turtigoo and other inferior streams flow

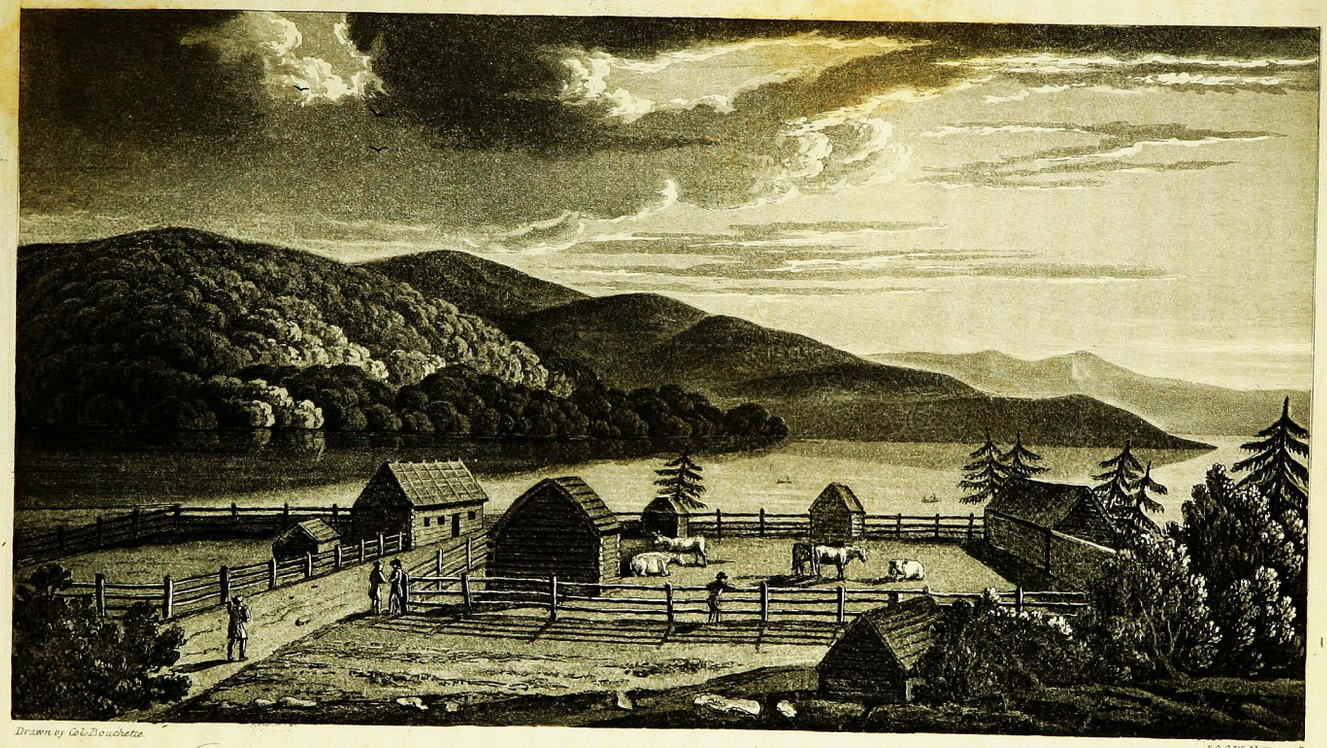
through it, and discharge themselves in the St. Lawrence. At the mouth of the river Blanche an excellent mill-site presents itself, and several others are to be met with on the rivers and rivulets by which this tract is so amply watered.

The chief settlements of Matane occupy both banks of Matane River, and extend about one mile above its mouth. They may be said to cover a superficies not exceeding 600 acres of cultivated land, and to contain a population of about 300 souls. A wooden church stands a few perches to the east of Mrs. M'Gibbon's manor-house, and at some distance below it is built the seigneurial mill, on a small creek. The settlements of Matane are but partially seen from the river, as they are situated rather inland, and in some measure concealed by a singularly bluff point or mound that rises abrupt and isolated to the westward of the river's entrance. A sand-bar across the mouth of the river obstructs its navigation at low water, but schooners ascend as far as the manor at high tide, a distance of eight or ten rods: further up are the rapids, which offer a propitious situation for mills, and also contribute to adorn the scenery, which is picturesque and interesting. These rapids are stated by Indians to be the only impediments to the navigation of the river, the course of which is uninterrupted beyond them. The soil of Matane is composed of a thin light bed of sand upon a rich substratum of marl, which produces excellent crops. There being no regular road along the front of the seigniory, the beach, a beautiful firm sand, is used as the highway at low water, the accumulation of drifted timber above high-water mark, rendering the communication by land impracticable at any other time. A few wretched habitations are scattered along the beach as far as the eastern extremity of the seigniory, below which are the settlements of Cape Chat and St. Anne's, at the respective distances of 27 and 36 miles from Matane.

Of the country in the rear of the settlements on the southern shore of the St. Lawrence, below Quebec, much has been said, as offering an extensive field for colonization. The River St. John, flowing from its source to its confluence with the Madawaska, in a course nearly parallel to the St. Lawrence, traverses the tract longitudinally, a distance of about 132 miles, presenting an almost uninterrupted boat navigation the whole

of this distance, and thus forming a grand base for the erection of a double range of townships, for the reception of the redundant population of the old French grants, and the extensive emigration that takes place annually from the mother country to these provinces. The proximity and relative situation of these lands, with the flourishing settlements of the St. Lawrence, would greatly tend to accelerate the advancement of their settlement, inasmuch as roads of communication might very easily be opened at various points between Quebec and River du Loup, it being well ascertained that a favourable locality presents itself for this purpose from L'Islet, Ste. Anne's, and other places, whence a good road might be constructed across the country to connect the St. Lawrence and the St. John's, besides the route in actual existence, by Temiscouata.

The settlements of the fiefs Madawaska and Temiscouata at the south-eastern extremity of the portage have made much progress since 1823, when Alexander Fraser, Esquire, the chief proprietor of these fiefs, first established his place of residence at the village of Kent and Strathern, on the borders of Lake Temiscouata. The lake is about 23 miles in length, varying in breadth from half a mile to two and a half miles, with a considerable depth of water. Its landscapes are remarkably romantic, bounded as it is to the eastward by a bold shore, rising to the elevation of mountains, the highest of which are Mounts Lenox and Aubigny. On the slope and at the base of the former, large quantities of excellent lime-stone are found, that supply the settlements of Madawaska, below the lake, with that useful material, which is also to be found in abundance, though inferior in quality, on the western shore, in the vicinity of the settlements. There is no doubt that the condition of the Temiscouata portage, and of the post-route to Frederickton and St. John's, must in a great measure depend on the progressive advancement of the settlements at the lake, by which the thoroughfare would be increased, the communication familiarized, and the roads kept in better repair. On a stream near the village, Colonel Fraser has erected corn and saw mills that are of great moment to the inhabitants. The lake and the rivers abound with a variety of excellent fish, the largest and most abundant species being called the Toledo, taken in the river to which it has given its name, and also in various parts of the lake. The settlement at the junction of the



Drawn by Col. Bouchette. J. & C. Walker sculp.

Long's Farm on Lake Temiscouata, at the extremity of the Portage.

Madawaska and the St. John's is largely supplied with it from Temiscouata, whither the inhabitants come up to kill it with the line and hook.

Besides the settlements that are scattered along the portage and other parts of the New Brunswick communication, and those to be found in some of the townships, the tract of country in the rear of the French grants below the River Chaudière is an absolute wilderness. Only a small portion of it has, comparatively speaking, been admeasured and subdivided into townships; and of such townships as have been laid out in whole or in part, namely, Cranbourne, Frampton, Buckland, Ashford, and Ixworth, the most forward in improvements and population is Frampton, whose settlements are rapidly increasing, and are now in a very flourishing state: the others have generally a few scattered settlements in the front ranges skirting the older grants.

## SOUTH SIDE OF THE ST. LAWRENCE.

### § III.—District of Gaspé.

The district of Gaspé is the only section of Lower Canada of which a general description remains to be given. The peninsulated tract of country so called lies between the parallels of 47° 18′ and 49° 12′ north latitude, and between 64° 12′ and 67° 53′ west longitude. It is bounded by the River St. Lawrence to the north, by the Gulf to the east, south by the Bay of Chaleurs, and by the district line dividing it from Quebec to the westward. It therefore enjoys the advantage of an extensive coast, which, including the shores of the numerous bays that indent it, may be about 350 miles, extending from Cape Chat round to the head of Ristigouche Bay. Its greatest width, from north to south, is about 90 miles.

The imperfect knowledge of the natural divisions of this district existing some years antecedently to the present period had led to the belief that it was traversed centrally by a ridge of mountains terminating at Cape Rosier; but it would appear, upon further and more accurate observation, that the central parts of the peninsula exhibit the aspect of

an elevated valley, having to the north a range of hills skirting the St. Lawrence, and another to the south, at no very remote distance from the shores of the Ristigouche River and the Bay of Chaleurs. In this valley is found a series of lakes, from whence most of the rivers flowing northward into the St. Lawrence, and southward into the Bay of Chaleurs, take their sources.

The face of the country is, generally speaking, uneven; in some parts it is decidedly mountainous, and the valleys, which are often irregular and broken, are occasionally intersected by deep ravines; but the mass of the lands is nevertheless perfectly adapted to agriculture. With the exception of some of the higher hills, that are thinly clad with a diminutive growth of timber, the country is very well wooded, the forests chiefly consisting of maple, beech, birch, pine, larch, white cedar, spruce, and hemlock; but there is a scarcity of oak, and what there is of it is inferior in size and quality.

From Port Daniel to Maria, a distance exceeding fifty miles, along the Bay of Chaleurs, the land, to the depth of about ten miles from the shores, is composed of a friable red clay soil, covered with a thick coating of vegetable mould, easy of cultivation, and producing the finest crops. This description of soil appears, as far as observation goes, to predominate in the district; excepting on the River Ristigouche, where the lands are marked by a superior degree of richness. There are on the Ristigouche many valuable spots of excellent meadow and interval land, and several good tracts on the shores of the Gulf, at Pabos, Grand and Little River, L'Anse au Beaufils, Mal Bay, Douglas Town, and Gaspé Bay.

The soil in many parts of the district is considered particularly suitable to the culture of hemp, but the infant state of agriculture, the want of mills and machinery for preparing the plant after it has been reaped, and the inability of the grower to bring forward a sufficient quantity to form an object of speculation and of export, have hitherto prevented the trial being fairly made. Flax is successfully cultivated, and raised in a proportion adequate to the wants of the inhabitants in their domestic manufactures.

The district of Gaspé is divided into two counties, Gaspé and Bonaventure, and nominally subdivided into ten townships and seven sei-

gniories and fiefs; but the townships have not yet been accurately defined, and serve merely to describe situation. There are also two other classes of descriptive names; the one derived from the rivers or bays on which different settlements have been formed, the other from distinctive appellations attached to particular places by the Roman Catholic clergy. No part of the district has yet been regularly erected into parishes.

The chief rivers by which the district is watered are the Ristigouche, that partly bounds it on the south, the Pscudy, Goummitz, Guadamgonichoue, Mistoue, and Matapediac, which fall into the Ristigouche; the Grand and Little Nouvelle, Grand and Little Cascapediac, Caplin, Bonaventure, East Novel, and Port Daniel, that discharge themselves into the Bay of Chaleurs; Grand and Little Pabos, Grand and Little River, and Mal Bay River, flowing into the Gulf of St. Lawrence; the River St. John, and N.E. and S.W. branches, that fall into Gaspé Bay.

There are numerous lakes in the interior; but that part of the country being only very superficially explored, their exact position is not known. It is ascertained, however, that they, as well as the rivers, abound with a variety of fish, and that salmon, at one period very abundant in the rivers, has since several years become almost extinct.

The roads in the district of Gaspé are few and very bad, and indeed the various settlements would be wholly without the means of intercommunication but for *bridle* roads—that is, such as may be travelled on horseback—or the beach, which is in many places used as the highway. From River Novel to Port Daniel, where the country is most thickly settled, a tolerably good road of that description is opened, that may be travelled part of the way by wheel-carriages. Beyond Port Daniel the road has been traced and opened to Percé, and, although traversing a thinly settled country, is, together with other roads of the district, about being materially improved out of the funds appropriated for that object by the legislature of the province. The road acts * have hitherto been so much disregarded as to create a just degree of dissatisfaction; and the restriction, on the other hand, of the duties of the Grand Voyer to certain sections of the district, to the exclusion of others, such as Gaspé Bay, is

* 36 Geo. III. chap. 9; 48 Geo. III. chap. 25.

a considerable drawback upon the improvement of its internal communications.

The deserted state of the country from Cape Chat round to Gaspé Bay has exposed the victims of shipwreck, so frequent along that inhospitable coast, to the greatest sufferings and distress; and the Gaspé commissioners in 1820 wisely suggested in their report, the expediency of opening roads and establishing post-houses at public expense along that shore of the river and gulf of St. Lawrence, by which the unfortunate might find some relief. The sum of 5000*l.*, including 1000*l.* already appropriated for the purpose by the legislature, was considered by them sufficient to accomplish so humane an object, on granting the lands on the road to actual settlers as soon as it would be opened.

"The roads which would be of the most immediate use are as follow; that is to say, from Gaspé Bay across the peninsula to Griffin's Cove, on the St. Lawrence, about ten miles; from Lake Matapediac to Grand Mitis, on the St. Lawrence, twenty-four miles*; from the source of the Ristigouche to the River St. John, about thirteen miles; a road from the Basin of Gaspé to Percé, over ungranted lands, about twenty-four miles; from Percé to New Carlisle, over the intervening ungranted lands, about twenty-four miles; from New Carlisle to Carleton, about nine miles, over ungranted lands; from Carleton to Ristigouche, twelve miles, over ungranted lands; from Mitis to Cape Chat, sixty-six miles; from Cape Chat to Fox river, one hundred and five miles; and from thence to Griffin's Cove, about six miles. It is to be observed, that, from Cape Chat downwards, there are several places where it would be necessary that the road should pass behind the mountains, and in some places there may be interruptions from ravines and gullies. These roads it would, at first, only be necessary to open in a rough manner; that is to say, about 22 feet wide, 12 feet of which to be clear of impediments (which might cost about 10*l.* per mile, as paid by the commissioners of internal communications in the district of Quebec for work of a similar description), leaving them to be hereafter improved by

* This road has since been properly opened under the authority of an act passed by the provincial legislature, and is now one of the most important communications in that quarter. It is called the Kempt Road.

the grantees occupying the adjacent land, as provided by the act 36th Geo. III. chap. 9. Those roads upon which it might be expedient to establish post-houses at an early period might be done with more particular care. A line of posts from that district to Quebec must, for the above as well as other manifest reasons, be of essential advantage to travellers, as well from Gaspé and Chaleurs Bay, as to those arriving from parts beyond the sea, who, on making the coast, might find it preferable to proceed by land to Quebec. From Grand Mitis to Quebec the road is already opened; and for that part of it which is near Mitis, the country is indebted to the public spirit of John Macnider, Esquire, of Quebec, who, at his own private expense, has cut several practicable parts of the road over points of land between Rimouski and Mitis, by which means the communication with the latter place is not only opened, but materially shortened. This road is connected with that opened from Rimouski to Trois Pistoles, in virtue of an act for improving the internal communications *."

There are three seigniories, Magnache, Pabos, and Grand River, the first and last of which are partially settled, the second not at all. The residue of the lands in the district is held in free and common soccage. The front ranges of the soccage lands are in several places settled, or in progress of amelioration, along the whole of the Bay of Chaleurs, a considerable distance westward up the river Ristigouche, and eastward as far as Gaspé: a few settlers have commenced improvements in the second ranges on the Bay of Chaleurs.

The population of the district, by the census of 1825, was given at about 5000 souls; and it may at present be computed, from correct data of increase, at 7,677. This population is chiefly situated between Point Mackarel and Ristigouche, and on the borders of Gaspé Bay. There are besides about 400 Indians of the Micmac tribe domiciliated at Ristigouche and Cascapediac, who are not included in the above statement.

The principal and indeed the only villages are those of Carlisle

* Commissioners' Report, 1820. The Honourable Mr. Justice Taschereau and Colonel Juchereau Duchesnay were the commissioners in question, under the 59th Geo. III. chap. 3. The secretary to the commission was Robert Christie, Esquire, and the land-surveyor Joseph Bouchette, junior, Esquire, D. S. G.

and Percé, at each of which there is a jail and a court-house, where the provincial courts and courts of general sessions of the peace are held. The courts are also held at Carleton and at Douglas Town.

The inhabitants of this district, during the earlier period of its settlements, chiefly derived their subsistence by fishing and hunting; but these resources having in some measure failed, they have more generally turned their attention to agriculture, and have succeeded so well, that they now stand in little need of those supplies they were accustomed to import. Their lands yield good harvests of wheat, barley, pease, oats, and potatoes; excellent green crops, such as turnips, carrots, &c.; and the meadows produce hay in great abundance. The usual time for sowing is May, and the reaping-season September. The Canadian breed of cattle is that most generally raised by the farmers, but its condition had for a long time been neglected, in the pursuit of other objects foreign to rural economy, and the various species had degenerated. Some enterprising individuals have, however, imported superior kinds from the United States, New Brunswick, and even from Europe, and a stimulus has thus been given that has since produced a very perceptible improvement in the department of stock-farming.

"The district abounds with lime, particularly Gaspé Bay, the north shore of which is from its entrance, including Cape Gaspé upwards, a series of capes and precipices of the best limestone. In the Bay of Chaleurs it is not so abundant, the coast in that part of the district exhibiting a chain of low capes of a red sandy stone, similar to that description of stone called pudding, which by the action of the sea and weather falls and crumbles into fine gravel and sand. At and near Percé, in certain spots, the capes appear to be partly of variegated marble, and are composed of marine petrifactions. In New Carlisle, at the distance of three or four miles from the sea-side, at a small lake, is a bed of shell marl, said to be of a superior kind *."

Indubitable indications of coal-mines have been traced in the vicinity of Gaspé Bay, on the shores of which, and at Paspebiac in the Bay of Chaleurs, are found a variety of valuable pebbles, such as cornelian,

* Evidence of Robert Christie, Esq. before the committee on the crown lands, Lower Canada.

agate, and jasper, susceptible of the highest polish, and rivalling in beauty the precious stones of the same description from India.

The climate of Gaspé, although the situation of the district is upwards of one degree north of Quebec, is not much, if at all, more rigorous than that of the other parts of Lower Canada bordering the St. Lawrence. The thermometer ranges from $\frac{0}{20}$ in winter, to 80 in summer, in the shade, the severity of the cold being generally tempered by the waters of the expansive bay, and the heat of summer moderated by a regular sea breeze in the morning and land wind at night. The skies of the bay of Chaleurs are serene, and its atmosphere is pure and clear, the fogs, so prevalent on the coasts of New Brunswick and Nova Scotia, being almost unknown in the bay, past the entrance of which they are seen rolling in dense volumes, but they very rarely impair the brightness of the heavens.

The staples of the trade of the district are fish, oil, timber and furs; and of these the two former are by far the most abundant articles of export. Of the fisheries the cod is the most extensive. It commences in May, and terminates in October, and is chiefly carried on in open barges of 18 feet keel, manned by two fishermen, who daily put out about 3 or 4 miles from shore to cast their lines. The cod fishery likewise employs small craft that venture out to greater distances than the barges, and fish for several days together on the neighbouring banks. There are about 15 vessels of this description belonging to the district managed by a complement of from 6 to 10 men each, thus employed for about 2 months in the summer season. Of the first-mentioned class of fishing boats or barges, there were in 1820, 680; but this number is now much augmented. The cod fisheries of Gaspé employ about 1800 * persons of both sexes, of whom about 500 are men who go thither for the season, from the parishes in the neighbourhood and below Quebec. The whole product of the cod fishery may be estimated at about 50,000 quintals of dried, and 10,000 quintals of green fish, with about 20,000 gallons of cod oil, which are exported to Quebec. The herring and salmon fisheries are the next in degree of importance, or at least produce. About 4,000† barrels of the former, smoked as well as pickled, are annually shipped to

* Commissioners' Report, 1820. † Idem.

Quebec, and about 2,000 * of the latter, which is a considerable diminution upon the produce of former years, attributable to the deficiency of proper regulations, restricting the time of fishing to certain seasons, and otherwise regulating the mode of taking the salmon. This fishery is carried on by persons practically unconnected with the cod fishery, and its supplies are exported to Quebec, Halifax, and the West Indies.

The whale fishery gives employment to 5 or 6 large schooners, manned by from 8 to 10 men each, who are extensively engaged in this branch of the fisheries during the summer months. The produce is from 18,000 to 20,000 gallons of oil, which are chiefly exported to Quebec; and the total number of persons occupied in the fishery, whether in taking the whales or preparing the oil, amounts to nearly 200. The whale fishery particularly merits the attention of the legislature. By encouraging bounties to secure the adventurer against the serious loss consequent upon an unsuccessful voyage, the number of vessels employed would soon be considerably increased, and this important branch of trade so effectually carried on by the hardy inhabitants of Gaspé district as to compete, in some degree at least, if not rival, that of our American neighbours, who are now almost in the exclusive enjoyment of it, and carry on their enterprising fisheries at the very mouths of our bays and harbours.

Upwards of sixteen square-rigged vessels are annually employed in the export of dried fish to the south of Europe. Most of these vessels are built in the district, and are of the first class of merchants' ships. Upwards of fifty small vessels are constantly, during the summer months, employed in the coasting trade, and from thence to Quebec, Halifax, and the West Indies.

The lumber trade of the district has only commenced since 1815 or 1816. In 1818, four vessels sailed from thence, laden with timber. In 1819 and 1820 this number had much increased; and in the years 1825 and 1826, about 60 sail of vessels were engaged in the trade, and carried away about 750,000 feet of pine timber †. The vast quantities of pine

* Commissioners' Report, 1820.

† J. Crawford, Esq. From this gentleman's able answers to a series of queries, proposed by me, relative to the district of Gaspé, I have derived considerable information.

timber growing in certain parts of the district render this branch of trade susceptible of great augmentation. It is carried on to a far greater extent on the opposite shore of the bay of Chaleurs that lies within the province of New Brunswick; and indeed frequent instances are found of inhabitants of that province coasting over to the Gaspé side, and carrying away, in defiance of the authorities of the district, large quantities of pine of great value. The prosecution of the timber trade is attended with a variety of advantages to a certain class of the people of the district, inasmuch as it gives them employment during the suspension of the fisheries in winter, at which season the Chantiers are always opened, and the timber prepared for market the following spring. The provisions of the lumber act did not extend to the bay of Chaleurs and Gaspé in 1821, and we are not aware whether its operation has yet been extended to that district.

There is a resident judge at Gaspé, whose jurisdiction is limited to suits involving a demand of 20*l.*; and this jurisdiction is reduced to one half in cases of process against real property; nor can the provincial judge legally issue writs of *capias* or attachment against the body of debtors. This very circumscribed jurisdiction of the court of king's bench at Gaspé has for some time been a subject of complaint by the inhabitants of the district, from the remote distance of the superior courts of the district of Quebec, to which they are compelled to resort to prosecute claims exceeding 20*l.* in amount. The administration of the criminal law of the district is more satisfactory, courts of quarter sessions being regularly holden in four different places in the district.

"The bay of Gaspé, and particularly the *Bay des Chaleurs*, are susceptible of the most improved agriculture, and have in this respect a decided superiority over the island of Newfoundland and the islands in the Gulf. The improvement of the district will principally depend on the attention which its inhabitants bestow on the culture of the soil and the encouragement they may find in its pursuit. The fisheries may occasionally fail, and the consequent decline of trade would materially prejudice the district, unless it contain within itself sufficient resources for its own subsistence. For the establishment of emigrants, no part in

Canada offers such immediate resources of livelihood as may be derived from the fisheries. It is a fact worthy of notice, that in the year 1816, when the lower parts of the province were afflicted with a famine from the destruction of the harvest with frost, no such inconvenience was experienced at *Paspebiac*, nor at any other place within the level tract above-mentioned *."

The Magdalen islands †, in the Gulf of St. Lawrence, are annexed to the district and county of Gaspé. They contain a population of nearly 1,000 souls, chiefly French Accadians and Catholics. Eleven English and five Irish families are settled among them, all of whom derive their principal subsistence from the fisheries. Beyond the cultivation of potatoe gardens, agriculture seems wholly unknown on the islands; but natural meadows and pasturing grounds are common, and afford wholesome sustenance to a tolerable proportion of live stock. The inhabitants are in general remarkably hale and healthy, light in complexion, with flaxen hair. They are cheerful in character, and the females remarkably modest and ingenuous. The highest range of Fahrenheit's thermometer has been marked at 76°. It has been also observed that the islands are devoid of reptiles of any description; and that besides the fox, already noticed as inhabiting the islands, rabbits are likewise to be found‡. There are two churches on the islands and a parsonage-house for the resident missionary.

The fisheries of these islands are of considerable importance, but they could no doubt be rendered of much greater moment by judicious encouragement, inasmuch as their situation and locality materially favour their increase. An extensive description of fishery formerly carried on was that of the sea cow, an unwieldy fish, resembling the toad in form and colour, with a head something like an ox. They were generally taken in great numbers, sometimes 300 at a time, in large *echouries* or strands, where they used to collect on the various islands; but they have

* Commissioners' Report, 1821.

† For their number and geographical position, &c. vide *Topographical Dictionary*.

‡ For these interesting particulars we are indebted to the Reverend Messire Béland, a gentleman of the Roman catholic clergy, who has resided there as missionary for some time.

deserted these places of resort, owing, as is supposed, from the well-known timidity of the animal, to the incautiousness of unskilful fishermen, the too frequent approach of boats, or the indiscreet use of fire-arms in shooting them in their strands, where they were generally surprised whilst asleep. The immense produce of the sea cow fishery rendered it an object of considerable interest and profit; and it is much to be lamented that so valuable a branch of the St. Lawrence fisheries should have been neglected and discontinued.

## CHAPTER XI.

### Climate of the Canadas.

AMERICA possesses a climate peculiar to itself. The temperature of its atmosphere, under the different degrees of latitude, from the equator towards the poles, is not to be deduced from the atmospheric temperature of places situated under the analagous circles of latitude on the ancient continent; and it would, therefore, be very fallacious to judge of the climate of Quebec or that of York, the capitals of Lower and Upper Canada, by those of Poictiers and Florence, although the latter places are situated in the same average latitude as the former. But what are the immediate or remote causes of the peculiarities of the American climate has not yet, we believe, been very satisfactorily demonstrated, though the subject has led to much philosophical speculation, and formed the ground-work of certain meteorological theories.

Hence it is supposed *, that the poles of the globe and the isothermal poles † are by no means coincident, and that, on the contrary, there exist two different points, within a few degrees of the poles, where the cold is greatest in both hemispheres. These points are believed by Dr. Brewster to be situated about the 80th parallel of latitude, and in the meridians of 95° east and 100° west longitude. The meridians of these isothermal poles he considers as lying nearly at right angles to the parallels of what might be called the meteorological latitudes, which, according to his theory, appear to have an obliquity of direction, as regards the equator,

* Dr. Brewster.

† These poles appear to approximate very near to the magnetic poles of the earth, and this near coincidence led Dr. Brewster to suppose that they might have some other connexion besides their accidental locality. "If so—if the centres of greatest cold be also precisely the centres of magnetic attraction, and if, from some unknown but necessary connexion, they are always coincident, then *we derive, from the known motion of the magnetic poles,* an explanation of some of the most remarkable revolutions that have taken place on the surface of the earth."—*Edinburgh Encyclopædia, article Polar Regions.*

something like the zodiac. Thus the cold circle of latitude that passes through Siberia would be the same that traverses the frigid atmosphere of Canada. This theory, which appears to us extremely rational and strongly supported by facts, would go some length towards explaining the causes of the gradual decrease of the severity of cold in the south of Europe, and lead us to the conclusion, that eventually the cold meridian of Canada may work its way westward, and leave that part of America to an enjoyment of the same temperature as those European countries situated in corresponding latitudes.

That the temperature of the air is modified by agricultural operations cannot be denied, but that these operations should of themselves be capable of producing the changes that are known to have taken place in the course of ages in Europe,—where formerly the Tyber used to be often frozen, and snow was by no means uncommon at Rome; when the Euxine Sea, the Rhone, and the Rhine were almost every year covered with ice, of sufficient thickness to bear considerable burthens,—it is scarcely possible rationally to admit: and, indeed, the meteorological observations, as far as they go in Canada, serve rather to disprove than to establish the fact.

The rigour of the cold in North America has also been ascribed to the vast extent of the continent towards the arctic pole, to the superior elevation of the land, to the immense height and continuity of its mountains, the vastness of its forests, &c.; but we believe, that although these causes, admitting the facts to be all true *, might tend to augment the frigor of the atmosphere, they seem insufficient of themselves to produce the wide discrepancy that marks the temperature of corresponding latitudes in Europe and in America.

The inhabited parts of the two Canadas lie between the 42d and 48th degrees of north latitude, and if not influenced by other considerations than their distance from the equator and the pole, should enjoy the climate of central and southern Europe. But it is otherwise: and

* The stated fact, however, that the American continent stretches farther north than Europe and Asia is incorrect; Captain Franklin, in his polar expedition, having coasted the arctic seas upwards of 600 miles, and established that continental America does not much overreach the 70th degree of north latitude.

however the beautiful skies of that portion of America may be salubrious, the atmosphere is impregnated with a considerable degree of cold in winter, and its frigidity is of much longer prevalence than would naturally be inferred from the geographical position of the country. The summers are likewise warmer; and it is perhaps correct to say, that generally, the maximum of heat, and the maximum of cold, are both greater than in European countries in the same latitude. The range of temperature is, nevertheless, very sensibly felt between the two points we have mentioned; for, in proceeding up the St. Lawrence, whose course is nearly N.E. and S.W., the climate becomes considerably milder, and adapted by degrees to the growth of fruits that thrive but in warmer atmospheres. For instance, at Quebec, in latitude 46° 48′ 49″ north, apples are produced in plenty, but the peach and the grape are not cultivated with any success; at Montreal, latitude 45° 30′ north, the orchards yield apples and pears of very superior flavour; grapes are matured to great excellence, and peaches with care also arrive at perfection: at York, latitude 43° 43′ north, and in the Niagara and western districts of Upper Canada, still further south, all these fruits are found in the greatest luxuriance, and attain the highest perfection: the peach, the nectarine, and the grape seem here to have found their native soil, and are produced in the richest profusion. Wheat, barley, rye, maize, oats, and in fact almost every species of grain are cultivated in both Canadas with every possible success, the climate being well calculated to bring them to maturity. In cold countries vegetation is necessarily rapid, and in Lower Canada it is not unusual to see the fervor of a vernal sun unfold the foliage of the forest in great luxuriance, in the short space of a fortnight; indeed 24 hours are known to have produced astonishing changes in the appearance of the woods. In Upper Canada, where the suddenness of the transition from winter to summer is not so great, the budding and blowing are rather more gradual than in the lower province, and the summers are there several weeks longer, and the winters consequently shorter. The relative temperatures of both provinces will best be seen by the following table, which is calculated from meteorological observations, taken simultaneously in Lower and Upper Canada, nearly at the most southern points of either province.

## No. I.

*Table showing the Highest, Lowest, and Mean Temperature of each Month, in Upper and Lower Canada, during the year* 1820. *Latitude about* 42° *north in Upper Canada, and latitude* 45° *north, or thereabouts, in Lower Canada.*

| 1820. | THERMOMETER—FAHRENHEIT. | | | | | | WEATHER. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UPPER CANADA. | | | LOWER CANADA. | | | UPPER CANADA. | | | LOWER CANADA. | | |
| | Maximum. | Minimum. | Mean. | Maximum. | Minimum. | Mean. | Clear. | Rain or Snow. | Cloudy. | Clear. | Snow or Rain. | Cloudy. |
| | | | | | | | days | days | days | days | days | days |
| January | 48 | −20 | 18.17 | 33 | −23 | 11.14 | 13 | 8 | 9 | 23 | 4 | 4 |
| February | 50 | 8 | 23.87 | 40 | −29 | 10.69 | 11 | 10 | 7 | 21 | 3 | 5 |
| March | 52 | 0 | 26.94 | 47 | −26 | 12.13 | 21 | 8 | 2 | 25 | 3 | 3 |
| April | 83 | 40 | 59.70 | 81 | 9 | 48.91 | 23 | 3 | 4 | 25 | 3 | 3 |
| May | 92 | 40 | 67.32 | 92 | 30 | 67.84 | 22 | 5 | 4 | 23 | 4 | 4 |
| June | 97 | 57 | 77.51 | 95 | 55 | 76.34 | 22 | 8 | | 26 | 2 | 2 |
| July | 103 | 60 | 81.37 | 103 | 62 | 82.23 | 25 | 3 | 3 | 26 | 3 | 2 |
| August | 99 | 55 | 73.24 | 100 | 58 | 74.7 | 21 | 5 | 5 | 16 | 12 | 2 |
| September | 92 | 33 | 64.45 | 90 | 30 | 59.16 | 21 | 5 | 4 | 18 | 8 | 5 |
| October | 74 | 28 | 48. | 55 | 9 | 32.24 | 13 | 8 | 9 | 16 | 5 | 8 |
| November | 54 | 10 | 34.53 | 40 | −13 | 17.44 | 11 | 14 | 7 | 14 | 7 | 10 |
| December | 41 | −2 | 25.43 | 43 | −21 | 11.94 | 11 | 12 | 8 | 23 | 2 | 5 |
| For the year | 73.8 | 25.72 | 48.37 | 68.25 | 11.75 | 42.1 | 214 | 89 | 62 | 256 | 56 | 53 |
| For the summer months, June, July, August | 99.66 | 57.33 | 77.37 | 99.33 | 58.33 | 77.54 | | 34 snow | | | 21 snow | |
| Winter months | 46.33 | −4.67 | 22.49 | 38.66 | −24.33 | 11.25 | | 55 rain | | | 35 rain | |

From the preceding table a tolerably correct idea may be formed of the comparative merits of both climates, but it is to be regretted that we are not in possession of a complete series of similar observations anterior to 1820, and from that period up to the present time. Whether such observations exist we are not aware, but of their importance, in an agricultural as well as philosophical point of view, there can be no doubt, since the labours of the husbandman are in a great measure governed by aerial phenomena, whilst the inquiries of the meteorologist proceed upon the authority of recorded facts; and inasmuch as there are peculiarities in the climate of America, whose causes are not fully investigated, the great utility of accurate meteorological journals becomes manifest.

We are not, however, wholly without data, relative to the climate of the Canadas, for a period of upwards of 30 years back, and although they are furnished from partial observations, they serve to show, that the progressive opening of the country has not so powerful an influence upon the temperature of the atmosphere as is generally supposed, but that its chief tendency is to lengthen the summer, and thus abridge the duration of winter. That the gradual removal of the forests, to make room for open fields, contributes to augment the summer temperature is undeniably true, since it is well known, that the atmosphere itself is not heated by the direct rays of the sun, but that its warmth springs from the earth, and that the degree of this warmth is entirely governed by the quantum of heat absorbed through the earth's surface. The progressive settlement of the country may then be expected to benefit the climate, by its throwing open to the direct action of the sun a more extended surface of territory; and this benefit, it may be observed, will be the more sensibly felt at night, from the earth's having imbibed a sufficient quantity of caloric to temper the coolness of the air between the setting and rising of the sun. In an agricultural point of view, such an improvement in the climate of Canada will be of great moment, as the coldness of the nights is generally the cause of blight in tender fruits and plants; and from its equalizing the temperature, probably render the climate capable of maturing fruits that are indigenous to warm countries.

## No. II.

*Mean of the Thermometer at* 8 *A. M. for the month of July, during twenty years, from* 1799 *to* 1818, *as observed by the late Rev. A. Spark, D. D.*

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| July, 1799 | 66.87 | July, 1804 | 72.19 | July, 1809 | 60.00 | July, 1814 | 60.45 |
| — 1800 | 66.70 | — 1805 | 67.93 | — 1810 | 59.16 | — 1815 | 65.87 |
| — 1801 | 66.51 | — 1806 | 65.96 | — 1811 | 65.32 | — 1816 | 58.65 |
| — 1802 | 68.35 | — 1807 | 75.18 | — 1812 | 62.16 | — 1817 | 62.19 |
| — 1803 | 69.38 | — 1808 | 73.35 | — 1813 | 51.41 | — 1818 | 64.00 |

Hence the warmest of these years, during the month of July, was 1807, the coldest 1813.

## No. III.

*A View of the extremes of Heat and Cold at Quebec, for ten years, beginning with the year* 1800 *.

| Extreme Cold. | | Extreme Heat. | |
|---|---|---|---|
| | ° | | ° |
| 1800—January 29 | 6 | July 6 | 96 |
| — 30 | 4 | — 8 | 92 |
| 1801—January 4 | 10 | July 31 | 89 |
| February 13 | 10 | August 9 | 89 |
| 1802—January 23 | 15 | July 27 | 86 |
| February 6 | 20 | August 10 | 84 |
| 1803—January 4 | 18 | July 8 | 93 |
| February 1 | 14 | — 9 | 97 |
| 1804—January 20 | 17 | June 22 | 90 |
| — 21 | 22 | — 23 | 90 |
| 1805—January 3 | 18 | July 14 | 89 |
| — 5 | 20 | — 15 | 91 |
| 1806—January 17 | 8 | July 14 | 84 |
| February 6 | 8 | — 15 | 85 |
| 1807—January 22 | 15 | July 12 | 96 |
| — 26 | 20 | — 27 | 95 |
| 1808—January 3 | 12 | June 23 | 91 |
| — 16 | 13 | July 16 | 96 |
| 1809—January 14 | 26 | June 27 | 92 |
| February 4 | 23 | July 9 | 90 |
| 1810—January 20 | 26 | June 18 | 90 |
| February 10 | 22 | — 19 | 90 |

These observations would evidently tend to show, that no amelioration has taken place in the rigour of the climate; but it appears, on the contrary, that in the later years (No. III.), 1809 and 1810, the mercury fell lower than in any of the preceding years, as far back as 1800, and even more, for we find that, in that year, the degree of cold was the least of any of the following, up to 1810 inclusive. We also find that, in 1810, the temperature of the summer was rather less than in several years preceding, and that the thermometer did not rise, by six degrees, so high as it did ten years previously. Notwithstanding these facts, we have the assertion of some of the oldest inhabitants of the country, that the climate of Canada has become perceptibly milder within

* Taken from the Observations of Dr. Sparks.

their recollection; and we are thus left to conciliate this traditional record with contradictory facts, and the only mode of doing so, appears to be the application of their remarks, more to the duration of the mild seasons than the degrees of cold, that were indicated by the thermometer in the course of the year.

In giving the following meteorological tables for January and July, 1828, it should be observed, that they ought not to be taken as a fair criterion of the climate of Quebec during those months, inasmuch as the weather was unusually bad and boisterous during most of that year: but from the scientific accuracy with which they were compiled on Cape Diamond, the most elevated point of the Quebec rock, they will show the meteoric phenomena that sometimes affect the skies of Lower Canada, and of the capital in particular; and for this purpose they are laid before the reader.

## No. IV.

### January, 1828.

| Days of the Month. | Barometer. Morning at 7¼ o'clock. | Barometer. Afternoon at 3 o'clock. | Thermometer. Morning at 7¼ o'clock. | Thermometer. Afternoon at 3 o'clock. | Thermometer. Highest day. | Thermometer. Lowest night. | Wind. Direction and Force. Noon. | Weather. Noon. | Meteors. | Age of the Moon. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | ° | ° | | | | | |
| Tuesday 1 | 29 80 | 29 78 | -10 | 11 | 13 | | None | clear | | 15 |
| Wednesday 2 | 57 | 32 | 20 | 31 | 36 | | N.E. fair | ditto | | 16 |
| Thursday 3 | 28 75 | 20 | 34 | 32 | 36 | | S.W. by W. moderate | ditto | | 17 |
| Friday 4 | 29 65 | 62 | 7 | 22 | 22 | | None | gloomy | | 18 |
| Saturday 5 | 30 | 16 | 26 | 32 | 35 | | N.E. moderate | snowing | | 19 |
| Sunday 6 | 45 | 47 | 24 | 28 | 32 | | W. zephyr | cloudy | set for a storm | 20 |
| Monday 7 | 28 97 | 28 54 | 8 | 15 | 16 | | N.E. by E. a gale | stormy | snowing | 21 |
| Tuesday 8 | 29 61 | 29 80 | -12 | -0 | -0 | | W.S.W. almost ditto | clear | | 22 |
| Wednesday 9 | 30 00 | 30 21 | -5 | 6 | 10 | | W. by S. moderate | ditto | | 23 |
| Thursday 10 | 29 92 | 29 85 | 5 | 10 | 14 | | N.E. a gale almost | ditto | | 24 |
| Friday 11 | 93 | 86 | 13 | 23 | 24 | | ditto, moderate | dim clear | | 25 |
| Saturday 12 | 75 | 75 | 31 | 35 | 36 | | None | gloomy | a thick fog | 26 |
| Sunday 13 | 25 | 28 | 36 | 34 | 34 | | W. moderate | drizzling | ditto | 27 |
| Monday 14 | 94 | 55 | -0 | 11 | 13 | | E. breeze | gloomy | snowing | 28 |
| Tuesday 15 | 03 | 41 | 12 | 10 | 15 | | S.W. by W. a gale | stormy | | 29 |
| Wednesd. 16 | 30 05 | 90 | -12 | 1 | 6 | | W.S.W. moderate | dim clear | | 1 |
| Thursday 17 | 28 85 | 28 95 | 10 | 11 | 18 | | ditto, stronger | clear | | 2 |
| Friday 18 | 29 72 | 29 52 | -5 | 4 | 10 | | ditto, moderate | ditto | aurora borealis | 3 |
| Saturday 19 | 55 | 31 | 2 | 11 | 11 | | N.E. by E. a gale | clouded | (wind S.W. a | 4 |
| Sunday 20 | 28 75 | 28 96 | 16 | 2 | 16 | | S.W. strong breeze | clear | [gale in the air | 5 |
| Monday 21 | 29 00 | 29 21 | -20 | 15 | 12 | | ditto, ditto | ditto | clouding little. | 6 |
| Tuesday 22 | 70 | 83 | -24 | -4 | -4 | | ditto, moderate | ditto | halo, sun 4° 4½ | 7 |
| Wednesd. 23 | 85 | 87 | -16 | 4 | 4 | | ditto, ditto | ditto | [dia. halo ☽ of | 8 |
| Thursday 24 | 30 11 | 30 31 | -12 | 6 | 6 | | ditto, ditto | very clear | [47° dia. sun i. | 9 |
| Friday 25 | 29 90 | 29 48 | -3 | 22 | 25 | | N.E. ditto | clear | sun, halo 46° dia. | 10 |
| Saturday 26 | 24 | 45 | 31 | 30 | 37 | | W.S.W. ditto | clearing | from fogs | 11 |
| Sunday 27 | 30 00 | 85 | 0 | 2 | 8 | | E.N.E. stronger | gloomy | set for a storm | 12 |
| Monday 28 | 28 42 | 28 37 | -10 | 20 | 22 | | None | snowing | (inglobed ditto. | 13 |
| Tuesday 29 | 29 25 | 29 62 | 1 | -4 | 1 | | W. moderate | very clear | | 14 |
| Wednesd. 30 | 30 00 | 91 | -20 | 4 | 7 | | W.S.W. ditto | ditto | | 15 |
| Thursday 31 | 29 20 | 42 | 6 | 21 | 21 | | S.W. by W. ditto | gloomy | | 16 |

## No. V.

### July, 1828.

| Days of the Month. | Barometer. Morning at 6 o'clock. | Barometer. Afternoon at 3 o'clock. | Thermometer. Morning at 6 o'clock. | Thermometer. Afternoon at 3 o'clock. | Thermometer. Highest day. | Thermometer. Lowest night. | Wind. Direction and Force. Noon. | Weather. Noon. | Meteors, &c. | Moon's Age. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | ° | ° | ° | | | | | |
| Tuesday 1 | 29 19 | 29 12 | 53 | 57 | 66 | | s.w. gale, N.E. moderate | showery | cloudy, black | 20 |
| Wednesd. 2 | 12 | 14 | 54 | 56 | 58 | | w.e. both a gale almost | ditto | gloomy | 21 |
| Thursday 3 | 17 | 20 | 51 | 52 | 53 | | s.w. by w., N. by E. gale | heavy rain | cloudy | 22 |
| Friday 4 | 35 | 47 | 52 | 60 | 64 | | various | clearing | fogs and gloomy to noon, clear after | 23 |
| Saturday 5 | 55 | 46 | 52 | 70 | 76 | | None | clear | set for thunder, aur. bor. show. far off | 24 |
| Sunday 6 | 16 | 01 | 56 | 72 | 76 | | w. by N. a gale | ditto but | thund. & rain came on soon af. noon | 25 |
| Monday 7 | 12 | 17 | 63 | 63 | 67 | | w. by s. faint | raining | cloudy, showery | 26 |
| Tuesday 8 | 36 | 48 | 56 | 60 | 64 | | E.N.E. almost a gale | cloudy | showery and black after noon | 27 |
| Wednesd. 9 | 22 | 28 89 | 53 | 59 | 59 | | ditto, a strong gale | drizzling rain | cloudy and showery | 28 |
| Thursday 10 | 28 88 | 29 19 | 55 | 58 | 60 | | s.w. by w. a breeze | clearing from | black till noon nearly | 29 |
| Friday 11 | 29 31 | 16 | 57 | 62 | 68 | | s.s.w., N.E., moderate | a turbulent sky & rain | squally, &c. | 30 |
| Saturday 12 | 18 | 26 | 49 | 62 | 63 | | w.N.w. a gale | clear lately | thundering and showery | 1 |
| Sunday 13 | 37 | 42 | 49 | 64 | 70 | | s.w. stiff breeze | clear only | a few clouds in the horizon | 2 |
| Monday 14 | 38 | 27 | 58 | 58 | 64 | | s.high, mod. N.E. by E. gale | black, dry | showery | 3 |
| Tuesday 15 | 32 | 35 | 56 | 58 | 58 | | ditto, both ditto | showery | a turbulent sky | 4 |
| Wednesd. 16 | 41 | 46 | 55 | 62 | 62 | | s.w. by s. clouds, mod. | raining | fogs, gloomy, showery | 5 |
| Thursday 17 | 41 | 33 | 59 | 69 | 69 | | w. ditto | clearing | ditto, showery, thunder | 6 |
| Friday 18 | 32 | 21 | 56 | 76 | 76 | | s.w. a gale | clear | cloudy black at 6 o'clock, p.m. | 7 |
| Saturday 19 | 06 | 28 94 | 62 | 70 | 74 | | ditto, moderate | clearing | unsettled, gloomy, showers, &c. | 8 |
| Sunday 20 | 03 | 29 06 | 58 | 78 | 78 | | s.w. by s. a breeze | clear | gloomy morning, aur. bor. at night | 9 |
| Monday 21 | 26 | 28 | 56 | 81 | 81 | | s. moderate | dim-clear | thunder shower, far away, N.N.W. | 10 |
| Tuesday 22 | 23 | 11 | 62 | 76 | 77 | | N.E. breeze | clear, but soon | squally, with thunder and rain | 11 |
| Wednesd. 23 | 14 | 12 | 63 | 76 | 76 | | w. by s. moderate | ditto | thunder and showery | 12 |
| Thursday 24 | 06 | 28 94 | 64 | 76 | 77 | | w.s.w. ditto | showery, with dist. thu. | halo on sun and moon | 13 |
| Friday 25 | 28 95 | 87 | 62 | 75 | 76 | | s. ditto | clear, unsettled | thunder and showery | 14 |
| Saturday 26 | 93 | 96 | 62 | 71 | 71 | | s.w. by s. ditto | ditto ditto | fog and rain in the morning | 15 |
| Sunday 27 | 97 | 94 | 65 | 74 | 74 | | s.w. by w., N.E. by E. do. | showery | cloudy | 16 |
| Monday 28 | 29 05 | 29 16 | 55 | 65 | 66 | | s.w. by w. moderate | thu. cloud over a cl. sky | showery far off N.W. | 17 |
| Tuesday 29 | 37 | 50 | 54 | 69 | 70 | | ditto, ditto | ditto | ditto | 18 |
| Wednesd. 30 | 60 | 52 | 52 | 70 | 74 | | s.s.w. faint | clear | ditto | 19 |
| Thursday 31 | 35 | 24 | 60 | 64 | 67 | | s. by w. moderate | showery, unsettled | thunder and squally, &c. | 20 |

The prevailing winds, both in Upper and Lower Canada, are the north-east, north-west, and south-west, which all have a considerable influence on the temperature of the atmosphere, and the state of the weather. The south-west wind is the most prevalent, but it is generally moderate, and accompanied by clear skies; and the north-east and easterly winds usually bring with them continued rain in summer and snow in winter; the north-west is remarkable for its dryness and elasticity, and from its gathering an intense degree of frigor, as it sweeps over the frozen plains and ice-bound hills in that quarter of the continent, invariably brings with it a perceptible degree of cold. Winds from due-north, south, or west are not frequent. At Quebec, the direction of the wind often changes with the tide, which is felt for nearly 60 miles higher up the stream of the St. Lawrence.

The azure of Canadian skies is beautifully transparent and pure, and the starry constellations are remarkably luminous and bright. The northern region of the heavens is very frequently glowing with the vivid coruscations of the evanescent aurora borealis, whose vertical irradiations are often of sufficient brilliancy to dispel the darker shades of night. This aërial phenomenon is sometimes so beautiful and sublime at Quebec, that it not unfrequently attracts considerable crowds on the ramparts and elevated public walks, to admire its waving and shooting splendours.

Fogs are almost unknown in Canada, but the morning dew sometimes rises in a light vapoury cloud, which is almost suddenly dispelled by the first solar rays that gild the horizon. In winter, however, when the cold is intense, a thick vapour is frequently seen on the unfrozen surface of the St. Lawrence, driving heavily before the wind, amidst masses of floating ice. In Lower Canada the winter commences about the 25th of November, in the regions about Quebec, and it may be said to last until the 25th of April, when agricultural operations are resumed. In the district of Montreal the permanent cold sets in generally a fortnight or three weeks later, and the spring is probably as much earlier, although these advantages are subject to frequent vicissitudes. It may therefore be said, that the field labours of husbandry are interrupted in the lower province for five months in the year, during which period the

farmer is employed in threshing his corn, manufacturing his domestic woollens and linens, cutting and drawing his wood for fuel, preparing materials for repairing fences, &c. In Upper Canada, the winter is considerably shorter, and the sledge or *sleighing* season, which, in Lower Canada, generally continues for five months together, scarcely lasts two in the upper province. The average depth of snow that falls in the course of the winter is about 30 inches; but it is frequently accumulated to far greater depths during snow storms and drifts that sweep the minute particles onward in violent tornados, until they are repelled by some opposing object, and there collect into high banks. The month of February is in general the most boisterous of the season, and most liable to these drifts.

In summer the electric phenomena of the atmosphere, as displayed in the vividness of lightning and the burst of loud thunders, are sometimes appalling in the extreme, and have in numerous instances been attended with very serious consequences. The destruction of extensive barns and hay stacks, and in several cases the loss of human life, are among the disasters that on some occasions result from the violence of thunder-storms in Canada, and particularly in the neighbourhood of Quebec, where it is probable the electric matter is more powerfully attracted by the elevation of the mountains, and the magnetic properties it is likely they possess.

In point of salubrity no climate in the world can perhaps be found to exceed that of Canada, which is not only a stranger naturally to contagious disorders or fatal epidemics, but extremely conducive to longevity. In the early periods of the settlement of the upper province, the fever and ague were indeed very prevalent; but as the cause of this local affection was gradually removed by the draining of marshes in the progress of cultivation, it has almost entirely disappeared. It is impossible, however, to guard on all occasions against the introduction of infectious diseases into the towns; and we therefore find that malignant fevers have in some cases crept into hospitals; but these cannot affect the general character of the climate, and the healthfulness and invigorating elasticity of the atmosphere.

As regards the relative temperature of different parts of Lower

Canada, we find from thermometrical observations taken by us in various parts of the province, and a comparison of these with remarks almost simultaneously made at Quebec, that the degree of heat during the months of August and September is pretty equable throughout the settlements along the St. Lawrence, making allowances for the southern exposure of particular spots and the local elevation of others. But these meteorological remarks being in themselves too desultory and incomplete to form a satisfactory tabular exhibit of comparative temperatures, we have merely noticed the general result to which they seem to lead.

In thus adverting to the distribution of heat and cold in various parts of Lower Canada, it may not be uninteresting to know the temperature of the air in the more northern sections of the British dominions in America, and we therefore insert the following table, framed from the thermometrical notes of Captain Franklin, R. N.

*Table of the Atmospheric Temperature during the undermentioned months, at Fort Enterprise, latitude* 64° 28′ N., *longitude* 113° 2′ 39″ W.

| Months. | Maximum. | Minimum. | Mean. |
|---|---|---|---|
| 1820. | ° ′ | ° ′ | ° ′ |
| September | 53 | 16 | 33 7 |
| October | 37 | —*5 | 23 0 |
| November | 25 | —31 | — 0 7 |
| December | 6 | —57 | —29 7 |
| 1821. | | | |
| January | 20 | —49 | —15 6 |
| February | 1 | —51 | —25 3 |
| March | 24 | —49 | —11 5 |
| April | 40 | —32 | 4 6 |
| May | 68 | 8 | 32 |
| Mean of 9 months | 30 3 | —27 8 | 0 |

* —5° below zero.

The temperature of the waters in the northern latitudes appears invariably to be higher than that of the air, and Sir John Franklin thus finds that the extremes of temperature of the polar sea, observed by him in August, are 53° and 35°; the general temperature 43°; whilst that of the atmosphere did not exceed an average of 37°.

It is worthy of remark that the great lakes of Upper Canada are liable to the formation of the prester or water-spout, and that several instances are recorded of the occurrence of that truly extraordinary meteoric phenomenon, the theory of which, however, is well known. Whether electricity be a cause or a consequence of this formidable meteor, appears nevertheless to be a question of some doubt among natural philosophers, Gassendi being disposed to favour the former opinion, whilst Cavallo espouses the latter.

## CHAPTER XII.

Statistics of Lower Canada—Population, &c.

As far as partial enumerations go, as taken from time to time since the first settlement of the country, we find that the population of the province has gone on increasing in a various ratio, doubling itself at some periods every 25 years, and at others every 29 and 31 years, but more recently in a far greater ratio. In 1622, which is the earliest date at which any computation appears to have been made of the number of inhabitants in any section of Canada, we find that Quebec was then but a small village, and did not contain more than 50 persons * altogether; and in 1720, this number had increased to 7,000, and must therefore have doubled itself about every 14 years, admitting the augmentation to have been regular. The population of the town of Montreal in the latter year was 3,000.

The first general capitation that we find recorded is one taken in 1676 †; and the following table is calculated to show the population as it was subsequently determined at different periods, and also the increase between those periods.

*ulation of Lower Canada, at various times, from the year* 1676 *to* 1825 *inclusive, as taken from the authority of Charlevoix, La Potheraye, and of public documents.*

| 1676 | 1688 | Increase in 12 yrs. | 1700 | Increase in 12 yrs. | 1706 | Increase in 6 yrs | 1714 | Increase in 8 yrs. | 1759 | Increase in 45 yrs. | 1784 | Increase in 25 yrs. | 1825 | Increase in 41 years. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8,415 | 11,249 | 2,834 | 15,000 | 3,751 | 20,000 | 5,000 | 26,904 | 6,904 | 65,000 | 38,096 | 113,000 | 48,000 | 450,000 ‡ | 337,000 |

* Charlevoix, vol. i. p. 158. † Idem.

‡ The census shows only 423,630, but it is obviously low; and the committee of the assembly in 1826 considered the population of Lower Canada to be 500,000 souls. This again, we believe, was rather high for the time, and have therefore taken what appears to us as being a correct mean.

Thus we have a total increase in the space of a century and a quarter (computing only from the year 1700) of 435,000 souls, growing out of a population of 15,000, which, dividing the whole period into four parts, gives an increase every year during the first 14 years, nearly in the ratio of 5.66 per cent.; during the ensuing 45 years, from 1714 to 1759, of about 3.15 per cent.; from 1759 to 1784, 25 years, rather less than 3 per cent.; and in the last period, from 1784 to 1825, a term of 41 years, in the proportion of $7\frac{1}{4}$ per cent. annually. The augmented ratio of increase during the last epoch is ascribable to the accession of inhabitants arising from emigration to the country, or to use a convenient modern word, immigration, which commenced about the year 1820, and has since that date progressively added considerable numbers to the population of the province.

The progress of the colony was decidedly languid under the French government, and the destructive warfare that was for many years waged by the Aborigines against the colonized Europeans was such as to impair its advancement in an eminent degree and check the increase of its population; and hence we derive some explanation why the usual periodical duplication of the population, as fixed by statists at 12 and 14 years for early colonies, did not take place in Canada anteriorly to the conquest. Subsequently to that event, the ratio of increase appears to have become gradually greater, until it rose at once to a very high degree, by the annual accession of large families emigrating to the country from England, Scotland, and Ireland, and also from the United States of America: Ireland, however, being that part of the United Kingdom whence they chiefly proceeded. The continuance of this emigration, and its tendency to increase rather than diminish, must, in a comparatively few years, give the Canadas a population of several millions, and inconceivably augment their importance as appendages to the British empire.

A collective and general view of the statistics of Lower Canada is exhibited in the following tabular statement; wherein the population, churches, mills, &c. in the province, are particularly enumerated, by counties and districts. From the extent of the country over which the population is spread, and the multitude and variety of the objects em-

braced in the table, it is very possible that some omissions may occasionally be found to have taken place in some one or other of the columns; but we have reason to believe, from the high respectability and authority of the sources * whence we have derived the materials for its composition, and the assiduity, laboriousness, and attention with which they were reduced to their tabular form, that these omissions are not of sufficient moment to impair the general accuracy of the statement; and we are sustained in this conviction by a personal knowledge of its correctness in numerous instances.

* The seigneurs and curates of the province, by the general readiness and intelligence of their replies to printed queries submitted to their consideration, have afforded a considerable portion of the information that has enabled me to compile the statistical table. The answers of the curates to the circulars of the assembly have also aided in the compilation, as regards the seigniories; whilst the principal landholders and intelligent inhabitants of the townships have been the sources of much information relative to the statistics of the soccage settlements of the province. To these were added the advantage of access to authentic documents of importance, and lastly the extensive personal knowledge of facts, relative to the statistical and agricultural state of the province, I had the means of acquiring in the course of several tours, embracing the extremities of the province, and performed in the discharge of official duties, avowedly with a view of ascertaining the resources of the colony.

*Statistical Statement of the province of Lower Canada, calculated for December,* 1827, *and*
*and Counties, pursuant to an Act of the Provincial Legislature, dated* 14*th of March,* 1829,
*mation of His Excellency Lieutenant-General Sir James Kempt, K. G. C., Administrator*

| Districts. | No. | Counties. | Population. | Church of England. | Church of Scotland. | Parsonage Houses. | Wesleyan Chapels. | Church of Rome. Churches. | Curés. | Presbyteries. | Convents. | Colleges. | Towns. | Villages. | Total number of Houses in Towns and Villages. | Court Houses. | Gaols. | Schools. | Mills. Corn. | Saw. | Carding. | Fulling. | Paper. | Distilleries. | Breweries. | Founderies. | Tanneries. | Hat Manufactories. | Potteries. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Montreal. | 1 | Acadie | 11,470 | 1 | ... | ... | 1 | ... | ... | ... | ... | ... | ... | 1 | 60 | ... | ... | 4 | 2 | 7 | 2 | 2 | ... | 2 | 1 | ... | 2 | ... | 2 |
| | 2 | Beauharnois | 14,264 | 3 | 1 | ... | ... | 4 | 3 | 4 | ... | ... | ... | 5 | 349 | ... | ... | 2 | 8 | 17 | 2 | 2 | ... | 4 | ... | ... | 1 | ... | ... |
| | 3 | Berthier | 17,795 | ... | ... | ... | ... | 7 | 6 | 6 | ... | ... | ... | 4 | 223 | ... | ... | 7 | 6 | 6 | 2 | 2 | ... | ... | ... | ... | 1 | 1 | 1 |
| | 4 | Chambly | 12,982 | 2 | ... | 1 | 1 | 6 | 6 | 6 | 1 | 1 | 1 | 4 | 526 | ... | 1 | 3 | 15 | 5 | 4 | 3 | ... | 1 | 2 | 1 | 2 | ... | 1 |
| | 5 | La Chenaye | 14,975 | 1 | ... | ... | ... | 4 | 4 | 4 | ... | ... | ... | 3 | 108 | ... | ... | 5 | 6 | 9 | 3 | 3 | ... | ... | ... | ... | ... | ... | ... |
| | 6 | La Prairie | 16,621 | ... | ... | ... | ... | 5 | 5 | 5 | 2 | ... | ... | 3 | 255 | ... | ... | 3 | 7 | 4 | 3 | 3 | ... | 1 | ... | ... | 2 | ... | 2 |
| | 7 | L'Assomption | 10,246 | ... | ... | ... | ... | 3 | 3 | 3 | ... | ... | ... | 2 | 190 | ... | ... | 7 | 4 | 5 | 4 | 2 | ... | 1 | 1 | ... | 1 | ... | 1 |
| | 8 | Missisqui | 7,766 | 3 | ... | 2 | 1 | ... | ... | ... | ... | ... | ... | 5 | 166 | ... | ... | 7 | 12 | 20 | 5 | 5 | ... | 3 | 3 | ... | 2 | 1 | 2 |
| | 9 | Montreal | 39,521 | 1 | 1 | ... | 1 | 16 | 10 | 10 | 5 | 3 | 1 | 8 | 6,456 | 1 | 1 | 33 | 6 | 2 | 2 | 2 | ... | 1 | 4 | ... | 4 | ... | 7 |
| | 10 | Ottawa | 2,488 | 2 | ... | ... | ... | 1 | 1 | 1 | ... | ... | ... | 1 | 30 | ... | ... | 3 | 5 | 11 | 1 | ... | ... | 2 | 1 | ... | 2 | ... | 2 |
| | 11 | Richelieu | 16,967 | 1 | ... | 1 | ... | 5 | 5 | 5 | ... | ... | 1 | 3 | 395 | 1 | 1 | 8 | 23 | 7 | 1 | 1 | ... | ... | ... | ... | 2 | 2 | 13 |
| | 12 | Rouville | 16,159 | 2 | ... | 1 | ... | 4 | 4 | 4 | ... | ... | ... | 3 | 110 | ... | ... | 15 | 11 | 6 | 2 | 1 | ... | ... | ... | ... | 3 | 2 | 2 |
| | 13 | St. Hyacinthe | 12,346 | 1 | ... | ... | ... | 5 | 4 | 5 | 1 | 1 | ... | 1 | 150 | ... | ... | 4 | 6 | 12 | 1 | 1 | ... | ... | ... | ... | 1 | ... | ... |
| | 14 | Shefford | 4,467 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | 53 | ... | ... | 17 | 6 | 17 | 2 | 2 | ... | 3 | .. | ... | ... | ... | ... |
| | 15 | Stanstead | 8,272 | 4 | ... | 1 | ... | ... | ... | ... | ... | ... | ... | 3 | 98 | ... | ... | 32 | 21 | 33 | 12 | 11 | 1 | 4 | 1 | 1 | 3 | 1 | 3 |
| | 16 | Terrebonne | 16,905 | ... | ... | ... | ... | 3 | 3 | 3 | ... | ... | ... | 4 | 345 | ... | ... | 5 | 6 | 12 | 5 | 5 | ... | 2 | 1 | ... | 4 | ... | ... |
| | 17 | Two Mountains | 18,245 | 1 | 1 | 1 | ... | 4 | 4 | 4 | 1 | ... | ... | 7 | 392 | ... | ... | 12 | 8 | 13 | 2 | 2 | 1 | 2 | ... | ... | 3 | 1 | 2 |
| | 18 | Vaudreuil | 13,897 | ... | ... | ... | ... | 5 | 5 | 5 | ... | ... | ... | 4 | 188 | ... | ... | 4 | 7 | 6 | 3 | 3 | ... | ... | ... | ... | 6 | ... | ... |
| | 19 | Vercheres | 12,695 | ... | ... | ... | ... | 6 | 6 | 6 | ... | 1 | ... | 4 | 136 | ... | ... | 7 | 26 | 8 | 2 | 1 | ... | ... | ... | ... | 7 | ... | ... |
| | 19 | Totals | 268,681 | 23 | 3 | 7 | 4 | 78 | 68 | 71 | 10 | 6 | 3 | 63 | 10230 | 2 | 3 | 178 | 185 | 200 | 58 | 51 | 2 | 26 | 14 | 2 | 46 | 8 | 38 |
| Quebec. | 1 | Beauce | 10,765 | ... | ... | ... | ... | 5 | 5 | 5 | 1 | ... | ... | 1 | 39 | ... | ... | 5 | 8 | 39 | 4 | 2 | ... | ... | ... | ... | 2 | ... | 2 |
| | 2 | Bellechasse | 15,065 | ... | ... | ... | ... | 7 | 6 | 7 | 1 | ... | ... | 4 | 160 | ... | ... | 6 | 7 | 30 | 2 | 3 | ... | ... | ... | ... | 3 | ... | ... |
| | 3 | Dorchester | 11,258 | 1 | ... | 1 | ... | 4 | 3 | 4 | ... | ... | 1 | 3 | 190 | ... | ... | 3 | 5 | 7 | 1 | 1 | ... | ... | ... | ... | ... | ... | ... |
| | 4 | Islet | 12,777 | ... | ... | ... | ... | 6 | 5 | 6 | ... | ... | ... | 3 | 125 | ... | ... | 5 | 6 | 29 | 3 | 2 | ... | ... | ... | ... | 2 | ... | ... |
| | 5 | Kamouraska | 13,844 | .. | ... | ... | ... | 4 | 4 | 4 | 1 | 1 | ... | 2 | 78 | ... | ... | 6 | 7 | 22 | 2 | 2 | ... | ... | ... | ... | 1 | ... | 1 |
| | 6 | Lotbiniere | 7,762 | ... | ... | ... | ... | 5 | 4 | 4 | ... | ... | ... | 1 | 27 | ... | ... | 3 | 6 | 12 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 7 | Megantic | 626 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | 6 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 8 | Montmorenci | 3,788 | ... | ... | ... | ... | 5 | 5 | 5 | ... | ... | ... | ... | ... | ... | ... | 2 | 3 | 4 | 1 | ... | ... | ... | ... | ... | ... | ... | ... |
| | 9 | Orleans | 4,128 | ... | .. | ... | ... | 5 | 4 | 5 | 1 | ... | ... | ... | ... | ... | ... | 2 | 4 | 3 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 10 | Portneuf | 16,542 | ... | ... | ... | ... | 6 | 6 | 6 | 1 | ... | ... | 4 | 149 | ... | ... | 11 | 14 | 43 | 3 | 2 | ... | ... | ... | ... | ... | ... | ... |
| | 11 | Quebec | 30,954 | 2 | 1 | ... | 1 | 14 | 8 | 6 | 4 | 2 | 1 | 3 | 2,420 | 1 | 1 | 25 | 7 | 15 | 4 | 2 | ... | 2 | 4 | ... | 3 | 1 | 2 |
| | 12 | Rimouski | 7,935 | ... | ... | ... | ... | 6 | 3 | 6 | ... | .. | ... | 4 | 105 | ... | ... | 1 | 9 | 18 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 13 | Saguenay | 8,416 | ... | ... | ... | ... | 6 | 4 | 6 | ... | ... | ... | 3 | 97 | ... | ... | 1 | 11 | 60 | 3 | 4 | ... | ... | ... | ... | ... | ... | ... |
| | 13 | Totals | 143,761 | 3 | 1 | 1 | 1 | 73 | 57 | 64 | 9 | 3 | 2 | 28 | 3,290 | 1 | 1 | 70 | 89 | 288 | 23 | 18 | ... | 2 | 4 | | 11 | 1 | 5 |

*subsequently reorganized to meet the New Civil Division and Subdivision thereof, into Districts and which received his Majesty's assent the 17th of August following, promulgated by the procla- of the Government, on the 5th October,* 1829.

| Potash Factories. | Pearlash Factories. | Justices of the Peace. | Medical Men. | Notaries. | Shopkeepers. | Taverns. | Artisans. | Shipyards. | River Craft. | Tonnage. | Keel Boats. | REMARKS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 | 3 | | | | 5 | 4 | 35 | ... | ... | ... | 2 | Comprehends Isle aux Noix, a military post, and fortifications, also the site and remains of the American fort at Rousé's Point. |
| 14 | 11 | | | | 11 | 10 | 63 | ... | ... | ... | ... | Comprehends the Indian village of St. Regis, 721 souls, of which 369 were within the state of New York, by the old line, but are now comprised within the limits of the province by the new one, latitude 45° north. |
| 5 | 5 | | | | 25 | 22 | 158 | ... | 2 | 36 | 5 | Extensive village, population 850 souls. |
| ... | ... | | | | 22 | 25 | 190 | 2 | 4 | 21 | 5 | Comprehends the fort and village of Chambly and town of Dorchester, a port of entry. |
| 4 | 4 | | | | 14 | 18 | 100 | ... | ... | ... | ... | The American steam-boats ply between this place and Whitehall, Burlington, and Platsburgh, United States. |
| 4 | 3 | | | | 17 | 22 | 75 | 1 | ... | ... | ... | Comprehends the noted village of that name; two steam-boats ply between this place and Montreal. |
| 15 | 7 | | | | 13 | 21 | 54 | ... | ... | ... | 3 | Several wind-mills. |
| 7 | 7 | | | | 23 | 15 | 90 | ... | ... | ... | ... | |
| 3 | 2 | | | | 240 | 233 | 1,395 | 5 | 9 | 350 | 15 | Comprehends the city of Montreal and fortified Island of St. Helens. The population of the city is 32,000 souls; it is the last sea-port town on the St. Lawrence; comprehends also the La Chine Canal. |
| 7 | 3 | | | | 6 | 7 | 60 | ... | ... | ... | ... | Comprehends the Union Bridge across the Ottawa at Hull and By-Town. |
| 3 | 2 | | | | 27 | 22 | 58 | ... | 3 | 50 | 4 | Includes the town of William Henry, situated at the entrance of the Richelieu, or Sorel River; population 2,000 souls. |
| 7 | 7 | | | | 16 | 20 | 104 | ... | 1 | 15 | 1 | There are in this county a number of wind-mills. |
| 3 | 3 | | | | 11 | 15 | 59 | ... | ... | ... | ... | Comprehends the conspicuous mountains of Rouville and Mount Johnson. |
| 7 | 6 | | | | 6 | 6 | 36 | ... | ... | ... | ... | Includes the noted village of that name, and mountains Yamaska and Rougemont. |
| 23 | 21 | | | | 17 | 13 | 80 | ... | ... | ... | ... | Comprehends the handsome village of that name near the province line. |
| 5 | 4 | | | | 22 | 23 | 101 | 1 | ... | ... | ... | Includes the large village of that name; population 800 souls. |
| 18 | 11 | | | | 21 | 34 | 232 | ... | ... | ... | ... | Comprehends the Grenville Military Canal and the Indian village of the Lake of the Two Mountains. Several boats ply on the Ottawa, between Hull, By-Town, and Grenville. |
| 23 | 9 | | | | 29 | 20 | 93 | ... | ... | ... | ... | Comprehends the military canal at the Cascades, several locks above, also the locks and port of entry at Coteau du Lac. |
| ... | ... | | | | 15 | 11 | 93 | 1 | 1 | 18 | 1 | Has about twenty windmills. |
| 148 | 106 | 69 | 178 | 96 | 540 | 541 | 2,916 | 10 | 20 | 490 | 36 | |
| 4 | 2 | | | | 14 | 11 | 99 | ... | ... | ... | ... | Port of entry at St. Mary's. |
| ... | ... | | | | 23 | 21 | 130 | 2 | 4 | 66 | 9 | The greater number of the mills in this county stop working in the summer, owing to a deficiency of water. This observation applies to several parts of the south side of the St. Lawrence. |
| ... | ... | | | | 12 | 13 | 87 | 5 | 5 | 83 | 11 | Comprehends the town of Aubigny, opposite to Quebec. |
| ... | ... | | | | 37 | 25 | 107 | 2 | 12 | 193 | 30 | Eight wind-mills. |
| ... | ... | | | | 11 | 12 | 95 | 3 | 14 | 377 | 21 | Village of Kamouaska, noted for sea-bathing. |
| ... | ... | | | | 6 | 6 | 86 | ... | 11 | 200 | 13 | |
| ... | ... | | | | 2 | 1 | 5 | ... | 2 | 27 | 2 | |
| ... | ... | | | | 5 | 4 | 30 | ... | 5 | 69 | 7 | The priests, farm, and establishment at L'Joachim, calculated for the reception of the seminary of Quebec students, during the summer vacations. |
| ... | ... | | | | 9 | 8 | 47 | 2 | 2 | 28 | 13 | The spot, or ship-yard, in the parish of St. Laurent, where the two large timber ships, the Columbus and the Baron of Renfrew, were built and launched. |
| 2 | ... | | | | 27 | 25 | 147 | 4 | 16 | 504 | 5 | The Richelieu Rapid, opposite to the church of Deschambault. |
| ... | ... | | | | 216 | 176 | 1,250 | 7 | 40 | 2,020 | 66 | The capital of Lower Canada, chief sea-port, and fortified town; contains a population of 38,000 souls, including the Baulieue residence of the governor-general. Steam-boats ply from this place to Montreal; there are two steam-boats and several team-boats plying across the river to Point Levy. |
| ... | ... | | | | 9 | 5 | 87 | 3 | 9 | 313 | 41 | Comprehends Temiscouata portage, the route to New Brunswick, Green Island and light-house, and the Island of Bic. This county is the chief residence of pilots. |
| ... | ... | | | | 11 | 15 | 59 | 2 | 21 | 690 | 59 | Comprehends the Saguenay River and the conspicuous, high, and diversified country of Bay St. Paul and Murray Bay, and the villages of that name. |
| 6 | 2 | 57 | 171 | 60 | 382 | 322 | 2,229 | 30 | 141 | 4,570 | 277 | |

| Districts. | No. | Counties. | Population. | Church of England. | Church of Scotland. | Parsonage Houses. | Wesleyan Chapels. | Church of Rome. Churches | Curés. | Presbyteries. | Convents. | Colleges. | Towns. | Villages. | Total Number of Houses in Towns & Villages. | Court Houses. | Gaols. | Schools. | Mills. Corn. | Saw. | Carding. | Fulling. | Paper. | Distilleries. | Breweries. | Founderies. | Tanneries. | Hat Manufactories. | Potteries. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Three Rivers. | 1 | Champlain | 7,350 | .. | .. | .. | .. | 5 | 4 | 5 | .. | .. | .. | 2 | 70 | .. | .. | 3 | 4 | 9 | .. | .. | .. | .. | .. | .. | 6 | .. | .. |
| | 2 | Drummond | 1,907 | 1 | .. | 1 | .. | 1 | .. | .. | .. | .. | .. | 1 | 25 | .. | .. | 2 | 4 | 7 | 1 | 1 | 1 | .. | .. | .. | 4 | .. | .. |
| | 3 | Nicolet | 12,693 | 1 | .. | .. | .. | 5 | 5 | 5 | .. | 1 | .. | 2 | 89 | .. | .. | .. | 6 | 5 | 1 | 1 | .. | .. | .. | .. | 1 | .. | 1 |
| | 4 | St. Maurice | 15,389 | 2 | .. | .. | .. | 6 | 5 | 5 | 1 | .. | 1 | 6 | 627 | 1 | 1 | 6 | 11 | 17 | 4 | 4 | .. | 1 | 1 | 2 | 4 | .. | 2 |
| | 5 | Sherbrooke | 5,471 | 5 | .. | 2 | .. | 1 | .. | 1 | .. | .. | .. | 3 | 110 | 1 | 1 | 9 | 16 | 30 | 4 | 4 | .. | 2 | .. | .. | 2 | .. | .. |
| | 6 | Yamaska | 8,847 | .. | .. | .. | .. | 3 | 3 | 3 | .. | .. | .. | 1 | 36 | .. | .. | 3 | 3 | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 6 | Totals | 51,657 | 9 | | 3 | | 21 | 17 | 19 | 1 | 1 | 1 | 15 | 957 | 2 | 2 | 23 | 44 | 72 | 10 | 10 | 1 | 3 | 1 | 2 | 17 | | 3 |
| Gaspe. | 1 | Bonaventure | 5,160 | 2 | .. | | | 10 | 1 | .. | .. | .. | .. | 2 | 138 | 1 | 1 | 1 | 1 | 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 2 | Gaspé | 2,617 | 2 | .. | .. | .. | 9 | 1 | .. | .. | .. | .. | 1 | 60 | 1 | 1 | 1 | 5 | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | 2 | Totals | 7,777 | 4 | | | | 19 | 2 | | | | | 3 | 198 | 2 | 2 | 2 | 6 | 5 | | | | | | | | | |
| | 40 | Grand totals | 471,876 | 39 | 4 | 11 | 5 | 191 | 144 | 154 | 20 | 10 | 6 | 114 | 14,775 | 7 | 8 | 273 | 324 | 565 | 91 | 79 | 3 | 31 | 19 | 4 | 74 | 9 | 46 |

The District of St. Francis comprehends the whole of the city of Sherbrooke, and a great part of the counties of Stanstead and in the statements of

OBSERVATIONS.

1st. The columns which have chiefly occupied our attention and time, as being a most important branch of the statistics of the province, are those of population, the clergy establishments, corn and saw-mills, factories and villages. The other columns are calculated partly from personal knowledge and partly from various sources of information that may be depended upon, and may be fairly considered as giving a correct general *aperçu* of the number of river craft, boats, artisans, &c. in the province.

2d. Of the 39 protestant churches enumerated not above 25 are attached to parishes. The parishes that may hereafter be attached to the remainder are not at present laid out or defined.

3d. Of the 191 Roman Catholic churches 4 are missionary churches; to which may be added 7 presbyteries used as chapels in as many parishes, and making up the complement of parishes in the province equal to 196, besides a few other projected parishes within the seigniories, and the site of churches fixed upon.

4th. Of the 20 convents, 6 only are extensive nunnery establishments in the towns. The remaining 14 are dispersed over the province for the education of females, and are generally governed by 2 or 3 nuns of the congregation.

5th. In the 10 enumerated colleges are comprised the extensive seminaries of Quebec, Montreal, Nicolet, M'Gill college, St. Hyacinthe, Chambly, and St. Anne's in the county of Kamouraska.

6th. With the exception of 3 breweries and 1 distillery in Quebec, 4 breweries and 1 distillery in Montreal, and a brewery at La Prairie, the others are minor establishments. The distilleries are chiefly for whiskey, and are most frequent in the townships.

7th. The number of ship yards will not appear surprising, when it is recollected that 39,900 tons of shipping were built in 1827.

8th. About 65 of the enumerated river craft navigate between Quebec and Montreal, 59 between Matane and Quebec, and about 113 are employed in the St. Lawrence and Gulf fisheries. Of the keel-boats, about 713 may be employed in the fisheries of the river and gulf; 150 are pilot boats. The number of flat boats, batteaux and canoes, is not estimated, but it is known to be considerable.

9th. Exclusive of the pot and pearlash factories enumerated, many of the inhabitants of the townships keep potash kettles for making salts: their number may average 150.

10th. With few exceptions, the Roman catholic parish churches are built of stone, averaging in length from 100 to 140 feet by 50 to 60 feet in breadth. The roofs are generally covered with tin, and surmounted by spires, many of them 2 and several 3. The new cathedral church of Montreal measures 255 feet in length by 134 in width within the walls. Its estimated cost exceeds 96,000*l*. The presbyteries are chiefly stone, and generally large and commodious. Two chapels, called Chapelles du Reposoir, are frequently appendages to the churches in the country. About one half of them are built of stone. Their total number exceeds 300.

11th. Of the number of schools enumerated, 74 are supported under the act of the 41st Geo. III., and 50 are parish schools under the superintendence of the curés.

12th. Branch pilots for and below the harbour of Quebec, 126. Branch pilots for and above the harbour of Quebec, 39.

| Potash Factories. | Pearlash Factories. | Justice of the Peace. | Medical Men. | Notaries. | Shopkeepers. | Taverns. | Artisans. | Shipyards. | River Craft. | Tonnage. | Keel Boats. | REMARKS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | | | | 5 | 9 | 45 | 1 | 5 | 73 | 6 | |
| 4 | 4 | | | | 2 | 2 | 10 | .. | .. | .. | .. | |
| .. | .. | | | | 8 | 6 | 90 | .. | 1 | 15 | 1 | Comprehends the Old and New College of Nicolet. |
| 3 | 3 | | | | 40 | 30 | 119 | 3 | 6 | 203 | 7 | Comprehends the town of Three Rivers; population souls, also the forges of St. Maurice. Steam-boats, plying on the St. Lawrence, stop at this place. |
| 11 | 11 | | | | 9 | 9 | 83 | .. | .. | .. | .. | Comprehends the village of Sherbrooke, the district town of St. Francis. |
| .. | .. | | | | 2 | 5 | 54 | .. | .. | .. | .. | Indian village of St. Francis. |
| 19 | 19 | 17 | 80 | 11 | 66 | 61 | 401 | 4 | 12 | 291 | 14 | |
| .. | .. | | | | 19 | 5 | 34 | 3 | 49 | 3,675 | 297 | Both these counties are noted for the fisheries. |
| .. | .. | | | | 9 | 6 | 7 | 4 | 15 | 1,125 | 441 | The Magdalen Island is annexed to the county of Gaspé. |
| | | 2 | 32 | 1 | 28 | 11 | 41 | 7 | 64 | 4,800 | 738 | |
| 173 | 127 | 145 | 461 | 168 | 1,016 | 935 | 5,587 | 51 | 237 | 10,151 | 1,065 | This column of grand totals is calculated up to December, 1827. |

Drummond, containing in all 39 townships, and a part of the township of Bolton. The statistics of this district are comprised the superior districts.

RECAPITULATION OF POPULATION, &c.

| | Souls. |
|---|---|
| Population of the province, as stated above | 471,876 |
| Magdalen Islands | 900 |
| Number of men employed in the king's posts and Mingan within the province | 400 |
| Voyageurs employed in the Indian trade, sometimes sojourning in the Indian countries | 300 |
| | 473,476 |
| Average number of emigrants remaining in the province, out of the total emigration to the Canadas in the years 1827, 1828, 1829, 1830, and 1831 | 28,000 |
| Natural increase, since 1827, about | 59,575 |
| Grand Total | 561,051 |

Exclusive of the military forces of the country and the aborigines wandering in the interior.

From the foregoing table the statist will be able to form a competent idea of the religious and moral state of the inhabitants of the province, at least as far as inferences can be drawn from the existence of numerous houses of public worship, and of schools for the education of youth. He will also have, in some degree, the means of discovering the channels into which the industry of the people is chiefly directed, and will be enabled to form some estimate of the resources and domestic trade of the colony.

With respect to the relative proportions of the Roman catholic and the protestant population, the columns of churches do not afford a very correct criterion to judge by, inasmuch as the number of protestant churches, including presbyterian and Wesleyan, is in a far higher ratio with regard to the number of Roman catholic churches, than the whole protestant population of the province bears to the catholic; the former being about as one to three, when the latter is scarcely in the ratio of one to eight. Nor does it appear that any just inference can be drawn from the columns distinguishing the church of England from that of Scotland, as to what proportion of the protestants belongs to the one persuasion and what to the other. From documents of very respectable authority *, we are enabled to arrive at something like accuracy on this subject, and find that, although the number of episcopal churches much exceeds that of the Scottish church, the members of the latter are at least as numerous, if indeed they are not more so, than those of the former. Taking an approximate view of the proportion which the catholic, the episcopalian, the presbyterian, and dissenting population respectively bear to the whole population of the province, we shall have nearly the following result: it is, however, proper to remark, that, out of the catholic population, about 20,000 may be said to be Irish emigrants, whilst 470,917 are native Canadians:—

* MS. statement of facts in regard to religious matters in Canada, by the Reverend Dr. Harkness. 1828.

| Population, Anno 1831. | Proportion of the whole Population. | | | |
|---|---|---|---|---|
| | Catholics. | Episcopalians. | Presbyterians. | Dissenters or Denominations. |
| 561,051 | $\frac{7}{8}$ | $\frac{1}{21}$ | $\frac{1}{21}$ | $\frac{1}{32}$ |

To ascertain what numerical proportion the males bear to the females in Lower Canada, and what portion of the inhabitants is aged, whereby some light may be thrown upon the health and salubrity of the climate, we are left to resort, in the absence of any better source of information, to the imperfect census of 1825, and below will be found a recapitulation of its grand totals. It can, however, only be considered as a mere approximation to the truth, sufficiently accurate for all general purposes, though perhaps not fully satisfactory to the statist.

*Totals of the Census of Lower Canada*, 1825.

| Total of Inmates in each Family. | Number belonging to each Family absent from the Province. | Number of the Family under six years of age. | Number of the Family of more than six and under fourteen years of age. | Number of the Family of more than fourteen & under eighteen years of age. | Males. | | | | | | | | Under 14 years of age. | Females. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Eighteen and not twenty-five. | | Twenty-five and not forty. | | Forty and not sixty. | | Sixty and upwards. | | | Fourteen and not forty-five. | | Forty-five upwards | |
| | | | | | Single. | Married. | Single. | Married. | Single. | Married. | Single. | Married. | | Single. | Married. | Single. | [illegible] |
| 423,630 | 1,450 | 8,2870 | 7,4429 | 2,8935 | 23,378 | 5,293 | 7,899 | 31,783 | 2,664 | 23,419 | 1,994 | 9,443 | 68,731 | 39,518 | 52,864 | 6,682 | 1,[illegible] |

The following statement, taken from returns of baptisms, marriages, and deaths, made to the house of assembly in 1825, will show the natural annual increase of the population in the districts of Quebec and Three Rivers, during a period, in the one district, of 28 years, and in the other of 32 years.

## DISTRICT OF QUEBEC.

*Returns of Baptisms, Marriages, and Burials in the City and the different Parishes of the District of Quebec from the year* 1794 *to* 1821.

| Years. | Baptisms. | Marriages. | Burials. | Increase *. |
|---|---|---|---|---|
| 1794 | 2,792 | 624 | 1,291 | 1,501 |
| 1795 | 2,933 | 541 | 1,438 | 1,495 |
| 1796 | 3,150 | 528 | 1,400 | 1,750 |
| 1797 | 2,892 | 543 | 1,472 | 1,420 |
| 1798 | 2,389 | 529 | 1,452 | 937 |
| 1799 | 3,069 | 472 | 1,309 | 1,760 |
| 1800 | 3,292 | 562 | 1,438 | 1,854 |
| 1801 | 3,287 | 647 | 1,725 | 1,562 |
| 1802 | 3,554 | 655 | 1,697 | 1,857 |
| 1803 | 3,435 | 712 | 1,830 | 1,605 |
| 1804 | 3,531 | 681 | 1,682 | 1,849 |
| 1805 | 3,627 | 603 | 1,544 | 2,083 |
| 1806 | 3,648 | 680 | 1,428 | 2,220 |
| 1807 | 3,850 | 744 | 1,530 | 2,320 |
| 1808 | 4,435 | 771 | 1,895 | 2,540 |
| 1809 | 4,054 | 942 | 2,208 | 1,846 |
| 1810 | 4,916 | 759 | 1,964 | 2,952 |
| 1811 | 4,337 | 766 | 2,209 | 2,128 |
| 1812 | 4,595 | 1,003 | 2,348 | 2,247 |
| 1813 | 4,465 | 762 | 2,222 | 2,243 |
| 1814 | 4,429 | 739 | 2,089 | 2,340 |
| 1815 | 4,554 | 852 | 2,322 | 2,232 |
| 1816 | 4,824 | 741 | 1,928 | 2,896 |
| 1817 | 4,466 | 784 | 2,418 | 2,048 |
| 1818 | 5,051 | 815 | 2,310 | 2,741 |
| 1819 | 5,188 | 1,002 | 2,635 | 2,553 |
| 1820 | 5,371 | 994 | 3,488 | 1,893 |
| 1821 | 5,675 | 1,081 | 3,162 | 2,513 |

Annual average of 28 years.

Baptisms . . . . . 1944
Burials . . . . . 3993·18

Increase . . . . . 2049·18
or about 51.31 per cent.

## DISTRICT OF THREE RIVERS

*Returns of Baptisms, Marriages, and Burials in the District of Three Rivers from the year* 1791 *to* 1822.

| Years. | Baptisms. | Marriages. | Burials. | Increase *. |
|---|---|---|---|---|
| 1791 | 835 | 151 | 436 | 399 |
| 1792 | 887 | 170 | 409 | 478 |
| 1793 | 866 | 151 | 468 | 398 |
| 1794 | 929 | 209 | 381 | 548 |
| 1795 | 966 | 173 | 401 | 565 |
| 1796 | 954 | 153 | 435 | 519 |
| 1797 | 964 | 180 | 548 | 416 |
| 1798 | 1,018 | 182 | 457 | 561 |
| 1799 | 1,064 | 175 | 431 | 633 |
| 1800 | 1,121 | 199 | 468 | 653 |
| 1801 | 1,083 | 208 | 540 | 543 |
| 1802 | 1,170 | 256 | 600 | 570 |
| 1803 | 1,211 | 238 | 597 | 614 |
| 1804 | 1,311 | 201 | 626 | 685 |
| 1805 | 1,357 | 197 | 512 | 845 |
| 1806 | 1,342 | 232 | 575 | 767 |
| 1807 | 1,485 | 252 | 602 | 883 |
| 1808 | 1,541 | 274 | 515 | 1,026 |
| 1809 | 1,456 | 236 | 605 | 851 |
| 1810 | 1,549 | 226 | 1,072 | 477 |
| 1811 | 1,461 | 272 | 621 | 840 |
| 1812 | 1,556 | 311 | 552 | 1,004 |
| 1813 | 1,639 | 258 | 731 | 908 |
| 1814 | 1,567 | 253 | 943 | 624 |
| 1815 | 1,663 | 314 | 772 | 891 |
| 1816 | 1,646 | 285 | 636 | 1,010 |
| 1817 | 1,675 | 301 | 781 | 894 |
| 1818 | 1,827 | 352 | 623 | 1,204 |
| 1819 | 1,936 | 359 | 770 | 1,165 |
| 1820 | 1,951 | 388 | 1,065 | 886 |
| 1821 | 2,106 | 376 | 898 | 1.208 |
| 1822 | 2,109 | 401 | 884 | 1,225 |

Annual average of 32 years.

Baptisms . . . . . 1,382
Burials . . . . . 623

Increase . . . . 759
or near 55 per cent.

* Being the difference between the baptisms and burials for each year.

In the district of Montreal, for which no returns were yet received, the average number of births over deaths may be about the same as in the other districts.

Viewing the vast superficial extent of the province, and its comparatively small population when considered with relation to its capabilities of supporting numbers infinitely greater, we shall perceive that the number of souls to each square mile scarcely amounts to two and a half, whilst it exceeds 102½ souls when viewed with reference to each square mile of cultivated land; thus showing, on the one hand, the density of the population compared with the lands under tillage, and, on the other, the susceptibility of the country to sustain hereafter a very considerable augmentation of inhabitants. In the following table, the contrast that is exhibited between the density of the population in the district of Three Rivers and that of the district of Gaspé stands explained by the fact that in the former are principally situated the township lands of the province, which in general are laid under cultivation in a greater ratio of increase than the population. The farms are seldom less than 100 acres, they are usually 200, and proprietors of 500 acres are common. Hence large tracts are brought under agricultural improvement by individuals, and the relative proportion of inhabitants to the square mile, becomes less than in the other districts. The remarkable density of population represented in the district of Gaspé is ascribable to the pursuits of the inhabitants, most of whom derive their subsistence less from the produce of the soil than the products of the fisheries. Some there are, however, who consider agriculture a primary object, and have good farms; but by far the greater number confine themselves to the cultivation of a few acres, chiefly devoted to the growth of roots and vegetables.

*Table showing the Density of the Population of Lower Canada in the Four Districts, both with relation to the total Superficies of each District, and to the Quantum of Lands under Cultivation.* 1827.

| Districts. | Population. | Total superficies. | Land in culture. | Density as regards total superficies. | Density as regards lands in culture. |
|---|---|---|---|---|---|
| | Souls. | Square miles. | Square miles. | Souls per squ. mile. | Souls per squ. mile. |
| Quebec . | 143,761 | 125,717 | 1,412 | 1,14 | 101,81 |
| Montreal . | 268,631 | 49,769 | 2,597 | 5,39 | 103,40 |
| Three Rivers | 51,657 | 15,811 | 579 | 3,33 | 89,20 |
| Gaspé . . | 7,777 | 7,389 | 15½ | 1,05 | 501,74 |
| Total | 471,876 | 198,686 | 4,603½ | 2,39 | 102,50 |

Lower Canada is not only the most important of the British North American provinces, from its situation and extent, but the most populous, its inhabitants being to those of the sister provinces of Upper Canada, Nova Scotia, and New Brunswick, in the respective ratio of 8.11 and 19 to 3, or, in other terms, nearly in the proportion of the numbers 32, 11, 8, 5; whereby we see that the population of Lower Canada alone constitutes about 4-7ths of the total population of the four provinces, and about 2-5ths of that of the whole of the dominions of Great Britain in North America.

We have not the means of establishing with precision how much of the increase of the population of the province arises from births, and how much is to be attributed to emigration. The number of families, and even the number of souls, landed at the various ports of the colonies, are indeed easily ascertained from the custom-house returns; but what is the distribution of these emigrants subsequently to their arrival, what part of them remains in the province, and what part merely passes through it, to settle eventually in Upper Canada, or in the United States, is not so satisfactorily known. That the adjunction which annually

takes place by the influx of emigration is considerable, there can be no doubt, admitting even that one-third only of the emigrants landed on the wharfs at Quebec permanently settle in Lower Canada.

Taking as data for the natural increase of the population the returns contained in the letters of the curates in reply to the circular queries of the house of assembly, it appears that the average of this increase is about 3 per cent., and that in this proportion the population of the province would double itself in about 26½ years; but if the adventitious increase arising from emigration, and also the natural increase growing out of it, be taken into consideration, and if we suppose the latter to be in the same ratio of 3 per cent., though it is probably more, we shall then find that the population of the province doubles itself in almost a double ratio, that is, in 14 or 15 years instead of 26 or 27. It may therefore be said, taking a mean of the increase represented in all the province, that the population of the British dominions in North America increases in a geometrical ratio every 16 years; and hence, supposing emigration from the mother country to the colonies to continue to its present extent, the number of inhabitants in that section of the empire would in 1847 exceed 2,400,000 souls. It is sometimes useful thus to look prospectively at the increase of population, from its extending our views not only to the bare contemplation of the numerical strength of the country hereafter, but to its physical capabilities; and viewing as we now do at a glance the vast superficies of the British transatlantic possessions, their surface, soil, and climate, and the great and important advantages they enjoy from grand internal communication by navigable waters, we are forcibly struck with a conviction of the immense resources of British America to maintain millions of inhabitants from the produce of the soil, and to become eventually distinguished for the scope of its commerce.

The geographical position and the superficies of each county and district of the province are exhibited in the following table, with which we shall conclude this chapter.

*Statement of the New Subdivision of Lower Canada into Counties, showing their Geographical Position and Superficial Extent, and what proportion thereof consists of Seigniories, Fiefs, Townships, and Waste Lands respectively, also the comparative rank of each County, in Population, Territorial Extent, and Agricultural Produce, &c.*

| | No. | Counties. | Latitude of the centre of each county. | Longitude of the centre of each county. | Territorial extent. | Proportion thereof laid out in Seigniories and Fiefs. | Proportion in Townships surveyed in whole or part. | Waste Lands. | Rank of each County in Population. | Rank of each County in Territorial Extent. | Rank of each County in Agricultural Produce. | Members of assemby sent by each County. | Places of Election. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | sq. miles. | sq. miles. | sq. miles. | sq. miles. | | | | | |
| DISTRICT OF MONTREAL. | 1 | Acadie . . . | 45° 9′ 0″ N | 73° 27′ 0″ w. | 250 | 185 | 65 | ... | 21st | 35th | 20th | 2 | St. Marguerite de Blair Findie. |
| | | | | | | | Including the St. Regis India | | | | | | |
| | 2 | Beauharnois . | 45 10 0 | 74 5 0 | 717 | 325 | 392 | ... | 13th | 22nd | 16th | 2 | St. Clement. |
| | | | St. Lawrence. | | | | | | | | | | |
| | 3 | Berthier . . | 46 2 0 | 73 9 0 | 8,410 | 451 | 120 | 7,839 | 4th | 7th | 3rd | 2 | Berthier . |
| | 4 | Chambly . . | 45 28 30 | 73 17 30 | 211 | 211 | ... | ... | 16th | 37th | 5th | 2 | Longueuil. |
| | 5 | La Chenaye . | 45 43 0 | 73 30 0 | 299 | 216 | 83 | ... | 12th | 27th | 26th | 2 | St. Roch. |
| | 6 | La Prairie . | 45 19 36 | 73 36 30 | 238 | 238 | ... | ... | 7th | 36th | 1st | 2 | St. Constant. |
| | | | On river St. Lawrence. | | | | | | | | | | |
| | 7 | L'Assomption, vacant tract in rear of do. . | 45 47 0 | 73 23 0 | 208 | 108 | 100 | ... | 24th | 33rd | 28th | 2 | St. Pierre de L'Assomption. |
| | | and co. of La Chenaye . | ... | ... | 4,800 | ... | ... | 4,800 | | | | | |
| | 8 | Missisqui . . | 45 6 30 | 72 43 15 | 360 | 72 | 288 | ... | 30th | 30th | 4th | 2 | Vs. of Dunham & Freighleisburg. |
| | 9 | Montreal . . | 45 31 0 | 73 40 0 | 197 | 197 | ... | ... | 1st | 38th | 6th | 6 | St. Laurent. |
| | | | West Bds. L. Temiscaming. | | | | | | | | | | |
| | 10 | Ottawa . . | 47 54 0 | 80 6 10 | 31,669 | 220 | 868 | 30,581 | 38th | 2nd | 32nd | 1 | Hull. |
| | | | Ottawa River. | | | | | | | | | | |
| | | | 45 34 30 | 74 47 30 | | | | | | | | | |
| | 11 | Richelieu . . | 45 50 15 | 72 58 0 | 373 | 373 | ... | ... | 5th | 29th | 13th | 3 | St. Ours. |
| | | | River Richelieu. | | | | | | | | | | |
| | 12 | Rouville . . | 45 18 30 | 73 15 0 | 429 | 429 | ... | ... | 9th | 28th | 8th | 2 | St. Marie de Monnoir. |
| | | | Village St. Hyacinthe, R. Richelieu. | | | | | | | | | | |
| | 13 | St. Hyacinthe | 45 37 15 | 72 55 0 | 477 | 477 | ... | ... | 17th | 25th | 9th | 2 | St. Hyacinthe. |
| | | | In T. of Shefford. | | | | | | | | | | |
| | 14 | Shefford . . | 45 22 18 | 72 32 0 | 749 | ... | 749 | ... | 34th | 17th | 22nd | 1 | Frost Village Tn. of Shefford. |
| | 15 | Stanstead . . | 45 9 0 | 72 4 0 | 632 | ... | 632 | ... | 27th | 23rd | 10th | 2 | Copps Ferry and V. of Charlston, T. of Hatley. |
| | | | River Jesus. | | | | | | | | | | |
| | 16 | Terrebonne, including Isle Jesus . . . | 45 39 20 | 73 20 0 | 3,169 | 205 | 114 | 2,850 | 6th | 12th | 19th | 2 | St. Rose and St. Anne des Plaines |
| | | | Ottawa River. | | | | | | | | | | |
| | 17 | Two Mountains, including I. Berard | 45 31 0 | 74 21 30 | 1,086 | 302 | 341 | 443 | 3rd | 18th | 4th | 2 | St. André and St. Eustache. |
| | 18 | Vaudreuil, including Isle Periot . . | 45 21 15 | 74 16 0 | 330 | 288 | 22 | ... | 14th | 32nd | 18th | 2 | Vaudreuil and Cedres. |
| | 19 | Vercheres . . | 45 42 30 | 73 16 0 | 198 | 198 | ... | ... | 19th | 39th | 2nd | 2 | Vercheres. |
| | | Total | ... | ... | 54,802 | 4,515 | 3,774 | 46,513 | 1st | 2nd | 1st | 41 | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DISTRICT OF QUEBEC. | 1 | Beauce . . | 46 | 70 35 | 1,987 | 509 | 411 | 1,037 | 23rd | 15th | 23rd | 2 | Grande Ligne. |
| | 2 | Bellechasse . | 46 27 | 70 25 | 1,775 | 278 | 295 | 1,202 | 11th | 24th | 31st | 2 | St. Valier and St. Gervais. |
| | 3 | Dorchester . | 46 38 | 71 11 30 | 348 | 348 | .. | .. | 22nd | 31st | 25th | 2 | R. Etchemin and St. Nicolas. |
| | 4 | Islet . . . | 46 40 30 | 69 52 | 3,044 | 239 | 197 | 2,608 | 18th | 13th | 15th | 2 | Islet. |
| | 5 | Kamouraska . | 47 3 | 69 12 | 4,320 | 247 | 182 | 3,891 | 15th | 9th | 11th | 2 | Kamouraska. |
| | 6 | Lotbiniere . | 46 28 | 71 37 30 | 735 | 735 | .. | .. | 29th | 21st | 29th | 2 | St. Croix. |
| | 7 | Megantic . . | 46 5 30 | 71 12 5 | 1,465 | .. | 328 | 1,137 | 40th | 19th | 39th | 1 | Leeds. |
| | | | On the St. | Lawrence. | | | | | | | | | |
| | 8 | Montmorenci . | 47 10 | 70 53 10 | 7,396 | 576 | .. | 6,820 | 36th | 8th | 36th | 2 | St. Anne. |
| | 9 | Orleans . . | 46 56 | 70 57 30 | 69 | 69 | .. | .. | 35th | 40th | 35th | 1 | St. Jean. |
| | | | On the St. | Lawrence. | | | | | | | | | |
| | 10 | Portneuf . . | 46 41 | 71 47 0w. | 8,640 | 572 | .. | 8,068 | 8th | 5th | 12th | 2 | Des Chambault & St. Augustin. |
| | | | Eastern Ex | ty. St. Lawr | ence. | | | | | | | | |
| | 11 | Quebec . . | 46 46 30 | 71 18 | 14,240 | 246 | 214 | 13,780 | 2nd | 3rd | 7th | 6 | Charlesbourg. |
| | 12 | Rimouski . . | 48 1 | 67 51 30 | 8,840 | 1,073 | 213 | 7,554 | 28th | 6th | 34th | 2 | Rimouski and Isle Verte. |
| | | | Cap Abatis | Wn. Exty. | | | | | | | | | |
| | 13 | Saguenay, including Isle aux Coudre & Anticosti | 47 12 30 | 70 24 30 | 72,700 | 535 | 42 | 72,123 | 26th | 1st | 33rd | 2 | Bay St. Paul and Murray Bay. |
| | | | AnceSablon | En. Exty. | | | | | | | | | |
| | | | 51 30 | 55 20 0 | 2,390 | 2,390 | .. | .. | Rank of | the Dist | rict. | | |
| | | Totals | .. | .. | 127,949 | 7,815 | 1,882 | 118,220 | 2nd | 1st | 2nd | 28 | |
| | | | On the St. | Lawrence. | | | | | | | | | |
| D. of THREE RIVERS. | 1 | Champlain . | 46 28 | 72 14 | 783 | 633 | 150 | .. | 31st | 20th | 27th | 2 | Ferry Nr. R. St. Lawrence and Batiscan River. |
| | 2 | Drummond . | 46 0 0 | 72 0 0 | 1,674 | .. | 1,604 | 70 | 39th | 16th | 37th | 1 | Drummondville. |
| | 3 | Nicolet . . | 46 20 0 | 72 17 30 | 487 | 275 | 212 | .. | 20th | 26th | 21st | 2 | Gentilly and St. Gregoire. |
| | | | On Lake | St. Peter. | | | | | | | | | |
| | 4 | St. Maurice . | 46 17 30 | 72 42 30 | 9,810 | 244 | 180 | 9,386 | 10th | 4th | 14th | 4 | Yamachiche. |
| | | | On River St. | Francis T. W | estbury. | | | | | | | | |
| | 5 | Sherbrooke . | 45 30 15 | 71 35 15 | 2,786 | .. | 2,080 | 706 | 32nd | 14th | 17th | 2 | Sherbrooke and Richmond. |
| | 6 | Yamaska . . | 46 4 0 | 72 41 30 | 283 | 283 | .. | .. | 25th | 34th | 30th | 2 | Vil. St. François. |
| | | | | | | | | | Rank of | the Dist | rict. | | |
| | | Totals | .. | .. | 15,823 | 1,435 | 4,226 | 10,162 | 3rd | 3rd | 3rd | 13 | |
| | | | On River | Ristigouche | | | | | | | | | |
| D. of GASPE. | 1 | Bonaventure . | 48 2 25 | 66 34 0 | 4,108 | .. | .. | .. | 33rd | 10th | 38th | 1 | Richmond & Hope |
| | 2 | Gaspé . . . | 48 39 30 | 65 32 | 3,188 | .. | .. | .. | 37th | 11th | 40th | 1 | Point Peter. |
| | 3 | Magdalen Islds. | .. | .. | 93 | .. | 93 | .. | Rank of | the Dist | rict. | | |
| | | Totals | .. | .. | 7,389 | .. | .. | .. | 4th | 4th | 4th | 2 | |
| | | Grand Totals | .. | .. | 205,863 | | | | | | | | |

Inferior District of St. Francis — This inferior district is composed of 38 townships and a part of Bolton; it comprehends the whole of the county of Sherbrooke, and a part of the county of Drummond, in the District of Three Rivers, and all Stanstead, except a part of Bolton, in the District of Montreal, covering the greater part of the above named superior districts, and is included in the General Tables and in the Statistical Tables; its superficies and produce, &c. are comprised within, and form part of the above-named Superior Districts.

## CHAPTER XIII.

Agriculture—Manufactures—Lands in Cultivation.

THAT agriculture is the primary source of public wealth has become an axiom in political economy, and the history of civilization serves to illustrate its truth, by showing that in all countries, first agriculture flourished, and then manufactures and commerce; but that these should be as permanent a benefit to the community appears to be doubtful, since they are considered as indicative of the decline of a state *. The agricultural age of a country may probably be considered, therefore, the most happy period of its history, and that age seems to be that of Canada just now. In stating so, we do not mean to refer to the degree of perfection attained in the agricultural arts in the colony, but to the extent and broad diffusion of husbandry, the number of inhabitants that are agriculturists, that draw from the bosom of the earth every thing necessary to supply their wants, food, raiment, and shelter, and, in fact, the absolute reliance of 7-8ths of the whole population for their sustenance and comfort upon the produce of the soil, which they industriously cultivate. The improvements that have been introduced in the European systems of agriculture are unknown in Canada, or at least have never been adopted, and the Canadian farmer is still seen guiding the old-fashioned plough used by his forefathers, unconscious or heedless of the "march of intellect" abroad, which has not only led to the invention of novel and improved implements of husbandry, but to considerable and beneficial changes in the process of cultivating the earth. The improvements in agriculture in England and elsewhere are to be ascribed to an increased density of population, which rendered it necessary to enhance, by artificial means, the fertility of the soil, that

* "In the youth of a state *arms* do flourish; in the middle age of a state, *learning*; and then both of them together for a time; in the declining age of a state, *mechanical arts* and *merchandise*."—BACON.

its produce might be adequate to the subsistence of augmented numbers; but in Canada, where lands are abundant and farms generally large, this necessity does not exist, and the agriculturist is satisfied with a process of tillage rude, when compared with its ameliorated condition in older countries, yet sufficiently perfect to correspond with his views, and capable of gratifying his wants.

The first striking peculiarity that presents itself in Canadian farms is their elongated shape, each farm or land called, in the language of the country, *terre*, being, in nine cases out of ten, 3 arpents wide by 30 arpents in depth. This width is often again subdivided into two or three and sometimes more sections, the divisions always running longitudinally, and forming so many elongated parallelograms, one extremity of which, called the front, generally abuts upon the public road, whilst the other terminates at what is termed the *cordon*, or division-line between one range of *concessions* or farms, and another. The farmers, —*censitaires* (for we are now speaking of the feudal lands of the province), usually build their houses at 100 or 200 yards distance from the road, and sometimes nearer; and as the farms are, as we have just stated, very narrow, the settlements are close, and in most parts have the appearance of a continued village. The origin of this injudicious distribution of the land is no doubt to be traced to the social character of the Canadian peasant, who is singularly fond of neighbourhood, though it is also referrible to the expediency which formerly existed of concentrating as much as possible the moral and physical energies of the colony, not only with a view of mutual aid in the formation of settlements, but in order the better to be able to repel the attacks of the aborigines, who are well known to have waged a severe war against the first European settlers that established themselves in Canada. Long after the cause of the adoption of such a plan had ceased to exist, the lands continued to be parceled out in the same inconvenient manner, and a considerable degree of otherwise unnecessary labour was thus thrown upon the hands of the agriculturist. His house being in the front part of his farm, and his land all longitude, he is not only incapable, in most instances, of commanding over it that constant supervision, which is so desirable in rural economy, but is obliged to devote more of his time to its tillage, owing to the remoteness of some of his fields from his dwelling, and to

employ much labour and more materials in fencing his farm and enclosures. It is not uncommon to meet with lands in the seigniories, whose dimensions are half an arpent in front by thirty in depth, forming a rectangular farm, whose breadth is to its length in the relative proportion of 1 to 60. Nevertheless the Canadian husbandman toils with cheerfulness, and, when cultivating the remoter parts of his land, carries with him his homely fare, and only returns to his roof, after the close of his labours, at night-fall.

The scientific rotation of crops is unknown to the Canadian agriculturist; he steadily pursues the systems handed down to him by his ancestors, and nothing but the influence of example, very generally diffused, will gradually remove prejudices that are too natural not to meet with apologists, and alter usages that have been sanctioned by generations. The consequence of this desultory mode of tillage, unguided by those rules of art that renovate the vigour of the soil, has been, in some cases, a considerable diminution, and an exhaustion of the productive properties of the land. The returns of produce are nevertheless amply adequate to the wants of the inhabitants, that which is deficient in fertility being frequently made up by superficies; thus the Canadian farmer cultivates two acres, and probably three, to obtain the same amount of corn, &c. that one acre of a good English farm would be expected to yield. But this should by no means be assumed as a criterion of the productive ability of lands in Canada, the returns being in the ratio of the labour and not of the improvable fertility of the soil, it being well known, from experience, that any given quantum of land in England and in Canada, if cultivated to an equally high degree, will yield returns nearly similar.

The most usual period for sowing in spring is the end of April, in the district of Quebec, and the middle of that month in the district of Montreal; the harvesting season commences about the middle of August, and continues until the beginning of September, but these periods are liable to fluctuation, both later and earlier. Much ploughing is generally done in the autumn; its extent, however, being governed by the rigour of the weather, the operation having been sometimes arrested from that cause, early in October, when, at others, it has continued until the middle, and even to the end of November. Haymaking usually begins between the 10th and 12th of July, and lasts till the commencement of August.

The aggregate amount of the produce of the province will be seen by the following table, calculated from data, which may be relied upon, as leading at least to a very near approximation of the truth, if not to results unimpeachably correct. The mode adopted in obtaining the information necessary for the construction of such a statement, was not unlike that followed by Mr. Gourlay in the statistics of Upper Canada; but it should be remarked, that facilities exist in Lower Canada in the means of collecting authentic facts, which the nature of things in the upper province does not allow. In the lower province, the seignorial lands compose the mass of the settled parts of the country, and in each seigniory are to be found two or three heads or sources, where centres every requisite information relative to the agricultural and statistical resources of the feudal settlements; these heads being usually the seigneur, the curate, and the notary, or some of the more intelligent inhabitants of the different seigniories, or parishes, who form so many different *points d'appui*, upon which much reliance may obviously be placed, from the close and immediate relation that necessarily subsists between the seigneur and his vassals, the curate and his parishioners, and the notary (who is generally considered one of the notables of the place) and the inhabitants, who very frequently resort to him. Captains of militia, and other intelligent individuals in the country, have also been consulted as to the agricultural state of the province, and we have not unfrequently, in the course of upwards of 3,000 miles of travel, in all parts of Lower Canada, entered the labourer's humble dwelling, when his family were engaged at the spinning-wheel and the loom, to ascertain the exact state of the domestic manufactures of the country. Such of the seigniories as we did not personally traverse, and these are few in number, we became almost equally well acquainted with, through the circumstantial and intelligent replies of the seigneurs and reverend curates, to circular queries transmitted to them, embracing in their purport all the objects mentioned in the agricultural statement, and also many of those comprised in the columns of the statistical table. As regards the townships, the same means, modified by circumstances, were resorted to for information, much was obtained by personal inspection in the progress of official tours, whilst the official returns of township agents, made quarterly to us, were likewise sources of the most correct and circumstantial facts, relative to the state of the new settlements of the colony.

STATEMENT, BY DISTRICTS AND COUNTIES, OF THE AGRICULTURAL PRODUCE, LIVE STOCK, DO-

PRODUCE OF EACH COUNTY UPON AN AVERAGE OF THREE YEARS.

| No. | Counties. | Wheat. Bushels. | Oats. Bushels. | Barley. Bushels. | Peas. Bushels. | Rye. Bushels. | Buck Wheat. Bushels. | Indian Corn. Bushels. | Mixed Grain. Bushels. | Maple Sugar. Cwts. | Potatoes. Bushels. | Hay. Tons. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| District of Montreal. | | | | | | | | | | | | |
| 1 | Acadie | 62,000 | 59,000 | 7,900 | 23,020 | 7,244 | 2,000 | 5,180 | 3,800 | 1,062 | 169,500 | 29,100 |
| 2 | Beauharnois | 61,805 | 46,660 | 14,000 | 41,800 | 11,550 | 5,400 | 20,950 | 5,374 | 1,326 | 195,400 | 25,300 |
| 3 | Berthier | 117,636 | 159,632 | 14,981 | 38,959 | 5,375 | 2,500 | 3,296 | 4,085 | 1,064 | 470,913 | 64,111 |
| 4 | Chambly | 126,166 | 90,440 | 12,910 | 28,635 | 14,508 | 2,500 | 1,985 | 4,115 | 195 | 247,157 | 38,229 |
| 5 | La Chenaye | 48,100 | 43,950 | 6,130 | 21,588 | 3,910 | 700 | 9,000 | 4,900 | 491 | 201,579 | 33,100 |
| 6 | La Prairie | 151,800 | 111,600 | 9,900 | 58,260 | 21,900 | 1,000 | 20,910 | 4,910 | 1,054 | 153,500 | 54,567 |
| 7 | L'Assomption | 56,780 | 39,330 | 1,117 | 15,335 | 3,000 | 500 | 5,600 | 5,200 | 362 | 161,000 | 25,900 |
| 8 | Missisqui | 86,833 | 93,700 | 12,000 | 35,700 | 6,000 | 20,300 | 36,706 | 4,000 | 581 | 252,000 | 28,200 |
| 9 | Montreal | 126,000 | 93,860 | 13,120 | 17,066 | | 2,500 | 1,456 | 15,150 | 98 | 495,857 | 42,275 |
| 10 | Ottawa | 22,846 | 24,760 | 1,250 | 6,810 | 8,166 | 7,000 | 31,833 | 4,200 | 500 | 42,805 | 6,537 |
| 11 | Richelieu | 92,300 | 83,419 | 4,341 | 24,600 | 5,490 | 3,000 | 3,260 | 5,800 | 554 | 156,790 | 43,200 |
| 12 | Rouville | 167,216 | 89,740 | 28,200 | 39,900 | 8,220 | 3,020 | 16,975 | 4,910 | 642 | 140,300 | 45,600 |
| 13 | St. Hyacinthe | 114,771 | 95,400 | 13,706 | 17,072 | 3,220 | 5,107 | 1,844 | 5,250 | 610 | 69,110 | 50,600 |
| 14 | Shefford | 36,568 | 51,543 | 6,950 | 21,608 | 2,200 | 9,796 | 17,915 | 2,500 | 384 | 70,800 | 15,516 |
| 15 | Stanstead | 90,020 | 85,700 | 14,000 | 18,850 | 1,944 | 2,780 | 25,332 | 2,600 | 531 | 136,100 | 34,100 |
| 16 | Terrebonne | 75,764 | 60,442 | 4,772 | 22,170 | 2,312 | 3,000 | 3,284 | 3,990 | 312 | 305,702 | 53,103 |
| 17 | Two Mountains | 91,850 | 75,850 | 19,275 | 38,100 | 29,750 | 11,000 | 53,760 | 3,750 | 857 | 167,000 | 37,300 |
| 18 | Vaudreuil | 63,900 | 60,200 | 5,830 | 20,860 | | 10,000 | 5,000 | 5,008 | 679 | 326,701 | 31,300 |
| 19 | Vercheres | 145,531 | 114,600 | 23,299 | 56,400 | 9,020 | 2,500 | 4,880 | 5,610 | 187 | 359,507 | 34,950 |
| | Total | 1,752,786 | 1,379,856 | 213,672 | 546,783 | 134,809 | 94,603 | 272,266 | 95,152 | 11,489 | 4,121,721 | 692,988 |
| District of Quebec. | | | | | | | | | | | | |
| 1 | Beauce | 56,430 | 38,100 | 23,500 | 22,361 | 510 | 600 | 2,010 | 1,050 | 160 | 111,300 | 22,300 |
| 2 | Bellechasse | 100,848 | 82,300 | 11,720 | 17,530 | 2,585 | 2,500 | 910 | 3,105 | 568 | 235,534 | 46,508 |
| 3 | Dorchester | 55,000 | 43,500 | 6,450 | 19,000 | 4,058 | 145 | 7,040 | 5,500 | 1,810 | 93,100 | 29,100 |
| 4 | Islet | 93,806 | 73,500 | 5,714 | 15,824 | 8,669 | 2,100 | 4,550 | 6,568 | 982 | 247,137 | 41,033 |
| 5 | Kamouraska | 109,191 | 41,400 | 32,675 | 22,840 | 10,275 | 1,200 | 5,060 | 12,100 | 1,211 | 241,050 | 32,914 |
| 6 | Lotbinière | 59,700 | 42,250 | 1,991 | 11,000 | 2,490 | 1,000 | 1,885 | 4,350 | 647 | 30,440 | 22,218 |
| 7 | Megantic | 3,695 | 1,575 | 595 | 240 | 940 | 518 | 122 | 1,200 | 175 | 8,117 | 270 |
| 8 | Montmorenci | 38,448 | 14,982 | 1,156 | 2,586 | 1,300 | | 5,800 | 1,000 | 187 | 21,380 | 18,650 |
| 9 | Orleans | 31,924 | 20,896 | 2,605 | 16,500 | 3,165 | 2,500 | 315 | 2,195 | 162 | 106,065 | 16,122 |
| 10 | Portneuf | 94,354 | 84,740 | 6,829 | 28,605 | 4,500 | 4,060 | 2,730 | 3,150 | 1,053 | 340,458 | 42,205 |
| 11 | Quebec | 59,214 | 152,615 | 14,240 | 25,775 | 4,851 | 2,450 | 3,198 | 2,465 | 354 | 331,627 | 34,598 |
| 12 | Remouski | 34,528 | 14,460 | 10,793 | 6,073 | 6,110 | 1,000 | 60 | 15,864 | 726 | 19,460 | 16,457 |
| 13 | Saguenay | 56,734 | 16,735 | 5,336 | 4,135 | 3,480 | 2,000 | 3,297 | 3,200 | 296 | 62,736 | 26,500 |
| | Total | 793,872 | 627,053 | 123,604 | 192,469 | 52,933 | 20,073 | 36,977 | 61,747 | 8,331 | 1,848,404 | 348,875 |
| District of 3 Rivers. | | | | | | | | | | | | |
| 1 | Champlain | 41,773 | 68,300 | 608 | 10,390 | 1,100 | 1,760 | 640 | 4,380 | 386 | 238,516 | 21,177 |
| 2 | Drummond | 18,080 | 14,503 | 1,994 | 2,931 | 1,230 | 170 | 8,331 | 5,100 | 306 | 27,330 | 17,900 |
| 3 | Nicolet | 76,350 | 47,109 | 3,200 | 17,620 | 4,283 | | 310 | 3,500 | 936 | 66,620 | 38,100 |
| 4 | Saint Maurice | 89,600 | 85,900 | 13,080 | 14,640 | 3,130 | 2 500 | 330 | 4,280 | 648 | 129,880 | 32,660 |
| 5 | Sherbrooke | 80,871 | 62,910 | 3,619 | 18,280 | 19,043 | 2,291 | 13,260 | 3,180 | 709 | 103,119 | 30,500 |
| 6 | Yamaska | 56,300 | 39 000 | 3,340 | 17,400 | 1,015 | | 638 | 6,150 | 743 | 40,900 | 29,000 |
| | Total | 362,974 | 317,722 | 25,841 | 81,261 | 29,801 | 6,721 | 23,509 | 26,590 | 3,728 | 606,365 | 169,337 |
| Gaspe. | | | | | | | | | | | | |
| 1 | Bonaventure | 11,130 | 13,095 | | 1,600 | | | 200 | 650 | 521 | 57,210 | 4,067 |
| 2 | Gaspé | 878 | 3,803 | | 1,205 | | | 198 | 520 | 260 | 162,610 | 6,800 |
| | Total | 12,008 | 16,898 | | 2,805 | | | 398 | 1,170 | 781 | 219,820 | 10,867 |
| | Grand Total | 2,931,240 | 2,341,529 | 363,117 | 823,318 | 217,543 | 121,397 | 333,150 | 184,659 | 24,329 | 6,796,310 | 1,228,067 |

MESTIC MANUFACTURES, AND QUANTUM OF LAND UNDER CULTIVATION IN LOWER CANADA, 1827.

| | | LIVE STOCK. | | | | | DOMESTIC MANUFACTURES. | | | LAND IN CULTIVATION. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flax. Cwts. | Butter. Cwts. | Horses. | Oxen. | Cows. | Sheep. | Swine. | Cloth (Etoffe du Pays). French ells. | Flannel and Home-spun (Petite Etoffe). French ells. | Linen. French ells. | Looms. | Under Crop. Acres. | Fallow and Meadow Land. Acres. | Total Quantum in Culture. Acres. |
| 343 | 3,685 | 3,850 | 4,368 | 6,435 | 23,883 | 3,085 | 40,210 | 30,000 | 49,666 | 390 | 21,166 | 39,334 | 60,500 |
| 277 | 5,080 | 2,076 | 3,916 | 5,678 | 17,599 | 6,838 | 20,040 | 23,000 | 25,833 | 208 | 31,466 | 62,034 | 93,500 |
| 498 | 5,902 | 5,822 | 5,172 | 10,756 | 38,068 | 9,236 | 59,995 | 41,945 | 45,925 | 579 | 38,260 | 97,978 | 136,238 |
| 345 | 3,986 | 4,492 | 2,852 | 6,466 | 21,872 | 2,760 | 38,872 | 24,600 | 31,100 | 307 | 30,925 | 60,580 | 91,505 |
| 243 | 4,398 | 4,815 | 5,580 | 8,255 | 20,500 | 8,550 | 26,330 | 18,321 | 20,600 | 305 | 26,150 | 49,300 | 75,450 |
| 741 | 5,910 | 5,963 | 6,902 | 12,329 | 40,369 | 9,639 | 61,250 | 53,000 | 72,500 | 598 | 37,734 | 72,466 | 110,200 |
| 347 | 3,073 | 3,643 | 4,160 | 7,961 | 22,485 | 9,739 | 30,010 | 24,009 | 30,177 | 415 | 21,033 | 39,066 | 60,099 |
| 251 | 3,831 | 3,266 | 5,151 | 7,140 | 21,705 | 4,600 | 32,240 | 23,780 | 20,684 | 360 | 16,834 | 32,466 | 49,300 |
| 325 | 4,610 | 5,869 | 4,949 | 9,727 | 18,850 | 7,520 | 31,740 | 23,805 | 28,676 | 294 | 67,500 | 71,975 | 139,475 |
| 97 | 1,218 | 569 | 848 | 1,983 | 5,320 | 1,455 | 5,550 | 6,828 | 7,960 | 86 | 5,234 | 10,166 | 15,400 |
| 287 | 6,457 | 5,363 | 4,521 | 9,736 | 34,410 | 7,899 | 35,850 | 19,315 | 25,070 | 307 | 38,733 | 70,476 | 109,209 |
| 443 | 6,500 | 5,787 | 7,965 | 11,115 | 45,505 | 9,652 | 52,230 | 43,800 | 40,686 | 556 | 36 633 | 67,266 | 103,899 |
| 310 | 4,372 | 7,042 | 6,215 | 10,135 | 32,828 | 7,351 | 33,950 | 16,111 | 24,000 | 298 | 35,834 | 68,666 | 104,500 |
| 148 | 2,208 | 1,724 | 2,242 | 3,019 | 8,486 | 2,424 | 12,740 | 9,509 | 13,160 | 102 | 11,050 | 19,100 | 30,150 |
| 201 | 3,010 | 3,505 | 4,470 | 6,200 | 13,835 | 4,395 | 16,860 | 11,305 | 17,090 | 123 | 14,434 | 25,866 | 40,300 |
| 320 | 5,985 | 5,677 | 5,998 | 8,947 | 37,455 | 7,570 | 45,410 | 24,740 | 28,394 | 370 | 27,287 | 73,295 | 100,582 |
| 516 | 6,962 | 4,811 | 5,498 | 8,116 | 26,130 | 6,628 | 30,650 | 16,280 | 40,680 | 530 | 37,668 | 72,332 | 110,000 |
| 346 | 3,797 | 3,603 | 4,614 | 6,146 | 22,910 | 5,995 | 34,651 | 12,826 | 31,260 | 390 | 31,400 | 59,800 | 91,200 |
| 495 | 4,598 | 5,322 | 3,210 | 7,180 | 30,600 | 5,570 | 49,590 | 33,060 | 41,500 | 488 | 50,665 | 89,800 | 140,465 |
| 6,533 | 85,582 | 81,199 | 88,631 | 147,324 | 482,810 | 120,906 | 658,168 | 456,234 | 594,961 | 6,756 | 580,006 | 1,081,966 | 1,661,972 |
| 347 | 3,108 | 3,225 | 2,171 | 5,662 | 19,808 | 5,972 | 25,100 | 13,900 | 21,560 | 398 | 24,734 | 46,466 | 71,200 |
| 391 | 4,787 | 5,394 | 4,202 | 8,552 | 41,786 | 17,354 | 50,150 | 40,000 | 36,060 | 601 | 28,567 | 68,339 | 96,906 |
| 355 | 3,331 | 3,709 | 2,925 | 6,795 | 21,902 | 7,756 | 30,900 | 19,700 | 27,500 | 419 | 28,368 | 53,732 | 82,100 |
| 343 | 3,965 | 3,201 | 2,910 | 7,855 | 30,805 | 9,990 | 34,080 | 27,560 | 30,670 | 372 | 25,500 | 59,999 | 85,499 |
| 379 | 6,980 | 3,658 | 2,852 | 8,955 | 26,490 | 4,558 | 43,000 | 26,035 | 35,000 | 403 | 33,833 | 66,066 | 99,899 |
| 353 | 2,855 | 2,802 | 1,694 | 5,684 | 17,452 | 6,555 | 33,331 | 27,340 | 32,150 | 416 | 22,440 | 39,810 | 62,250 |
| 7 | 228 | 51 | 116 | 185 | 196 | 266 | 933 | 780 | 408 | 31 | 694 | 1,086 | 1,780 |
| 156 | 1,709 | 1,232 | 3,033 | 4,275 | 9,934 | 4,834 | 13,140 | 10,930 | 14,425 | 296 | 11,217 | 22,134 | 33,351 |
| 115 | 1,420 | 1,044 | 1,690 | 2,098 | 6,905 | 4,810 | 11,200 | 8,400 | 10,080 | 90 | 11,939 | 27,061 | 39,000 |
| 385 | 4,569 | 5,016 | 5,354 | 11,425 | 23,631 | 7,373 | 38,850 | 31,080 | 34,665 | 518 | 30,910 | 67,500 | 98,410 |
| 160 | 3,204 | 4,941 | 3,291 | 7,513 | 19,700 | 5,272 | 23,340 | 11,970 | 14,840 | 252 | 31,904 | 78,950 | 110,854 |
| 211 | 2,900 | 2,601 | 2,098 | 4,655 | 12,127 | 3,751 | 23,140 | 14,655 | 15,120 | 204 | 21,367 | 42,034 | 63,401 |
| 312 | 3,040 | 2,148 | 3,162 | 5,143 | 17,306 | 8,105 | 25,100 | 20,900 | 28,415 | 405 | 19,930 | 39,266 | 59,196 |
| 3,422 | 42,096 | 39,022 | 35,498 | 78,797 | 248,042 | 86,596 | 352,264 | 253,250 | 300,893 | 4,315 | 291,403 | 612,443 | 903,846 |
| 79 | 2,432 | 2,353 | 2,422 | 5,749 | 10,948 | 3,482 | 7,040 | 5,443 | 6,446 | 136 | 19,766 | 38,334 | 58,100 |
| 52 | 827 | 716 | 912 | 1,286 | 3,362 | 1,375 | 4,755 | 3,200 | 4,300 | 98 | 4,090 | 5,180 | 9,270 |
| 307 | 5,297 | 5,250 | 2,628 | 7,490 | 25,500 | 7,155 | 47,661 | 27,340 | 57,100 | 595 | 32,600 | 65,200 | 97,800 |
| 221 | 3,390 | 4,401 | 4,550 | 7,565 | 29,580 | 6,720 | 24,120 | 16,328 | 19,386 | 418 | 34,100 | 64,900 | 99,000 |
| 381 | 2,009 | 3,161 | 3,872 | 5,408 | 11,836 | 4,995 | 24,233 | 20,100 | 35,400 | 395 | 10,180 | 19,940 | 30,120 |
| 422 | 3,398 | 2,941 | 4,960 | 4,720 | 12,448 | 6,501 | 27,434 | 22,335 | 39,300 | 431 | 25,166 | 51,334 | 76,500 |
| 1,762 | 17,353 | 18,822 | 19,344 | 32,218 | 93,674 | 30,228 | 135,243 | 94,746 | 161,932 | 2,073 | 125,902 | 244,878 | 370,780 |
| 8 | 323 | 427 | 943 | 1,076 | 3,442 | 3,220 | 5,232 | 3,000 | 608 | 67 | 3,258 | 3,400 | 6,658 |
| 4 | 610 | 962 | 596 | 600 | 1,154 | 785 | 2,766 | 1,010 | 302 | 32 | 1,629 | 1,700 | 3,329 |
| 12 | 933 | 1,389 | 1,539 | 1,676 | 4,596 | 4,005 | 7,998 | 4,010 | 910 | 99 | 4,887 | 5,100 | 9,987 |
| 11,729 | 145,964 | 140,432 | 145,012 | 260,015 | 829,122 | 241,735 | 1,153,673 | 808,240 | 1,058,696 | 13,243 | 1,002,198 | 1,944,387 | 2,946,565 |

By the column of land under culture we find that there are nearly 3,000,000 of acres of improved lands in the province, and that of this quantum about 1-3rd is actually under crop, and the remaining 2-3rds are partly left fallow, and partly cultivated as meadow land. We have, therefore, rather upwards of 1,000,000, viz. 1,002,198 acres, that yield the grain of the country, besides roots and vegetables, which may be considered as absorbing about 250,000 acres of that quantum. Hence it appears that the whole aggregate amount in bushels of wheat, oats, barley, pease, &c., raised in the county, i. e. 7,295,963, is the produce of 752,198 acres of tillage lands, yielding an average of 9½ bushels per acre; and this average, although higher than an estimate given by a very intelligent citizen * of Quebec, in his evidence before a committee of the assembly, is probably low, when it is considered that instances are not rare of one acre producing 20 bushels of wheat, and considerably more oats, maize, &c. But the apparent discrepancy can be easily conciliated by a very judicious remark of the gentleman alluded to, who considers the population of the province as having increased in a much more rapid ratio than the cultivation, which not only diminished the amount of the export of bread stuffs, but, owing to the advanced demand for them by the native population of the country, has rendered additional diligence necessary in the process of tillage, and, in some measure, forced the inhabitants, though almost imperceptibly, into agricultural improvements.

As a proof of the fact above stated, the following statements, taken from the printed reports of the crown lands committee of the house of assembly, will show that, with few exceptions, the export amount of bread stuffs from the province has considerably diminished since the year 1793.

* William Meiklejohn, Esq.

*Export of Bread Stuffs from the Port of Quebec from* 1793 *to* 1802 *inclusive*.*

| | 1793. | 1794. | 1795. | 1796. | 1797. | 1798. | 1799. | 1800. | 1801. | 1802. |
|---|---|---|---|---|---|---|---|---|---|---|
| Wheat . . . | 487,000 | 414,000 | 395,000 | 3,106 | 31,000 | 92,000 | 129,000 | 217,000 | 473,000 | 1010,033 |
| Flour (bbls.) | 10,900 | 13,700 | 18,000 | 4,300 | 14,000 | 9,500 | 14,400 | 20,000 | 38,000 | 28,300 |
| Biscuit (cwt.) | 9,800 | 15,000 | 20,000 | 3,800 | 8,000 | 12,000 | 21,500 | 25,000 | 32,300 | 22,051 |

| | Bush. Wheat, | Bbls. Flour, | Cwt Biscuit, |
|---|---|---|---|
| Amounting to | 3,251,139 | 171,100 | 169,451 |
| Annual average | 325,114 | 17,100 | 16,945 |
| Do. of Flax seed | 7,500 bushels, and of Pease, Oats, and Barley | | 4,000 |

*The Exports of Bread Stuffs from the Port of Quebec for seven years,* 1816 *to* 1822 *inclusive, in something near round numbers, is as follows* :*

| | 1816. | 1817 & 1818. | 1819. | 1820. | 1821. | 1822. |
|---|---|---|---|---|---|---|
| Wheat (bush.) | | 546,500 | 37,800 | 320,000 | 318,400 | 145,000 |
| Flour (bbls.) | 1,137 | 69,100 | 12,100 | 45,000 | 22,600 | 47,700 |
| Biscuit (cwt.) | 456 | 22,700 | 11,200 | 8,800 | 11,200 | 13,500 |

| | Bush. Wheat, | Bbls Flour, | Cwt. Biscuit, |
|---|---|---|---|
| Amounting to | 1,367,700 | 197,637 | 67,856 |
| Annual average | 195,386 | 28,233 | 9,694 |

Wheat is the chief article cultivated by the Canadian farmer; yet it is not raised in much greater quantities than would be requisite for the consumption of the inhabitants, were not the import of Upper Canada flour into the lower province so extensive as to make up the deficiency that would arise by the export of corn from the port of Quebec to the British markets. The great and increasing tide of emigration to the country augments the demand for bread stuffs in a much larger ratio than their production, and it cannot therefore be expected that a dense population, under the Canadian system of husbandry, can both supply their own wants and have at the same time the means of exportation. However, as the township lands will progressively be thrown open, and

* Evidence of William Meiklejohn, Esq.

new farms are brought under cultivation, the produce will gradually assume a greater proportion to the population. And should the distillation of whiskey and beer be eventually introduced into the country, there is no doubt that the increased demand for barley and wheat, consequent upon this event, would give a new impulse to the culture of those species of grain, and render the province, in a measure, independent of foreign markets, for the disposition of its surplus corn. The cheapness of whiskey and beer, that would naturally follow the general introduction of distilleries of this description, must be considered by moralists as leading to excesses in drinking, but admitting its tendency, we cannot forget that the adulterated and deleterious beverage the people now universally drink, in the shape of rum, is not only cheap but far more pernicious than would be either whiskey or beer, and it is also without the redeeming advantage possessed by the latter, that of affording a market to the wheat of the country, and thus encouraging its cultivation.

The extent of the domestic manufactures of the province, exhibited by the table, will probably excite some surprise, but it serves to demonstrate, in a forcible manner, the resources of the country, and the independent condition of its inhabitants, as regards all the necessaries of life. Some counties are rather more manufacturing than others, and not only weave woollens and linens for their own use but also for sale; generally speaking, however, the peasantry of the different parishes are satisfied with clothing themselves from the produce of their own looms, the operation of weaving universally devolving upon the female branches of the family, who are thus employed during the late autumnal and the winter months. Few farmers cultivate more than half an acre in flax-seed, the growth of which supplies them with ample materials to manufacture their house linen, and only a few articles of wearing apparel, most of these being made of flannel. Flax grows with great luxuriance in Canada, and hemp has, in all cases in which it was fairly tried, succeeded equally well. It is particularly adapted as a first crop after the clearing of new lands, the soil being generally too rich in the outset for the production of grain, and there is no doubt, that in a country where the forests are daily making way for cultivation, a considerable portion of the new lands would be appropriated to the growth of hemp, if a

market were offered to the cultivator. That the encouragement of that article in the colony is a matter of vast importance to the mother country cannot be denied, since with Canada, as the source of the naval supplies of Great Britain, not only those of timber but of hemp, England might consider herself far more independent than she now is in this particular of European commerce, and remain unhurt by prohibitory treaties that may, sooner or later, supervene to check her trade with the Baltic. The subject is one which we have always esteemed of great moment to the interests both of Great Britain and of the British provinces, and having given much time to its serious consideration, we would call the attention of the reader, who is desirous of more particular information upon this head, to the Appendix at the end of this volume, in which is printed a plan submitted to the society of arts and sciences in Canada, for encouraging the cultivation of hemp in the province, with a *vidimus* of the probable advantages to be derived by a company that might be formed for the promotion of that object.

An article in the productions of Lower Canada, which deserves to be particularized, is *maple sugar*, not only from the extent to which it is now manufactured in most parts of the province, but from the conspicuous place it holds in the estimation of the peasantry of the country. The process of obtaining it is extremely simple, and is so far, generally speaking, from being considered laborious, that the sugar season, which usually commences and ends with April, is rather deemed one of festivity than toil. The rapidity of vegetation, or more properly its cause, the almost sudden transition from cold to heat, appears essential to the production of the article, at least in any quantities, inasmuch as the copious exudation of sap from the maple-tree is the consequence of its being rapidly dissolved from a congealed state, and converted into a thin saccharine serum, which exudes through a puncture or incision made in the rind of the tree, about three or four feet from the root: in this incision a slender spigot is inserted to convey the liquid into troughs placed beneath for its collection, and thus is obtained the fluid whence the sugar is manufactured. The process of converting the sap into sugar is equally simple, and merely consists in boiling it until a sufficient degree of evaporation has taken place, to convert the liquid into a thick syrup which,

if it be intended to preserve the sugar in solid loaves, as is the most prevalent practice, is transferred to wooden or birch-bark vessels of various sizes, that become the moulds of the sugar when it has hardened. If it be meant that the sugar assume the appearance of muscovado, the sap is constantly stirred while boiling, until the moisture appears to have quite evaporated, when the residuum becomes friable, and perfectly resembling the West India sugar.

The average weight of sugar yielded by one tree is stated to be about 5¼ lbs., and in a country where, as in Canada, maple abounds, some estimation may be made of the possible quantity of that article which could be produced. Whether, however, it would be sound policy to encourage a systematic production of maple sugar in the province, is perhaps questionable, not only from its tendency to affect the consumption of West Indian commodities of that description, but also from its being a premium upon leaving large tracts of country in forest land, instead of being converted into corn and hemp fields, which appear to us the most valuable of the two purposes to which the soil could be devoted. Maple sugar will nevertheless ever continue a favourite luxury, if not a necessary, with the Canadian peasant, who has not unaptly been considered * as having for it the same sort of natural predilection that an Englishman has for his beer, a Scotchman for his scones, and a Mexican for his pulque.

Of late years agriculture has become a subject of particular solicitude in the province, and there have in consequence been formed, in the various districts, very intelligent societies, under the patronage of government, for its promotion, whose endeavours have in general been attended with considerable success. The premiums offered by these societies extend to most articles of produce, and particularly to the amelioration of stock-farming, an important branch of rural economy, which had hitherto been greatly neglected, but which is now become a subject of almost paramount interest in the estimation of the agriculturist. The exhibitions of cattle that take place every spring, under the auspices of the agricultural societies in the three districts, show an obvious improvement

* Political and Historical Account of Lower Canada by "A Native Canadian."

in the breed of horses, horned cattle, sheep, &c. The exhibition of produce is equally indicative of the progressive advancement of agriculture to higher perfection. Nor are the manufactures of the country left without some encouragement, premiums being offered for the best manufactured straw-hats, woollens, linens, &c. that usually bring out excellent specimens of the manufacturing abilities of the Canadian peasantry.

The annual and monthly reports of these societies usually contain hints and suggestions to the farmer, well calculated to aid him in his labours, if attended to. There are likewise in both cities, Quebec and Montreal, associations for the encouragement of horticulture, which have led to considerable ameliorations in the culture of garden fruits and vegetables. In fact, great pains are taken, as well by the legislature as by public associations and individuals, to promote the agriculture of the province in all its branches ; and there is no doubt, that the monies liberally voted by the house of assembly, to be laid out in premiums, under the judicious control of the agricultural societies, added to the influence of individual zeal and example, will ere long eradicate some of the older prejudices, to which the Canadian agriculturist remains still attached, and introduce the more enlightened system of cultivation now applied so successfully in Europe.

## CHAPTER XIV.

### Tenures in Lower Canada.

When Canada was first established as a colony of France, the feudal system still prevailed in Europe, with much of its original gothic vigour, and, as might naturally be expected, its spirit as well as its practice were at once transferred to those distant possessions, and the lands therein universally granted under the feudal tenure. However, as the settlements of the country progressively acquired strength and consequence, and its government became a subject of more immediate solicitude to the French crown, a variety of modifications were, from time to time, introduced in the feudal code, that tended on the one hand to abridge the exorbitant privileges of the seigneur, and on the other to add to the independence of the vassal. These modifications, combined with the tacit relinquishment of several rights that formerly attached to feudality, but which have since become obsolete, have given to the feudal tenure in Lower Canada peculiarities that belong to itself, and which seem singularly well adapted to the local circumstances of the country.

It was not until 30 years after the conquest, in 1759, that the tenure in free and common soccage was effectually introduced, although the most strenuous endeavours appear to have been used long before by the loyalists, who had emigrated from the revolted colonies to the province of Quebec, to obtain from the mother country an abandonment of the seignorial tenures, and the adoption of those to which they had hitherto been accustomed.

The remarkable delicacy manifested by the imperial government on this subject is an instance of the magnanimity of a conqueror that cannot fail to add lustre to the British name, whilst its recollection must tend to draw the link still closer between the mother country and the colony. That it was intended to leave the inhabitants in the ample enjoyment of

their ancient usages, religiously to respect and protect their laws and institutions, and in furtherance of this intention, to propagate the original tenures of the province, is evident from the 38th article of his late most gracious majesty George the Third's instructions to Guy Carleton, Esq., the governor of the country, in 1775 *.

Nor was this the only manifestation of his late majesty's most gracious pleasure on this subject, for we find that, in the 40th article of the royal instructions, given to Lord Dorchester in 1786, after directing that the loyalists and disbanded troops should receive, as a reward for their services, grants of the waste lands of the crown, his majesty distinctly prescribes that the lands so to be granted should be held *en seigneurie* †.

By the 31st George III. chap. 31, commonly called in Canada the Constitutional Act, the province of Quebec was divided into the provinces

* "By our commission to you, under our great seal of Great Britain, you are authorized and empowered, with the advice and consent of our council, to settle and agree with the inhabitants of our said province of Quebec, for such lands, tenements, and hereditaments, as now are or shall hereafter be in our power to dispose of; it is therefore our will and pleasure, that all lands which now are or hereafter may be subject to our disposal, be granted in fief or seigneurie, in like manner as was practised antecedent to the conquest of the said province, omitting however, in any grant that shall be passed of such lands, the reservation of any judicial powers or privileges whatever:—and it is our further will and pleasure, that all grants in fief or seigneurie, so to be passed by you as aforesaid, be made subject to our royal ratification or disallowance, and a due registry thereof within a limited time, in like manner as was practised in regard to grants and concessions held in fief and seigneurie under the French government."

† "Such lands to be divided into distinct seigneuries or fiefs, to extend from two to four leagues in front, and from three to five leagues in depth, if situated upon a navigable river, otherwise to be run square, or in such shape and in such quantities as shall be convenient and practicable, and in each seigneurie a glebe to be reserved and laid out in the most convenient spot, to contain not less than three hundred acres, nor more than five hundred acres; the property of which seigneuries or fiefs shall be and remain vested in us, our heirs and successors; and you shall allot such parts of the same as shall be applied for by any of our said loyal subjects, non-commissioned officers, and private men of our forces, reduced as aforesaid, in the following proportions, that is to say," &c.

"The said lands to be held under us, our heirs, and successors, seigneurs of the seigneurie or fief in which the same shall be situated, upon the same terms, acknowledgments, and services, as lands are held in our said province, under the respective seigneurs holding and possessing seigneuries or fiefs therein, and reserving to us, our heirs and successors, from and after the expiration of ten years from the admission of the respective tenants, a quit rent of one halfpenny per acre."

of Lower and Upper Canada, evidently with a view of dividing the feudal from the soccage lands of the country, in order to obviate as much as possible the confusion attendant upon a mixture of repugnant tenures. It is true that it is left *optional* with the grantee, by the 43d section of the act, to obtain his lands under the free and common soccage tenure, in the lower as well as in the upper province, but these grants were to be "subject nevertheless to such alterations with respect to the nature and consequences of such tenure of free and common soccage, as might be established by any law or laws by his majesty, his heirs and successors, by and with the advice and consent of the legislative council and assembly of the province."

Notwithstanding these repeated and powerful manifestations of the desire of the crown, to perpetuate the tenure of fief and seigniory in Lower Canada, as most consonant not only with the habits and feelings of the people, but consistent with a more uniform and systematic order of things, no fresh grants in fief were made after the conquest, if we except those of Shoolbred and Murray Bay, and the whole of the lands of the colony, not previously granted under the feudal system, are now considered as soccage lands, and are almost wholly laid out in townships.

By the ancient custom of Canada, lands were held immediately from the king *en fief*, or *en roture*, on condition of rendering fealty and homage on accession to the seignorial property; and, in the event of a transfer thereof, by sale or otherwise, except in hereditary succession, it was subject to the payment of a *quint*, or the fifth part of the whole purchase money, and which, if paid by the purchaser immediately, entitled him to the *rabat*, or a reduction of two-thirds of the *quint*. This custom still prevails.

The tenanciers, censitaires, or holders of lands *en roture*, are subject to some particular conditions, but they are not at all burthensome; for instance, they pay a small annual rent, usually between 2*s.* 6*d.* and 5*s.* for each arpent the farms have in front (though in many seigniories the rents of new concessions have been considerably increased); to this is added some article of provision, such as a couple of fowls, or a goose, or a bushel of wheat, or something else of domestic consumption. They

are also bound to grind their corn at the *moulin banal*, or the lord's mill, where one-fourteenth * part of it is taken for his use as *mouture*, or payment for grinding; to repair the highways and by-roads passing through their lands, and to make new ones, which, when opened, must be surveyed and approved by the grand voyer of the district, and established by process verbal †. Lands are sometimes held by *bail emphitéotique*, or long lease of 20, 30, 50, or any number of years, subject to a very small rent only. *Franc aleu* is a freehold, under which lands are exempt from all rights or duties to seigneurs, acknowledging no lord but the king ‡. *Censive* is a feudal tenure, subject to an annual rent, paid either in money or produce.

The seigneurs, by the old laws that have now become obsolete, were entitled to constitute courts, and preside as judges therein, in what is denominated *haute, moyenne, et basse justice*, which take cognizance of all crimes committed within their jurisdiction, except murder and treason. This privilege has lain dormant ever since the conquest, nor is it probable that it will ever be attempted to revive it, as such ample provision is made for the regular administration of the laws. The *lods et ventes* constitute part of the seigneur's revenue. It is a right to a twelfth part of the purchase money of every estate within his seigniory that changes its owner by sale, or other means equivalent to a sale. This twelfth is to be paid by the purchaser, and is exclusive of the sum agreed upon between him and the seller; for prompt payment of it a reduction of a fourth part is usually made. In cases of a sale of this nature the lord possesses the *droit de retrait*, which is the privilege of pre-emption at the highest bidden price, within forty days after the sale has taken place; it is, however, a privilege but seldom exercised. All the fisheries within a seigniory contribute to increase the proprietor's revenue, as he receives a tithe of all the fish caught, or an equivalent sum.

* It appears that the rate of *mouture* is higher in the United States, where the greatest competition obtains, and that it stands at one-twelfth.—*Land Reports, H. A. L. C.*

† In the Appendix will be found a formula of the *censitaire*'s title, or *bail à cens*, which is best calculated to convey a knowledge of the precise conditions of the grant.

‡ The only two fiefs in franc aleu in the province were those of Charlesbourg, near Quebec, and 600 arpents near Three Rivers, granted to the late order of jesuits, and now reverted to the crown.—*Cugnet.*

Besides these rights, he is privileged to fell timber anywhere within his seigniory for erecting mills, repairing roads, or constructing new ones, or other works of public and general utility. Lands held by Roman catholics, under any of the afore-mentioned tenures, are further subject to the payment to their curates of one twenty-sixth part of all grain produced upon them, and to occasional assessments for building and repairing churches, parsonage-houses, or other works belonging to the church.

It may be thought, from the foregoing enumeration of the obligations of the feudal tenant or *censitaire*, that his condition is by no means so happy as to render a propagation of the seignorial tenure very desirable; but, however these obligations may in theory appear numerous or oppressive, they are not at all considered so in practice, and the *habitant* of the country would not willingly forego his present modified vassalage, if indeed the independent condition of the Canadian *censitaire* can be so called, for the most absolute freehold. In looking a little farther into the comparative advantages of both systems of tenure, at least as regards the early settlements of a country, it will perhaps be found that the feudal system is the best calculated to aid and promote the first steps of colonization, from the circumstance of its requiring less capital, and of its concentrating the energies of a new settlement, in such a way as to enable the settlers mutually to assist one another, whilst, superadded to these advantages, they collectively enjoy the countenance, aid, and protection of the seigneur, who is himself interested in the prosperity of a rising colony, that is to give value to his property. The seigneur is, in some instances, bound to open roads to remote parts of his fief, and is expected to provide the settlers with the means of grinding their corn, by the erection, within the seigniory, of a competent mill for that purpose.

The conditions of the title are also such as to forward the settlement of the country, from their being imperative upon the censitaire to cultivate and reside on the land, *tenir feu et lieu*, within a year and day from the date of the concession.* The seigneur cannot dispose, by sale, of

* "Sont tenus tous censitaires en la province de défricher, mettre en culture et tenir feu et lieu sur les terres à eux concedées par les seigneurs, dans l'an et jour, datée de leurs titres; sous peine de réunion de leurs terres aux domaines des seigneurs."—*Cugnet, art.* 43.

forest lands, but is bound to concede them, and, upon his refusal to do so, the applicant may obtain from the crown the concession he requires, under the usual seignorial stipulations, in which case the rents and dues appertain to the king*. We are not aware, however, of any recorded instances of this having taken place in the colony.

It has been observed, in speaking of the agriculture of the country, that a very minute subdivision of the feudal lands in Lower Canada has taken place, arising out of the equal division of property by inheritance. But the tendency of the law which prescribes such a mode of succession, *i. e.* that of reducing farms to mere shreds, was provided against by an ordinance of the French king, dated the 28th April, 1745, registered in the province †, the provisions of which were strictly enforced up to the period of the conquest. It formally prohibited all censitaires in the seigniories from building their houses and stables upon lands that were less than one arpent and a half in front, by a depth of 30 or 40, under a penalty of, 1st, 100 livres *tournois*, to be applied to the relief of the poorer families of the place, and, 2ndly, to the demolition of such houses and stabling. They were, however, allowed to erect barns upon lots of inferior extent for the reception of produce, and even these barns, it appears ‡, were to be built of wood only.

The effect of this salutary ordinance was to oblige the junior branches of the family to repair to the new lands, to bring the seigneur's estate more rapidly under cultivation, to leave the immediate ancestor, or the co-heir, in a greater degree of ease and independence; in fact, its operation was attended with consequences beneficial to all parties. It was, however, imperceptibly departed from, and the condition of the *habitant* has in most seigniories become evidently deteriorated, the increase of tillage not having kept pace with the increase of population. It is proper, nevertheless, to observe that, of later years, less reluctance has been manifested by the younger members of the Canadian peasantry to leave the paternal roof for the establishment of new farms, and the opening settlements in the remote concessions of the seigniories are evidence of the

* Cugnet, art. 44.

† Edits and Ordonnances, vol. i. p. 551.

‡ Cugnet, art. 45.

fact. Yet it cannot be said, that they have overcome all their scruples relative to the occupation of township lands, with the tenure of which they are unacquainted; but the strong aversion they have always betrayed to removing beyond the sight of the parish spire, or the sound of the parish bell, is gradually wearing away; more, however, from having become familiar with the subject and circumstances of new settlement, than a diminution of those neighbourly and social habits that characterize the honest and virtuous peasantry of the country.

The total quantity of land granted *en seigneurie* in the province exceeds 12,000,000 superficial French arpents, or about 15,390 square miles: that laid out in townships, under free and common soccage, amounts to 6,300,000 acres, but of this quantum not more than one-half is actually granted, and the residue of the province remains unsurveyed, and is generally known under the denomination of *waste lands of the crown*, and liable as such to be granted *en fief* and *seigneurie*, or in soccage at his majesty's pleasure,

The soccage tenure, which is in fact the *franc aleu roturier* of the feudal system *, is probably more in accordance with the spirit of the age than the *censive*, and it cannot be denied that in some respects it is well fitted eminently to promote individual industry and enterprise, the landholder being wholly unshackled by any condition whatsoever, neither rents, *corvées*, mutation fines, *banalité* or the obligation of grinding his corn at the seignorial mill; in fact, the soccage freeholder is bound to no other obligations than those of allegiance to the king and obedience to the laws. The township settlements of the province, although the date of their commencement is comparatively recent (1798), now compose a very flourishing and interesting section of the country, and although their population at present bears but a small proportion to the population of the whole province, the rapidity of its increase, both natural and contingent, as arising from emigration, must ere many years throw considerable weight into the scale of their importance. The inhabitants of the townships have, however, been hitherto exposed to much embarrass-

* "Franc aleu roturier est terre sans justice ou seigneurie, pour laquelle le detenteur ne doit cens, rentes, lots, et ventes, ni autres redevances." *Coutume de Paris, art.* 68, *Cugnet thereon, art.* 32.

ment, from the particular mode in which soccage lands were originally distributed, every second and third lot, alternately, in each range being reserved for the crown and the protestant clergy, whereby one-seventh of the whole township remained, appropriated by law, for the future disposition of his majesty's government, and one-seventh for the maintenance and support of the church of England in the province. We have already, in another part of this work, noticed the tendency of these reservations to interfere with the contiguity and prosperity of the settlements of the townships, and remarked the judicious change, in this respect, that took place under the administration of the Earl of Dalhousie; the chequered system having, in numerous cases, been superseded by the plan of *blocking* the reserves, that is, the appropriation of two distinct tracts within each township, one of which contains the seventh reserved for the crown, and the other the seventh reserved for the clergy, and these tracts are generally so situated as to prevent their interference with the settlements at a time when, from their infancy, great injury is sustained by the interloping of unimproved lands.

Another drawback upon the inhabitants of the townships, which has hitherto operated against the advancement of the settlements, is to be found in the extensive tracts originally granted by government to leaders and their associates *, under conditions that were never fulfilled by the grantees, who have, nevertheless, by themselves, or their representatives, continued the proprietors of the soil, which is left uncultivated, and an almost insuperable check to the progress of agricultural improvement. The indulgent forbearance of his majesty's government towards the holders of these lands originated in the knowledge of the difficulties that formerly attended the clearing and cultivating of forest land, but a due regard to the interests of actual settlers and to the progressive im-

* The term leader applies to the person who made the necessary applications, and incurred all the expenses previous to obtaining the patent, and also paid all fees that became due on the issuing of the patent for a grant of land. By the royal instructions which were made known in the year 1796, each leader had a right to make an application and obtain for himself and thirty-nine associates twelve hundred acres of land each; but, in consideration of the heavy expenses which the leader was obliged to incur, previous to his obtaining the grant, a bond was generally entered into between the leader and the associate, by which the latter bound himself to convey to the former one thousand acres out of his twelve hundred.

provement of the province, has induced his majesty's government to resort to measures calculated to compel the proprietors of the soil forthwith to settle their lands, under penalty of cancelling their letters-patent, and re-annexing the grants to the territory of the crown. For this purpose the creation of a court of escheats is provided for by 10th section of an act of the imperial parliament, 6th Geo. IV. chap. 59, which authorises the governor, lieutenant-governor, or person administering the government of the province, to constitute and appoint one or more commissioners of escheats and forfeitures of land within the said province. These commissioners are empowered to inquire from time to time, on information being made and filed by the attorney or solicitor-general of the province, into the liability of lands to escheat, by reason of the non-performance of the conditions of settlement, and the verdict of a jury of twelve men, to be summoned in the usual way, is to be obtained of the fact, whereupon the forfeited lands become revested in his majesty; but it is provided, that the lands so forfeited shall not be regranted till after the expiration of one year from the date of their escheat, excepting "to the person or persons holding or claiming the same under the former letters patent thereof, or by a lawful title derived under the same." The clerk of the court is enjoined to give notice of the filing of any information within fourteen days, through the medium of the gazette, and moreover to have such notice posted in some public place, as near as possible to the lands described in such information, notifying all persons interested of the nature of the application, and the time of its investigation by the court, which time is not to exceed four months, or be less than two from the date of publishing such notice.

Under this act a commissioner of escheats has been appointed, and the court otherwise organized, but we are not aware that any case of forfeiture has yet been brought under its cognizance; but, situated as are large sections of the townships, there is no doubt that the functions of this court will not long remain inactive.

The British statute, by which the tribunal of escheats is created *,

* 6th Geo. IV. cap. lix. An Act to provide for the extinction of feudal and seignorial rights and burthens on lands, held à titre de fief and à titre de cens, in the province of Lower

is not confined to that object alone, but extends to matters far more general and important, as respects the tenures of the country. Its principal enactment has in contemplation the conversion of the feudal into the free and common soccage tenure, for which purpose the proprietors of fiefs and seigniories are authorised to apply to his majesty for a commutation of the burthens that attach to the tenure, and to receive a regrant of the same under free and common soccage. This commutation the seigneur is himself bound to grant to his censitaires, should any application be made to that effect, in consideration of an indemnity to be amicably agreed upon or fixed by experts or appraisers.

Canada, and for the gradual conversion of those tenures into the tenure of free and common soccage, and for other purposes relating to the said province. 22d June, 1825.

§ I. 3 Geo. IV. c. 119. Recited, Persons holding fiefs or seigniories may, on application to his majesty, and, on surrender of the ungranted parts thereof, obtain a commutation and release of feudal burthens due to his majesty thereon. Such fief or seigniory may be regranted to the proprietor in free and common soccage.

§ II. Feudal and seignorial rights on the granted parts of such seigniory not to be affected, until a commutation thereof shall be obtained as hereinafter provided.

§ III. Persons holding lands in fief, and obtaining a commutation as aforesaid, shall be bound to grant the like commutation to those holding under them, if required; for such price or indemnity as shall be fixed by experts.

§ IV. Seigniors or others refusing to grant such commutation may be impleaded in a court of law, and such commutation may be awarded by such court to the party requiring the same, on payment of the price of indemnity.

§ V. Such commutation having been voluntarily agreed upon, or awarded by a court of law, all feudal rights and burthens shall cease upon the lands for which the same shall be granted, and the tenure be converted into free and common soccage.

§ VI. Nothing herein contained to extend to discharge arrears.

§ VII. Persons applying for such commutation to give public notice to mortgagees and others having claims on such lands.

§ VIII. Lands holden in free and common soccage in Lower Canada to be subject to the laws of England.

§ IX. Certain parts of the coast of Labrador and adjacent islands reannexed to Lower Canada, 49 Geo. III. c. 27, 5 Geo. IV. c. 67.

§ X. Court of escheats may be constituted in the said province, to try forfeitures of uncultivated lands, liable to escheat to the crown. Court how to proceed. Inquests to be returned. No new grant of escheated lands to be made for one year.

§ XI. Notice to be given. Parties interested may traverse inquests.

§ XII. Certain parts of the clergy reserves in the said province may be surrendered, exchanged, and regranted for certain public uses and other purposes.

The substance of the act will be sufficiently collected from the note at the foot of the preceding page, and its title must appear abundantly explanatory of its object. It is obviously intended to effect one way, what the constitutional act was meant to accomplish another, that is, the extinction of repugnant tenures; with this difference, however, that the 31st Geo. III., chap. 31, tended to leave to Lower Canada its ancient tenures, whilst the Canada tenures bill aims at the conversion of the seigniories into soccage lands. That it is extremely desirable to do away with the existing distinction of tenures in the province, no one can doubt, who is aware of the perplexity it produces, from the total disparity of the laws by which the different tenures are respectively governed; but strongly attached as it is well known the Canadians are to the feudal system, it is not probable that the seignorial will yield to the soccage tenure, nor have the seigneurs of the country hitherto manifested the least desire of surrendering their present privileges, to avail themselves of the latitude given them by the act in question, of commuting the burthens which they themselves bear as the direct grantees of the crown. Since the promulgation of the law in 1825, two instances only of applications having been made, under the sanction of that act, are recorded, viz. one by the seigneur of St. Anne la Pocadiere, for the conversion, into free and common soccage, of one of the unsettled augmentations of his seigniory, and another by the seigneur of Grondines for a part of his fief. Indeed we have reason to think that applications of that description will be of rare occurrence hereafter, and that the end for which the statute was passed will in consequence be frustrated. When we reflect that a conversion of tenure carries with it a conversion of law, that the effect of a man's holding a farm in soccage instead of *en roture* is to alter the rule of descent by inheritance, to change the whole body of the law applicable to real property, and thus to introduce objects totally strange and novel to the censitaire; it is not surprising that insuperable obstacles should bar the success of any effort to prevail on the Canadian agriculturist to forsake his old tenure, and relinquish those laws and usages to which he is from long familiarity so inveterately attached.

## CHAPTER XV.

### Militia of Lower Canada.

THE plan of converting the mass of the male inhabitants of a country into an organized military force, is obviously one of the vestiges of feudal government, which has been retained, divested of its feudal tyranny, as the most effectual means of combining the numerical strength and physical energies of the people to repel invasion on an emergency. By making every man a soldier, a competent degree of military spirit is kept up, which prepares the people for the defence of their country; whilst the circumstance of indiscriminately throwing into the ranks, the higher as well as the lower classes of society, seems to give a patriotic effect to the service, which adds more dignity to its character, and inspires the inferior orders, which constitute the chief body of the militia, with a greater degree of confidence and zeal.

The militia forces of Lower Canada, exclusive of volunteers, consist of 85 battalions, whose average strength ranges from 900 to 1,500 men each; their aggregate effective strength exceeding 90,000 rank and file, and the total number of officers being about 2,200. The volunteer corps consists of six troops of light cavalry, three artillery and three rifle companies, whose united numbers, including officers, do not perhaps amount to 800 men, but the martial ardour, and the spirit of discipline that characterize these corps are such as to render them very efficient, should any event occur to call their services into action. Viewed in the light of a school for military discipline, these corps are extremely useful; and as they are generally composed of young gentlemen of respectability, they may be considered as a means of supplying the militia of the province with effective and well-trained officers, capable of heading their troops and companies with honour to themselves and advantage to the service, should it ever be expedient to call out and incorporate any part of the sedentary militia of the province.

The following tabular statements will show the precise strength of the militia at four different periods, and the aggregate number in the actual possession of arms.

*Recapitulation of the Strength of the Militia of Lower Canada in the years* 1807, 1811, 1815, *and* 1827, *from the Adjutant-General of Militia's Returns.*

| Year. | No. of Companies. | Staff, or Etat-Major. | | | | | | | | Officers. | | | | | Militiamen. | | | | | | Militiamen from 18 to 25 years. | Do. from 18 to 40 years. | Muskets. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Colonels. | Lieutenant-colonels. | Majors. | Aide-majors & Adj | Quarter-masters. | Surgeons. | Chaplains. | Orderly-serjeants. | Captains. | Lieutenants. | Ensigns. | Aide-majors & Adj | Serjeants. | Bearing arms. Married. | Bearing arms. Unmarried. | Absent. | Infirm. | Exempt. | Total. | | | |
| 1807 | 460 | 23 | 24 | 31 | 41 | 3 | 3 | 2 | 10 | 447 | 495 | 408 | 37 | 1,435 | 30,535 | 14,176 | 528 | 2,409 | 3,441 | 54,072 | 12,610 | 18,313 | 10,044 |
| 1811 | 478 | 20 | 25 | 30 | 34 | 3 | 4 | 2 | | 436 | 507 | 412 | 42 | 1,441 | 31,835 | 14,723 | 517 | 2,213 | 3,582 | 55,844 | 13,531 | 18,352 | 10,633 |
| 1815 | 510 | 23 | 63 | 63 | 44 | 18 | 7 | 8 | 5 | 483 | 506 | 454 | 117 | 1,691 | 27,008 | 14,554 | 794 | 5,306 | 3,250 | 53,929 | 11,010 | 26,039 | 7,413 |

*Anno* 1827.

| Districts, &c. | No. of Battalions. | No. of Companies. | Staff, or Etat-Major. | | | | | | | | Officers. | | | | | | Militiamen from 18 to 59 years. | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Colonels. | Lieutenant-Colonels. | Majors. | Pay-masters. | Adjutants. | Quarter-masters. | Surgeons. | Assistant ditto. | Chaplains. | Aide-majors & Adj. | Captains. | Lieutenants. | Ensigns. | Serjeant-majors. | Quarter-master-serjeants. | Serjeants. | Unmarried. | Married. | Total effective under arms. | Officers non-effective. | Serjeants non-effective. | Militiamen from 60 years and upwards. | Infirm | Absent. | Exempt by law. | Total non-effective. | Grand Total en masse. |
| Quebec . . . | 20 | 222 | | 25 | 37 | 6 | 12 | 7 | 10 | 1 | 3 | 52 | 211 | 234 | 199 | 9 | 5 | 682 | 9,890 | 14,781 | 26,164 | 29 | 7 | 2,680 | 1,830 | 402 | 396 | 5,344 | 31,508 |
| Three Rivers & St. Francis | 9 | 94 | 2 | 8 | 11 | 1 | 6 | 2 | 4 | | 2 | 10 | 85 | 91 | 77 | 4 | 3 | 323 | 4,190 | 5,841 | 10,660 | 34 | 3 | 1,009 | 994 | 125 | 179 | 2,344 | 13,004 |
| Gaspé . . | 2 | 15 | | 2 | 3 | | 2 | | | | | | 13 | 11 | 13 | | | 58 | 634 | 677 | 1,413 | 4 | 2 | 31 | 49 | 9 | 28 | 123 | 1,536 |
| Montreal . . | 35 | 382 | 2 | 35 | 62 | 5 | 22 | 13 | 20 | 2 | 3 | 59 | 359 | 397 | 350 | 15 | 8 | 1,164 | 14,426 | 24,363 | 41,305 | 82 | 20 | 3,038 | 2,198 | 517 | 466 | 6,492 | 47,797 |
| | 66 | 713 | 4 | 70 | 113 | 12 | 42 | 22 | 34 | 3 | 8 | 121 | 668 | 733 | 639 | 28 | 16 | 2,227 | 29,140 | 45,662 | 79,542 | 149 | 32 | 6,758 | 5,071 | 1,053 | 1,069 | 14,303 | 93,845 |

N. B.—3,262 Muskets in the possession of Militiamen of the District of Quebec.
1,567 ditto ditto ditto Three Rivers and St. Francis.
95 ditto ditto ditto Gaspé.
5,479 ditto ditto ditto Montreal.

10,403 Muskets being the property of Militiamen.

The provincial statute 10th and 11th Geo. IV. chap. 3, a temporary act which expires on the 1st of May, 1832, provides for the regulation of the militia, and under its authority a new organization of the battalions took place under the administration of His Excellency Sir James Kempt, calculated to correspond with the recent subdivision of the province into counties. The distribution of the militia effected by this re-organization will be found in page 390 *et seq.*, where the limits of the different battalions in each county and in the towns are particularly defined.

By this act every able-bodied male inhabitant of the province above 18 and under 60 years of age, having resided six months in the country, is liable to serve as a militiaman, unless exempted by law. These exemptions are numerous, and extend not only to the clergy and all civil and military officers of his majesty's government, but also to persons having served as officers of militia before the passing of the act, to physicians and surgeons, notaries, land-surveyors, ferrymen, millers, schoolmasters, stewards of religious communities, and students in seminaries, colleges, schools, and academies. The qualification of officers above the rank of captain, required by the 5th section, consists in being the *bonâ fide* proprietor of a real estate worth 50*l.*, Halifax currency, per annum, an estate valued at half that annual amount being sufficient to qualify any person to hold a captain's or subaltern's commission. There is but one annual muster enjoined, fixed by the act, for the same day throughout the province, (29th June), and this muster takes place by companies and not battalions. In case of war, invasion, or imminent danger, the governor is authorized to call out one-fifth of the unmarried militiamen of the province under the age of 30 years, to be drawn from the different battalions by ballot, and be liable to serve six months.

Of the efficiency of the militia forces of Lower Canada to protect the province against foreign aggression, we have already had abundant proof during the late war with the United States of America, which elicited at once the loyalty, zeal, and bravery of the inhabitants. The exploit of Chateauguay, which shed so much merited lustre upon the name of a Canadian hero, the late Honourable Colonel L. De Salaberry, C. B, the battle of Chrystler's Farm, and several other engagements, in which the militia forces gallantly participated during the campaigns of 1813 and

1814, are no equivocal testimony of their devotion and attachment to their king and their country. The alacrity with which the inhabitants thus flew to arms whenever their services were called into the field *, offers a fair estimate of the unqualified reliance to be placed upon their fidelity, should it ever be necessary again to appeal to them bravely to repel the attacks of an invader. The manifold blessings they enjoy, under the happy and free constitution and government extended to their country, are not viewed with indifference by the people, and they powerfully serve to generate and propagate the strongest attachment to the parent state; and whatever may be the legislative differences that have unfortunately prevailed from time to time in the province, there is perhaps not one heart but what glows with an honest and loyal affection towards his august sovereign, which it would require no ordinary injury to remove, and a very subtle political poison indeed to affect.

It is perhaps not forgotten that the Canadians, during the very heat of the provincial wars in 1775, before they could have had time to familiarize themselves with their new allegiance, stood nevertheless firm in the cause of loyalty; and that it was through the intrepidity of a party of Canadian boatmen, chosen and commanded by the late Commodore Bouchette, himself a French Canadian, that the then governor of the country, the late Lord Dorchester, was enabled, after escaping the most critical perils, to reach the capital of the province, where his arrival is well known to have alone prevented the capitulation of Quebec, and the consequent surrender of the country †. Such was the devoted feeling

* As a conspicuous instance of the zeal with which the inhabitants entered the ranks for the defence of the province, it may be stated that in less than seven weeks 157 rank and file were recruited by beat of drum in Quebec and its environs, whilst a still superior number was simultaneously raised in the districts of Montreal and Three Rivers, to form a corps of which I had the honour of being appointed major-commandant. The Canadian voltigeurs, so distinguished for services during the war, were levied with equal celerity.

† This exploit, which historians have related without nevertheless mentioning my late father's name, is circumstantially described in an History of Canada at the eve of publication in Montreal, by Dr. Labrie, a member of the house of assembly; and the substance of the description was communicated in London to the United Service Journal, from which the following extract is taken. The adventure, independently of its historical worth, is not void of interest, and it is therefore inserted at length:—

"In reverting to the history of the American revolutionary contest, no event will be found

of the people in Canada so soon after its conquest, and such is the loyal feeling that has been confirmed and propagated under the mild and beneficent government of Great Britain.

more strikingly illustrative of the extraordinary chances of war, than the perilous though fortunate adventure of the late General Sir Guy Carlton (then governor and commander-in-chief of the army in Canada), whose descent by water from Montreal to Quebec was effected with safety in the very teeth of danger, Montreal being already in the occupation of the American forces, under General Montgomery, and the shores of the St. Lawrence, for upwards of fifty miles below that city, possessed by the enemy, who had constructed armed rafts and floating batteries at the junction of the Sorel with the River St. Lawrence, to cut off the communication with the capital. Upon the successful issue of so hazardous an attempt is well known to have depended the preservation of Canada; and 'the taking of General Carlton, which appeared nearly certain, would have rendered its fate inevitable*.' But the happy arrival of the governor at Quebec at so critical a juncture, and the well-advised and active steps he immediately adopted, rescued, as it were, the country from the grasp of an enemy, and secured to Great Britain a footing on that beautiful portion of the continent of America, which circumstances threatened for ever to deny her. For this signal service Sir Guy Carlton was promoted to the peerage, with the title of Lord Dorchester."

"Foiled in several attempts to open their way to Quebec, General Carlton's armament were pursued, attacked, and driven from their anchors up the river by the provincials; 'so that as General Montgomery approached Montreal, immediately on the surrender of St. John's, the governor's situation, whether in the town or aboard the vessels, became equally critical †.' In this alarming dilemma, a clandestine escape from the surrounding enemy appeared the only alternative left; and an experienced officer, distinguished for his intrepidity and courage, was immediately sent for to concert measures for the general's precipitate departure. Captain Bouchette, the officer selected for this service, then in the command of an armed vessel in the harbour of Montreal, zealously assumed the responsible duty assigned to him, suggesting at the same time the absolute necessity of the general's disguise in the costume of a Canadian peasant ‡, to increase the chances of escape, should they, as appeared probable, fall in with the enemy, whose gun-boats (chiefly captures) were cruising in various parts of the river.

"It was a dark and damp night in November. A light skiff, with muffled paddles, manned by a few chosen men, provisioned with three biscuits each, lay alongside Captain Bouchette's vessel; and under cover of the night the disguised governor embarked, accompanied by the Honourable Charles De La Naudière, his aide-de-camp, and an orderly serjeant whose name was Bouthellier. The skiff silently pushed off, the captain frequently communicating his orders in a preconcerted manner by a touch on the shoulder or the head of the man nearest him, who communicated the signal to the next, and so on. Their perplexity increased as they approached the Berthier Islands, from the knowledge that the enemy had taken up strong positions at this

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* Canadian Magazine, Vol. i. No. IV. p. 294. † Ibidem.

‡ Adolphus's History of George the Third's Reign, in relating this fact, gives the general the costume of a fisherman.

*Number of Battalions of Militia in each County in the Province of Lower Canada, distinguishing the Volunteer Corps of Artillery, Cavalry, and Light Infantry,* 1830.

ACADIE—Forms three battalions. The *first* composed of the militia residing within the seigniory of De Léry. The *second* of the militia

point, especially on the islands south-west of Lake St. Peter, which commanded the channel on that side, and compelled their adoption of the other to the northward, though the alternative seemed almost equally fraught with peril, as American troops were encamped on its banks.

"The most imminent danger they experienced was passing through the narrows of Berthier, the shores of which were lined by American bivouacs, whose blazing fires, reflecting far on the surface of the waters, obliged them often to stoop, cease paddling, and allow themselves to drift down with the current, exhibiting the appearance of drifting timber, frequently seen on the St. Lawrence. So near did they approach, that the sentinel's exulting shout, 'All 's well!' occasionally broke upon the awful stillness of the night, indicating their perilous situation, increased by the constant barking of dogs, that seemed to threaten them with discovery. It obviously required the greatest prudence and good fortune to escape the vigilance of an enemy thus stationed. The descent, however, was happily effected by impelling the skiff smoothly along the waters with their hands for a distance of nearly *nine miles*.

"After ascertaining that the enemy had not yet occupied Three Rivers, they repaired thither from Point du Lac, nine miles from the town; and remaining there for a short space of time to recruit from their fatigues, Lord Dorchester and the whole party narrowly escaped being made prisoners by a detachment of the American army, who were now entering the town. Overcome by exhaustion, the general, leaning over a table in an inner room at Mr. De Tonnancour's, fell asleep. The clang of arms was presently heard in the outward passage, and soon afterwards American soldiers filled the apartment adjoining that in which was the general himself. The governor's disguise proved his preservation; and Captain Bouchette, with peculiar self-possession and affected listlessness, walked into the governor's apartment, tapped him gently on the shoulder, and beckoned him away with the greatest apparent familiarity, to elude suspicion, at the same time apprising him cautiously of the threatening danger. Captain B. led the way through the midst of the heedless guards, followed closely by the general; and, hastening to the beach, they moved off precipitately in the skiff, and reached unmolested the foot of the Richelieu Rapid, where an armed brig (the Fell) was fortunately found lying at anchor, which, on the arrival of the governor on board, set sail for Quebec with a favouring breeze *."

"Arrived at the capital, the governor desired to land in Captain Bouchette's boat, and was accompanied by him to the Château St. Louis, where the important service he had just rendered his country was generously and magnanimously acknowledged in the presence of the assembled counsellors and notables.

"The successful defeat of the invasion of Canada, with the slender forces at the disposal

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* Quebec Mercury, April, 1814.

residing within the seigniory of La Colle. The *third* of the militia residing within the township of Sherrington.

BEAUCE—The militia residing within the above county form one battalion of infantry and one troop of volunteer cavalry.

BEAUHARNOIS—Forms two battalions. The *first* consists of the militia residing within the St. Regis Indian Lands, and the townships of Godmanchester, Hinchinbrooke, and Hemmingford. The *second* of the militia residing within the seigniory of Beauharnois.

BELLECHASSE—Forms three battalions. The *first* composed of the militia residing within the seigniories of St. Michel, Beaumont, and their augmentation, Vincennes, Livaudière, and the parish of St. Charles. The *second* of the militia residing within the seigniories of Berthier, Bellechasse, St. Vallier and augmentation, and the township of Armagh. The *third* of the militia residing within the seigniory of St. Gervais and townships of Buckland and Standon.

BERTHIER—Forms three battalions. The *first* composed of the militia residing within the seigniory of Berthier and augmentation, Du Sable or York, fief Petit Bruno or part of Maskinonge, fief Chicot, part of Lanaudière, township of Brandon, the islands of St. Ignace and Du Pads, and all the other islands in the River St. Lawrence nearest to the said battalion, in whole or in part fronting the same. The *second* of the militia residing within the seigniory of La Valtrie and augmentation, and the townships of Kildare, D'Aillebout, and De Ramsay. The *third* of the militia residing within the seigniories of Lanoraye, Dautray, and their augmentation.

BONAVENTURE—Forms one battalion.

CHAMBLY—Forms three battalions. The *first* composed of the militia residing within the seigniory of Boucherville, fief Tremblay, that part of the parish of Longueuil which is within the county, and the two

of the commander-in-chief, and at so early a period after its conquest, when the country had comparatively but a few years before been transferred from the subjection of one sovereign to the allegiance of another, is an event that has immortalized the services of the late Lord Dorchester—one of the most popular governors Lower Canada ever had, and one whose successive administrations of the government of that province are still recollected with pride and pleasure by the people."—*United Service Journal, No.* XXVI. *January,* 1831.

first ranges of the seigniory of Montarville. The *second* of the militia residing within the third range of the seigniory of Montarville, and of that part of the barony of Longueuil which forms the parish of St. Joseph de Chambly, known as Chambly West. The *third* of the militia residing within those parts of the parishes of St. Luke, Blairfindie, and St. John which are in the barony of Longueuil.

CHAMPLAIN—Forms one battalion.

DORCHESTER—Forms one battalion.

DRUMMOND—Forms one battalion of infantry and one troop of volunteer cavalry.

GASPE—Forms one battalion.

KAMOURASKA—Forms two battalions. The *first* composed of the militia residing within the seigniories of Terrebois, Granville, and La Chenaye; L'Islet du Portage, Granville, and Kamouraska; and the townships of Bungay and Woodbridge. The *second* of the militia residing within the seigniories of St. Denis, Rivière Ouelle and its augmentation, and Ste. Anne, and the township of Ixworth.

LA CHENAYE—Forms one battalion.

LA PRAIRIE—Forms two battalions. The *first* composed of the militia residing within the seigniories of La Prairie de la Magdeleine and Sault St. Louis, with the islands fronting the same. The *second* of the militia residing within the seigniories of Chateauguay and La Salle.

L'ASSOMPTION—Forms two battalions. The *first* composed of the militia residing within the parishes of St. Sulpice, Isle Bouchard, Repentigny, and L'Assomption. The *second* of the militia residing within the parishes of St. Jacques and the townships of Rawdon and Chertsey.

L'ISLET—Forms two battalions. The *first* composed of the militia residing within the seigniories of St. Roch des Aulnets, Reaume, St. Jean Port Joli, the township of Ashford and augmentation, the seigniories of L'Islet, Lessard, and Bonsecours. The *second* of the militia residing within the seigniories of Vincelot and its augmentation, Cape St. Ignace, Gagnier, St. Claire, Rivière du Sud, and Lepinay, with all the islands in the St. Lawrence nearest to the said county, and in whole or in part fronting the same.

LOTBINIERE—Forms two battalions. The *first* composed of the

militia residing within the seigniories of Lotbinière and augmentation, and St. Jean des Chaillons and augmentation. The *second* of the militia residing within the seigniories of Tilly or St. Antoine, Gaspé, St. Giles, Des Plaines, Bonsecours, and St. Croix.

MEGANTIC—Forms one battalion.

MISSISQUI—Forms one battalion of infantry and one troop of volunteer cavalry.

MONTMORENCI—Forms one battalion.

MONTREAL AND CITY—Forms eight battalions of infantry, two troops of volunteer cavalry, two companies of artillery, and two companies of rifles. The *first* battalion of infantry is composed of the militia residing within the Fauxbourg Ste. Marie, the division of Ste. Marie and St. Martin, and the division of La Visitation, country district. The *second* of the militia residing within that part of the town which is between the centre of St. Joseph-street to the south-west, Dalhousie-square, and the prolongation of Lacroix-street to the north-east; the River or Commissioner-street to the south-east; and Craig-street as far as Sanguinet-street, and from thence to the centre of St. Louis-street, Fauxbourg St. Louis, as far as Lacroix-street to the north-west; the Fauxbourg St. Louis and the division of St. Michel, country district. The *third* of the militia residing within that part of the town which is between the centre of St. Joseph-street to the north-east; to the centre of M'Gill-street and its prolongation to the south-east as well as the north-west; to the south-west of the small river, or the centre of Craig-street, to the north-west; the small river, commonly called River des Sœurs Grises, to the south-east; La Pointe à Callières and the division of the Tanneries, country district. The *fourth* of the militia residing within all that part of the suburb St. Lawrence, which is to the north-east of the centre of St. Lawrence-street, commonly called Grande Rue of the suburb of St. Laurent, as far as Sanguinet-street; 2d. the division of Ste. Catherine; 3d. the division of Côte de Notre Dames des Neiges, of the country district. The *fifth* of the militia residing within the west part of the suburb St. Lawrence, that is, all that part which is to the south-west of the centre of St. Lawrence-street, to St. Radegonde-street, and its prolongation; 2d. the suburb St. Antoine; 3d. the divisions of St. Antoine

and St. Luc, of the country district. The *sixth* of the militia residing within the suburbs St. Joseph and Ste. Anne, the divisions St. Pierre, St. Paul, and Island St. Paul, of the country district. The *seventh* of the militia residing within the parishes of Lachine, Point Claire, Ste. Anne, and Ste. Géneviève. The *eighth* of the militia residing within the parishes of Longue Pointe, Pointe aux Trembles, La Rivière des Prairies, Sault au Récollet, and St. Laurent.

The troops of cavalry and companies of artillery and rifles are composed of such militia residing within the county as may volunteer to serve in the same.

NICOLET—Forms two battalions. The *first* composed of the militia residing within the seigniories of Nicolet and augmentation, Godfroy, Roquetaillade, and Bécancour. The *second* of the militia residing within the seigniories of St. Pierre les Becquets, Gentilly, Cournoyer, Dutord, and townships of Maddington and Blanford.

ORLEANS—Forms one battalion.

OTTAWA—Forms three independent divisions. The *first* composed of the militia residing within the townships of Lochaber and its augmentation, or Gore, Buckingham, and Templeton. The *second* of the militia residing within the townships of Hull, Eardley, Onslow, Bristol, and Clarendon. The *third* of the militia residing within the seigniory of La Petite Nation.

PORTNEUF—Forms two battalions. The *first* composed of the militia residing within the seigniories of Deschambault, Lachevrotière, La Tesserie, Francheville, Grondines, reste des Grondines, and their augmentations. The *second* of the militia residing within the seigniories of Gaudarville, Fossambault, Desmaures or St. Augustin, Guillaume Bonhomme, the seigniories Neuville or Pointe aux Trembles, Bourg Louis, Bélair and its augmentation, Dauteuil, Jacques Cartier, barony of Portneuf and Perthuis.

QUEBEC—CITY AND BANLIEUE—Forms five corps, consisting of one battalion of artillery and four battalions of infantry. The battalion of artillery composed of the militia residing within the walls of the city of Quebec. The *first* of infantry of the militia residing in the lower town, within St. Nicholas-street, the easterly side of the same inclusively, and the

line of the Banlieue, bounded on the south by the River St. Lawrence, and on the north by the height of the cape, prolonged to the said Banlieue. The *second* of the militia residing within St. Valier and St. Roch suburbs, from St. Nicholas-street, the westerly side of the same inclusively, to the Banlieue of Quebec, except on the north side, where the River St. Charles shall form its limits. The *third* of the militia residing within St. John suburbs, from Côte St. Géneviève to St. Joachim-street, the north side of the same inclusively, and from the walls of the city to the line of the Banlieue. The *fourth* of the militia residing within St. Louis suburbs and that part of St. John suburbs, from Artillery-street inclusively, to St. Joachim-street, the south side of the same inclusively, and from the walls of the city to the line of the Banlieue.

The first, second, third, and fourth battalions, extending to the Banlieue, are understood to extend to the utmost limits of the Banlieue of Quebec, and to include the same, saving the exception made with respect to the second battalion.

The militia residing within that part of the county of Quebec out of the city and suburbs, on the north of the River St. Charles, form two battalions. The *first* composed of the militia residing within the seigniories of Beauport, Notre Dame des Anges, Dorsainville, and Lepinay, until intercepted by the Little River St. Charles, and the townships of Stoneham and Tewkesbury. The *second* of the militia residing within fief Hubert, the seigniories of Sillery, St. Gabriel, and fief St. Ignace.

RICHELIEU—Forms three battalions. The *first* composed of the militia of the seigniory of St. Ours. The *second* of the militia of the seigniories of St. Charles and St. Denis. The *third* of the militia of the seigniories of Sorel and islands Bonsecour, Bourgmarie, West Bourgchemin, and St. Charles de Yamaska.

RIMOUSKI—Forms one battalion.

ROUVILLE—Forms three battalions. The *first* composed of the militia residing within the seigniory of Rouville and Chambly East. The *second* of the militia residing within the seigniory of Monnoir and augmentation. The *third* of the militia residing within the seigniories of Bleury, Sabrevois, Noyan, and Foucault.

SAGUENAY—Forms two battalions. The *first* composed of the

militia residing within that part of the seigniory of Beaupré within the county, the seigniories of Du Gouffre, St. Croix, and Isle aux Coudres. The *second* of the militia residing within the seigniories of Eboulements, Murray Bay, Mount Murray, and the township of Settrington.

SHEFFORD—Forms one battalion.

SHERBROOKE—Forms one battalion of infantry and two troops of volunteer cavalry.

STANSTEAD—Forms one battalion of infantry and one troop of volunteer cavalry.

ST. HYACINTHE—Forms three battalions. The *first* composed of the militia residing within the limits of the parishes of St. Hyacinthe, La Présentation, and St. Damase. The *second* of the remaining three parishes of the seigniory of St. Hyacinthe, St. Pie, St. Césaire, and Abbottsford. The *third* of the militia residing within the seigniories of De Ramsay and of Bourgchemin East.

ST. MAURICE—Forms three battalions. The *first* composed of the militia residing within Ste. Marguerite, Three Rivers, and Banlieue, St. Maurice, Pointe du Lac, fief Gatineau, and the township of Caxton. The *second* of the militia residing within the seigniories of River du Loup, Maskinongé, fief St. Jean and its augmentation, Carufel, and part of Lanaudière, and all the islands in the River St. Lawrence nearest to the said county, and in whole or in part fronting the same. The *third* of the militia residing within the seigniories of Grosbois or Machiche, fief Dumontier and Grandpré, and the townships of New Glasgow and Hunterstown.

TERREBONNE—Forms two battalions. The *first* composed of the militia residing within the seigniories of Terrebonne, Des Plaines, augmentation of Terrebonne, Blainville, formerly part of Mille Isles, its augmentation, and the township of Abercrombie. The *second* of the militia residing within the seigniory of Isle Jésus.

TWO MOUNTAINS—Forms three battalions. The *first* composed of the militia residing within the seigniory of Mille Isles, or Rivière du Chêne, and Isle Bizarre. The *second* of the militia residing within the seigniory of Argenteuil, the townships of Chatham, Grenville and its augmentation, Wentworth, Harrington, Arundel, and Howard. The

*third* of the militia residing within the seigniory of the Lake of Two Mountains and augmentation thereto.

VAUDREUIL—Forms two battalions. The *first* composed of the militia residing within the seigniories of Vaudreuil, New Longueuil, Soulanges, Isle Perrot, and all the islands in the River St. Lawrence nearest to that part of the said battalion, and in whole or in part fronting the same. The *second* of the militia residing within the seigniory of Rigaud, the township of Newton, and all the islands in the Grand or Ottawa River, and on the River St. Lawrence, nearest that part of the battalion, and in whole or in part fronting the same.

VERCHERES—Forms three battalions. The *first* composed of the militia of the seigniories of Vercheres, Bellevue, and the parish of Contrecœur, with the islands in front of the same. The *second* of the militia residing within the seigniories of Varennes, St. Michel, and La Trinité, Guillaudière, St. Blain, Belœil, and its augmentation. The *third* of the militia residing within the parishes of St. Marc and St. Antoine.

YAMASKA—Forms two battalions. The *first* composed of the militia residing within the seigniories of Yamaska, Bourgmarie East, St. François, Pierreville, Deguire, and Lussaudière. The *second* of the militia residing within the seigniories of Baye St. Antoine and Courval.

## CHAPTER XVI.

Outline of the Constitution, Government, and Laws of Lower Canada.

In forming the plan of government for Canada, the broad principles of the English constitution were introduced wherever it was practicable. In the upper province no impediments to this course of proceeding were met with, but in Lower Canada some small deviations were found necessary, in order to reconcile it to the genius of a people so long accustomed to a different regime.

Here, as in the sister province, the civil department is administered by a governor, who is generally a military officer and commander of the forces, a lieutenant-governor, an executive council, a legislative council, and a house of assembly, or the representatives of the people. The governor and lieutenant-governor naturally exercise their authority under the royal commission. The members of the executive council, amounting to eleven in number, derive their appointments from the king, and this body exercises a direction over the concerns of the province nearly similar to that of the privy council in the affairs of England. The legislative council, which, by the act of the constitution, was made to consist of fifteen members, is at present increased to nearly double that number, all of whom are appointed by mandamus from the king, and constitute what may be termed the second estate of the province, which, with the governor and the house of assembly or third branch, forms the provincial parliament.

The house of assembly is composed of eighty-three members, and is a copy, on a small scale, of the house of commons of the imperial parliament. The representatives are chiefly extensive proprietors of land, who are elected for the counties by the votes of persons being actual possessors of landed property of at least forty shillings clear annual

value: for the cities of Quebec and Montreal, and the boroughs of William Henry and Three Rivers, they are chosen by voters who must be possessed of a dwelling-house and piece of ground of not less annual value than five pounds sterling, or else have been domiciliated in the place for one year previous to the writs issuing, and have paid one year's rent, not under ten pounds sterling, for a house or lodging. There exists no disqualification either for the electors or the elected on account of religious tenets; for in this country, where toleration reigns in its plenitude, every one, whatever may be his faith, is eligible to fill any office or employ, provided the other qualifications required by law are not wanting.

The sittings of the legislature usually begin in January, and all the public and private business is in general gone through by the latter end of March, about which time it is prorogued, so that the session seldom exceeds the term of three months between January and April. Should parliament not be sooner dissolved, its duration is limited, by the act of the constitution, to the period of four years, when its functions expire, and writs are immediately issued for the election of another. At such a crisis, the independence and energy of the various voters, the professions and humility of the candidates, are as strikingly portrayed as in the more turbulent contests that take place on similar occasions in the mother country.

The governor is invested with power to prorogue, and in the exercise of his own discretion to dissolve, the parliament, to give or withhold the royal assent to bills passed by it, or to reserve them in cases of doubt or difficulty until his majesty's pleasure be made known thereon. Such acts as receive the governor's assent are usually put into immediate force, but his majesty may disallow any act so passed by the provincial parliament, within two years from the date of its arrival in England.

The acts that emanate from the provincial parliament are all of a local nature—such, for instance, as providing for the internal regulations of the country through the various departments; for its defence, as far as relates to enrolling and embodying the militia; and imposing taxes for raising the necessary supplies to defray the expenses of government,

over which supplies the legislature exercises a direct control. But any acts tending to alter or affect the constitution granted in 1791, the tithes, grants of land for the maintenance of the protestant clergy, the rights of presentation to rectories or the endowments of parsonages, whatever relates to the exercise of religious worship, or disqualification on account of religious tenets, the rights of the clergy, to changes or modifications of the discipline of the church of England, or of the royal prerogative on the subject of waste crown lands, must, after having passed the provincial legislature, be submitted to the British parliament, and receive the royal assent before they can pass into laws.

There exists in Lower Canada no regular code in which the laws of the land are systematically incorporated, nor would it, indeed, be a task of ordinary difficulty to collect and condense them, so divers are their elements, and so complex their character. The jurisprudence of the country may be said to embrace the French, the English, and the Roman or civil laws, and these are all so blended in practice, that it is often doubtful whence the rule of decision will be drawn, although the line of distinction is better defined in theory. The statute law of the province may be stated under five heads:—1st, The articles of capitulation, that form part of the guaranteed rights of the inhabitants; 2d, The 31st Geo. III. cap. 31, or the constitutional act, and all other British statutes expressly extending to the colonies; 3rd, The edicts, declarations, and ordinances of the Kings of France officially registered in the province; 4th, The ordinances of the governor and council anterior to 1792; and 5th, The acts of the provincial legislature subsequent to 1792. The text-book or common law, is the custom of Paris as modified by the customs of the country, and this law was co-extensive with the whole province until the passing of the Canada tenures' bill in 1825, which restricted the application of the French law to the feudal section of the colony, and introduced bodily the English laws to the remainder of the province. The criminal law of the province is the English code as it stood in 1774, and the statutes of a declaratory or modifying nature that have since passed the local legislature.

The judiciary consists of a court of appeals, a court of king's bench for the district of Quebec, one for the district of Three Rivers, and

another for the district of Montreal, three provincial courts, a court of vice-admiralty, escheats, quarter-sessions, and other minor tribunals for civil matters. The court of appeals is the highest legal tribunal of the province: it is composed of the governor, who is *ex officio* the president, the lieutenant-governor, the chief-justice of the province, the chief-justice of Montreal, and the members of the executive council, five of whom, including the president of the court, compose a competent quorum to hear and determine appeals. These appeals are instituted from judgments pronounced in the superior courts of king's bench, and when adjudicated upon are liable, if the subject-matter in contestation exceed 500*l.*, to be carried before the king in his privy council, which is the *dernier résort.*

The court of king's bench combines the jurisdiction of the king's bench and common pleas at Westminster. It has a civil and a criminal side, and an appellate as well as an original jurisdiction, inasmuch as appeals to it lie, in certain cases, from the decision of the provincial judges. At Quebec the court is composed of the chief-justice of the province and three puisne judges; at Montreal, of the chief-justice of the district and also three puisne justices; at Three Rivers the judges of the districts of Quebec and Montreal sit by turns, conjointly with the resident provincial judge. A puisne judge presides in each of the provincial courts, the jurisdiction of which is limited in the district of Three Rivers to 10*l.* sterling, and in that of St. Francis to 20*l.*, but in the district of Gaspé, by reason of its distance from superior tribunals, it is extended to 100*l.*

The governor, by virtue of his commission, is vice-admiral of the province; but the high and responsible duties of the vice-admiralty court, which sits at Quebec, are intrusted by commission to a judge-surrogate, who is also, though not necessarily, a judge of the court of king's bench. Of the court of escheats, as created by the 6th Geo. IV. chap. 59, a sufficient account has already been given in page 382. The quarter-sessions are courts holden in the different districts for the trial of misdemeanors, and crimes not involving capital punishment, for the regulation of the municipal policy, &c. They are governed in their jurisdiction, the form of proceeding, and the rule of decision, by the laws of England, and in fact are in almost every respect constituted as are the English courts of a similar nature.

As a consequence of the introduction of the British criminal code, the trial by jury is of course universal in all pleas of the crown; but in civil matters the appeal to the verdict of a jury is confined by statute to certain cases, viz. the demand must exceed 10*l.* sterling, the parties to the suit must be merchants or traders, and the subject-matter be grounded on debts, promises, contracts, and agreements of a mercantile nature only; or else the cause of action must arise from personal wrongs to be compensated in damages *. In all other cases, the judgment of the court is obtained both upon the fact and the law, and these cases compose about 3-4ths of the suits in the superior courts of king's bench.

The proceedings of the courts of justice, as well as those of the legislature, the printing of the laws, the publication of advertisements connected with legal process, are all, necessarily, in both languages, and it is not unusual to have party juries, one-half of whom understand English, and the other half French, only; which in general leads to the necessity of translating the address, the evidence, and the charge, and tends consequently to protract a cause to considerable length.

The judicature of the province, although not inefficient in its present state, is far from perfect; and measures are now pending in both houses of the legislature, calculated to amend it in its various branches. The distance of the seat of justice from very populous parts of the different districts, is a serious inconvenience to the inhabitants; not only by rendering suits enormously expensive, but from the loss of time consequent upon attendances in court under such circumstances. It is true that the circuit courts, which are holden every year in certain parishes of each district, meet in some degree this objection; but the jurisdiction of these courts is limited to 10*l.*, the circuits are only annual, and are in fact confined to but few places. The application of the English system of *nisi prius* would be a material improvement in the judicature of Lower Canada. It would extend the benefits of the trial by jury, give the parties an opportunity of being heard as it were on the spot, save costs, and otherwise facilitate the administration of justice.

* Provincial Order, 25th Geo. III. chap. 2.

## CHAPTER XVII.

Sketch of Manners, Customs, and Character.

In a work professing to describe topography and statistics, a description of manners and customs will not probably be expected, nor indeed had we contemplated the consideration of a subject more strictly within the province of a different class of writers. It happens, however, that we have been recently anticipated in this task in a book under the title of "A Political and Historical Account of Lower Canada, by A Canadian;" and although we are far from coinciding in the politics of the author, and concurring in the views which he sometimes takes of his subject, we cannot withhold the cordial expression of our testimony to the graphical truth with which he has so admirably depicted the habits, usages, and character of the Canadian peasant. An attempt to improve upon so lucid and faithful a description would, perhaps, be worse than idle, and we shall therefore take the liberty of extracting largely from the 4th chapter of the work in question, and confine ourselves to occasional remarks as we proceed.

"Of the various circumstances connected with the habits and manners of a people, the most important are, *first*, the degree of difficulty experienced by them in obtaining the means of subsistence; *secondly*, the proportions in which these means of subsistence are spread over the whole mass of the population; and, *thirdly*, the quantum of the means of comfort which the people at large deem requisite to their happiness. Where the obtaining of subsistence is not a matter of overwhelming or exceeding difficulty, where the wealth of the country is spread in nearly even portions over the whole of the inhabitants, and where the standard of enjoyment is a high one, happiness must of necessity be the lot of that people. Such is the situation of my countrymen; and, from the

experience which my travels in various parts of the globe have given me, I well know that their comfort and happiness, excepting, perhaps, in the United States of America, can find no equal; and that the unfortunate peasant of Europe, apparently degraded in mind and worn out in body, exhibits a picture of wretchedness, which to the poorest *habitant* on the banks of the St. Lawrence would appear almost utterly inconceivable, and upon which his imagination could not dwell without surprise and disgust.

"The people, with hardly an exception, are proprietors of land, and live by the produce of their own labour from their own property. By the law of the country the property is equally divided among all the children; and from the small quantity of capital yet accumulated in individual hands, the divisions of land have become somewhat minute. Among the people of the United States there exists a roving disposition, that leads them in multitudes to make new settlements in the wild lands, and thus rapidly to spread civilization over the immense unreclaimed territories which they possess. This feeling exists not in Canada: the inhabitants, generally, are far from adventurous; they cling with pertinacity to the spot which gave them birth, and cultivate with contentedness the little piece of land which, in the division of the family property, has fallen to their share. One great reason for this sedentary disposition is their peculiar situation as regards religion. In Canada, as in all catholic countries, many of the people's enjoyments are connected with their religious ceremonies; the Sunday is to them their day of gaiety; there is then an assemblage of friends and relations; the parish church collects together all whom they know, with whom they have relations of business or pleasure; the young and old, men and women, clad in their best garments, riding their best horses, driving in their gayest *calèches*, meet there for purposes of business, love, and pleasure. The young *habitant*, decked out in his most splendid finery, makes his court to the maiden whom he has singled out as the object of his affections; the maiden, exhibiting in her adornment every colour of the rainbow, there hopes to meet *son chevalier:* the bold rider descants upon, and gives evidence of, the merits of his unrivalled pacer*; and in winter the powers of the

* The Canadians are peculiarly fond of *ambling* or *pacing* horses.

various horses are tried in sleigh or cariole racing: in short, Sunday is the grand fête—it forms the most pleasurable part of the *habitant*'s life; rob them of their Sunday, you rob them of what, in their eyes, renders life most worthy of possession. Moreover, the people are a pious people, and set an extraordinary value upon the *rites* of their religion. Take them where they may be unable to participate in these observances, and you render them fearful and unhappy. The consequence of all these circumstances is, that the Canadian will never go out singly to settle in a wild territory, neither will he go where his own religious brethren are not.

"The first occupation of the spring, or rather the end of the winter, with the Canadian farmer, is the making of his sugar *.

"The remaining operations of the farmer are nearly the same as in England; inasmuch as, with the exception of maize or Indian corn, the produce of the country is the same. The chief peculiarity of the situation of the Canadian is, that what he grows is rather for his own consumption than for the purposes of sale. Hitherto, for example, he has grown flax, for the purpose of making the greater portion of his linen; his corn is for himself; his cattle are fatted to be, for the most part, eaten in his own family; in short he nearly produces, at one time perhaps entirely produced, whatever he consumed. The introduction of English luxuries, however, has in some degree altered this: tea, English broadcloths and calicoes, cutlery, &c., now form part of the Canadian's necessaries, though the degree in which he is dependent solely on himself is far greater than that of an English farmer. In his own household are made the soap and candles he consumes: his shoes, or mocasins, are chiefly of his own or his wife's manufacture; so also with the greater portion of his clothing. This peculiarity, by multiplying the variety of his employments, serves in some measure to increase his sagacity, though the benefit is more than overbalanced by the loss of time necessarily attendant on this want of division of labour. Upon the whole, however, it may be safely asserted, that the means of subsistence are by the Canadian easily

* In speaking of the agriculture of the province, we have given some account of the mode of its production and manufacture.

obtained: his labour extends but through a part of the year, and during that period it is neither painful nor excessive.

"The comforts of the people, if compared with any other nation, are wonderfully great: their food, from their French habits, consists not of animal food to the same extent as that of the richer English, but is, nevertheless, nourishing and abundant. No griping penury here stints the meal of the labourer, no wan and haggard countenances bear testimony to the want and wretchedness of the people. I may say, I believe, without exaggeration, that throughout the whole Canadian population no instance can be found of a family unprovided with the complete and comfortable means of subsistence: the food, indeed, is oftentimes coarse, but always wholesome. From the length of the winter it is found necessary to kill in the autumn such stock as is intended for the winter's food: a great portion is immediately salted; some part is frozen; and thus though during the early part of the winter and the latter part of the summer the population live on fresh food, still for a great portion of the year their chief animal food is salted. With a little care, however, this might in a great measure be obviated.

"While the Canadians are thus universally well supplied with food, they are equally fortunate as to their clothing and their habitations. Till lately, the chief clothing of the population was wholly of their own manufacture, but the cheapness of English goods has in some degree induced a partial use thereof. Canadian cloth is, however, still almost universally used; and the gray *capot* of the *habitant* is the characteristic costume of the country. This *capot* is a large coat reaching to the knee, and is bound round the waist by a sash, which sash is usually the gayest part of the Canadian's dress, exhibiting usually every possible bright colour within the power of the dyer. This, with a straw-hat in summer, a *bonnet rouge* or a fur cap in winter, and a pair of mocasins made out of sole leather, complete the dress of the peasant. The women are clothed nearly after the fashion of a French peasant: a cap in place of a bonnet, with a dark cloth or stuff petticoat, a jacket (*mantelet*) sometimes of a different colour, and mocasins, the same as those of the men, form their every-day dress. On the Sunday they are gaily attired, chiefly after the English fashion, with only this difference—where the English wears one

the Canadian girl wears half a dozen colours. Here, as in the case of their food, no penury is manifest: an exceeding neatness in their persons, and cleanliness, that first requisite to comfort, mark the people to be above the influence of want, and to be in that state of ease which permits them to pay due attention to decency of external appearance.

"Of the habitations of the people I have already spoken. It is impossible, perhaps it would also be unnecessary, to give a minute description of the sort of houses which the farming population generally inhabit; suffice it to say, that they are generally constructed of wood, though, as the farmer becomes rich, he almost invariably changes his wooden for a stone house. For the number of the inhabitants, they are usually large and commodious. In the summer, from being low, they are generally uncomfortably warm, and in winter, by the aid of a stove, they are rendered completely uninhabitable by an European. The excessive heat in which the Canadian lives within doors is sufficient to kill any one, not from his infancy accustomed to that temperature. Without doors, however, the *habitant* bears with ease the piercing cold of the winter blasts,—

'Breasts the keen air, and carols as he goes;'

when any one, not a Canadian, would be compelled to take every possible precaution against its painful influence, and he passes with impunity and without pain from his house, in which the temperature is above ninety degrees of Fahrenheit, into the open air, oftentimes twenty-five or thirty degrees below zero.

"During my residence in France I failed not to visit a large number of the peasants' houses, and to investigate somewhat narrowly into their various customs and peculiarities. The resemblance between the interior of a peasant's dwelling in Normandy and on the banks of the St. Lawrence was, to a practised eye, close and remarkable: with the exception of the flooring, which in Canada is always of wood, in France of bricks or flat stones, every thing is nearly precisely the same; the chimney always in the centre of the building, the partition between the kitchen and the large room in which the inhabitants dwell, at each end of which are the small sleeping-apartments. 'Le lit principal, entourré de serge verte qui est suspendue au plancher du haut de la grande salle, par une

targette en fer, le bénitier et petit crucifix à la tête; la grande table à manger, la couchette des enfans sur des roulettes en bois au-dessous du grand lit, les différents coffres pour y déposer l'habillement du dimanche; l'ornement des poutres, la longue pipe, le tulle Français ou fusil à long calibre, la corne à poudre, le sac à plomb, etc. etc., m'ont fait penser plus d'une fois à la résidence de mon ami Jean Gilbeau de St. Joachim.'

"The houses are seldom of more than the ground floor; they are constructed sometimes of planks, sometimes of solid trees, and are universally white-washed. They are generally surrounded by a scrambling sort of garden, in which there are quantities of fruit, vegetables, and flowers, but in which the beautiful neatness of an English garden will be sought for in vain. The fence is formed of coarse pieces of split wood; the walks are but tracks traced of necessity, and without much reference to order; and the whole, though it yields abundance and comfort, yet adds little to the beauty of the scene. It is almost entirely under the management of the women, who, using in place of a spade a species of heavy hoe, called a *pioche,* may be seen labouring with laudable industry during the parching days of summer, each in the little plot of ground she designates her garden, careless of the burning influence of the sun, and ignorant that in other countries the toil she undergoes is deemed beyond the reach of female strength. In the United States of America, at least in the northern and eastern states, such a sight is never seen: there the women take little or no part in the out-door work of the farm, and seldom appear abroad without a sun-bonnet, to shade their beauty from the scorching rays of the sun.

"Although neatness, at least English neatness, is not to be found in the habitations of the Canadian peasantry, perfect cleanliness is every where apparent, and, added to this comfortable quality, an unstinted sufficiency of the various articles of furniture required for a comfortable *ménage.* Beds in abundance, linen, and all the requisite culinary utensils, all that are really wanted are there. Again here, as in the circumstance of food, a high degree of comfort and enjoyment exists, and though the means may, to a delicate European, appear somewhat rude, the grand end of happiness is completely obtained.

"Few of the amusements of the people are peculiarly characteristic,

except those of the winter. I have already said that the winter is chiefly spent in pleasure, and that the greater part of the population, at that period, cease from serious labour. The chief pleasures of the inhabitants consist at this time of *carioling* and visiting each other. As the people live, for the most part, each on his own farm, the distance between neighbours becomes oftentimes too great for a pedestrian to go over with comfort; the snow lying on the ground for at least five months in the year, would also render walking unpleasant: a cariole, or light sleigh, is therefore universally used. Church-going, visiting, purchasing, in short every journey, whether of pleasure or business, is performed in the cariole. Every farmer possesses one, sometimes two or three; and the farm-horses, being exceedingly active and light, draw his winter carriage. The whole of this is evidence of great plenty and comfort;—the horses must be fed for many months, at no small cost, and might, if their masters desired, be profitably employed. The cessation from labour also, during the greater part of the period, is another proof of the easy circumstances of the people: not only is there a cessation from labour, but a constant round of parties, and dancing, of which the whole people are passionately fond. At these parties abundance of good things is always manifest. The people assemble not merely to see one another, but with a serious intention of enjoying themselves; and to this enjoyment they wisely deem eating to be an absolutely necessary adjunct. Healthy and robust as they are, it may easily be presumed, that the *quantity* of the viands is an essential particular. Their eating, like their dancing, is no mock proceeding; they dance with spirit, and they eat with vigour. Again, this is evidence of plenty.

"At their weddings the same custom is prevalent; a dance and a feasting always succeed this happy event; and not only one dance and one feasting but, most probably, a dozen. The whole bridal *cortège* in a long string of *calèches* if in summer, of *carioles* in winter, passing from house to house; and each night, for perhaps a fortnight, renewing, with unabated vigour, both the eating and the dancing *.

* Instances have, indeed, occurred of nuptial festivities having been thus protracted, but the practicé is by no means universal.

"Thus passes the winter; and with the summer labour returns. The out-door sports of the English have no parallel in Canada; cricket, foot-ball, and the various gymnastic sports are there unknown; and the summer is almost entirely passed in labour. There is one exception, however, I am unwilling to pass over—this amusement has indeed immediate reference to gain, as it consists in *fishing*. The methods practised in the various parts of the country being somewhat peculiar, may perhaps be worth describing. In the spring the fish usually run up into the thousand small creeks (in England they would be called rivers) which fall into the St. Lawrence; these being oftentimes shallow, permit a man to wade across and along them; one carries a bundle of dry pine or cedar bark splinters lighted, and used as a torch, another follows with a barbed spear, having a handle eight or ten feet long, and, by the aid of the torch-light, he is enabled to see the fish as they lie along the bottom of the stream; which fish he cautiously approaches, and transfixes with his spear: when the water is too deep for him to wade, a canoe is procured; a light iron grate is placed in the bow, and filled with dry pitchy pine splinters, which blaze vehemently, and cast a bright and ruddy glow through the water to many yards distance. The fish, as before, are by this means discovered lying at the bottom of the stream, and are caught in the same manner. Great dexterity is often evinced in the management of the spear; and I have often seen fish of four or five feet in length caught in this manner. In the calm evenings of summer, as the night comes gradually on, canoe after canoe, with its bright and waving light, may be seen putting silently from shore, and gliding rapidly and noiselessly along the still and glossy river; with one touch of the paddle the canoe is impelled to the spot pointed out by the gestures of the spearsman, who, waiting till the fish be within his range, darts his weapon with admirable precision upon the devoted prey, lifts it as quietly as possible into the canoe, and proceeds onward in search of further sport. The water of the St. Lawrence, clear beyond that of almost all the rivers I have seen, is admirably fitted for this purpose; and will allow a dexterous sportsman to seize his prey, if it be tolerably large, even when the water is ten or twelve feet in depth. There are few scenes in Canada more peculiar and striking than this night fishing. Often have I stood

upon the banks of the broad and beautiful St. Lawrence, and contemplated with rapture the almost fairy picture it afforded. The still and mighty expanse of waters, spread out in glassy calmness before me, with its edges fringed by a dark mass of huge forests sweeping to the very brink of the river; and the deep *purple* shade of night closing over all, have together conjured up a scene that has held me for hours in contemplation. The song of the *voyageur* floating over the smooth and silent water, and mellowed by distance, has, in my imagination, equalled the long-lost strains of the Venetian gondolier; the glancing multitudes of waving lights, belying the homely purpose to which they were applied, have seemed a nocturnal festival; and, by the aid of a little romance in my own feelings, have not seldom cheated me into half poetical musings. The 'garish eye of day,' luckily, invariably dispelled the hallucination by robbing the scene of its enchanting but temporary beauty. I would, however, recommend the traveller, in those distant regions, to view the scene in a calm night of June; and I doubt not but that in a short time he will discover himself more romantic than he deemed."

However highly coloured this burst of the romanesque may appear, there is, indeed, no fiction in it, and the beautiful portraiture it contains of the delightful scenery of the St. Lawrence would be equally applicable to the enchanting scenery of the magnificent Ottawa, and of other parts of the province, viewed under similar circumstances.

"From what I have already stated, it is almost needless for me to say, that the situation of the people, such as I have described it, is not merely the situation of a part but of the whole. Wealth and comfort are not confined to a few individuals, but the whole mass of the population have almost an equal share in the good things of this world. The division of property, by law, has, of itself, rendered this almost necessary; the ease with which the means of subsistence are obtained has also contributed to the same desirable state. Whatever may be believed to be the cause, the fact of the great approximation to equality in property is indisputable *.

* "Ce fut le partage égal des terres qui rendit Rome capable de sortir d'abord de son abaissement; et cela se sentit bien, quand elle fut corrompue."—MONTESQUIEU, *Grandeur et Décadence des Romains.*

"From the various circumstances I have mentioned, it will not be difficult to form something like a correct conception of the character of the people.

"Free from the pressure of want, and unexposed to the temptations created by surrounding affluence, they are free from the vices which poverty and temptation engender; property is perfectly safe, both from petty pilfering and open attacks. In the country, the doors of the houses are never fastened, and all sorts of property are openly and carelessly exposed. In the social relations also, the same circumstance of ease induces, to a great degree, honesty in dealing. It is to be remarked, however, that, in a country like England, where great transactions are daily carried on, great faith is often absolutely required; this faith becomes extended to less important dealings, and a general feeling of honesty is introduced into the intercourse of the people.

"In the kindlier affections, they, like all happy people, are eminently conspicuous; though, from being less rich, they are perhaps less remarkable in this particular than the people of the United States. Except in those portions overrun by the Irish and Scotch settlers, the traveller never meets with a refusal to give him assistance; and, in all parts, the distress of a neighbour is promptly and, I may say, generously relieved. No party feelings, no feelings of religion, no religious or political watch-words or signs, here break in upon the gentle tendencies of the people. The same intolerance of opposite sects is not to be found here as in Europe; I have myself known the most perfect cordiality to exist between the priest of the parish and his jewish neighbour; and have heard a sentimental deist openly avow his unbelief before the same clergyman, discuss the propriety of his opinion, and be on the most perfect terms of intimacy and good feeling. This tolerance has hitherto led to no evil results, the people being one of the most pious and decorous to be found on the face of the globe; their piety at the same time being free from austerity and bigotry, and their decorum from hypocrisy.

"A bold spirit of independence, moreover, reigns throughout the conduct of the whole population; happily they are yet undebased by the dominion of a rich oligarchy; they live not in fear of any man's power or influence: upon themselves only—on their own industry, do they

depend for subsistence; and thus they have not, hitherto, learned to make distinctions between the welfare of the poor and the rich; to bow down with abject servility before the powerful, and in their turn to exact a wretched prostration from those still weaker than themselves: courteous in their manners, polite in their address, they offend not by rude and rough familiarity, or indifference to the comfort of others; neither do they forget their own dignity, even though they be poor; they cringe not, they fawn not, nor are they, like slaves, cruel and oppressive; they preserve an even simplicity and honest straightforwardness of manner; alike free from servility on the one hand and bluntness on the other. In this circumstance again they differ widely from the people of the United States. The Americans, from a desire to mark their independence, their freedom from all the pernicious restraints of European despotisms, too often forget the common courtesies of life. To insult a man they sometimes consider an effective method of informing him that they are free from his control; just as by cheating him, they believe that they save themselves from being over-reached. The Canadian, on the contrary, while acting with independence, is polite; while guarding himself from becoming a dupe, is honest.

"It may be said, and perhaps with truth, that the Canadian population are, for the most part, superstitious; but this is a failing common to all uneducated persons; and we can hardly consider it a vice, unless it lead to cruel conduct towards one another. We, however, have no ducking of poor old women, no desire to burn witches, &c.; superstition, with us, merely multiplies the prayers of the fearful peasant, and occasions a somewhat lavish use of holy water and candles. It may, in England, be asked, how, in a catholic country, wherein a perfect freedom is allowed to the catholic priesthood to inculcate every doctrine which they are able to inculcate, a complete subjection of the people has not taken place, and a grovelling superstition and furious bigotry introduced? The answer is easy: the catholic religion is not a state religion; its priesthood are armed with no temporal power; they use only the influence of the understanding; are merely the advisers, not the rulers of their flocks. The existence of many religions, moreover, all equally under the protection of the law; the multiplication of doctrines consequent on this state of

things, and the mutual watchfulness over each other's conduct also resulting from it; all introduce a general toleration and mildness among the various priesthoods of the various religions. The catholic religion is, in Canada, no more the instrument of the people's degradation, than is the quaker religion in Pennsylvania: but change the situation of each, erect them into state religions, and both would be equally noxious. In the present situation of the nation, however, the catholic priesthood of Canada exhibit a spectacle that others would do well to imitate; they are laborious in their duties, frugal in their living, decorous in their manners; possessed of much intelligence, and some learning, they are gentle, modest, and benevolent.

"Crimes of the more atrocious description are almost unknown among us; murder, arson, as well as attacks generally on the person, are seldom heard of. The people are, for the most part, of a mild disposition; a broil or fight at their meetings of pleasure seldom occurs: and the more fierce and deadly passions of our nature are never roused by the pressure of famine. The habit of settling differences by personal collision does not exist among them: the law affords the only remedy which they willingly adopt; and they consequently seem, and are in fact litigious*. The petty mischiefs arising from this spirit, however, are more than compensated by the absence of all those dreadful scenes which are exhibited in countries where the law is a luxury only for the rich; and where the poor man, if he wishes redress for an injury or insult, must seek it by an attack upon the person of the offender. In France, since the revolution, the practice of duelling seems to have spread through the whole population. The military spirit generated by the wars attendant on that mighty regeneration, however, was never breathed into the French Canadians;

* "The Canadians being principally of Norman origin, what William the Conqueror said of the Normans may, perhaps, be applicable to them:—

'Foler et plaisir lors convient.'
Ils aiment à faire des folies et à plaider.

But it appears to me that the modern description of the Norman character is still more applicable to the Canadians:—'Il y a dans toute cette race Normande, un grand aplomb, une faculté de compréhension très-étendu, et ce qui est fort remarquable, à la fois beaucoup de chaleur dans la discussion des intérêts privés, et de calme dans celle des intérêts publics.'"

and the English practice of *boxing* has not, hitherto, become a favourite diversion. The comparative cheapness of law, moreover, gives an immediate outlet to the angry passions: the slow and deadly revenge of the Indian was therefore never adopted; and thus, in spite of being derived from the French, governed by the English, and living with the Indians, the people are free from the private pugnacity of all of them: this, added to the absence of want, accounts for the almost perfect absence of all the more dreadful crimes known in other lands.

"When speaking of the education of the people, I shall have to estimate the degree of knowledge possessed by them; I may here, nevertheless, allude to their intellectual character generally. To those persons who know the English character, who understand the spirit of *fun* which reigns throughout the whole land, the sedateness, and almost mock gravity of the American native must be a matter of surprise. The American has not a particle of *fun* in his whole composition; if he jokes, it is the saddest thing in nature; if he attempts to be witty, it is by the aid of Joe Miller: he labours in a vocation to which he is unaccustomed, and for which he is by no means fitted. There is something of this sort of discrepancy between the character of the French and the Canadians *. A more good-humoured people than the latter can hardly be found; but the sparkling vivacity, the vehemence of temper, the tiger-like passion, and brilliant fiery wit of a Frenchman are not to be found among them. They are sedate, nay almost grave; have their temper under control; and still, without the gay vivacity of the French, are free also from the fierceness of their passions. They are, by this means, a happier people, though, perhaps, less attractive. Though shrewd, perhaps I might say cunning, they exhibit not the same quickness of intellect which the French peasant is possessed of; they seize not with rapidity a new idea; have little *tact* in the management of men to their purposes, not perceiving the means of winning their way by the aid of other men's weaknesses, and moulding to their will the peculiar character and temper of each. Few nations possess this sort of power in the same extent as the Irish, and in this point

* "I speak here merely of the people: the educated classes of all nations of necessity approximate to each other. There is a greater difference between an English peasant and an English gentleman than between the latter and an educated Parisian."

the Irish and French assimilate; but the Canadian is as incapable in this particular as an Englishman or a Scotchman. It would be a curious point of investigation, to search after the circumstances which, in the cases both of English and French colonists, have led to these differences of character."

The people of the townships form a distinct class of themselves, and are strikingly contrasted with the French-Canadian peasantry of the province. The tenure of their lands, their language, and their habits, are essentially, their laws partially, different from those of the seigneurial population, and assimilate in many respects with those of the neighbouring settlements of the United States. The origin of this similitude may be traced to the early stages of the colonization of the eastern townships, when the settlers were almost exclusively, if not altogether, natives of the adjacent country, and emigrants from the New York, Vermont, and New England States. The numerous class of British and Irish emigrants that subsequently took up crown lands in the townships, strangers in general to the mode of clearing and cultivating new lands, were naturally prone to imitate those who had preceded them in these important operations, and the American settler, proverbially dexterous and active in removing forests with the axe, thus became the model of the European emigrant. This imitation was not long confined to the mode of converting a wilderness into corn fields, but soon extended to the plan of building their houses, dividing and tilling their farms, &c. The domestic economy of the establishment and the usages of the new settlers thus gradually approximated to those of the old, and although there are now some exceptions, the manners and customs of the people of the townships, generally, bear a close analogy to the manners and customs of the Americans *.

The composition of the township population is multifarious, and the inhabitants of each class might rank, according to their numbers, in the following order: first Americans, then Irish, Scotch, English, Dutch, and Germans. We have already taken an opportunity of speaking of the industry which characterizes the people of that part of the province,

* See ante, pp. 309—311.

and it may here be observed, that the description given in the preceding pages of the ease and comforts of the Canadian peasantry is not inapplicable to the townships, though, perhaps, to a more limited extent, from the comparative infancy of the settlements. Neither do the township inhabitants yield to the French Canadians in point of loyalty; all feel equally attached to their king, their government, and their institutions.

The different elements of the population being, as we have remarked, very numerous, the same unity of feeling, customs, and character can scarcely be expected to prevail to the same degree as in the French settlements; but it is gratifying, however, to observe that there exists in the townships but little, if any, of that party-spirit, religious or political, which links one set of men against another, and destroys the harmony of society, whilst it tends to paralyse the progress of new, and affect the prosperity of old settlements.

The population of the towns is distinguished by few peculiarities that are not common to the inhabitants of populous places. Here we find the same gradations of rank, the same assumptions on the one hand, and denials of superiority on the other, that are incident to similar communities. The circumstance of the two chief places of the province being garrison towns, serves also to give a certain complexion to society, which is peculiar to the *art militaire*, whilst it, at the same time, contributes to the outward gayety, at least, of the place. However remote from the vortex of the *haut ton* on this side the Atlantic, the higher circles are by no means strangers to the delicacies, etiquette, and refinements of European society; and by the agreeable union of French and English manners, that forms so peculiar a feature of the society in Canada, a degree of vivacity prevails, which holds a medium course between the austerity of English reserve and the ebullitions of French rhapsody.

During summer, an ephemeral, and oftentimes delightful, acquisition is made to the society of the cities of Quebec and Montreal by the arrival of American fashionables, attracted thither by the celebrity of Canadian scenery. The tour they perform generally embraces the Falls of Niagara, in Upper Canada, and the Falls of Montmorenci, near Quebec, whence they return through Montreal to the United States; such, at least, has hitherto been the course pursued in their travels, but it is probable

that the recent construction of a steam-packet, which has large and elegant accommodations for passengers, and is now plying regularly between Quebec and Halifax, will induce them to continue their route down the St. Lawrence, and through the Gulf, to the capital of Nova Scotia, whence they may return home without the necessity of retracing their steps, and thus give additional novelty and interest to their travels. It is possible in this way very agreeably to circumnavigate the best part of the North American continent, by ascending the Mississipi and the Illinois, which communicates by canal with Lake Erie, thence passing through the Welland Canal into Lake Ontario, and descending the St. Lawrence to Quebec, thence to Halifax, and lastly, coasting the continent, to New Orleans, at the mouth of the Mississipi again. By starting from New York, a similar, though less extensive, circumnavigation might be performed through the Hudson River, the Grand Canal, and down the St. Lawrence as in the former case.

## SUPPLEMENT TO CHAPTER I.

Boundaries—Award of the King of the Netherlands.

In the Appendix will be found the award, at length, of his Majesty, the King of the Netherlands, as the umpire to whom the difficulties, arising under the 5th article of the Treaty of Ghent, were amicably referred by Great Britain and the United States: it is an important document, which, together with the protest of the American plenipotentiary, we have copied from the public press.

The question is considered by his Majesty, the King of the Netherlands, under three distinct heads: 1st. The high lands; 2nd. The Connecticut River; 3rd. The 45° parallel of north latitude. Upon the first point enough has been said in the first chapter, and subsequently in pp. 312 and 313, to render unnecessary any further remarks here *. The second point appears to have been judiciously determined, and comports with the hydrography of the country. Upon the third point we do not see the necessity of fresh astronomical observations to establish the geographical position of the 45° parallel of north latitude, the astronomers of both governments having agreed in 1818, in ascertaining, with every scientific precision, various points on that circle of latitude, which it remains merely to connect by field surveys to mark, in an ostensible manner, the whole length of the boundary. The singular reservation made, relative to Rouses' point, is too important not to command particular attention, and too gratuitous to be ever carried into effect; and the Americans, judging from the dismantled and ruinous condition of the fort, appear to have considered a secession of their dominion over

* It is proper to observe, that, when writing the remarks in pp. 312 and 313, we had not seen the document referred to in the Appendix, a circumstance which will explain a trifling discrepancy between the awarded boundary, as there stated, and that described in the award itself. It may be equally fit to disclaim, for my remarks upon this subject, any official weight or import that might be presumed to attach thereto, from the office I have the honour of holding under his majesty's government.

that Point, as unavoidable. The *reputed* coincidence of the existing, with the true line, could scarcely be deemed, in such grave matters, an adequate ground to justify the construction of a fort, which should afterwards furnish an argument in favour of the surrender, by the British government, of the spot whereon it stands, especially when due weight is attached to the importance of the position, which commands the navigation, the ingress to and egress from Lake Champlain. The fact, moreover, of the *reputed coincidence* is far from standing evident; but, on the contrary, doubts are well known to have always existed, as to the correctness of the actual line; and, in 1806, Dr. Williams reported to the local government of the state of Vermont, that the boundary was grossly inaccurate, and it is unnecessary now to inquire on which side the inaccuracy lay *. The vague argument, drawn from report, must, therefore, appear very weak and inconclusive; and it is not a little surprising that, notwithstanding such obvious and important advantages to the American interests, as result from this particular point, and others in the award, the United States' plenipotentiary should not have deemed himself authorised to acquiece in the decision of the umpire.

It must be a theme of extreme regret, that such points should still be at issue between both powers, and, from the nature of the case, we feel satisfied that the boundary question can only be settled by a conciliatory and friendly compromise, in which the mutual convenience and interests of both parties will be duly, fairly, and impartially considered. And should negotiations be hereafter opened between the governments, upon those amicable terms, we look upon the St. John's river, from the point of its intersection, by the due north line, to its source, as being an ultimatum, by which the relinquishment of the United States' claim, north of that stream, would be compensated by the sacrifice of British territory to the southward of it; it would be the legitimate *do ut des* of the civil law, at least as far as naked claims can be opposed to title and possession, and offer a means of adjusting a knotty point without interrupting the harmony and good understanding that prevail between both countries, and which it is so desirable happily to perpetuate.

* In pages 278 and 279 of my Topography of Lower Canada, 1815, will be found the further particulars of this fact.

# APPENDIX.

## I.

### *Report of the Commissioners under the 6th Article of the Treaty of Ghent.*

DEPARTMENT OF STATE.

*Washington, July* 3, 1822.

THE following is a copy of the report and decision of the commissioners of the United States and of Great Britain, appointed by virtue of the sixth article of the treaty of Ghent:

"The undersigned commissioners, appointed, sworn, and authorized, in virtue of the 6th article of the treaty of peace and amity between his Britannic Majesty and the United States of America, concluded at Ghent, on the 24th of December, 1814, impartially to examine, and by the report or declaration, under their hands and seals, to designate 'that portion of the boundary of the United States from the point where the 45° of north latitude strikes the river Iroquois or Cataragui, along the middle of said river into Lake Ontario, through the middle of said lake until it strikes the communication by water, between that lake and Lake Erie; thence along the middle of said communication into Lake Erie, through the middle of said lake, until it arrives at the water communication into Lake Huron; thence through the middle of said water communication into Lake Huron; thence through the middle of said lake to the water communication between that lake and Lake Superior;' and to 'decide to which of the two contracting parties the several islands lying within the said rivers, lakes, and water communications, do respectively belong, in conformity with the true intent of the treaty of 1783,' do decide and declare that the following described line, which is more clearly indicated in a series of maps accompanying this report, exhibiting correct surveys and delineations of all the rivers, lakes, water communications, and islands, embraced by the 6th article of the treaty of Ghent, by a black line, shaded on the British side with red, and on the American with blue; each sheet of which series of maps is identified by a certificate, subscribed by the commissioners, and by two principal surveyors employed by them, is the true boundary intended by the two before mentioned treaties, that is to say:

"Beginning at a stone monument erected by Andrew Ellicott, Esq. in the year 1817, on the south bank or shore of the said river Iroquois or Cataragui [now called the St. Lawrence], which monument bears south 74° 45′ west, and is eighteen hundred and forty yards distant from the stone church in the Indian village of St. Regis, and indicates the point at which the 45th parallel of north latitude strikes the said river; thence running north 35° 00′ 45″ west into the river, on a line at right angles with the southern shore, to a point one hundred yards south of the opposite island, called Cornwall Island; thence turning westernly, and passing around the southern and western sides of said island, keeping one hundred yards distant therefrom, and following the curvatures of its shores, to a point opposite to the north-west corner or angle of

said island; thence to and along the middle of the main river, until it approaches the eastern extremity of Barnhart's Island; thence northernly along the channel which divides the last mentioned island from the Canada shore, keeping one hundred yards distant from the island, until it approaches Sheik's Island; thence along the middle of the strait which divides Barnhart's and Sheik's Islands, to the channel called the Long Sault, which separates the two last mentioned islands from the Lower Long Sault Island; thence westernly, crossing the centre of the last mentioned channel, until it approaches within one hundred yards of the north shore of the Lower Sault Island; thence up the north branch of the river, keeping to the north of, and near, the Lower Sault Island, and also north of, and near, the Upper Sault, sometimes called Baxter's Island, and south of the two small islands, marked on the map * A and B, to the western extremity of the Upper Sault, or Baxter's Island; thence passing between the two islands called the Cats, to the middle of the river above; thence along the middle of the river, keeping to the north of the small islands marked C and D, and north also of Chrystler's Island, and of the small island next above it, marked E, until it approaches the north-east angle of Goose Neck Island; thence along the passage which divides the last mentioned island from the Canada shore, keeping one hundred yards from the island to the upper end of the same; thence south of, and near, the two small islands called the Nut Islands; thence north of, and near, the island marked F, and also of the island called Dry or Smuggler's Island; thence passing between the islands marked G and H, to the north of the island called Isle au Rapid Platt; thence along the north side of the last mentioned island, keeping one hundred yards from the shore to the upper end thereof; thence along the middle of the river, keeping to the south of, and near, the islands called Cousson, or Tussin, and Presque Isle; thence up the river, keeping north of, and near, the several Gallop Isles, numbered on the map, 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10, and also of Tick, Tibbet's, and Chimney Islands, and south of, and near, the Gallop Isles, numbered 11, 12, and 13, and also of Duck, Drummond, and Sheep Islands; thence along the middle of the river, passing north of island No. 14, south of 15 and 16, north of 17, south of 18, 19, 20, 21, 22, 23, 24, 25, and 28, and north of 26 and 27; thence along the middle of the river, north of Gull Island, and of the islands No. 29, 32, 33, 34, 35, Bluff Island, and No. 39, 44, and 45, and to the south of No. 30, 31, 36, Grenadier Island, and No. 37, 38, 40, 41, 42, 43, 46, 47, and 48, until it approaches the east end of Well's Island; thence to the north of Well's Island, and along the strait which divides it from Row's Island, keeping to the north of the small islands No. 51, 52, 54, 58, 59, and 61, and to the south of the small islands numbered and marked 49, 50, 53, 55, 57, 60, and X, until it approaches the north-east point of Grindstone Island; thence to the north of Grindstone Island, and keeping to the north also of the small islands No. 63, 65, 67, 68, 70, 72, 73, 74, 75, 76, 77, and 78, and to the south of No. 62, 64, 66, 69, and 71, until it approaches the southern point of Hickory Island; thence passing to the south of Hickory Island, and of the two small islands lying near its southern extremity, numbered 79 and 80; thence to the south of Grand or Long Island, keeping near its southern shore, and passing the north Carlton Island, until it arrives opposite to the south-western point of said Grand Island in Lake Ontario; thence passing to the north of Grenadier, Fox, Stony, and the Gallop Islands in Lake Ontario, and to the south of, and near, the islands called the Ducks, to the middle of the said lake; thence, westernly, along the middle of said lake, to a point opposite

* Authenticated copies of the maps of this part of the boundary are deposites of record in the office of the secretary in Lower Canada, and it is believed in Upper Canada also.—AUTH.

the mouth of the Niagara river; thence to and up the middle of the said river to the Great Falls; thence up the falls, through the point of the Horse Shoe, keeping to the west of Tris or Goat Island, and of the group of small islands at its head, and following the bends of the river so as to enter the strait between Navy and Grand Islands; thence along the middle of said strait, to the head of Navy Island; thence to the west and south of, and near to, Grand and Beaver Islands, and to the west of Strawberry, Squaw, and Bird Islands, to Lake Erie; thence, southernly and westernly, along the middle of Lake Erie, in a direction to enter the passage immediately south of Middle Island, being one of the easternmost of the group of islands lying in the western part of said lake; thence along the said passage, proceeding to the north of Cunningham's Island, of the three Bass Islands, and of the Western Sister, and to the south of the islands called the Hen and Chickens, and of the Eastern and Middle Sisters; thence to the middle of the mouth of the Detroit river, in a direction to enter the channel which divides Bois-blanc and Sugar Islands; thence up the said channel to the west of Bois-blanc Island, and to the east of Sugar, Fox, and Stony Islands, until it approaches Fighting or Great Turkey Island; thence along the western side and near the shore of said last mentioned island, to the middle of the river above the same; thence along the middle of said river, keeping to the south-east of, and near Hog Island, and to the north-west of, and near the island called Isle à la Pêche, to Lake St. Clair; thence through the middle of said lake, in a direction to enter that mouth or channel of the river St. Clair, which is usually denominated the Old Ship Channel; thence along the middle of said channel, between Squirrel Island on the south-east, and Herson's Island on the north-west, to the upper end of the last mentioned island, which is nearly opposite to Point au Chênes, on the American shore; thence along the middle of the river St. Clair, keeping to the west of, and near the islands called Belle Rivière Isle and Isle aux Cerfs, to Lake Huron; thence through the middle of Lake Huron, in a direction to enter the strait or passage between Drummond's Island on the west, and the Little Manitou Island on the east; thence through the middle of the passage which divides the two last mentioned islands; thence turning northernly and westwardly, around the eastern and northern shores of Drummond's Island, and proceeding in a direction to enter the passage between the Island of St. Joseph's and the American shore, passing to the north of the intermediate islands, No. 61, 11, 10, 12, 9, 6, 4, and 2, and to the south of those numbered 15, 13, 5, and 1.

"Thence up the said last mentioned passage, keeping near to the island of St. Joseph's, and passing to the north and east of Isle à la Crosse, and of the small islands numbered 16, 17, 18, 19, and 20, and to the south and west of those numbered 21, 22, and 23, until it strikes a line, drawn on the map with black ink and shaded on one side of the point of intersection with blue and on the other side with red, passing across the river at the head of St. Joseph's Island, and at the foot of the Neebish Rapids, which line denotes the termination of the boundary directed to be run by the 6th article of the treaty of Ghent.

"And the said commissioners do further decide and declare, that all the islands lying in the rivers, lakes, and water-communications between the before described boundary line and the adjacent shores of Upper Canada do, and each of them does belong to his Britannic Majesty, and that all the islands lying in the rivers, lakes, and water-communications between the said boundary line and the adjacent shores of the United States, or their territories, do, and each of them does belong to the United States of America, in conformity with the true intent of the second article of the said treaty of Ghent.

"In faith whereof, we, the commissioners aforesaid, have signed this declaration, and thereunto affixed our seals.

"Done, in quadruplicate, at Utica, in the state of New York, in the United States of America, this eighteenth day of June, in the year of our Lord one thousand eight hundred and twenty-two.

"PETER B. PORTER, [L. S.]
ANTH. BARCLAY, [L. S.]"

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## II.

### *General Information for the Guidance and Benefit of Persons desirous to emigrate to Upper Canada, affixed to the Canada Company's Prospectus.*

The two principal, and indeed the only usual routes are by the River St. Lawrence and by New York, both of which may be considered as inaccessible during the winter months. The navigation of the River St. Lawrence is generally closed by the ice for five months in each year, and although the harbour of New York is very seldom so closed, yet the Hudson River and the Erie Canal, which form the communication from thence to Upper Canada, are closed as regularly as the St. Lawrence, but for a shorter period of time.

The usual and the best season, however, for emigrants to proceed by either route, is in the spring, or early in the summer, when there are particular facilities in finding a passage to the St Lawrence, because many vessels go out in ballast, in order to return with cargoes of timber and other bulky articles, the produce of Canada.

These vessels are generally of large dimensions, and, being in ballast, have extensive accommodations for steerage passengers. A steerage passage to Quebec may cost from £3 to £4 each for adults, and half that sum for children; and, where many are associated together, passages are frequently procured at a lower rate; for which, however, the vessel provides only ship-room, fuel, and water; and the passengers must lay in their own provisions, which, on the frugal scale to which many of them must be accustomed ashore, may be done for a sum not exceeding the cost of the passage.

From Quebec to Montreal steam-boats ply daily during the summer, and the passage on deck is 1 to 1½ dollars, or 4*s.* 6*d.* to 6*s.* 9*d.* sterling. From Montreal to York, in Upper Canada, or to any place on the shore of Lake Ontario, through means of the arrangements already mentioned to have been made by the company, emigrants recommended to the agent in Montreal will be conveyed for five dollars, or 22*s.* 6*d.* sterling each, exclusive of provisions, which may cost from two to three dollars more; so that from the port of embarkation in the United Kingdom to the seat of government in Upper Canada, *the whole expense may be estimated at about ten pounds each for adults and six for children.*

No heavy or cumbrous baggage ought to be taken—household furniture, iron utensils, implements of husbandry,—in short, all articles of considerable bulk or weight will cost, in freight and carriage, more than the expense of replacing them in Upper Canada; besides the trouble

of their conveyance, the risk of damage, and the danger of articles carried from England or Ireland being found unsuited for use in America. The baggage of emigrants should consist only of their wearing apparel, with such bedding and utensils for cooking as may be required on the voyage; and any articles of clothing not intended to be used at sea ought to be packed in water-tight cases or trunks, not exceeding eighty or ninety pounds in weight.

The journey or inland voyage from New York to Lake Ontario, and especially to Lake Erie, is performed in less time than from Montreal, and emigrants recommended to the company's agent at New York will obtain passage-tickets at the same rate as from Montreal, being five dollars each; but the passage from the United Kingdom to New York is more costly than that to Quebec, besides that passengers are not permitted to land at New York until security be given, that, for a specified time, they shall not become burthensome on public charity; so that the route by the St. Lawrence, although more circuitous, and perhaps tedious, is certainly the most eligible for those emigrants who have large families, and who wish to proceed at the smallest possible expense.

The company's agents at the different ports of embarkation and elsewhere will furnish such further information as may be required by persons desirous to emigrate, and to deposit their funds with the company, or to become purchasers of the company's lands.

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## III.

### *Division of the Counties in the Province of Lower Canada.*

| Old County Division. | No. of new Counties in the old ones. | New County Division, by Act of the Provincial Parliament, March 1829. |
|---|---|---|
| Bedford . | 2 | Rouville and Missisqui |
| Buckingham . | 6 | Yamaska, Drummond, Nicolet, Lotbiniere, Sherbrooke, and Megantic |
| Cornwallis . | 2 | Kamouraska and Rimouski |
| Devon . . | 1 | Islet |
| Dorchester . | 2 | Beauce and Dorchester |
| Effingham . | 1 | Terrebonne |
| Gaspé . | 2 | Bonaventure and Gaspé |
| Hampshire . | 1 | Portneuf |
| Hertford . . | 1 | Bellechasse |
| Huntingdon . | 3 | Acadie, Beauharnois, and La Prairie |
| Kent . . | 1 | Chambly |
| Leinster . . | 2 | L'Assomption and La Chenay |
| Montreal . | 1 | Idem |
| Northumberland | 2 | Montmorency and Saguenay |
| Orleans . . | 1 | Idem |
| Quebec . . | 1 | Idem |
| Richelieu . | 4 | Richelieu, Saint Hyacinthe, Shefford and Stanstead |
| St. Maurice . | 2 | St. Maurice and Champlain |
| Surrey . . | 1 | Vercheres |
| Warwick . | 1 | Berthier |
| York . . | 3 | Two Mountains, Vaudreuil and Ottawa |
| Total | 40 | new counties into which the 21 old counties are divided |

## IV.

*List of the Members of the Honourable the Legislative Council of the Province of Lower Canada, from the Commencement of the Constitution in* 1792 *up to the Year* 1829 *.

| Took their seat in the Years | Names. |
|---|---|
| 1792. | Chief Justice Smith. |
| —— | J. G. Chaussegros De Léry. |
| —— | Hugh Finlay. |
| —— | Picotté De Bellestre. |
| —— | Thomas Dunn. |
| —— | Paul Roe de St. Ours. |
| —— | Edward Harrison. |
| —— | François Baby. |
| —— | John Collins. |
| —— | Joseph De Longueuil. |
| —— | Charles De Lanaudière. |
| —— | George Pownall. |
| —— | R. A. De Boucherville. |
| —— | John Fraser. |
| 1793. | Henry Caldwell. |
| 1795. | Right Reverend Jacob, Lord Bishop of Quebec. |
| —— | Chief Justice Osgoode. |
| —— | Chief Justice Monk. |
| 1797. | Sir John Johnson, Bart. |
| —— | Chartier De Lotbinière. |
| 1799. | Gabriel Elzear Taschereau. |
| 1803. | Chief Justice Elmsley. |
| —— | Mr. Justice Williams. |
| 1807. | Chief Justice Allcock. |
| 1809. | * Chief Justice Sewell. |
| 1810. | * Charles De St. Ours. |
| —— | * John Hale. |
| —— | Antoine Juchereau Duchesnay. |
| 1812. | Aubert De Gaspé. |
| —— | * James Cuthbert. |
| —— | * Herman Witsius Ryland. |
| —— | J. B. M. H. De Rouville. |
| —— | * John Caldwell. |
| 1814. | John Blackwood. |
| —— | William de Gillivray. |
| 1815. | * Pierre Dominique Debaltzch. |
| —— | * Charles William Grant. |

* Those marked * now compose the Council.

| Took their seat in the Years | Names. |
|---|---|
| 1816. | John Richardson. |
| —— | Louis De Salaberry. |
| 1818. | William Burns. |
| —— | Reverend Joseph Octave Plessis, Roman Catholic Bishop of Quebec. |
| —— | Thomas J. P. Taschereau. |
| —— | * Thomas Coffin. |
| —— | William Scott. |
| —— | Michael Henry Percival |
| —— | Roderick M'Kenzie. |
| —— | Olivier Perrault. |
| —— | * Louis Réné Chaussegros De Léry. |
| —— | James Irvine. |
| —— | Louis Turgeon. |
| 1819. | * Louis Gugy. |
| —— | Charles de Salaberry. |
| 1823. | * Matthew Bell. |
| —— | * William Bowman Felton. |
| —— | * James Kerr. |
| —— | * Edward Bowen. |
| 1827. | * Toussaint Pothier. |
| —— | * John Stewart. |
| —— | * John Forsyth. |
| 1828. | * Jean Thomas Taschereau. |
| —— | * Right Reverend Charles James, Lord Bishop of Quebec. |
| 1830. | * Saveuse de Beaujeu. |
| —— | * Denis B. Vigir. |
| —— | * Samuel Hatt. |
| —— | * George Moffatt. |
| —— | * Ls. Guy. |

## V.

### *List of the Members of the House of Assembly, Province of Lower Canada,* 1831.

FOURTEENTH SESSION OF THE PROVINCIAL PARLIAMENT.

1 Amiot, P.
2 Archambault.
3 Beaudet.
4 Bedard.
5 Blanchard.
6 Blanchet, F.
7 Boissonnault, N.
8 Bourdages, Ls.
9 Bourdages, R. S.
10 Bourgia, Jos.
11 Brooks.
12 Bureau, P.
13 Caldwell, H.
14 Casgrain.
15 Carou, Ch.
16 Cazeau.
17 Christie, R.
18 Corneau.
19 Courteau.
20 Cuvillier, Aus.
21 Deligny, Jac.
22 Demers.
23 Deschamps.
24 Duval, F.
25 Dessaulles.
26 Dewit.

27 Dion.
28 Dorion, J.
29 Dumais, P.
30 Dumoulin, P. B.
31 Fisher.
32 Fortin, J. B.
33 Goodhue.
34 Gosset.
35 Henry, H.
36 Heriot, F. G.
37 Huot.
38 Jolliette.
39 Knowlton.
40 Labrie, J.
41 Lafontaine.
42 Lagueux, E. C.
43 Lagueux, L.
44 Languedoc, F.
45 Larue, F.
46 Laterriere, M. P. S.
47 Lee, Th.
48 Lefebre, J. B.
49 Leroux, L.
50 Leslie, J.
51 Letourneau, J. C.
52 Methot.
53 Montenac, De.
54 Morin.
55 Mousseau, A.
56 Neilson, J.
57 Nelson, R.
58 Nelson, W.
59 Noel.
60 Ogden, C. R.
61 Oil.
62 Panet.
63 Papineau, A.
64 Papineau, L. I. (Speaker).
65 Peck.
66 Perrault, J.
67 Poirier, J.
68 Proulx, J. Bape.
69 Quisnel, F. A.
70 Rochon.
71 Raymond, J. M.
72 Robitaille.
73 St. Ours, de R.
74 Scott, L.
75 Stuart, A.
76 Taschereau, E.
77 Taschereau, C.
78 Taylor.
79 Thibodeau.
80 Trudel.
81 Turgeon.
82 Valois, J.
83 Wright.
84 Young, Tho.—*Total.*

# VI.

## *Table of Appropriations for Money made by the Legislature of Lower Canada, for Roads and other local objects, from* 1814 *to* 1[illegible] *both years inclusive.*

**District of Quebec.** — Distribution.

| Years. | Insane persons and foundlings. | Vaccination. | Markets. | Roads. | Courts of Justice. | Prison. | House of Correction. | Relief of distressed parishes and purchase of seed grain. | Agricultural Society. | Hospitals, quarantines and emigrants. | Education in the city. | Encouragement of steamboats. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1814 | 900 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1815 | 1500 | 300 | 1500 | 4250 | 6700 | ... | ... | ... | ... | ... | ... | ... |
| 1816 | 1500 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1817 | 1500 | 800 | ... | 19650 | ... | 1106 | 200 | 49216 | ... | ... | ... | ... |
| 1818 | 1500 | ... | ... | ... | ... | 295 | 200 | ... | 800 | 8500 | ... | ... |
| 1819 | 1500 | ... | ... | ... | 295 | ... | 200 | ... | ... | ... | ... | ... |
| 1820 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 1821 | 2300 | 500 | ... | 150 | ... | ... | 200 | ... | 200 | ... | ... | ... |
| 1822 | 1500 | ... | ... | ... | ... | ... | 200 | ... | ... | ... | | ... |
| 1823 | 3635 | ... | ... | 261 | ... | 600 | 200 | ... | 800 | 3189 | 200 | ... |
| 1824 | 2000 | ... | ... | ... | ... | ... | 200 | ... | ... | 600 | 200* | ... |
| 1825 | 1500 | ... | ... | 1360 | ... | ... | 200 | ... | ... | 700 | 200 | 1500 |
| 1826 | 2547 | ... | ... | 1500 | ... | 1334 | 1025 | ... | 505 | ... | 650 | ... |
| 1827 | ... | ... | ... | ... | ... | ... | 200 | ... | ... | ... | ... | ... |
| | 22233 | 1600 | 1500 | 27191 | 6995 | 3335 | 2825 | 49216 | 2305 | 12989 | 1250 | 1500 |

**District of Montreal.** — Distribution.

| Years. | Insane persons and foundlings. | Vaccination. | Roads and Canals. | House of Correction and Industry. | Agricultural Society. | Prison. | Hospital. | La Salle (the Censitaires of). | Education in the city. |
|---|---|---|---|---|---|---|---|---|---|
| 1814 | 358 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1815 | 1000 | 400 | 2550 | ... | ... | ... | ... | ... | ... |
| 1816 | 1000 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1817 | 1000 | 1000 | 24550 | 200 | ... | ... | ... | ... | ... |
| 1818 | 1000 | ... | 500 | 200 | 800 | 1200 | 2000 | ... | ... |
| 1819 | 1000 | ... | ... | 420 | ... | 2000 | ... | ... | ... |
| 1820 | ... | ... | ‡... | ... | ... | ... | ... | ... | ... |
| 1821 | 1500 | 600 | 125000 | 200 | 800 | ... | ... | ... | ... |
| 1822 | 1500 | | ‡... | 200 | ... | ... | ... | ... | ... |
| 1823 | 1500 | ... | 62000 | 1300 | 200 | ... | 850 | ... | ... |
| 1824 | 1750 | ... | ... | 200 | ... | ... | 250 | ... | ... |
| 1825 | 1100 | ... | 500 | 200 | ... | 200 | 250 | 5000 | 200 |
| 1826 | 1163 | ... | 2400 | 200 | 810 | ... | 250 | ... | 900 |
| 1827 | ... | ... | 25000 | 200 | ... | ... | ... | ... | ... |
| | 13371 | 2000 | 242500 | 3320 | 2710 | 3400 | 3600 | 5000 | 1100 |

**District of Three Rivers.** — Distribution.

| Years. | Vaccination. | Roads. | Prisons. | House of Correction. | Agricultural Society. | Court of Justice. | Insane persons and foundlings. |
|---|---|---|---|---|---|---|---|
| 1814 | ... | ... | ... | ... | ... | ... | ... |
| 1815 | 100 | 1800 | ... | ... | ... | ... | 500 |
| 1816 | ... | ... | ... | ... | ... | ... | 500 |
| 1817 | 250 | 9800 | 8000 | 100 | ... | ... | 500 |
| 1818 | ... | ... | ... | 100 | 400 | ... | 500 |
| 1819 | ... | ... | ... | 100 | ... | ... | 500 |
| 1820 | ... | ... | ... | ... | ... | ... | ... |
| 1821 | 150 | ... | ... | 100 | 400 | 3401 | 567 |
| 1822 | ... | ... | ... | 100 | ... | ... | 300 |
| 1823 | ... | 500 | 2343 | 100 | 400 | ... | 450 |
| 1824 | ... | ... | ... | 100 | ... | ... | 300 |
| 1825 | ... | 1100 | ... | 100 | ... | ... | 300 |
| 1826 | ... | ... | ... | 100 | 135 | ... | 150 |
| 1827 | ... | 281 | ... | 100 | ... | ... | ... |
| | 500 | 13481 | 10343 | 1000 | 1335 | 3401 | 4567 |

**District of Gaspe.** — Distribution.

| Years. | Prisons. | Vaccination. | Roads. | Agricultural Society. | For securing their lands to the inhabitants. |
|---|---|---|---|---|---|
| 1814 | 1100 | ... | ... | ... | ... |
| 1815 | ... | 100 | †... | ... | ... |
| 1816 | ... | 50 | 1000 | ... | ... |
| 1817 | ... | ... | ... | ... | ... |
| 1818 | ... | ... | ... | ... | 2000 |
| 1819 | 2100 | 50 | ... | 100 | ... |
| 1820 | ... | ... | ... | ... | ... |
| 1821 | ... | ... | ... | ... | ... |
| 1822 | ... | ... | ... | ... | ... |
| 1823 | ... | ... | ... | 100 | ... |
| 1824 | ... | ... | ... | ... | ... |
| 1825 | ... | ... | ... | ... | ... |
| 1826 | ... | ... | ... | 50 | ... |
| 1827 | 1000 | ... | ... | ... | ... |
| | 4200 | 200 | 1000 | 250 | 2000 |

**St. Francis.**

| Years. | Prison. | |
|---|---|---|
| 1814 | ... | 2,3[illegible] |
| 1815 | ... | 20,7[illegible] |
| 1816 | ... | 4,0[illegible] |
| 1817 | ... | 117,8[illegible] |
| 1818 | ... | 19,9[illegible] |
| 1819 | ... | 8,2[illegible] |
| 1820 | ... | ..... |
| 1821 | ... | 136,0[illegible] |
| 1822 | ... | 3,8[illegible] |
| 1823 | ... | 78,6[illegible] |
| 1824 | 2000 | 7,6[illegible] |
| 1825 | ... | 14,8[illegible] |
| 1826 | .. | 14,3[illegible] |
| 1827 | ... | 26.7[illegible] |
| | 2000 | 455,3[illegible] |

* For encouraging the establishment of a Steam Boat to Halifax—this money has not yet been demanded.

† For Roads in the District of Gaspé—not expended.

‡ These sums, although charged to Montreal, being for Canals, are, strictly speaking, for the general benefit of the Province, rather than of any particular District.

§ The same remark applies to this sum, which is for the Welland Canal in Upper Canada.

N. B. In the distribution for each District, fractions of pounds are omitted, though they are included in the general total.

N. B. Since 1827 upwards of 100,000*l.* more were voted for internal improvements.

RECAPITULATION.

| | | | |
|---|---|---|---|
| District of Quebec..... | £133,541 | 11 | 2 |
| Montreal..... | 277,501 | 2 | 10 |
| Three Rivers... | 34,627 | 16 | 3 |
| Gaspé..... | 7,650 | 0 | 0 |
| St. Francis... .. | 2,000 | 0 | 0 |
| Total..... | £455,320 | 10 | 3 |

# VII.

## *Number of Sessions in each Parliament and their Duration,*

| PARLIAMENTS. | 1st | 2nd | 3rd | 4th | 5th | 6th |
|---|---|---|---|---|---|---|
| Counties. | 17th December, 1792. 9th May, 1793. 11th November, 1793. 31st May, 1794. 5th January, 1795. 7th May, 1795. 20th November, 1795. 7th May, 1796 | 24th January, 1797. 2nd May, 1797. 20th February, 1798. 11th May, 1798. 28th March, 1799. 3rd June, 1799. 5th March, 1800. 20th May, 1800. | 8th January, 1801. 8th April, 1801. 11th January, 1802. 5th April, 1802. 8th February, 1803. 18th April, 1803. 2nd to the 11th August, 1803. 10th February, 1804. 2nd May, 1804. | 9th January, 1805. 25th March, 1805. 20th February, 1806. 19th April, 1806. 21st January, 1807. 16th April, 1807. 20th January, 1808. 14th April, 1808. | 10th April, 1809. 15th May, 1809. | 29th January, 1810. 26th February, 1810. |
| County of Gaspé | Ed. O'Hara | Ed. O'Hara | Wm. Vondenvelden | George Pyke | George Pyke | George Pyke |
| Cornwallis | P. S. Panet<br>Jean Dige | Pascal Tirois<br>Alex. Menut | Joseph Boucher<br>Alex. Menut | J. N. Perrault<br>Alex. Roi | Jos. L. Borgia<br>Jos. Robetaille | Jos. L. Borgia<br>Jos. Robetaille |
| Devon | Frs. Dambourges<br>Jas. Tod | N. Dorion<br>F. Bernier | Bernard Peltier, fils<br>F. Bernier | J. B. Fortin<br>F. Bernier | J. B. Fortin<br>F. Bernier | J. B, Fortin<br>F. Bernier |
| Hertford | P. Marcoux<br>Louis Dunière | P. Marcoux<br>F. Tetû | Michel Tellier<br>Louis Blais | Louis Turgeon<br>C. F. Roy | Louis Turgeon<br>C. F. Roy | F. Blanchet<br>C. F. Roy |
| Dorchester | Gab. Elz. Taschereau<br>Louis de Salaberry | Charles Begin<br>Alex. Dumas | John Caldwell<br>Thos. Taschereau | John Caldwell<br>Thos. Taschereau | John Caldwell<br>Pierre Langlois | Thos. Taschereau<br>Pierre Langlois |
| Buckinghamshire | A. Juc. Duchesnay<br>J. M. Tonnancour Paine | John Craigie<br>G. W. Allsopp | John Cragie<br>Louis Gouin | Louis Proulx<br>F. Legendre | J. B. Hebert<br>Louis Legendre | J. B. Hebert<br>F. Legendre |
| Borough of William Henry | John Barnes | Jonathan Sewell | Jonathan Sewell | Jonathan Sewell | Jonathan Sewell | Edward Bowen |
| County of Richelieu | Pierre Guerout<br>Benj. Cherrier | Charles Millette<br>Benj. Cherrier | Ls. E. Hubert<br>C. B. Livernois | Louis Bourdages<br>Louis Brodeur | Louis Bourdages<br>Hy. M. Delorme | Louis Bourdages<br>Hy. M. Delorme |
| Bedford | J. B. M. H. de Rouville | Nath. Coffin | John Steele | W. S. Moore | W. S. Moore | John Jones |
| Surrey | Philip de Rocheblave<br>Fran. Malhiot | Philip de Rocheblave<br>O. Durocher | Philip de Rocheblave<br>F. Levesque | Noél de Rocheblave<br>Jacques Cartier | Pascal Chagnon<br>Jacques Cartier | Pierre Bedard<br>Jos. Beauchamp |
| Kent | Réné Boileau<br>Pierre Legras Pierreville | A. Menard Lafontaine<br>J. Vigé | A. Menard Lafontaine<br>Fran. Vigé | Pierre Wilbrenner<br>Fran. Vigé | Joseph Planté<br>L. J. Papineau, fils | P. D. Debartzch<br>L. J. Papineau, fils |
| Huntingdon | Hyp. St. George Dupré<br>G. C. Lorimier | J. Perinault<br>Jos. Perrault | J. B. Raimond<br>J. F. Perrault | J. B. Raimond<br>Sir A. M'Kenzie | Louis de Salaberry<br>J. A. Panet | Stephen Sewell<br>J. A. Panet |
| York | M. E. G. Ch. de Lotbinière<br>P. G. de Bonne | Hubert Lacroix<br>J. Hétier | Jos. Bedard<br>L. C. Foucher | John Mure<br>E. L. Dumont, fils | John Mure<br>Jean Jos. Trestler | John Mure<br>Pierre St. Julien |
| Montreal | Jos. Papineau<br>James Walker | J. M. Ducharme<br>E. Guy | Jos. Papineau<br>Thos. Walker | Benj. Frobisher<br>L. Roi Portelance | J. B. Durocher<br>L. Roi Portelance | J. B. Durocher<br>L. Roi Portelance |
| Westward of Montreal | James M'Gill<br>J. B. Durocher | Joseph Papineau<br>D. Viger | James M'Gill<br>Joseph Perinault | Jas. M'Gill<br>Louis Chaboillez | Wm. M'Gillivray<br>D. B. Viger | Thos. M'Cord<br>D. B. Viger |
| Eastward of Montreal | Joseph Frobisher<br>John Richardson | A. Auldjo<br>L. C. Foucher | P. L. Panet<br>F. Badgely | John Richardson<br>J. M. Mondelêt | Jas. Stuart<br>J. M. Mondelêt | James Stuart<br>Jos. Papineau |
| County of Effingham | Jacob Jordan<br>Joseph La Croix | Jacob Jordan<br>C. B. Bouc | André Nadon<br>C B. Bouc | André Nadon<br>Thos. Porteous | Jos. Meunier<br>Jos. Duclos | Jos. Meunier<br>Jos. Duclos |
| Leinster | Frs. Ant. Larocque<br>Bonav. Panet | Joseph Viger<br>Bonav. Panet | Jos. Beaumont<br>J. Archambault | C. G. de Lanaudiere<br>J. Archambault | Jos. E. Faribault<br>Jos. Turgeon | Bon. Panet<br>T. Taschereau |
| Warwick | P. P. M. La Valtrie<br>Louis Olivier | J. Cuthbert<br>G. de Lanaudiere | J. Cuthbert<br>Ross Cuthbert | J. Cuthbert<br>Ross Cuthbert | J. Cuthbert<br>Ross Cuthbert | J. Cuthbert<br>Ross Cuthbert |
| Borough of Three Rivers | John Lees<br>Nicolas S. Martin | John Lees<br>P. A. de Bonne | John Lees<br>P. A. de Bonne | John Lees<br>Ls. Chs. Foucher | Jos. Badeaux<br>Ezekiel Hart | Jos. Badeaux<br>Matt. Bell |
| County of St. Maurice | Thomas Coffin<br>Augustin Rivard | Thos. Coffin<br>N. Montour | Thomas Coffin<br>Matt. Bell | David Munro<br>Michel Carron | Thos. Coffin<br>Michel Carron | Louis Gugy<br>Michel Carron |
| Hampshire | Matthew M'Nider<br>Jean Boudreau | Joseph Planté<br>François Huot | Joseph Planté<br>François Huot | Joseph Planté<br>L. A. J. Duchesnay | F. Huot<br>L. A. J. Duchesnay | F. Huot<br>L. A. J. Duchesnay |
| Quebec | Louis de Salaberry<br>David Lynd | John Black<br>Louis Paquet | M. A. Berthelot<br>Louis Paquet | M. A. Berthelot<br>P. A. de Bonne | R. Gray<br>P. A. de Bonne | R. Gray<br>P. A. de Bonne |
| Upper Town Quebec | J. Ant. Panet<br>William Grant | J. Ant. Panet<br>William Grant | J. Ant. Panet<br>A. J. Raby | J. Ant. Panet<br>Wm. Grant | John Blackwood<br>Claude Denechau | John Blackwood<br>Claude Denechau |
| Lower Town Quebec | Robert Lester<br>John Young | A. J. Raby<br>John Young | Robert Lester<br>John Young | Ls. de Salaberry<br>John Young | Pierre Bedard<br>John Jones | Pierre Bedard<br>John Jones |
| County of Northumberland | Pierre Bedard<br>Joseph Dufour | Pierre Bedard<br>James Fisher | Pierre Bedard<br>J. M. Poulin | Pierre Bedard<br>J. M. Poulin | Augustin Carron<br>J. M. Poulin | Jos. Drapeau<br>Thos. Lee |
| Orleans | Nic. Gaspard Boisseau | Jerome Martineau | Jerome Martineau | Jerome Martineau | Jerome Martineau | Jerome Martineau |

*from the Commencement of the Constitution in* 1792.

| 7th | 8th | 9th | 10th | 11th | 12th | 13th |
|---|---|---|---|---|---|---|
| 12th December, 1810.<br>12th March, 1811.<br>21st February, } 1812.<br>19th May, }<br>16th July, } 1812.<br>1st August, }<br>29th December, 1812.<br>15th February, 1813.<br>13th January, } 1814.<br>17th March, } | 21st January, } 1815.<br>25th March, }<br>26th January, } 1816.<br>26th February, } | 15th January, } 1817.<br>22nd March, }<br>7th January, } 1818.<br>1st April, }<br>12th January, } 1819.<br>24th April, } | 11th to 24th April, 1820. | 14th December, 1820.<br>17th March, 1821.<br>11th December, 1821.<br>18th February, 1822.<br>10th January, } 1823.<br>22nd March, }<br>25th November, 1823.<br>9th March, 1824. | 8th January, } 1825.<br>22nd March, }<br>21st January, } 1826.<br>20th March, }<br>23rd January, } 1827.<br>7th March, } | 20th to 22nd November, } 1827.<br>21st November, 1828.<br>14th March, 1829. |
| George Pyke | George Browne | Jas. Cockburn | No return | J. T. Taschereau | J. T. Taschereau | Robert Christie |
| Jos. L. Borgia<br>Jos. Robetaille | Jos. L. Borgia<br>Jos. Robetaille | Jos. L. Borgia<br>Jos. Robetaille | J. B. Taché<br>Jos. Robetaille | J. B. Taché<br>Jos. Robetaille | J. L. Borgia<br>Jos. Robetaille | J. L. Borgia<br>Jos. Robetaille |
| J. B. Fortin<br>F. Bernier | Frs. Fournier<br>J. F. C. Després | Frs. Fournier<br>J. F. C. Després | Frs. Fournier<br>J. Ba. Fortin | Frs. Fournier<br>J. Ba. Fortin | J. C. Després<br>J. Ba. Fortin | J. C. Letourneau<br>J. Ba. Fortin |
| F. Blanchet<br>C. F. Roy | F. Blanchet<br>C. F. Roy | Louis Turgeon<br>C. F. Roy | F. Blanchet<br>F. X. Paré | F. Blanchet<br>F. X. Paré | F. Blanchet<br>N. Boissonnault | F. Blanchet<br>N. Boissonnault |
| John Caldwell<br>Pierre Langlois | J. T. Taschereau<br>John Davidson | J. T. Taschereau<br>John Davidson | Louis Lagueux<br>John Davidson | Louis Lagueux<br>John Davidson | Louis Lagueux<br>John Davidson | Louis Lagueux<br>Joseph Samson |
| J. B. Hebert<br>F. Legendre | Frs. Bellet<br>James Stuart | Frs Bellet<br>Jos. Badeaux | Frs. Bellet<br>Ls. Bourdages | J. B. Proulx<br>Ls. Bourdages | J. B. Proulx<br>Ls. Bourdages | J. R. Proulx<br>Ls. Bourdages |
| Edward Bowen | Robt. Jones | Robt. Jones | Robt. Jones | Robt. Jones | N. F. Uniacke | Wolfred Nelson |
| Louis Bourdages<br>Hy. M. Delorme | S. Cherrier<br>F. Malhiot | S. Cherrier<br>Jean Dessaulles | Frs. St. Onge<br>Jean Dessaulles | Frs. St. Onge<br>Jean Dessaulles | Roch de St. Ours<br>Jean Dessaulles | Roch de St Ours<br>Jean Dessaulles |
| Alexis Desbleds | Henry Georgen | Thos. M'Cord | Jos Franchere | John Jones, jun. | J. R. R. H. de Rouville | J. R. R. H. de Rouville |
| Pierre Bedard<br>Jos. Bedard | Pierre Amiot<br>Etienne Duchesnois | Pierre Amiot<br>Etienne Duchesnois | Pierre Amiot<br>Etienne Duchesnois | Pierre Amiot<br>Etienne Duchesnois | Pierre Amiot<br>Aimé Massue | Pierre Amiot<br>François Malhiot |
| P. D. Debartzch<br>L. J. Papineau, fils | Jos. Bresse<br>Noël Breux | D. B. Viger<br>Pierre Bruneau, sen. | D. B. Viger<br>Pierre Bruneau, sen. | D. B. Viger<br>F. A. Quesnel | D. B. Viger<br>F. A. Quesnel | D. B. Viger<br>F. A. Quesnel |
| Edme Henry<br>J. A. Panet | Austin Cuvillier<br>Michael O'Sullivan | Austin Cuvillier<br>Michael O'Sullivan | Austin Cuvillier<br>Michael O'Sullivan | Austin Cuvillier<br>Michael O'Sullivan | Austin Cuvillier<br>J. M. Raymond | Austin Cuvillier<br>J. M. Raymond |
| Frans. Bellet<br>Pierre St. Julien | E. N. L. Dumont<br>Wm. Forbes | E. N. L. Dumont<br>J. B. Ferré | E. N. L. Dumont<br>Aug. Perrault | E. N. L. Dumont<br>Aug. Perrault | E. N. L. Dumont<br>John Simpson | Jacques Labrie<br>J. B. Lefebvre |
| J. B. Durocher<br>L. Roi Portelance | Jas. Stuart<br>Augn. Richer | Jas. Stuart<br>Augn. Richer | Jos. Perrault<br>Jos. Valois | Jos. Perrault<br>Jos. Valois | Jos. Perrault<br>Jos. Valois | Jos. Perrault<br>Jos. Valois |
| E. N. St. Dezier<br>A. N. M'Leod | L. J. Papineau<br>James Fraser | L. J. Papineau<br>F. Souligny | L. J. Papineau<br>Geo. Garden | L. J. Papineau<br>Geo. Garden | L. J. Papineau<br>P. de Rocheblave | L. J. Papineau<br>Robert Nelson |
| Stephen Sewell<br>Jos. Papineau | Saveuse de Beaujeu<br>George Platt | Louis Roi Portelance<br>John Molson | Hugues Heney<br>Thos. Busby | Hugues Heney<br>Thos. Thain | Hugues Heney<br>James Leslie | Hugues Heney<br>James Leslie |
| Jos. Meunier<br>J. Malbœuf | Samuel Sherwood<br>J. Malbœuf | Samuel Sherwood<br>J. Malbœuf | Jacob Oldham<br>Frs. Tassé | Jacob Oldham<br>Frs. Tassé | Casimir de Montigny<br>Jos. Ovide Turgeon | Augustin Papineau<br>Jos. Ovide Turgeon |
| Jac. Archambault<br>D. B. Viger | Jacques Lacombe<br>D. B. Viger | Jacques Lacombe<br>Benjn. Beaupré | Jacques Lacombe<br>Barth. Joliette | Jacques Lacombe<br>Michl. Prevost | Charles Courteau<br>Jean Marie Rochon | L. Leroux<br>J. Poirier |
| J. Cuthbert<br>Louis Olivier | Jacques Deligny<br>Ross Cuthbert | Jacques Deligny<br>J. D. Bondy | Alexis Mousseau<br>Ross Cuthbert | Alexis Mousseau<br>Jacq. Deligny | L. M. R. Barbier<br>Jacq. Deligny | Alexis Mousseau<br>Jacq. Deligny |
| Thos. Coffin<br>Matt. Bell | C. R. Ogden<br>Amable Berthelot | C. R. Ogden<br>Pierre Vezina | C. R. Ogden<br>J. T. de Tonnancour | C. R. Ogden<br>Jos. Badeaux | Amab. Berthelot<br>Etienne Ranvoyzé | C. R. Ogden<br>Dumoulin |
| Frans. Caron<br>Michel Carron | Etienne Leblanc<br>P. R. Vallieres de St. Real | Etienne Mayrand<br>Ls. Gugy | Ls. Picotte<br>Pierre Bureau | Ls. Picotte<br>Pierre Bureau | Chas. Caron<br>Pierre Bureau | Chas. Caron<br>Pierre Bureau |
| F. Huot<br>F. X. Larue | F. Huot<br>G. W. Allsopp | F. Huot<br>G. W. Allsopp | F. Huot<br>Chs. Langerin | F. Huot<br>Chs. Langerin | Frans. Drolet<br>John Cannon | F. X. Larue<br>John Cannon |
| Louis Gauvreau<br>J. Bte. Bedard | Louis Gauvreau<br>Peter Brehaut | Louis Gauvreau<br>Peter Brehaut | Louis Gauvreau<br>John Neilson | Louis Gauvreau<br>John Neilson | Michl. Clouet<br>John Neilson | Michl. Clouet<br>John Neilson |
| James Irvine<br>Claude Denechau | J. A. Panet<br>Claude Denechau | Geo. Vanfelson<br>Claude Denechau | Vallieres de St. Real<br>Claude Denechau | Vallieres de St. Real<br>Andw. Stuart | Vallieres de St. Real<br>Andw. Stuart | Vallieres de St. Réal<br>Andw. Stuart |
| John Mure<br>Pierre Bruneau | Andw. Stuart<br>Pierre Bruneau | Andw. Stuart<br>Frs. Languedoc | Peter Burnet<br>Thos. Lee | Jean Belanger<br>James M'Callam | Jean Belanger<br>Thos. A. Young | Thos. Lee<br>Thos. A. Young |
| Jos. Drapeau<br>Thos. Lee | E. C. Lagueux<br>Thos. Lee | C. L. Lagueux<br>Philippe Panet | E. C. Lagueux<br>Philippe Panet | E. C. Lagueux<br>Philippe Panet | M.P.deSalesLaterrière<br>John Fraser | M.P.deSalesLaterrière<br>E. C. Lagueux |
| Chs. Blouin | Chs. Blouin | Chs. Blouin | Frs. Quirouet | Frs. Quirouet | Frs. Quirouet | Frs. Quirouet |

## VIII.

*Copy of Instructions transmitted from His Excellency the Governor-in-Chief the Earl of Dalhousie, to Lieut.-Col. Bouchette, in consequence of which he visited the old and new settlements of the province, and was enabled to collect authentic materials which greatly assisted him in the compilation of his Topographical and Statistical Work on Lower Canada.*

*Castle of St. Lewis, Quebec, 9th August,* 1827.

SIR,

His Excellency the Governor in Chief having been called upon by his Majesty's government to furnish certain statistical information respecting this province, and having no means of procuring it except by employing a person to traverse the province for the express purpose of obtaining it, I am commanded by him to acquaint you, that relying on your local knowledge, intelligence, and activity, he has determined upon sending you on a tour, as well for the purpose of collecting materials to fill up the returns required to be transmitted to England, as to ascertain the general state of the new settlements in the townships of the province upon the plan adopted by you in 1824, when employed on a similar service.

I have the honour to transmit to you herewith a blank form of each of the returns called for by his majesty's government; number one relating to the agriculture of the province, and number two to its manufactures, mines, and fisheries.

It will be manifest to you, on an inspection of these forms, that it will be quite impossible this year, or for a long time to come, to obtain accurate information on all the points which they embrace; but his excellency trusts that, without attempting to fill up each column as its heading requires, you will be able to give a general idea, in the return of *agriculture*, as to the *average*, nature, and description of crops raised in each district, the average quantity of stock, the ordinary quantity of produce from each description of crop, and particularly wheat, and the average price of wheat (and of such other description of corn as can be ascertained) in different sections or districts of the country; or in counties or seigniories, if you shall find that mode of division more convenient; and it may, perhaps, be in your power to approximate, more or less, to a result as to the quantity of cultivated and uncultivated land in such different sections or divisions of the province, and the proportions in which the different seigniories are conceded or remain unconceded. In like manner, with respect to the return of manufactures, it cannot be expected that you should do more than obtain very general, and to a great degree vague, results, as to the manufactories and mills of the province and its mines and quarries; but, in passing through the different seigniories and townships which you may be able to reach, or by addressing circulars to intelligent persons in the remoter and more inaccessible parts, the general description, situation, and number of such manufactories may be sufficiently ascertained. The column relating to the working of minerals and the quantity produced will probably be found wholly inapplicable in every part of the province; and those relating to shipping and fisheries will remain to be filled up, if possible, by information obtained from other departments or sources. If, however, you should find that any shore fisheries are carried on to any considerable extent on the St. Lawrence, between St. Thomas and Mitis, or on the opposite north shore, any general information that you can procure may be inserted in the return.

With respect to the other objects of your tour, they may be confined to the following points:

You will endeavour to go through such of the townships now under agency, or which have been located or granted within the last seven years for actual settlement, as you were not able to reach in 1824; and ascertain, in a general way, the progress that has been made in the various points of actual settlement, specified as the conditions of the grants or locations; and you will adopt the same measures as you did in 1824, to ascertain and clear up any difficulties that may exist as to disputed locations, or claims by possession in such townships.

With respect to the other townships under agency already visited by you in 1824, it will only be necessary for you to ascertain the additions made to their population and cultivation since that period; and to inquire into and report upon, or if possible adjust on the spot, any new cases of disputed claims or locations that may have occurred since then.

* * * * * * * * * *

In passing through the townships, or other places in which considerable new settlements have been formed and a population collected, you will please to inquire and report what measures you may consider proper to be adopted on the part of government for giving the inhabitants the means of obtaining a due execution of the laws, as far as practicable, by the appointment of justices of the peace and officers of militia: and it would be advisable that you should note the names of such persons in those townships or settlements as you may think qualified to act in those capacities.

I have only to add, that as the statistical return which his excellency is to send to his majesty's government is not to be made up until after the 1st January, 1828, it will not be necessary for you to do more on your journey than to collect materials and information to be arranged after your return to Quebec.

I have the honour to be, sir,

Your obedient servant,

A. W. COCHRAN, Secretary.

Joseph Bouchette, Esq.
Surveyor-General.

The manner in which the above service was performed is explained in the note at the foot of p. xv. of the Preface.

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*Extract of a printed Report from Lieutenant-Colonel Cockburn, to the Right Honourable R. W. Horton, dated 17th September, 1827.*

"On the 17th (July) I returned to Quebec, and immediately put myself in communication with Mr. Bouchette, the surveyor-general of Lower Canada, respecting the vacant lands throughout the province, but more particularly concerning those which had been referred to by His Excellency the Governor-in-Chief. The reports, plans, and other explanatory documents furnished by Mr. Bouchette are so clear and comprehensive, that a reference to them will at any time afford the fullest information; and I beg here to express my acknowledgments to Mr. Bouchette, for the pains and trouble he took to supply me, not only with all I required, but with every thing he thought might in any way prove of service; as also to offer my testimony to the extensive information, excellent arrangements, and ready assistance at all times to be met with in his office.—Having thus, as I hoped, obtained information on all the various points alluded to in my instructions, I embarked at Quebec on the 26th July, and landed in England on the 11th September."

Appendix G, No. 2, page 88.

## IX.

### *Brief and interesting Account of Public Events in Canada, from the Discovery of America to the present Day.—Compiled by Robert Armour, Esq.*

1492.—Christivallo Colon, or Christopher Columbus, a Genoese, under the patronage of Isabella of Spain, set sail from Palos, with three vessels and 90 men, on the 3d August. On the 11th October discovered St. Salvador, one of the Bahama Islands.

1497.—John and Sebastian Cabota, Italians in the service of Henry VII. of England, discovered Newfoundland and coasted along the continent to 67° 50′ N. latitude. They entered and explored some part of the Gulf of St. Lawrence, but did not take formal possession.

1506.—Jean Denys, of Harfleur, drew a map of the Gulf and adjacent coast.

1508.—Thomas Aubert made a voyage from Dieppe to Newfoundland and sailed up the St. Lawrence.

1517.—The banks of Newfoundland are visited by at least 50 Spanish, Portuguese, French and other European ships.

1522.—Verazani, an Italian, in the service of Francis I. of France, discovered a great portion of the American continent, took formal possession in the name of his sovereign, and gave it the name of *Nouvelle France.*

1535.—Jacques Cartier, of St. Malo, discovered the river of Canada, now St. Lawrence. He sailed up the river for 300 leagues, formed alliances with the natives, took possession of the territory, built a fort, and wintered in the country. He visited Hochelaga, which he named *Mont Royal.* He returned to France in 1536 with Donnaconna, a chief of the natives, and was coolly received, as he brought no gold nor silver.

1540.—François de la Roque, Lord of Roberval, Viceroy of Canada, sent out Cartier to Canada with five ships and individuals to commence the colonization of some portion of the banks of the St. Lawrence. Cartier returned to France in the fall and died in 1543, broken-hearted.

1542.—Roberval came himself this year to Canada, built a fort, and wintered 4 leagues above the Isle of Orleans.

1549.—Roberval, his brothers, and a long train of adventurers, sailed from France for Canada, but were never heard of. This so discouraged the French government and people that 50 years elapsed without any measures being taken to settle Canada.

1581.—The trade with Canada began to be renewed, which had been interrupted by Cartier's conduct to the natives in 1535.

1583.—Three ships, one of which averaged 150 tons, were employed in the Canada trade.

1591.—The walrus common in the Gulf of St. Lawrence: a fleet of ships fitted out from St. Malo for Canada to engage in the killing of those animals, whose teeth sold dearer than ivory.

1598.—Marquis de la Roche was appointed by Henry IV. Viceroy of Canada. His commission authorized him to grant lands, en fief et seigneurie, as rewards for military service. He landed his settlers on Sable Island and proceeded on his voyage of discovery, but was unable to return and withdraw the individuals he had there left. Of these, 12 only survived when visited in 1605. La Roche died shortly afterwards of vexation and remorse.

1600.—The patent of the marquis was renewed in favour of M. de Chauvin, who visited Tadoussac and returned with a valuable cargo of furs. The next year he visited Three Rivers.

1603.—Pierre de Monts succeeded Chauvin on his death and received a patent of the territory included between 40° and 46°, whereby he was constituted lieutenant-general, with power to colonise and convert the natives to Christianity. Samuel de Champlain and M. de Chatte, Governor of Dieppe, were his principal associates. Champlain visited Tadoussac this year, De Monts devoting his attention to Nova Scotia.

1607.—The patent enjoyed by De Monts revoked and then renewed on condition of forming settlements. The patentees found it, however, more advantageous to carry on trade with the Indians, and in consequence the Acadian colony was neglected and the contemplated Canadian one delayed.

1608.—Champlain persevered in his efforts to found a settlement, and succeeded this year in commencing the city of Quebec.

1611.—Champlain visited France, having already been engaged in two successful expeditions against the Indians, and was there detained in great suspense as to his future situation or relation to the colony.

1613.—Champlain returned to Quebec under the patronage of the Prince de Condé, and visited the Ottawa.

1614.—The affairs of Canada were transferred to a company of merchants in Rouen, St. Malo and Rochelle, who had induced Champlain to consent to their participation in the supposed advantages of the Canada trade.

1615.—Champlain entered into an expedition against the Indians, and was detained a winter among them.

1620.—The Prince de Condé transferred his commission to the Marshal de Montmorenci.

1621.—The Iroquois began their system of extermination, and carried on the most sanguinary and destructive warfare in the history of the world. A mission was sent to France to represent the defenceless state of the colony. The patent was transferred to William and Emeric de Caen.

1622.—The population of Quebec, though established 14 years, amounted to only 50 souls.

1623.—This and the three succeeding years were consumed in preventing alliances among the Indians—the proselytizing of some tribes by the Jesuits—and the transferring of the viceroyalty of Canada from the Marshal de Montmorenci to his nephew the Duke de Ventadour.

1627.—At the instance of Champlain, the patent enjoyed by De Caen, who devoted himself solely to the fur-trade and personal advantage, was revoked, and the colony placed in the hands of a company of 100 associates, organized under the direction of the celebrated Cardinal Richelieu.

1628.—War being then existent between England and France, Charles I. of England granted authority to David Kirk and his kinsmen to conquer the French dominions in America. Kirk appeared before Quebec, after having captured the fleet destined for that place, and ordered it to surrender. Not having the means to enforce a surrender, he retired.

1629.—Louis and Thomas Kirk, brothers of David, appeared before Quebec, the inhabitants of which having been again deprived, by the capture of another fleet for Quebec by Kirk, of their supplies, and threatened with an invasion from the Indians and starvation within the garrison, gladly surrendered to the British arms, 130 years before the memorable conquest by Wolfe.—The capitulation was so honourably fulfilled that the majority of the inhabitants preferred remaining with the captors. Champlain and most of the Jesuits returned under free passes to France.

1632.—Charles I., by the treaty of St. Germain-en-laye, resigned to Louis XIII. of France all his title to Canada and Nova Scotia, then so little valuable as an appendage to the English crown. From this year is dated the commencement of a train of events which led to the loss of Canada to the French government, and of the American colonies to Great Britain. Champlain returned to Quebec as viceroy with extension of his powers and a large accession of settlers.

1635.—A college founded at Quebec by René Rohault, a Jesuit. Champlain died this year universally regretted, celebrated alike as a historian, traveller, author, mathematician, or seaman. He was succeeded by M. Montmagny.

1639.—The Ursuline Convent at Quebec founded by Madame de la Peltrie. The Hôtel Dieu at Sillery founded the preceding year.

1642.—The Island of Montreal, vested in Mr. Maisonneuve and 34 associates in 1640, and of which he was declared governor in 1641, was this year taken possession of by him and several families, with many religious ceremonies.

1644.—The island was transferred to the religious order of St. Sulpice in Paris.

1647.—Mr. Montmagny, under whose government the colony advanced languidly, was recalled and succeeded by Mr. D'Aillebout. The latter proposed to the English colonies an alliance against the Indians, which was by them rejected, as it required them to make enemies of their allies the Mohawks.

1648.—The colonies of New England proposed to the governor and council of Canada perpetual peace between the colonists, even when the parent states were at war. This proposal was unattended with success.

1649.—The Huron village of St. Ignatius, of 400 persons, was attacked by 1000 Iroquois and the inhabitants massacred.

1654.—The Iroquois this year exterminated the Erie Indians.

1658.—D'Aillebout was succeeded by Mr. Lauzon, in 1650 by the Marquis D'Argenson, and this year by the Baron D'Avengour, all of whom were severally censured for the unfavourable report of the state of the colony which they transmitted to the company.

1660.—Francis de Laval, Abbot of Monsigny, was appointed Bishop of Canada, came over and brought with him a body of clergy for the settlement.

1663.—The Baron D'Avengour had sufficient influence with the King of France to have his report relative to the state of Canada attended to. His majesty in consequence determined upon resuming his rights and erecting Canada into a royal government. The 100 associates, tired of maintaining the country at a great expense, had retired from the fur-trade, and now reduced to 45 members, willingly made a total resignation of their rights to the sovereign, who thereupon appointed Monsieur de Mesy the first Royal Governor of New France. A dreadful earthquake is mentioned by the Jesuit historians to have occurred in February of this year throughout all Canada, particularly below Quebec, but we are unaware whether geological

evidence or traditionary lore will bear out the reverend writers in their statements. During the course of the year Mr. de Mesy arrived at Quebec and put in execution a royal edict, which nominated a sovereign council for the government of Canada. This council consisted of seven members, of which were the governor, the bishop, and the intendant. The powers conferred on this body extended to the cognizance of all causes civil and criminal, to judge definitively according to the laws and ordinances of France, and the practice of the Parliament of Paris. To this were added other powers of such a nature as to render the institution of the council an era in the history of Canada.

1664.—Canada was transferred to the West India Company, who by Louis the Fourteenth were put in possession of all the territory then owned abroad by the French king. The grant did not give much satisfaction to the inhabitants of Canada, who made complaints to the company.

1665.—Mr. de Mesy was succeeded by Mr. de Courcelles.

1666.—Mr. de Tracy, the governor-general of the territories of the West India Company, visited Canada, built three forts on the Chambly river, and made a successful incursion into the territory of the Mohawks. This year the complaints of the colonists against the monopoly enjoyed by the company were appeased by an edict, granting to the inhabitants the trade in furs, subject to the payment of one-fourth of all beaver. This did not however prevent a very extensive smuggling-trade.

1667.—The West India Company were confirmed this year by the governor-general in all the rights and privileges formerly held by the company of one hundred associates.

1668.—Mr. de Talon, to encourage colonization, induced the French government to disband within the country the Carignan regiment, and to ship from France about 300 women of loose character, who were, in less than 15 days, disposed of among the inhabitants, to whom, on marriage, considerable presents were made. Pensions were also granted to all individuals who had ten children lawfully begotten.

1671.—The see of Quebec was this year established, dependent on the see of Rome. Concessions of land were also reduced to one-half of their original extent.

1672.—M. de Courcelles built a fort near the modern Kingston for the purpose of bridling the Iroquois, pretending it to be only a place of trade. This gentleman was this year superseded by the Count Frontenac.

1673.—The count completed the fort on Lake Ontario, which hereafter was known by his name. The River Missisippi was this year explored by orders of the government of Canada.

1674.—The charter of the West India Company was revoked by an edict of the French king.

1675.—The sovereign council was this year increased to 9 members and its powers extended.

1679.—An edict in council prohibited the imprisonment of any French subject except by order of the governor-general or sovereign council.

1682.—The Count Frontenac was recalled and Mr. de la Barre appointed governor, with instructions to cultivate an intercourse with the French West Indies.

1684.—Mr. de la Barre made an unsuccessful inroad into the territories of the Five Nations, with the natives of whom he entered into a treaty, and De la Barre with his whole army returned to Montreal.

1685.—The population of Canada amounted to 10,000, of which 3000 were capable of bearing arms.

1687.—The dangerous rivalship which had arisen between the inhabitants of the British and French colonies, by the erection of numerous forts by the latter, and cherishing the hostility of the Five Nations to the French by the former, received the interference of James II. of England.

1688.—The Five Nations, excited by the Rat, one of their powerful leaders, attacked the French settlement at Montreal, killing 1000 of its inhabitants and committing horrid cruelties.

1690.—The Count Frontenac, who had returned from France last year with forces to carry the war into the English provinces, was unable to effect his purpose till this year, when he attacked Schenectady and massacred its inhabitants. The alarm which this last affair had on the minds of the inhabitants of the British colonies induced them to enter into co-operative measures and decide upon an expedition to Canada. Sir W. Phipps, who was sent from Boston for that purpose, did not arrive before Quebec till Count Frontenac had sufficiently prepared for defence, and his order to surrender was soon followed by his own departure from the St. Lawrence.

1693.—Frontenac entered the territory of the Iroquois and commenced a warfare which continued for several years, and so weakened that nation that they were never afterwards able to make any impression upon Canada.

1698.—The Count Frontenac died at Quebec and was succeeded by Mr. de Callières, who succeeded in effecting peace with the Five Nations, as a power independent of Great Britain.

1702.—War was again renewed between Britain and France, and Mr. de Callières represented to his court the necessity of reinforcements, and made preparations for the defence of the colony.

1703.—Mr. de Callières died and was succeeded by the Marquis de Vaudreuil, who devoted his attention to destroy the influence which the English possessed over their Indian allies.

1704.—The Bishop of Quebec, returning from France, was taken by an English frigate and kept prisoner in England to effect a release of French protestants. The negotiation was unsuccessful.

1705.—Mr. Reaudot, the intendant, introduced some improvement in the laws of the country, which had a tendency to repress the litigious spirit which prevailed within the province.

1708.—An attempt of the clergy to raise their tithe from a twenty-sixth to a thirteenth was foiled, as being too burdensome to a colony so limited in its resources.

1709.—The English colonists, incensed by the massacre of the inhabitants of Haverhill, again determined upon attacking Quebec by sea and land, and the New Englanders were only restrained from proceeding on learning that the forces intended for Canada had been required for service in Portugal.

1711.—The operations by sea which this year took place in pursuance of the original intention were unsuccessful from the inadequacy of the means, and the fleet was so damaged by tempestuous weather that the expedition was abandoned.

1713.—The treaty of Utrecht left the French in peaceable possession of Canada, and of extensive means of annoyance to the peace and commerce of the New England colonies.

1718.—This year was remarkable for the discovery in the forests of Canada of the plant ginseng, so highly valued by the Chinese.

1720.—The inhabitants of Quebec and Montreal paid taxes for improvements in the fortifications of their cities, then commenced under Mr. de Lery.

1722.—A definitive regulation of the distribution and limits of parishes took place and finally promulgated within the province.

1723.—Nineteen vessels cleared from Quebec—their cargoes limited to peltries, lumber and provisions.

1725.—The Marquis de Vaudreuil closed his long and meritorious career, who was succeeded the following year by Mr. de Beauharnois, a natural son of Louis XIV.

1731.—The administration of Mr. de Beauharnois was marked by the continual erection of new forts and displays of military force, for the purpose of keeping the English traders within proper limits. His recommendation to the French government to erect a line of military establishments were successful, and this year the important and well-situated fort at Crown Point was erected.

1743.—During the long peace which followed the treaty of Utrecht in 1713, several measures had been put in execution with a tendency to promote the welfare and prosperity of the country. The conduct of the nuns, so contrary to the vows they had undertaken, was repressed; several ecclesiastical decretals bearing heavily upon some portions of the people were repealed, and this year a royal edict issued, which prohibited the Jesuits and other ecclesiastics from acquiring mortmain acquisitions.

1744.—An important change was made in the law of Canada, by which only such of the laws of France as should be enregistered in the books of the superior council, by his majesty's direction, should have force in the colony. By this circumstance the French *Code Marchand* never was in force in Canada.

1745.—His majesty directed that no houses should be erected but on farms of one acre and a half in front by 40 in depth. The consequence has been that the population of Canada has been always kept confined and thickly settled, and the pernicious law of subdivision of property has had a tendency to weaken instead of strengthen families. Cape Breton was this year taken by Great Britain.

1747.—The Count de la Galissonnière, who had succeeded the Marquis de Beauharnois, having in vain sought assistance from the mother country, employed engineers to mark out and settle a line of demarcation, to restrict the English within the Alleghany mountains. He also succeeded in establishing forts beyond the limits of Nova Scotia. He was however superseded by Mr. de Jonquières.

1748.—The negotiations were finally terminated for a line of demarcation between the British and French territories in America in consequence of a clause of the treaty of peace of Aix-la-Chapelle.

1749.—Forts were erected in the Bay of Fundy by the Governor of Nova Scotia to counteract the views of the Governor of Canada, who endeavoured to seduce the Indians and Acadians from their allegiance to the British crown. A private expedition sent out by the governor and officers of the government for the purpose of exploring a route to the Pacific Ocean terminated, as it was really intended, in a rich return of furs, of which the governor's share amounted to £12,000.

1750.—Mr. Bigot, the intendant of Canada, displayed this year much of that licence and prodigality for which he became notorious, and resorted to the most profligate means for the support of his expenses, which were lavished upon a female favourite.

1752.—Mr. de Jonquières was succeeded in the administration of the government by the Baron de Longueuil. His appointment was but temporary, for the Marquis de Quesne arrived in August as governor-general, and prepared for active warfare against the English traders on the Ohio, and offensive hostilities soon commenced. The conduct of the intendant, who had entered into a conspiracy to defraud the government, was calculated to destroy the resources of the government and alienate the affections of the people, and probably by creating internal weakness and disunion effected as much of the conquest of Canada in 1759 as the valour of the invaders.

1755.—No offensive operations took place between England and France, except a small naval engagement on the banks of Newfoundland, till this year, when an expedition of regulars and colonial militia under General Braddock, for the purpose of giving a decided check to the encroachments of the French government on the Ohio, was defeated through his disregard of all precautionary measures. The troops which were brought off by the celebrated General Washington joined the provincial troops under Governor Shirley and General W. Johnson. The latter was attacked near Lake George by a large army under Baron Dieskau, whom he repulsed and forced back upon Crown Point. This success restored the spirit of the hitherto discomfited provincial troops, but circumstances did not permit their following up their success this season.

1756.—The Marquis de Montcalm arrived from France with a fine army, reduced Fort Oswego, and displayed his warlike trophies in Montreal. He also succeeded in destroying the outworks of Fort George, and the bateaux and sloops prepared for an attack on Crown Point.

1757.—Bigot continued to pursue his iniquitous career of fraud, oppression, and most nefarious conduct, while Montcalm was occupied with extensive plans of warfare. This year's campaign was signalized by the capture of Fort George and the massacre of 2000 of its inhabitants by the Indians under his command. This latter affair roused the indignation of the British government, and the determination of the English colonists to destroy French dominion in America was supported by the energy which the elder Pitt infused into the councils of his sovereign.

1758.—This year was principally spent in preparing for the blow intended at French dominion, and no means were spared to excite the people to meet the invaders, as the warfare in which France was engaged in Europe did not permit her to spare many troops to defend her colonial possessions. The clergy, who dreaded a conquest by a protestant government, lent their powerful aid towards encouraging the people to defend the country against the enemies of France and the Romish religion.

1759.—The military operations of this year form a glorious era in the history of our country, but our limits will not permit us to state them but very briefly. The British government, at the urgent request of the colonists, resolved on a decisive measure. The colonists themselves were to have an opportunity of co-operating with the regular troops, who were to attack Canada at three points. To General James Wolfe was assigned the task of attacking Quebec from sea; to Sir W. Johnson, the reduction of Fort Niagara; and General Amherst, that of Crown Point and Ticonderoga; and in case of success, a junction of the armies was to take place at Montreal. Wolfe landed in June on the Island of Orleans, with an army of 8000 men, to whom was opposed the Marquis de Montcalm with 9800 disposable forces and a reserve of 2200 men,

independent of the garrison of Quebec. The first attempt of General Wolfe on the French intrenchments at Montmorenci proved unsuccessful, and the tenour of his despatches to the British government led them to await a defeat, rather than a victory. By a council of war, a landing so as to obtain a position on the Plains of Abraham was determined, and on the 12th September the measure was fully executed with a surprising degree of secrecy, silence and address. Montcalm imprudently determined on meeting Wolfe on the Plains the next day, and after a battle remarkable for displays of courage more than scientific manœuvres, and in which the spirit of the invading army was well met by the vigour and energy of their opponents, victory declared in favour of the arms of England. Both nations had to regret their commanders. Montcalm expired ere the capitulation could be effected, and Wolfe expiring in the arms of victory received all the manifestations of public gratitude which the British government never fails to grant to the heroic character and warlike glory of her sons. The capitulation of Quebec succeeded the battle, and the effects of the termination of this portion of the expedition were, if possible, increased, by the successful reduction of Fort Niagara by Sir W. Johnson, and Crown Point and Ticonderoga by General Amherst.

1760.—The entire conquest of Canada became comparatively easy to the co-operating armies after the capitulation of Quebec and the successes which we have mentioned. Though some drawn battles and undecisive engagements took place between the French and English, the contemplated junction of the different divisions of the invading forces took place this year near Montreal in September. This event, combined with the continued misconduct of Bigot, led to the capitulation of Montreal on the 8th of that month and the complete subjection of Canada to Great Britain.

1761.—The preceding season it was announced to the people of Canada that Mr. Bigot's bills on the Treasury were dishonoured, and thereby a loss to the inhabitants of about £4,000,000, which was then in circulation. Upon an examination into the affairs of the intendant by commissioners, it was perfectly ascertained that the amount of his peculations was little less than £400,000. The only courts within the province, since the capitulation, were military tribunals within each district, and an appeal to the commanding officer.

1763.—A treaty of peace between England and France was signed at Paris on the 10th February, by which the French king renounced all pretensions which he might have had to Nova Scotia, Canada, &c. and France was by one blow deprived of every acre she possessed in North America. The king issued a proclamation on the 7th October, promising to the new settlers in Canada a variety of benefits, several of which have unfortunately never been fulfilled.

1764.—The Quebec Gazette, the first newspaper in Canada, established in Quebec by Messrs. Brown and Gilbert. New courts of civil and criminal jurisdiction were established by the ordinance of Governor Murray, by which also the laws of England were introduced in conformity to the provisions of the royal proclamation of 1763. An assembly of delegates from all the parishes except Quebec were called together; but the most being Roman Catholics could not conscientiously take the requisite oaths, and no proceedings were thereupon had.

1765.—The famous stamp-act passed the Imperial Parliament, so disastrous in its consequences to the peace of the New England colonies; to which, however, Canada and Nova Scotia submitted.

1766.—Several meetings of the cabinet took place in London for the purpose of imposing a

constitution upon Canada, and some of the reports made by the attorney and solicitor generals discussed. The dissolution of the Rockingham administration, and the changes that thereupon ensued, caused the affairs of Canada to be entirely forgotten.

1771.—Under the administration of Lord North, the affairs of Canada were again taken up, and the crown lawyers directed separately to report a plan of civil and criminal law for the province of Quebec.

1773.—The reports of the crown lawyers were given in; and whatever may be said of their consequences, they are highly creditable to the talents of those officers. Meetings of the French and English inhabitants took place in Canada for the purpose of obtaining a Legislative Assembly, and petitions to that effect severally transmitted to the Imperial Legislature.

1774.—The Quebec Act, 14 Geo. III. cap. 83, was passed this year in England, by which Canada was restored to a situation entirely different from that of every other British colony, in reference to its laws, language, religion, or manners—in short, it became again a French colony, although nominally British.

1775.—The difficulties attendant upon passing the Stamp Act in 1765 were daily increasing in the New England States, and the Quebec Act did not tend to allay the rising ferment. They regarded it as favouring the catholic to the exclusion of the protestant religion, and as oppressive of the subject. The colonies, then about to demand redress of their own grievances from the mother country, called upon the Canadians to send their delegates to the Philadelphia Congress. Not so violent in seeking for redress as the New Englanders, the Canadians remained tranquil; and the declaration of independence was scarcely made public, ere an invasion of Canada was talked of by the Provincialists. The first advance of the rebel troops was remarkably successful. Chambly, St. John's, Longueuil, then posts of some importance, after some siege fell into General Montgomery's possession; and the city of Montreal, whose inhabitants had defeated a former attempt of Colonel Allen, were obliged to capitulate in November. Montgomery followed up that success by taking possession of all the military stores and provisions, not only at Montreal, but also on board of the river craft, which surrendered about Lavaltrie. Another invasion of Canada under General Arnold had been decided upon, by the Kennebec and Chaudière rivers; and the army of the latter officer, after 34 days' march through woods, arrived before Quebec on the 9th of November, in a state to rival Falstaff's ragged regiment. On the 14th he encamped on the Plains of Abraham, and began his operations. Governor Carlton had made every preparation for a siege, and successfully opposed the progress of his adversary till the evening of the 31st December, when an assault was made by the Provincialists during the night. The attempt was unsuccessful, Montgomery was killed, and the year terminated without the surrender of Quebec.

1776.—The arrival of reinforcements in spring enabled the Canadians successfully to contend with the Provincialists, who were now in full retreat, and before the end of June the whole province was evacuated. The number of the besieging army consisted of 1500 men, which was augmented this season to 8000 men. The British at the siege numbered about 1500 recruits, marines, seamen and militiamen, raised within a few months, with scarcely any regulars.

1777.—The Quebec Act, which had passed the House of Commons in a very hasty manner, and in opposition to the feelings of a great portion of the people of Canada, had been the subject of complaint to the British Government in petitions from the people in 1775; and a proposal for

its repeal, made by Lord Camden and Sir George Saville, met with little success. The act continued to excite feelings of disgust within the province, and measures were taken to effect a remedy.

1780.—The 19th May was distinguished by the phenomenon of a remarkable darkness in the northern parts of America, and is still called "*the dark day.*" In most parts of the country where it prevailed, the darkness was so great that persons were unable to read common print, determine the time of day, dine, or manage their domestic business, without additional light. It commenced between 10 and 11 A. M. It appeared to grow by a succession of clouds from the northward and was most pitchy about 2 o'clock.

1783.—The province of Quebec contained by enumeration 113,000 inhabitants, English and French, exclusive of 10,000 loyalists who had preserved their allegiance to the British Crown and located themselves in the upper portions of the province.

1784.—A petition was this year presented to the Parliament by the English inhabitants, to which many Canadians united themselves, soliciting the entire repeal of the Quebec Act, and the establishment of a representative constitution, with a mixture of English and French laws, and distribution of elective suffrage to the old and new subjects.

1786.—Lord Dorchester arrived in Canada as Captain-General and Governor-in-Chief of Quebec and the other British provinces.

1790.—The petition of 1784 was neglected till this year, when the British ministry brought before Parliament and obtained the passing of the act 31 Geo. III. cap. 31, commonly called the Constitutional Act, dividing the province of Quebec into two provinces, giving to each division a Legislature, consisting of a House of Assembly, Legislative Council, and a representative of His Majesty.

1792.—The first session of the first Parliament of Lower Canada opened by Lieutenant-Governor Clarke. Mr. J. A. Panet chosen Speaker. The House consisted of 39 knights, 8 citizens and 3 burgesses, in all 50 members. The session occupied principally in framing rules and regulations.

1793.—The second session opened by Lord Dorchester. The Judicature Bill, 34 Geo. III. cap. —, passed the Legislature. The assertion of the privileges of members in relation to freedom of arrest noticed in a case of Mr. Young of Quebec.

1795.—In consequence of the failure of the crops, the governor in council proclaimed an embargo, prohibiting the export of wheat, &c. A bill of indemnity for the act was passed in Parliament. Acts were passed for the making the Lachine turnpike, and the cutting the Lachine Canal.

1779.—The second Parliament met in January, and was opened by General Robert Prescott—Mr. Panet re-elected Speaker.—French emissaries employed by the French revolutionary government to disseminate orally its principles among the unlettered people of Canada were denounced by proclamation.

1798.—Great excitement in the country from the abuses attendant on the land-granting department, the members of the board of which had granted to themselves immense tracts of territory, to the injury and distress of thousands of settlers, and to the discouragement of emigration. Governor Prescott came to an open quarrel with Chief Justice Osgoode on this occasion.

1799.—The Legislature during the session pass bills for the erection of court-houses and houses of correction, and for other important measures.

1800.—The Legislature opened by Sir Robert S. Milnes, Lieutenant-Governor. C. B. Bouc, Esq. expelled the House by vote, having been found guilty and convicted of a conspiracy to defraud. Jean Casot, the last of the Jesuits, died this year.

1801.—A new Parliament meets, when Mr. Panet is a second time re-elected. C. B. Bouc again expelled the House by vote. Bills passed for the establishment of the Royal Institution for the advancement of learning, and for removing the fortifications of Montreal.

1802.—The annual annoyance of Mr. Bouc's re-election led to a bill disqualifying him from ever sitting or voting in the House of Assembly.

1803.—The Chief Justice of Montreal rendered a decision, that as the criminal law of England and the Habeas Corpus Act were in force in Canada, no right of property in slaves could exist in Lower Canada, and the few slaves still existing in Canada were thus manumitted. In consequence of the declaration of war between France and England, the Parliament were suddenly convoked and bills passed for the exigencies of the case.

1805.—The fourth House of Assembly was opened by Sir R S. Milnes. Mr. Panet was again elected Speaker.

1806.—The House voted Isaac Todd, Esq. the president of a public dinner at Montreal, who gave, and Edward Edwards, Esq. the proprietor of the Montreal Gazette, who published, certain toasts reflecting on the conduct of the House of Assembly in relation to the Montreal gaol, guilty of a breach of privileges, but no proceedings had thereon.

1807.—The trade of Canada was this year considerably increased in consequence of the Milan and Berlin decrees. In consequence of the appearance of approaching difficulties with the United States of America, for the affair of the Leopard and the Chesapeake, Sir James H. Craig, a distinguished officer, was appointed governor-general.

1808.—In consequence of the embargo laid on all American vessels by President Jefferson, an extensive contraband trade with the United States was carried on, and the exports from Canada this year were double their accustomed value. Ezekiel Hart, Esq. expelled the House for professing the Jewish religion.

1809.—Fifth Parliament met, and Mr. Panet again elected Speaker. Ezekiel Hart, Esq. again expelled by vote. Serious difficulties arose during the session between His Excellency and the Parliament, and the House was in consequence dissolved by proclamation.

1810.—The arrangement made with the American government by Mr. D. Erskine being disapproved of by the British ministry, the prospect of peace was considered exceedingly doubtful. The sixth Parliament met in the month of January, and Mr. Panet re-elected Speaker. The subjects which came under consideration were the exclusion of the judges from the House of Assembly, and other matters which had a tendency to excite angry feelings. On the 7th of February the House pledged itself to vote the necessary sums to defray the civil expenses of the Government—a pledge which Sir James H. Craig considered unprecedented, as the Legislative Council had never been consulted, and His Majesty had not made any formal demand for such an aid. The bill passed the House of Assembly for the exclusion of judges; and some amendments made by the Council thereon, in which the House could not concur; and the latter then proceeded to the expulsion of Judge Debonne by vote, which was carried. His Excellency not

wishing, as he stated, to make himself partaker in the violation of an act of the Imperial Parliament, dissolved this short and turbulent Parliament by proclamation. The *Canadian*, a newspaper, which directed its whole energies against the Executive, upon whose conduct it commented with unusual severity, was destroyed by the authority of the Executive, the press conveyed to the court-house, and the printer sent to prison. Six individuals were also taken into custody, who never were tried. These and other similar harsh proceedings on the part of the Executive caused this period to be familiarly designated as the "Reign of Terror."

1811.—The seventh Parliament, composed of nearly the old members, re-elected Mr. Panet for the seventh time their Speaker. The most of the old members were found to be component parts of the new Assembly, and the appeal to the sense of the people was any thing but favourable to the views of the Executive. The session, however, passed over in greater quiet than might otherwise have been expected from recent proceedings, and it presented all the appearances of a busy session. On the 21st March Sir James H. Craig delivered his farewell speech to the Legislature, and on the 19th June was succeeded by President Dunn. On the 14th September Sir George Prevost assumed the reins of government as governor-general.

1812.—The United States of America took the opportunity when Britain was engaged in a war in Europe to declare war against that power—at a time also, when, from various circumstances, Canada was supposed to be in such a state as to be unable to resist a powerful invading army. The whole force then in Canada scarcely exceeded 4000 men, and in consequence the Legislature was assembled to decide on the best measures to be pursued on the occasion. Government paper bearing interest was issued, battalions ordered home were detained, the militia drafted for active service, the garrisons placed in a state of defence, and in less than a month after the news of the declaration was made known, the lower province was prepared to meet the assailant. The first movement of the enemy was the army under General Hull crossing into Upper Canada in July, with his retreat to Detroit in August, after hearing of some reverses at Amherstburgh and Michilimackinac. General Brock, the Lieutenant-Governor of Upper Canada, however, attacked Hull on the 16th August, and his whole force was marched captive into Montreal within two months after the breaking out of the war. The enemy by November collected a large additional force on the Niagara frontier.—They crossed into Upper Canada at Queenston, where they were again defeated by General Brock, whose death followed the wounds he received in the engagement. In November the Americans under General Smyth invaded the country near Fort Erie, the British naval force made an attack on Sacket's harbour, but neither were attended with any important result.

1813.—In January the American General Winchester was taken at Detroit by General Proctor, with 500 other prisoners. An attack on Ogdensburgh by the British forces failed of success. On the 27th April the Americans landed at York, and burnt and destroyed the whole town, and afterwards proceeded to Niagara. Towards the close of May the whole Niagara frontier was in their possession. General Proctor captured about this time an additional 500 Americans on the Miami river. At Burlington Heights the Americans were on the 6th June defeated by Lieut.-Col. Harvey, and driven back to Fort George, and the Niagara frontier again restored to the British troops. An attack upon Sacket's harbour by Sir George Prevost completely failed of success, and became one of the charges against the military conduct of that general. On the 3rd June two vessels were captured at Isle aux Noix by Lieut.-Col. Taylor, and in July Black Rock and the barracks at Plattsburgh were destroyed

by the British troops. On the 10th September Commodore Perry captured the whole British force on Lake Erie under Captain Barclay, which was followed by the partial defeat of General Proctor on the 5th October near Detroit. These disasters compelled the British commander to fall back on Burlington Heights. In October the people of Lower Canada were called out to repel the American army then threatening to invade Montreal in two directions.—General Hampton, with an army of 7000 men, entered the province by the Chateauguay, on the banks of which his advance was met by the Canadian militia, under Lieut.-Col. De Salaberry, and defeated, and Hampton obliged to retire to Plattsburgh.—General Wilkinson commenced his descent in November, on the 11th of which month Colonel Morrison, with about 800 men, attacked General Boyd at Chrystler's Farm, and drove them to their boats. The whole army retreated by the Salmon River to Plattsburgh and Sacket's harbour. Before the close of this season, the Americans had deserted the American frontier and burnt Newark, the British took Niagara, and General Riall destroyed Black Rock and Buffalo.

1814.—In March the American army under Wilkinson again entered Lower Canada, was defeated at Lacolle by Major Handcock, and retired to the States. General Brown crossed in July into Upper Canada, and captured Fort Erie. The Niagara frontier during the months of July and August was the scene of several engagements between the American troops under General Brown and the detachments under Generals Drummond and Riall, and success seemed rather to favour the American arms. Reinforcements were however added to the British army at the close of the latter month. Sir George Prevost in September, with an army of 11,000 men, entered the United States, attacked Plattsburgh, defended by 1500 regulars and some militia, on the 11th, and retreated with considerable loss on the 13th. At the same time the British flotilla on Lake Champlain was defeated by Commodore Macdonough. The conduct of Sir George Prevost was loudly censured and became one of the serious charges with which he stood accused. In November the Americans had evacuated every military post they possessed in Canada; and when several of their forts and stations had been captured, the command of the Lakes secured, and large reinforcements added to the strength of the inhabitants, a treaty of peace between the two powers was signed at Ghent on the 24th December, 1814—a termination inglorious to both nations, and particularly to Great Britain.

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It has often been remarked with great truth, that history becomes deficient in interest during times of peace, and that the annalist finds ample materials for comment in the sanguinary details of war. Since the termination of the last American war, few circumstances have occurred that merit particular notice: it will suffice merely to mention the proclamation of peace, the commencement of hostilities between the rival fur-trading Hudson's Bay and North West Companies, and the impeachments of Chief Justice Sewell and Monk by the House of Assembly in 1815; the administration of the government by Sir Gordon Drummond, John Wilson and Sir John Coape Sherbrooke in 1816; the impeachment of Judge Foucher by the House of Assembly in 1817; the arrival of the Duke of Richmond as the governor-in-chief, the payment of the civil list by the province, and the commencement of those financial difficulties which have since unfortunately too much disturbed the tranquillity of the country in 1818; the unfortunate termination of the Duke of Richmond's career on the Ottawa in 1819; the assumption of the

reins of government by the Earl of Dalhousie in 1820; the discussion of the union of the provinces as proposed to the Imperial Parliament in 1822; the administration of the government by Sir Francis Burton in the absence of Lord Dalhousie, the launch of the mammoth vessel the Columbus, in 1824; the unsatisfactory nature of the financial arrangements by the Legislature, and the return of Lord Dalhousie to Canada, in 1825; the dissolution of the House of Assembly, the elections of the new members, and the prorogation of the Legislature in consequence of the difficulties which had arisen in relation to the appointment of Mr. Papineau as Speaker of the Lower House in 1827; the reference of the affairs of Canada to a Committee of the House of Commons, the departure of Lord Dalhousie from the province and the assumption of the government by Sir James Kempt as administrator in 1828.

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## GOVERNORS AND ADMINISTRATORS OF THE GOVERNMENT OF CANADA

*Since the erection of the Royal Government in* 1663.

| | | |
|---|---|---|
| Sieur de Mésy | May 1, | 1663. |
| Sieur de Courcelles | Sept. 23, | 1665. |
| Sieur de Frontenac | Sept. 12, | 1672. |
| Sieur de Barre | Oct. 9, | 1682. |
| Sieur Marquis de Nonville | Aug. 3, | 1685. |
| Sieur de Frontenac | Nov. 28, | 1689. |
| Sieur Chevalier de Callières | Sept. 14, | 1699. |
| The Marquis de Vaudreuil | Sept. 17, | 1703. |
| The Marquis de Beauharnois | Sept. 2, | 1726. |
| Sieur Comte de la Galissionière | Sept. 25, | 1749. |
| Sieur de la Jonquière | Aug. 16, | 1749. |
| The Marquis du Quesne de Menneville | Aug. 7, | 1752. |
| Sieur de Vaudreuil de Cavagnal | July 10, | 1755. |
| James Murray | Nov. 21, | 1765. |
| Paulus Emilius Irving, *President* | June 30, | 1766. |
| Guy Carleton, *Lieutenant-Governor and Commander-in-Chief* | Sept. 24, | 1766. |
| Guy Carleton | Oct. 26, | 1774. |
| Hector T. Cramahé, *President* | Aug. 9, | 1770. |
| Guy Carleton | Oct. 11, | 1774. |
| Frederick Haldimand | ——— | 1778. |
| Henry Hamilton, *Lieutenant-Governor and Commander-in-Chief* | ——— | 1774. |
| Henry Hope, *Lieutenant-Governor and Commander-in-Chief* | ——— | 1775. |
| Lord Dorchester, *Governor-General* | ——— | 1776. |
| Alured Clarke, *Lieutenant-Governor and Commander-in-Chief* | ——— | 1791. |
| Lord Dorchester | Sept. 24, | 1793. |
| Robert Prescott | ——— | 1796. |

| | | |
|---|---|---|
| Sir Robert S. Milnes, Bart., *Lieutenant-Governor* | July 31, | 1799. |
| Hon. Thomas Dunn, *President* | July 31, | 1805. |
| Sir J. H. Craig, K. B., *Governor-General* | Oct. 24, | 1807. |
| Hon. Thomas Dunn, *President* | June 19, | 1811. |
| Sir George Prevost, Bart., *Governor-General* | Sept. 14, | 1811. |
| Sir G. Drummond, G. C. B. *Administrator-in-Chief* | April 4, | 1815. |
| John Wilson, *Administrator* | May 22, | 1817. |
| Sir J. C. Sherbrooke, G. C. B., *Governor-General* | July 12, | 1816. |
| Duke of Richmond, K. C. B., *Governor-General* | July 30, | 1818. |
| Hon. James Monk, *President* | Sept. 20, | 1819. |
| Sir Peregrine Maitland | ——— | 1820. |
| Earl of Dalhousie, G. C. B., *Governor-General* | June 18, | 1820. |
| Sir Frs. Nath. Burton, *Lieutenant-Governor* | June 7, | 1824. |
| Earl of Dalhousie, G. C. B., *Governor-General* | Sept. 23, | 1825. |
| Sir James Kempt, G. C. B., *Administrator* | Sept. 8, | 1828. |
| Lord Aylmer, G. C. B., *Administrator* | Oct. | 1830. |

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## X.

### *Rates of Pilotage for the River St. Lawrence.*

#### FROM BIC TO QUEBEC.

| | Per Foot. |
|---|---|
| From the 2d to the 30th April, inclusive | £1 0 6 |
| From the 1st May to the 10th November, inclusive | 0 18 0 |
| From the 11th to the 18th November, inclusive | 1 3 0 |
| From the 19th November to the 1st March, inclusive | 1 8 0 |

#### FROM QUEBEC TO BIC.

| | |
|---|---|
| From the 2d to the 30th April, inclusive | £0 18 3 |
| From the 1st May to the 10th November, inclusive | 0 15 9 |
| From the 11th to the 18th November, inclusive | 1 0 9 |
| From the 19th November to the 1st March, inclusive | 1 5 9 |

Rates of pilot water and poundage on pilot money are payable at the Naval Office, by masters and commanders of vessels, viz.:—

For every foot of water for which masters or commanders of vessels are bound to pay their pilots, from Bic to Quebec, and from Quebec to Bic, 2*s.* 6*d.* currency per foot.

For vessels going to Three Rivers or Montreal,

| | | |
|---|---|---|
| of 100 to 150 tons inclusive, | £2 | currency. |
| of 151 to 200 tons inclusive, | £3 | do. |
| of 201 to 250 tons inclusive, | £4 | do. |
| of 251 tons and upwards, | £5 | do. |

On settling with pilots, masters or commanders of vessels, or the consignees of such vessels, are to deduct 1*s.* in the pound for the amount of the sums to be paid for pilotage, which will be exacted by the naval officer at clearing out, the same being funded by law, under the direction of the Trinity House, for the relief of decayed pilots, their widows and children.

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## REGULATIONS FOR THE PAYMENT OF PILOTAGE ABOVE BIC TO QUEBEC.

| | |
|---|---|
| At or above the anchorage of the Brandy Pots. | Two-thirds of the present rate for a full pilotage. |
| Above the Point of St. Roc . . . | $\frac{1}{3}$d do. |
| Above the Point aux Pins, on the Isle aux Grues and below Patrick's Hole . | $\frac{1}{4}$th do. |
| At and above Patrick's Hole . . . | £1 3 4 |
| For shifting a vessel from one wharf to another, between Bréhaut's wharf and Pointe à Carcis, or from or to the stream from or to any of the above wharfs | £0 11 8 |
| For shifting a vessel from the stream or from either of the above wharfs to St. Patrick's Hole or to the Basin of Montmorency, or to the ballast-ground, the basin of the Chaudière, Wolfe's Cove and as far as the river Cap Rouge . | £1 3 4 |

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## RATES ABOVE THE HARBOUR OF QUEBEC.

| | | |
|---|---|---|
| From Quebec to Port Neuf, £4 currency . | For vessels of register measurement not exceeding 200 tons . | To Quebec from Port Neuf, £2 10*s.* currency. |
| £5 . . | If above 200 and not exceeding 250 tons | £3 10*s.* do. |
| £6 . . | If above 250 tons . | £4 do. |
| To Three Rivers, or above Port Neuf, £6 currency | For vessels not exceeding 200 tons | From Three Rivers, and above Port Neuf, £4 currency. |
| £7 . . | If above 200 and not exceeding 250 tons | £4 10*s.* |
| £8 . . | If above 250 tons . . | £5 10*s.* |
| To Montreal and above Three Rivers, £11 currency . | For vessels not exceeding 200 tons | From Montreal, and above Three Rivers, £7 10*s.* currency. |
| £13 . . | If above 200 and not exceeding 250 tons | £8 15*s.* currency. |
| £16 . . | If above 250 tons . . | £10 15*s.* currency. |

Pilots are at liberty to leave vessels forty-eight hours after they arrive at the place of their destination.

## LIGHTHOUSE ON GREEN ISLAND IN THE RIVER ST. LAWRENCE.

The lantern of the lighthouse on Green Island shows a light every evening, from sun-set to sunrise the next morning, from the fifteenth day of April to the tenth day of December inclusive; and the following are the bearings of it, by compass, from the respective places hereunder mentioned, viz.:—

| | |
|---|---|
| Red Island . . | E. S. E. ½ S. |
| White Island . . | E. N. E. ¼ E. |
| Brandy Pots . . . | N. E. by E. ¾ E. |
| Apple Island . . | W. S. W. |
| Basque Island . . | W. S. W. ¼ W. |

The shoal at the N. E. end of Green Island, S. W. ½ S.

The shoal at the west end of Green Island, N. E. ¾ E.

## RATES OF TOWING VESSELS FROM QUEBEC TO MONTREAL,

*by the Hercules and John Molson tow and passage boats.*

| Breadth of beam. | 9 feet draft to pay each upwards. | | | For each additional foot over 9 feet. | | | Draft of water on each vessel. | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 10 Feet. | | | 11 Feet. | | | 12 Feet. | | | 13 Feet. | | | 14 Feet. | | | 15 Feet. | | |
| | £. | s. | d. | £. | s. | d. | £. | s. | d. | £. | s. | d. | £. | s. | d. | £. | s. | d. | £. | s. | d. | £. | s. | d. |
| 20 Feet. | 26 | 13 | 4 | 2 | 13 | 4 | 29 | 6 | 8 | 32 | 0 | 0 | 34 | 13 | 4 | 37 | 6 | 8 | 40 | 0 | 0 | 42 | 13 | 4 |
| 21 Ditto. | 28 | 0 | 0 | 3 | 0 | 0 | 31 | 0 | 0 | 34 | 0 | 0 | 37 | 0 | 0 | 40 | 0 | 0 | 43 | 0 | 0 | 46 | 0 | 0 |
| 22 Ditto. | 29 | 6 | 8 | 3 | 6 | 8 | 32 | 13 | 4 | 36 | 0 | 0 | 39 | 6 | 8 | 42 | 13 | 4 | 46 | 0 | 0 | 46 | 6 | 8 |
| 23 Ditto. | 30 | 13 | 4 | 3 | 13 | 4 | 34 | 6 | 8 | 38 | 0 | 0 | 41 | 13 | 4 | 45 | 6 | 8 | 49 | 0 | 0 | 52 | 13 | 4 |
| 24 Ditto. | 32 | 0 | 0 | 4 | 0 | 0 | 36 | 0 | 0 | 40 | 0 | 0 | 44 | 0 | 0 | 48 | 0 | 0 | 52 | 0 | 0 | 56 | 0 | 0 |
| 25 Ditto. | 33 | 6 | 8 | 4 | 6 | 8 | 37 | 13 | 4 | 42 | 0 | 0 | 46 | 6 | 8 | 50 | 13 | 4 | 55 | 0 | 0 | 59 | 6 | 8 |
| 26 Ditto. | 34 | 13 | 4 | 4 | 13 | 4 | 39 | 6 | 8 | 44 | 0 | 0 | 48 | 13 | 4 | 53 | 6 | 8 | 58 | 0 | 0 | 62 | 13 | 4 |
| 27 Ditto. | 36 | 0 | 0 | 5 | 0 | 0 | 41 | 0 | 0 | 46 | 0 | 0 | 51 | 0 | 0 | 56 | 0 | 0 | 61 | 0 | 0 | 66 | 0 | 0 |
| 28 Ditto. | 37 | 6 | 8 | 5 | 6 | 8 | 42 | 13 | 4 | 48 | 0 | 0 | 53 | 6 | 8 | 58 | 13 | 4 | 64 | 0 | 0 | 69 | 6 | 8 |

The downward towing is one-half of the upward rate.

Any vessel taking the boat at any intermediate distance between Quebec and the church at Batiscan pays the full towage, as if towed from Quebec. If taken in tow between Batiscan Church and the wharf at Three Rivers, pays three-fourths of the full towage. If taken in tow between the wharf at Three Rivers and Sorel, pays two-thirds of the full towage. If taken in tow between Sorel and the church at Pointe aux Trembles, pays one-half the full towage; and from the church at Pointe aux Trembles, or any intermediate place above said pointe, to Montreal, pays one-third the full towage.

All vessels under 9 feet draft pay at the rate of 80*s.* per foot.

Schooners are taken in tow on reasonable terms, according to their tonnage and the cargo they have on board, by applying to the masters.

The proprietors do not hold themselves liable for any damage that may be done to vessels while in tow of either of the boats.

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## XI.

### *Table of the principal Articles of Import and Export at Quebec and St. John's, from the year* 1824 *to* 1827 *inclusive.*

| Articles. | | 1824. | 1825. | 1826. | 1827. |
|---|---|---|---|---|---|
| IMPORTS AT QUEBEC. | | | | | |
| Vessels | | 619 | 796 | 714 | 619 |
| Tons | | 150000 | 193598 | 179949 | 152712 |
| Men | | 6834 | 8973 | 8263 | 7086 |
| Madeira wine | gallons | 17750 | 27810 | 16269 | 10854 |
| Port | | 23258 | 31740 | 41058 | 54987 |
| Teneriffe | | 40996 | 43121 | 31342 | 35926 |
| Spanish | | 89264 | 78118 | 116270 | 64679 |
| Sherry | | 3982 | 4162 | . | 6253 |
| Fayal | | 43132 | 22158 | . | 16292 |
| Sicilian | | 18216 | 39447 | 65839 | 20076 |
| Cape | | . | 6298 | . | . |
| French | | 5319 | 6985 | 8476 | 25387 |
| Italian | | 624 | . | 8580 | 119 |
| Whiskey | | 36 | 160 | 241 | 1662 |
| Brandy | | 54335 | 115558 | 37356 | 69026 |
| Geneva | | 62453 | 69000 | 25330 | 60204 |
| Rum | | 987555 | 1025081 | 1144234 | 953263 |
| Molasses | | 79689 | 39906 | 100975 | 48779 |
| Sugar, refined | lbs. | 624021 | 289269 | 229542 | 455655 |
| —— Muscovado | | 2286957 | 2857628 | 2371308 | 2891748 |
| Coffee | | 239236 | 55963 | 75636 | 159111 |
| Tobacco, leaf | | 20390 | 24016 | 77601 | 88289 |
| ——— manufactured | | 75 | 775 | 11219 | 26418 |
| Snuff | | 625 | 8003 | . | . |
| Playing-cards | packs | 21012 | 33576 | 19952 | 17604 |
| Salt | minots | 150801 | 231570 | 209783 | 190824 |
| Hyson tea | lbs. | 7258 | 38744 | 32704 | 57749 |
| Other teas | | 157632 | 1117919 | 1042318 | 965374 |
| Merchandize paying 2½ per cent. | £. | 787820 | 990225 | 715836 | 724302 |
| Free goods | | 8813 | 20616 | 15086 | 19026 |
| IMPORTS AT ST. JOHN'S. | | | | | |
| Ashes | barrels | 6117 | 6018 | 1621 | 1167 |
| Pork | | 6069 | 14462 | 12285 | 325 |
| Beef | | 464 | 2311 | 4446 | . |
| Pork, fresh | lbs. | 426415 | 373585 | 247723 | . |
| Butter | | 288085 | 329151 | 302902 | 147000 |
| Cheese | | 256821 | 219855 | 191907 | 163930 |
| Beef | | 84696 | 66870 | 9720 | . |

TABLE OF IMPORTS AND EXPORTS.—*Continued.*

| Articles. | | 1824. | 1825. | 1826. | 1827. |
|---|---|---|---|---|---|
| IMPORTS AT ST. JOHN'S. | | | | | |
| Codfish | lbs. | 96900 | 86240 | 67735 | 78700 |
| Deer | skins | 3344 | 533 | 3299 | . |
| Racoon | | 1261 | 2550 | 22577 | 1515 |
| Otter | | 62 | 22 | 486 | . |
| Musk rat | | 442 | . | . | . |
| Martin | | 668 | 8891 | 137 | 100 |
| Merchandize | £. | 1520 | 2139 | . | unknown |
| Specie | | 150744 | 141775 | 96182 | unknown |
| Tobacco, leaf | lbs. | 227114 | 127862 | 172312 | 139109 |
| ——— manufactured | | 473060 | 255410 | 257000 | 356339 |
| Snuff | | 3788 | 2050 | 1548 | 1422 |
| Leather, sole | | 285399 | 289695 | 274433 | 121600 |
| ——— harness | | 29500 | 20506 | 21727 | 5626 |
| Head of cattle | No. | 2319 | 2497 | 2473 | 4528 |
| Live hogs | | 1802 | 1240 | 3438 | 6582 |
| Pine, plank and timber | feet | 112574 | 404067 | 19862 | . |
| Oak do. | | 1317 | 3200 | 6528 | . |
| Total imports in value | £. | 168569 | 200966 | 159702 | unknown |
| EXPORTS FROM QUEBEC. | | | | | |
| Vessels | No. | 680 | 883 | 801 | 678 |
| Tons | | 159662 | 227707 | 198848 | 162091 |
| Men | | 7157 | 9684 | 9057 | 7523 |
| Masts | | 1132 | 988 | 751 | 983 |
| Spars | | 1289 | 1799 | 2892 | 1999 |
| Oak timber | planks | 19994 | 33152 | *22822 | *21763 |
| Pine do. | | 96026 | 128078 | *129151 | *86090 |
| Staves | | 3657188 | 3934410 | 4164688 | 5476548 |
| Stave ends | | 30416 | 19295 | 61191 | 68612 |
| Deals and boards | | 1052147 | 1479565 | 823922 | 1621658 |
| Hoops | | 147800 | 125536 | 98888 | 34 |
| Ashes | barrels | 55108 | 65502 | 39589 | 27303 |
| Wheat | minots | 5396 | 718019 | 228635 | 391420 |
| Oats | | 3968 | 11100 | 3907 | 19385 |
| Flour | barrels | 41001 | 40003 | 33671 | 53839 |
| Pork | | 8843 | 14446 | 9496 | 7589 |
| Martin | skins | 7685 | 21959 | 39619 | 9484 |
| Otter | | 2053 | 2054 | 1698 | 808 |
| Beaver | | 20799 | 13962 | 7510 | 7355 |
| Racoon | | 3522 | 2061 | 6433 | . |
| Musk rat | | 5405 | 61357 | 15128 | 4511 |
| Deer | | 1838 | 798 | 5459 | 5427 |
| EXPORTS AT ST. JOHN'S. | | | | | |
| Salt | bushels | 18625 | 5524 | 2118 | Unknown to the compiler. |
| Rum | gallons | 1718 | 525 | 2 | |
| Dry codfish | lbs. | 10586 | 12064 | 4402 | |
| Beaver | skins | 20099 | 15822 | 16154 | |
| Musk rat | | 138238 | 119441 | 34230 | |
| Martin | | 3555 | 8317 | 1385 | |
| Racoon | | 103 | 62 | 513 | |
| Otter | | 669 | 386 | 789 | |
| Merchandize | £. | 4832 | 3200 | 2572 | |
| Specie | | 26953 | 97174 | 32766 | |
| Total value of exports | | 38234 | 41352 | 24677 | |

* Tons.

# EXPORTS AND IMPORTS AT QUEBEC IN 1829.

[*As published by the Customs' Officers of Quebec.*]

## IMPORTS AT QUEBEC IN 1829.

### FROM GREAT BRITAIN.

| | | | |
|---|---|---|---|
| Vessels with cargoes | 219 | Tons 63286 | Men 2882 |
| Do. in ballast | 320 | 100153 | 4252 |
| | 539 | 163439 | 7134 |

| | | | | | |
|---|---|---|---|---|---|
| Wines.—Madeira | gall. 14796 | Malaga | gall. 296 | Brandy | gall. 80869 |
| Port | 33657 | Mountain | 460 | Gin | 13028 |
| Spanish | 4311 | Rhenish | 316 | Whiskey | 48 |
| Teneriffe | 20694 | Hock | 15 | Refin. sugar | lbs. 626299 |
| Sicilian | 1221 | Hungarian | 20 | Mus. do. | 261605 |
| Sherry | 8881 | Greek | 94 | Coffee | 37119 |
| Fayal | 1971 | French | 9619 | Snuff | 22 |
| Pico | 7637 | Rum.—Jamaica | 13671 | Playing-cards | packs 20442 |
| Lisbon | 347 | Leeward Island | 60883 | Salt | minots 264010 |

| | | | |
|---|---|---|---|
| Value of merchandise paying $2\frac{1}{2}$ per cent. | £775147 | 1 | 7 |
| Value of goods duty free | 16177 | 18 | 9 |
| | £791325 | 0 | 4 |

### IRELAND.

| | | | |
|---|---|---|---|
| Vessels with cargoes | 54 | Tons 14838 | Men 669 |
| Do. in ballast | 111 | 29588 | 1330 |
| | 165 | 44426 | 1999 |

| | | | | | |
|---|---|---|---|---|---|
| Wines.—Port | gall. 677 | Whiskey | gall. 668 | Sugar, musc. | lbs. 14394 |
| French | 902 | Brandy | 436 | Tobacco, leaf | 11676 |
| Rum.—Jamaica | 3423 | Gin | 729 | Salt | minots 38088 |
| Leeward Island | 33 | | | | |

| | | | |
|---|---|---|---|
| Value of merchandise paying $2\frac{1}{2}$ per cent. | £39439 | 2 | 0 |
| Value of free goods | 819 | 3 | 8 |
| | £40258 | 5 | 8 |

### JERSEY.

Vessel 1 Tons 88 Men 5.

| | | | | | |
|---|---|---|---|---|---|
| Wines.—Port | gall. 794 | Spanish | gall. 32 | Liqueurs | gall. 475 |
| Teneriffe | 3896 | French | 1360 | | |

Value of merchandise paying $2\frac{1}{2}$ per cent. £1095 13 5

### GIBRALTAR.

Vessel 1 Tons 105 Men 8

| | | | | | |
|---|---|---|---|---|---|
| Wines.—Spanish | gall. 7928 | Brandy | gall. 636 | Tobacco | lbs. 18950 |
| French | 211 | Segars | boxes 35 | | |

Value of merchandise paying $2\frac{1}{2}$ per cent. £1935 2 1

### FRANCE.

Vessels in ballast 2 Tons 471 Men 18

### NETHERLANDS.

Vessels in ballast 4 Tons 1358 Men 61.

### SPAIN.

Vessels 2 Tons 572 Men 25

| | | | | | |
|---|---|---|---|---|---|
| Wines.—Madeira | gall. 757 | Brandy | gall. 3494 | Salt | minots 12022 |
| Spanish | 3591 | Liqueurs | 24 | | |

Value of merchandise paying $2\frac{1}{2}$ per cent. £1300 4 5

### PORTUGAL.

Vessels 8 Tons 1290 Men 61

Wines . gall. 880 | Salt . minots 43078

Value of merchandise paying $2\frac{1}{2}$ per cent. . £219 18 3

### SICILY.

Vessels 2 Tons 231 Men 18

Salt . minots 2417

Value of merchandise paying $2\frac{1}{2}$ per cent. . £141 3 10

### SWEDEN.

Vessels 1 Tons 316 Men 16

Value of merchandise paying $2\frac{1}{2}$ per cent. . £5632 12 10

### TENERIFFE.

Vessels 1 Tons 104 Men 8

Wine . gall. 23789

### BRITISH NORTH AMERICAN COLONIES.

| | | |
|---|---|---|
| Vessels with cargoes | 72 | Tons 6706 | Men 329 |
| Do. in ballast | 32 | 6192 | 277 |
| | 104 | 12898 | 606 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rum.—Jamaica | gall. 26421 | Spanish | gall. 788 | Tea | . | lbs. | 11671 |
| Leeward Island | 210129 | French | . 253 | Segars | . | in box | 24000 |
| Molasses . | 11324 | Coffee . | lbs. 11745 | Salt | . | minots | 8037 |
| Wines.—Port . | 4266 | Sugar, refined | . 2198 | Pimento | . | lbs. | 561 |
| Sherry . | 29 | Do. musc. | . 935468 | Flour | . | bbls. | 355 |

Value of merchandise paying $2\frac{1}{2}$ per cent. . £10144 8 3

Value of free goods . . . 20188 17 3

£30333 5 6

### BRITISH WEST INDIES.

| | | |
|---|---|---|
| Vessels with cargoes | 57 | Tons 8169 | Men 457 |
| Do. in ballast | 4 | 827 | 38 |
| | 61 | 8996 | 495 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Rum.—Jamaica | gall. 246093 | Gin . | galls. 100 | Pimento | . | lbs. | 14080 |
| Leeward Island | 569630 | Brandy . | 142 | Rice | . | | 14000 |
| Molasses | 73121 | Coffee . | lbs. 20688 | Salt | | minots | 5265 |
| Shrub . | gall. 240 | Sugar, musc. | . 3515182 | | | | |

Value of merchandise paying $2\frac{1}{2}$ per cent. £687 6 4

Value of free goods . 3 15 0

£691 1 4

### UNITED STATES.

| | | |
|---|---|---|
| Foreign vessels with cargoes | 5 | Tons 769 | Men 53 |
| British do. in ballast | 4 | 1502 | 60 |
| | 9 | 2271 | 113 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Tobacco.—Leaf | lbs. 54919 | Flour, wheat | bls. 928 | Biscuit . | | lbs. | 6610 |
| Do., manuf. . | 13800 | Meal, rye | . 750 | Cotton wool | . | bales | 7 |
| Segars . . | 100 | Meal, corn | . 999 | Butter | . | kegs | 306 |
| Rice . . | 52218 | Corn, Indian | bsh. 3978 | Pork | . | bls. | 100 |

Value of merchandise paying $2\frac{1}{2}$ per cent. £1463 2 11

AT GASPE.

Vessels 34 Tons 4616 Men 257

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Rum | gall. | 2514 | Muscovado | lbs. | 5282 | Meal | bbls. | 41 |
| Brandy | | 701 | Coffee | | 495 | Flour | | 148 |
| Gin | | 15 | Tea | | 541 | Pork | | 11 |
| Wine.—Spanish | | 120 | Rice | | 495 | Tar | | 20 |
| French | | 13 | Tobacco | | 1400 | Pitch | | 15 |
| Molasses | | 3124 | Snuff | | 20 | Salt | minots | 10000 |
| Sugar, ref. | lbs. | 82 | | | | | | |

Value of merchandise paying $2\frac{1}{2}$ per cent. . £4197 8 7

AT NEW CARLISLE, TO THE 10TH OCTOBER, 1829.

Vessels 33 Tons 13701 Men 352

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Rum | gall. | 361 | Tobacco | lbs. | 1523 | Pitch | bbls. | 30 |
| Molasses | | 2590 | Snuff | | 54 | Tar | | 10 |
| Brandy | | 329 | Cotton wool | | 300 | Turpentine | | 12 |
| Sugar, ref. | lbs. | 734 | Flour | bbls. | 44 | Wheat | bush. | 10 |
| Muscovado | | 7073 | Meal | | 9 | Oats | | 4 |
| Coffee | | 420 | Pork | | 6 | Mackerel | bls. | 600 |
| Tea | | 102 | Beef | | 4 | Salt | minots | 50690 |
| Rice | | 1580 | | | | | | |

Value of merchandise paying $2\frac{1}{2}$ per cent. £8502 16 4

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## EXPORTS FROM QUEBEC IN 1829.

TO GREAT BRITAIN.

Cleared 537 vessels, burden 162883 tons, 7089 men; 1 of which built this year, burden 3638 tons.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Masts and bowsprits, | ps. | 973 | Wheat | minots | 40462 | Minerals | | 2 |
| Spars | | 1679 | Oats | | 100 | Honey | lbs. | 910 |
| Oak timber | tons | 24411 | Peas | | 11993 | Trees and plants | pack. | 27 |
| Pine | | 123510 | Indian corn | | 60 | Leaf tobac. | lbs. | 128094 |
| Ash | | 2579 | Flaxseed | | 4183 | Nuts | bls. | 6 |
| Elm | | 7683 | Flour | bbls. | 2859 | Stoves | | 2 |
| Birch and maple | | 1068 | ..... | half bbls. | 4 | Cranberries | bbls. | 4 |
| Standard staves and heading | pieces | 1315471 | Indian meal | bbls. | 2 | ..... | kegs | 19 |
| Pipe and pun. st. | | 3111728 | Apples | | 293 | Hops | lbs. | 7000 |
| Bbl. st. and headg. | | 60921 | Pork | | 3 | Castings | packages | 10 |
| Stave ends | | 49512 | Hams | box | 1 | Black lead | casks | 15 |
| Deals, 3 inch | | 896365 | Tongues | kegs | 2 | Codfish | cwts. | 70 |
| Boards and planks | | 57280 | Butter | lbs. | 145 | Salmon | tierces | 247 |
| Deal ends | | 32775 | Essence spruce | bls. | 10 | ..... | puns. | 2 |
| Battens | | 50530 | ..... | boxes | 2 | ..... | bbls. | 69 |
| Batten ends | | 47 | Canada balsam | kegs | 43 | ..... | half-bbls. | 2 |
| Oars | | 22940 | ..... | carboys | 3 | Salmon, smoked | case | 1 |
| Handspikes | | 20218 | Oil cake | tons | 37 | Trout | bbls. | 6 |
| Lathwood | cords | 794 | Hides | bales | 1 | Mackerel | | 10 |
| Oak billets | | 43 | ..... | loose | 100 | Herrings | | 30 |
| Firewood | | $7\frac{1}{2}$ | Horns and tips | casks | 11 | Fish oil | gall. | 1280 |
| Shooks | packs | 217 | ..... | loose | 26250 | Seal skins | puns. | 3 |
| Pearlashes | bls. | 9371 | Bees-wax | casks | 45 | ..... | bbls. | 2 |
| weighing 31185 cwt. 1 2 | | | ..... | lbs. | 4934 | ..... | bales | 1 |
| Potashes | bls. | 21054 | Ind. curiosities | boxes | 15 | ..... | loose | 1265 |
| weighing 94832 cwt. 0 18 | | | Birds and insects | | 2 | | | |

*Furs and Peltries.*

| | | | | | |
|---|---|---|---|---|---|
| Martin skins | 13542 | Deer | 1324 | Martin tails | 1994 |
| Fox | 1772 | Bear and cub | 377 | Fisher | 280 |
| Lynx | 384 | Racoon | 110 | Minx | 320 |
| Minx | 3100 | Otter | 1223 | Racoon | 29 |
| Fisher | 202 | Wolverines skins | 4 | Beaver coating lbs. | 51 |
| Beaver | 8858 | Cat | 97 | Musk rat stuff | 30 |
| Musk rat | 43716 | Moose deer | 2 | Castorum | 293 |

*Imported Goods exported.*

| | | | | | |
|---|---|---|---|---|---|
| Lancewood | spars 60 | Whiskey | puns. 1 | Merchandise | packages 221 |
| Sponge | bales 3 | Anchors | 2 | | |

IRELAND.

34 Vessels, 63053 Tons, 2794 Men; 4 built this year, 1128 Tons.

| | | | | | |
|---|---|---|---|---|---|
| Masts and bowsprits | ps. 5 | Stave ends | 33871 | Pearlashes | bbls. 172 |
| Spars | 920 | Deals, 3 inch | pieces 65803 | weighing 581 cwt. 30 | |
| Oak timber | tons 1943 | Boards and planks | 90973 | Potashes | bls. 2438 |
| Pine | 43629 | Deal ends | 10783 | weighing 10774 cwt. 3 qr. | |
| Ash | 1754 | Battens | 12414 | Apples | bbls. 9 |
| Elm | 969 | Oars | pieces 2542 | Ess. spruce | kegs 5 |
| Birch and maple | 693 | Handspikes | 1580 | Hides | loose 100 |
| Standard staves and | | Treenails | 1650 | Trees and plants | cases 4 |
| heading | pieces 534980 | Lathwood, cords | 273 | Cranberries | kegs 3 |
| Pipe and pun. stv. | 880764 | Shooks | packs 20 | Salmon | half bbls. 3 |
| Bbl. stv. and hdg. | 230632 | Canoe | 1 | | |

*Imported goods exported.*

| | | | |
|---|---|---|---|
| Bees-wax | lbs. 5880 | Merchandise | packages 9 |

PORTUGAL.

Vessel, 209 Tons, 6 Men.

Staves and heading pieces 21020

FAYAL.

1 Vessel, 105 Tons, 10 Men.

| | | | | | |
|---|---|---|---|---|---|
| Oak timber | tons 60 | Oars | pieces 36 | Butter | lbs. 20143 |
| Ash | 6 | Handspikes | 45 | Can. balsam | bbls. 1 |
| Elm | 10 | Pipe and pun. staves | | White Lead | kegs 208 |
| Birch | 26 | and heading | 1940 | Crown glass | crates 50 |

CAPE OF GOOD HOPE.

1 Vessel, 170 Tons, 10 Men.

| | | | | | |
|---|---|---|---|---|---|
| Pipe and pun. staves | | Flour | bbls. 360 | Codfish | cwts. 303 |
| and heading | pieces 1800 | Lard | lbs. 7400 | Salmon | tierces 25 |
| Barrel | 1191 | Sperm candles | 820 | Herring | bbls. 450 |
| Biscuit | lbs. 476 | Rosin | bbls. 5 | Mackerel | 130 |

BRITISH NORTH AMERICAN COLONIES.

96 Vessels, 7132 Tons, 408 Men.

| | | | | | |
|---|---|---|---|---|---|
| Masts and bowsprits | 10 | Pipe and pun. staves | | Hoops | 15700 |
| Spars | 85 | and heading | 9600 | Shooks | packs 4900 |
| Oak timber | tons 13 1/5 | Barrel | 266305 | Empty casks | pieces 175 |
| Pine | 16 | Heading | bbls. 10 | Shingles | pieces 50000 |
| Elm | 3 | Oars | pieces 134 | Treenails | 1500 |
| Boards | pieces 2479 | Handspikes | 60 | Beef | bbls. 2926 |

| | | |
|---|---|---|
| Beef | half-bls. | 534 |
| Hams, rounds | lbs. | 4918 |
| Bacon | . | 1828 |
| Sausages | . | 20 |
| Lard | . | 18623 |
| Butter | . | 44399 |
| Cheese | . . | 4104 |
| Soap | . . | 43168 |
| Candles | . | 25513 |
| Tallow | . . | 1656 |
| Oil cake | tons | 13 |
| Honey | . lbs. | 25 |
| Plug tobacco | . | 16726 |
| Leaf | . . | 5934 |
| Snuff | . | 911 |
| Boot and shoes | cases | 21 |
| ..... | pairs | 11 |
| Shoe | packs | 256 |
| Calf | skins | 28 |
| Kip do. | . | 24 |
| Leather | boxes | 2 |
| ..... | sides | 2 |
| ..... | bale | 1 |
| ..... | bundles | 6 |
| ..... | rolls | 5 |

| | | |
|---|---|---|
| Buffalo robes | . | 45 |
| Fur caps | boxes | 4 |
| ..... | loose | 148 |
| Muffs and tippets | boxes | 2 |
| Hats | . box | 1 |
| Pearlashes | bls. | 5 |
| wg. 15 cwts. 2 0 | | |
| Potashes kegs 28 | lbs. | 1 |
| Barley minots | . | 3384 |
| Oats | . | 820 |
| Pease | . | 778 |
| Indian corn | . | 45 |
| Potatoes | . | 1149 |
| Malt | . . | 850 |
| Flour | bbls. | 7621 |
| Indian meal | . | 1109 |
| Biscuit | . cwt. | 775 |
| Apples | bbls. | 161 |
| ..... | half-bbls. | 1 |
| Onions | bbls. | 170 |
| Pork | . . | 3354 |
| ..... | half-bbls. | 352 |
| Segars | boxes | 29 |
| Ale and beer | gals. | 3090 |
| ..... | doz. | 32 |

| | | |
|---|---|---|
| Cider | . galls. | 60 |
| ..... | doz. | 4 |
| Peppermint | galls. | 63 |
| Vinegar | . | 4 |
| Linseed oil | . . | 359 |
| Can. balsam | bottles | 5 |
| Castorum | lbs. | 2 |
| Trees and plants | boxes | 1 |
| ..... | loose | 56 |
| Moccasins | hhds. | 1 |
| ..... | loose pairs | 1029 |
| Stoves | . | 125 |
| Chairs | . | 162 |
| Tables | | 1 |
| Gigs | | 1 |
| Sleigh | . | 1 |
| Harness | sets | 6 |
| Horns | hhds. | 6 |
| ..... | bbls. | 1 |
| Axes | | 20 |
| Iron hoops | bundles | 603 |
| Ginger nuts | lbs. | 236 |
| Hay | . tons | 16 |
| Salmon | tierces | 34 |
| ..... | bbls. | 6 |

*Imported goods exported.*

| | | |
|---|---|---|
| Chocolate | boxes | 6 |
| Rum | . galls. | 1010 |
| Molasses | . | 4563 |
| Sugar (Muscovado) | lbs. | 252 |
| ..... | refined | 112 |
| Tea | . lbs. | 6108 |
| Tamarinds | keg | 1 |
| Lime juice | . | 1 |
| Lignum vitæ | cwt. | 14 |
| Indigo | lbs. | 310 |
| Citron | boxes | 5 |
| Rugs | . bale | 1 |
| Groceries | bags | 4 |
| ..... | boxes | 14 |
| Wine | galls. | 60 |
| Raisins | casks | 2 |
| ..... | boxes | 47 |
| Currants | bbls. | 2 |
| Gin | galls. | 1270 |
| Brandy | . | 623 |
| Olive oil | kegs | 2 |
| Palm oil | galls. | 120 |
| Marble | . cases | 22 |
| Wax | . lbs. | 38 |
| Hardware | bbls. | 2 |

| | | |
|---|---|---|
| Hardware | boxes | 8 |
| Guns | . cases | 2 |
| Gunpowder | h.-bbls. | 2 |
| ..... | lbs. | 350 |
| Shot | . lbs. | 470 |
| Glass | . boxes | 65 |
| ..... | half-boxes | 23 |
| Salt | minots | 1120 |
| Earthenware | pieces | 2000 |
| Paint | . hhd. | 1 |
| ..... | kegs | 20 |
| Saltpetre | kegs | 1 |
| Vinegar | . hhds. | 1 |
| ..... | bbls. | 2 |
| Brooms | bundles | 21 |
| Porter | . galls. | 300 |
| ..... | dozens | 115 |
| Soap | . lbs. | 3428 |
| Furs | . cases | 2 |
| Nails | . kegs | 11 |
| Iron | . tons | 10 |
| ..... | cwts. | 13 |
| ..... | bars | 1265 |
| Anchors | . | 2 |

| | | |
|---|---|---|
| Church bell | . | 1 |
| Cordage | . coils | 2 |
| Sprm. candles | lbs. | 35 |
| Coals | . chal. | 29 |
| Tobacco pipes | box | 1 |
| Cotton wool | lbs. | 300 |
| Oars | . pieces | 20 |
| Flour | bbls. | 7017 |
| ..... | half-do. | 30 |
| Ind. meal | bbls. | 96 |
| ..... | puns. | 2 |
| Rye flour | bbls. | 155 |
| Pork | . | 2264 |
| ..... | half do. | 1 |
| Beef | . bbls. | 20 |
| Lard | . lbs. | 3491 |
| Butter | . | 41239 |
| Plug tobacco | lbs. | 1212 |
| Segars | . cases | 5 |
| Pitch | . bbls. | 35 |
| Tar | . . | 97 |
| Rosin | . | 23 |
| Honey | kegs | 5 |
| Merchandise | packs | 139 |

TO THE BRITISH WEST INDIES.

58 Vessels, 8043 Tons, 457 Men; 6 built this year, 699 Tons.

| | | |
|---|---|---|
| Spars | . pieces | 92 |
| Oak timber | tons | 3 |
| Pine | . do. | 1½ |
| Maple | . feet | 36 |

| | | |
|---|---|---|
| Pipe and pun. stvs. | | |
| heading | pieces | 1,483,652 |
| Oars | . . | 1805 |
| Handspikes | . | 254 |

| | | |
|---|---|---|
| Boards | . . | 11808 |
| Planks | . . | 299 |
| Shooks | packs | 2624 |
| Hoops | . pieces | 83850 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Shingles | . | 110865 | Tongues | . | 15074 | Blacking | . casks | 6 |
| Boats | . | 1 | Sausages | . | 416 | Axes | . . | 4 |
| Knees | . | 150 | Mutton | . | 1876 | Nuts | . bbls. | 9 |
| Oats | minots | 7622 | Tripe | . | 192 | Junpr. berries | kegs | 40 |
| Pease | . . | 200 | Lard | . | 6891 | Cranberries | bbls. | 5 |
| Barley | . | 224 | Butter | . | 32647 | ..... | kegs | 8 |
| Indian corn | | 100 | Cheese | . | 2164 | Lavender water | cases | 3 |
| Potatoes | | 2789 | Soap | . | 12464 | Carriage | . | 1 |
| Turnips | . | 108 | Candles | . | 5868 | Chairs | . doz. | 2 |
| Beets | . | 10 | Oil cake | tons | 72 | Horses | . . | 171 |
| Carrots | . | 52 | Tallow | . lbs. | 60 | Codfish | cwts. | 11082 |
| Flour | bbls. | 844 | Plug tobacco | . | 244 | Salmon | tierces | 172 |
| ..... | half-b. | 195 | Leaf ditto | . | 2528 | ..... | bls. | 104 |
| Indian meal | bbls. | 577 | Snuff | . . | 36 | ..... | half-do. | 74 |
| ..... | puns. | 145 | Gingernuts | . | 688 | ..... | kitts | 5 |
| Biscuit | . cwts. | 579 | Ale and beer | galls. | 11083 | Do. smoked | boxes | 35 |
| Apples | . bbls. | 171 | Cider | . . | 1400 | Mackerel | bbls. | 146 |
| Onions | . . | 520 | ..... | dozens | 452 | Herrings | . | 508 |
| Pork | . . | 5320 | Linseed oil | galls. | 337 | ..... | half-do. | 35 |
| ..... | half-do. | 1008 | Ess. spruce | box | 1 | Alewives | bbls. | 88 |
| Beef | . bbls. | 2995 | Raspberry vin. | dozens | 44 | Caplin | . . | 6 |
| ..... | half-do. | 1973 | Liqueurs | . | 34 | Lobsters | . kitts | 20 |
| ..... | quarter-do. | 15 | Pickles | cases | 2 | Cod sounds | lbs. | 515 |
| Hams, rounds, &c. | lbs. | 11201 | Preserves | . | 10 | Fish oil | . galls. | 1416 |

*Imported goods exported.*

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Madeira wine | cases | 2 | Earthenware | pieces | 720 | Flour | half-bls. | 80 |
| French do. | . | 12 | White lead | kegs | 12 | Indian meal | bbls. | 786 |
| Raisins | . boxes | 24 | Linens | . cases | 2 | Lard | . lbs. | 1350 |
| Refined sugar | lbs. | 23 | Snuff-boxes | . | 1 | Butter | . . | 4115 |
| Salad oil | cases | 12 | Walking-sticks | . | 1 | Cheese | . . | 139 |
| Tea | lbs. | 1411 | Fans | . . | 1 | Pitch | . bbls. | 129 |
| Soap | . | 2500 | Indian corn | minots | 200 | Tar | . . | 104 |
| Candles | . . | 7236 | Rice | . lbs. | 17715 | Rosin | . . | 70 |
| Coals | tons | 17 | Flour | . bbls. | 6343 | Horses | . | 30 |

UNITED STATES.

| | | | | | |
|---|---|---|---|---|---|
| 4 Vessels in ballast | . | 670 Tons | . | 47 Men. | |
| 1 | . with cargo | . 99 | . . | 5 | . |
| 5 | | 769 | | 52 | |

Old rags . bags 136 | Old iron . tons 65

EXPORTS FROM GASPE.

33 Vessels, 4587 Tons, 253 Men.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Pine timber | tons | 136 | Deals and battens | . | 49610 | Codfish | . firkins | 48 |
| ..... | pieces | 446 | Staves and heading | | 33343 | Salmon | . bbls. | 1 |
| Oak | . . | 22 | Knees | . | 30 | Fish oil | galls. | 3288 |
| Birch | . | 8 | Lathwood cords | . | 21½ | Rabbit skins | . | 350 |
| Ash | . . | 11 | Codfish | cwt. | 33731 | Old copper | lbs. | 308 |
| Spars | . . | 99 | ..... | bbls. | 120 | Salt | . tons | 78 |

EXPORTS FROM NEW CARLISLE, up to 10th Oct.

31 Vessels, 5925 Tons, 303 Men.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Pine timber | tons | 6209 | Birch planks | bbls. | 14 | Codfish | . bbls. | 1 |
| Birch | . . | 373 | Lathwood cords | . | 161 | Salmon | . . | 351 |
| Handspikes | pieces | 146 | Spars | . . | 56 | Herrings | . | 471 |
| Oars | . . | 215 | Wooden shovels | . | 25 | Fish oil | . galls. | 200 |
| Treenails | . | 415 | Codfish | . cwts. | 16377 | Hay | . tons | 7 |
| Deals | . . | 255 | | | | | | |

## XII.

### *Table of Duties payable at the Port of Quebec.*

| | Sterling. £. | s. | d. | | Currency. £. | s. | d. |
|---|---|---|---|---|---|---|---|
| Wine.—In wood, from the United Kingdom | | | | | | | |
| Madeira, per tun | 0 | 10 | 0 | p. g. | 0 | 0 | 9 |
| French, do. | | | | | 0 | 0 | 6 |
| All other wines, do. | 0 | 10 | 0 | | 0 | 0 | 6 |
| And further on all wines (1) per cent. | 7 | 10 | 0 | | | | |
| —— In bottles—if bottled in the United Kingdom, the same duty as wine in wood. | | | | | | | |
| But not bottled in the United Kingdom, an additional duty (2) per tun | 7 | 7 | 0 | | | | |
| And for every dozen of bottles (2) | 0 | 1 | 0 | | | | |
| —— In wood, from Gibraltar or Malta, the same duty as wine in wood from the United Kingdom. | | | | | | | |
| In bottles, the same duty as wine in bottles from place of growth. | | | | | | | |
| —— From place of growth, in wood. | | | | | | | |
| Madeira, per tun | 7 | 0 | 0 | | 0 | 0 | 9 |
| All other wines, do. | 7 | 0 | 0 | | 0 | 0 | 6 |
| And further (1) per cent. | 7 | 10 | 0 | | | | |
| In bottles, a further duty (2) per tun | 7 | 7 | 0 | | | | |
| And for every dozen of bottles (2) | 0 | 1 | 0 | | | | |
| Spirits.—From the United Kingdom or the British Colonies. | | | | | | | |
| Brandy (Foreign) per gallon | 0 | 1 | 0 | | 0 | 0 | 6 |
| Geneva do. do. | 0 | 1 | 0 | | 0 | 0 | 6 |
| Cordials do. do. | 0 | 1 | 0 | | 0 | 0 | 6 |
| Rum do. do. | 0 | 1 | 0 | | 0 | 0 | 6 |
| Rum, B. P. do. | 0 | 0 | 6 | | 0 | 0 | 6 |
| Whiskey (British) do. | 0 | 0 | 3 | | 0 | 0 | 3 |
| Do. (Foreign) do. | 0 | 1 | 0 | | 0 | 0 | 5 |
| Molasses (3) do. | 0 | 0 | 4 | | 0 | 0 | 5 |
| And further per cent. | 0 | 3 | 0 | | | | |
| Do. B. P. (3) per gallon | 0 | 0 | 4 | | 0 | 0 | 5 |
| —— From place of growth. | | | | | | | |
| Brandy and all spirits, per gallon | 0 | 1 | 3 | | 0 | 0 | 6 |
| Coffee.—From the United Kingdom | | | | p. lb. | 0 | 0 | 2 |
| From the British Colonies, per cwt. | 0 | 7 | 0 | | 0 | 0 | 2 |
| If Foreign, an additional duty do. | 0 | 5 | 0 | | | | |
| Cocoa.—Foreign do. | 0 | 5 | 0 | | | | |
| B. P. do. | | | | p. ct. | 2 | 10 | 0 |
| Sugar.—Refined, British or Colonial | | | | p. lb. | 0 | 0 | 1 |
| Do. Foreign (1) per cent. | 20 | 0 | 0 | | 0 | 0 | 1 |
| Muscovado, B. P. | | | | | 0 | 0 | 0½ |
| Do. if Foreign, per cwt. | 0 | 5 | 0 | | 0 | 0 | 0½ |
| Pimento.—B. P. from the Colonies, per lb. | 0 | 0 | 0½ | | | | |
| From the United Kingdom | | | | p. ct. | 2 | 10 | 0 |
| Teas.—Hyson | | | | p. lb. | 0 | 0 | 6 |
| Bohea | | | | | 0 | 0 | 2 |
| All other sorts | | | | | 0 | 0 | 4 |
| Tobacco.—British manufactured | | | | | 0 | 0 | 3 |
| Foreign do. (1) per cent. | 20 | 0 | 0 | | 0 | 0 | 3 |
| Leaf, (1) | 15 | 0 | 0 | | 0 | 0 | 2 |
| Snuff.—British manufactured | | | | | 0 | 0 | 4 |
| Foreign, (1) | 15 | 0 | 0 | | 0 | 0 | 4 |
| Playing-Cards.—British | | | | p. pk. | 0 | 0 | 2 |

TABLE OF DUTIES PAYABLE AT THE PORT OF QUEBEC.—*Continued.*

| | Sterling. £. s. d. | Currency. £. s. d. |
|---|---|---|
| Salt.—(4) | | p. m. 0 0 4 |
| All other goods, wares, or merchandise (5) | | p. ct. 2 10 0 |
| And upon certain goods, wares, or merchandise, being of foreign produce or manufacture (6) | | |
| Flour.—Of wheat, per barrel 196 lbs. | 0 5 0 | |
| Or meal not made from wheat, per barrel | 0 2 6 | |
| Biscuit or bread, per cwt. | 0 1 6 | |
| Wheat, per bushel | 0 1 0 | |
| Pease, beans, rye, calurances, oats, barley, or Indian corn, per barrel (7) | 0 0 7 | |
| Rice.—Per 100 lbs. | 0 2 6 | |
| Beef and pork, salted (including hams and bacon), per cwt. | 0 12 0 | |
| Lumber.—Sundry articles of, and not likely to be imported at Quebec, are here omitted. (6 Geo. IV. c. 114, sec. 9.) | | |
| Alabaster, anchovies, argo, aniseed, amber, almonds<br>Brimstone, botargo, box-wood<br>Currants, capers, cascasoo, cantharides, coral, cummin-seed, cork, cinnabar<br>Dates<br>Essence of bergamote, lemon, roses, citron, oranges, lavender, rosemary, emery-stone<br>Fruit—dry, preserved in sugar, wet, preserved in brandy,—flax, figs<br>Gum Arabic, abastic, myrrh, Sicily, ammoniac<br>Hemp, honey<br>Jalup, juniper-berries<br>Iron in bars, pig iron, incense of frankincense<br>Lava and Malta stone for building, lentils<br>Marble, rough and worked, mosaic work, medals, musk, macaroni<br>Nuts of all kinds<br>Oil of olives, of almonds, opium, orris-root, ostrich feathers, ochre, orange buds and peel, olives<br>Pitch, pickles in jars and bottles, paintings, punk, Pozzolana, Parmesan cheese, pickles, pearls, paints, precious stones except diamonds<br>Quicksilver<br>Raisins, rhubarb<br>Sausages, senna, scammony, sarsaparilla, safflower, sponges<br>Tar, tow, turpentine<br>Vermilion, vermicelli<br>Whetstones | per cent. 7 10 0 | |
| Clocks and watches<br>Leather manufactures, linen<br>Musical instruments<br>Wires of all sorts<br>Book and papers<br>Silk manufactures<br>Glass and manufactures of glass | 30 0 0 | |
| Soap<br>Sugar-candy, refined sugar<br>Tobacco, manufactured<br>Cotton manufactures | 20 0 0 | |
| Goods, wares, or merchandise (being foreign), not otherwise charged with duty, by 6 Geo. IV. cap. 114. | 15 0 0 | |
| Ships, Foreign (7) | | |

These several duties are payable under the Acts of the Imperial Parliament of 4 Geo III. cap. 15, sec. 1; 6 Geo. III. cap. 52, sec. 4; 14 Geo. III. cap. 88, sec. 1; 3 Geo. IV. cap. 119, sec. 8; 6 Geo. IV. cap. 114, sec. 9; 7 Geo. IV. cap. 48, sec. 44; and 7 and 8 Geo. IV. cap 56, sec. 29; and under the Acts of the Provincial Legislature of 33 Geo. III. cap. 8; 35 Geo. III. cap. 9; 41 Geo. III. cap. 14; 53 Geo. III. cap. 11, amended by 55 Geo. III. cap. 2, and 55 Geo. III. cap. 3, rendered permanent by 3 Geo. IV. cap. 119.

(1) This further duty is only charged when its amount, if any, shall exceed the amount of the previous duties, in which case the excess is payable, 15 Geo. IV. cap. 114, sec. 11; but this is not likely to occur except with very high-priced articles; it may therefore be considered as merely nominal.

(2) This further duty will in every case exceed the previous duty, the excess will therefore be charged; the amount payable cannot however be shown by table, as it will vary in every case according to the value of the article.

(3) Molasses, if imported in a vessel not belonging to the United Kingdom or to Quebec, the duty will be 7*d.* sterling instead of 4*d.*

(4) This duty is drawn back if the salt be shipped for the use of the fisheries in the lower parts of the province.

(5) See the exceptions in the "Table of Free Goods."

(6) Upon such of these goods as are liable to the provincial duty of 2½ per cent. that duty is payable under the provincial law, but its amount is deducted from the payment made under the 6 Geo. IV. cap. 114.

(7) A tonnage duty of 4*s.* sterling per ton upon the ships, and 10 per cent. upon the amount of duties on the goods imported, is chargeable by order in council, under certain conditions which at present only apply to the ships of the United States.

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## TABLE OF FREE GOODS.

By provincial Acts, 53 Geo. III. cap. 11, sec. 5 and 8; 55 Geo. III. cap. 2, sec. 4; 59 Geo. III. cap. 17, sec 1.

| | | |
|---|---|---|
| Apparel, for private use, | Oil, (fish oil) (2) | Hogs, (1) |
| Beef, salted, (1) | Pork, salted, (1) | Honey, (1) |
| Butter, (1) | Peas, (1) | Hemp, (1) |
| Barley, (1) | Pitch, (1) | Indian corn, (1) |
| Beans, (1) | Potatoes, (1) | Rye, (1) |
| Cattle, (1) | Packages containing dutiable goods, | Rosin, (1) |
| Cheese, (1) | Rice, (1) | Seeds, (1) |
| Fish, salted, (2) | Flour, (1) | Skins, (1) |
| Fish oil (2) | Furs, (1) | Tar, (1) |
| Flax, (1) | Grain of all kinds, (1) | Turpentine, (1) |
| Live stock, (1) | Horses, (1) | Wheat, (1) |
| Oats, (1) | | |

Household goods and necessaries of all kinds which any person or persons coming into this province for the purpose of actually settling therein shall import or bring with them for their own use, and for the use of their families.

By imperial Act, 6 Geo. IV. cap. 114, (the goods being of foreign production.)

| | | |
|---|---|---|
| Hay and straw, (1)<br>Coin and bullion, | Diamonds, (1)<br>Fruit and vegetables, fresh, (3) | Cotton wool, (3) |

Goods the produce of places within the limits of the East India Company's Charter, (3)

Rice,
Indian corn,
Lumber, (3)
} The produce of any British possession on the west coast of Africa, and imported direct from thence.

Any sort of craft, food, and victuals, except spirits, and any sort of clothing and implements, or materials fit and necessary for the British fisheries in America, imported into the place at or from whence such fishery is carried on in British ships, (3)

(1)—If foreign, will pay the foreign duty. See "Table of Duties"—sterling.

(2)—If foreign—prohibited.

(3)—Liable to the provincial duties.

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## TABLE OF PROHIBITIONS.

By imperial Acts, 6 Geo. IV. cap. 114; 7 and 8 Geo. IV. cap. 56, sec. 31—(from foreign countries.)

| | | |
|---|---|---|
| Arms,<br>Ammunition or utensils of war,<br>Books—(1) *for sale.* | Tea, (2)<br>Base or counterfeit coin, | Fish, dried or salted,<br>Gunpowder. |

Train oil and oil of all sorts, blubber, fins or skins, the produce of fish or creatures living in the sea (3).

(1)—First composed or written and printed or reprinted in any other country imported for sale, except books not printed in the United Kingdom within twenty years; or being parts of collections, the greater parts of which had been composed or written abroad.

(2)—Except by the East India Company, or with their licence.

(3)—Unless taken by British ships.

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## MEMORANDA ON THE LAWS AND ORDERS IN COUNCIL,

REGULATING "THE TRADE OF THE BRITISH POSSESSIONS ABROAD," IN RELATION TO THE IMPORT AND EXPORT TRADE AT THE PORT OF QUEBEC.

*With the United Kingdom.*

Goods imported from such, must appear on cocket, 6 Geo. IV. cap. 114, sec. 24.

Goods exported to—being the produce of the Canadas.

Corn, grain, meal or flour, a declaration of origin required, 7 and 8 Geo. IV. cap. 57, sec. 6. (expired 1st May, 1828.)

Tobacco, to be on a separate manifest, showing the nett weight and tare of each package, 6 Geo. IV. cap. 107, sec. 3.

Tobacco, to be in a ship of 120 tons burthen or upwards, and in packages containing not less than 450 lbs. nett, 6 Geo. IV. cap. 107, sec. 52.

Blubber, train oil, spermaceti oil, head matter or whale fins, to be certified as being of British fishery, 6 Geo. IV. cap. 107, sec. 43.

Masts, timber, ashes, staves, wood hoops, shingles, lathwood and cord wood for fuel, imported by land or inland navigation into Canada, deemed the produce of Canada, 7 Geo. IV cap. 48, sec. 45; 7 and 8 Geo. IV. cap. 56, sec. 32. All other goods, the produce of the Canadas, appear to be without restriction, except that they must appear on the certificate of clearance, 6 Geo. IV. cap. 107, sec. 34.

Returned goods may be re-imported into the United Kingdom, provided the property in such goods continues in the person by whom or on whose account they were reported—except goods for which any bounty or drawback of excise had been received on exportation, unless by special permission of the commissioners of H. M. Customs, and on repayment of such bounty or such drawback, or small remnants of British goods—upon proof that the same are British, and had not been sold, 6 Geo. IV. cap. 107, sec. 31.

Imported goods when re-exported, viz. coffee, cocoa nuts, sugar, molasses and rum, although of the British possessions, deemed foreign on importation into the United Kingdom (from Canada), unless exported direct from the king's warehouse, 6 Geo. IV. cap. 114, sec. 8. And accompanied by a certificate of production, 6 Geo. IV. cap. 114, sec. 27, cap. 107, sec. 35.

*With other British possessions.*

Goods imported from—must appear on cocket or clearance, 6 Geo. IV. cap. 114, sec. 24. Sugar, coffee, cocoa nuts and spirits of the British possessions, to be accompanied by a certificate of production—without such certificate forfeited, 6 Geo. IV. cap. 114, sec. 26.

Mahogany of the British possessions, to be accompanied by a certificate of production—without such certificate deemed foreign, 6 Geo. IV. cap. 114, sec. 26 and 27.

Goods exported to—the produce of the Canadas appear to be without restriction, except that they must appear on the certificate of clearance, 6 Geo. IV. cap 114, sec. 24.

Flour (of wheat) exported direct from the king's warehouse, to any of the British possessions, in the West Indies or in South America, will, on importation there, be liable only to a duty of 1*s.* instead of 5*s.* per barrel, 7 Geo. IV. cap. 48, sec. 46.

Wood of all sorts exported direct from the king's warehouse, to any of the British possessions in America (or the West Indies), will, on importation there, be subject only to one-fourth part of such duty as would otherwise be charged thereon, 7 and 8 Geo. IV. cap. 56, sec. 32.

Sugar, coffee, cocoa nuts, spirits, or mahogany of the British possessions, when re-exported, to be accompanied by a certificate of production, 6 Geo. IV. cap. 114, sec. 27.

NOTE.—All imported goods when re-exported, the date of importation and the name of the importing ship to be given, and if liable to duty on importation, the payment of the duty to be stated.

*With foreign countries or states.*

British ships may import from any foreign possession, any goods not included in the "Table of Prohibitions," and they may export goods to the said foreign possessions.

Foreign ships—no goods shall be imported into any British possession in America in any foreign ships, unless they be ships of the country of which such goods are the produce, and from which the goods are imported, 6 Geo. IV. cap. 109, sec. 11.

No ship shall be admitted to be a ship of any particular country, unless she be of the build of such country, or have been forfeited to such country under any law of the same, made for the prevention of the slave trade, and condemned as such prize or forfeiture, by a competent court of such country, or be British built (not having been a prize of war from British subjects to any other foreign country), nor unless she be navigated by a master who is a subject of such foreign country, and by a crew of whom three-fourths at least are subjects of such country usually residing therein, or under the dominion thereof; provided always, that the country of every ship shall be deemed to include all places which are under the same dominion as the place to which such ship belongs, 6 Geo. IV. cap. 109, sec. 15.

The permission granted to foreign ships to import and export goods is made subject to certain conditions, 6 Geo. IV, cap. 114, sec. 4.

And these conditions are by an order of His Majesty in Council, dated 16th July, 1827 (which enumerates and confirms certain previous orders in council), declared to be that

French ships may import from the dominions of His Most Christian Majesty the following goods, such goods being the produce of those dominions, that is to say, wheat, flour, biscuit, bread, meal, pease, beans, rye, calavances, oats, barley, Indian corn, rice, shingles, red oak staves or headings, white oak staves or headings, wood, lumber, wood hoops, live stock, hay and straw, coin and bullion, diamonds, salt, fruit and vegetables fresh, cotton, wool, and all articles subject on importation to an *ad valorem*, on which articles the amount of such duty should not at the time of importation exceed £7 10*s*. for every £100 of the value of the same (but the importation of wine and brandy in French ships is not permitted,) and may export goods to any foreign country whatever.

*Ships of the dominions of*

His Majesty the King of Prussia,
His Majesty the Emperor of all the Russias,
His Majesty as King of Hanover,
His Majesty the King of Sweden and Norway,
His Serene Highness the Duke of Oldenburgh,
The Republics of Lubeck, Bremen and Hamburgh,
The United States of America,
The State of Colombia,
The United Provinces of Rio-de-la-Plata, and
The United States of Mexico, may respectively import from such of the dominions to

which they respectively belong, goods the produce of such dominions respectively, except those mentioned in the "Table of Prohibitions," and may export goods to be carried to any foreign country whatever.

All manufactured goods are deemed to be the produce of the country of which they are the manufacture, 6 Geo. IV. cap. 109, sec. 5.

British coals are prohibited to be exported to any foreign place, 6 Geo. IV. cap. 114, sec. 85.

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## XIII.

*Return of the effective strength of the sedentary militia called out for actual service in the months of October and November*, 1813.

| | | | |
|---|---|---|---|
| Colonels | 8 | Surgeons | 5 |
| Lieutenant-Colonels | 19 | Serjeant-Majors | 22 |
| Majors | 27 | Quarter-Master Serjeants | 19 |
| Captains | 195 | Drill-Serjeants | 30 |
| Lieutenants | 197 | Serjeants | 543 |
| Ensigns | 185 | Corporals | 407 |
| Adjutants | 26 | Militiamen | 9586 |
| Paymasters | 2 | | |
| Quarter-Masters | 22 | Total | 11293 |

*** This does not include the corps of voyageurs, whose actual strength never exceeded 500 men.

---

*Return of the number of militiamen who were commanded in* 1812, 1813, 1814, *and* 1815, *to serve in the battalions in actual service.*

| | |
|---|---|
| 1812 | 2784 |
| 1813 | 3519 |
| 1814 | 2126 |
| 1815 | 1922 |
| Total | 10351 |

During the first three years the men were commanded and actually did march, but those in 1815 were commanded, but peace being ratified on the 17th February, 1815, they were discharged previous to their marching.

# XIV.

*An Account of the ordinary Revenues and extraordinary Resources constituting the*

| No. of Account | HEADS OF INCOME. | Gross Receipt. | Amount outstanding on Bonds. Payable 1st January, 1827. | Amount outstanding on Bonds. Payable 1st May, 1827. | Actual receipt of Income by the several Collectors. | Payments out of the Income in its progress of Collection. For Commission and Incidents. | Payments out of the Income in its progress of Collection. Drawbacks and Return Duties. |
|---|---|---|---|---|---|---|---|
| | | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| 1 | Casual and Territorial Revenue | 5177 19 1½ | ... | ... | 5177 19 1½ | ... | ... |
| 2 | Duties under Imperial Act 14th Geo. III. | 29398 8 9 | . | ... | 29398 8 9 | 1535 13 6 | ... |
| | Licences under do. | 2896 0 0 | ... | ... | 2896 0 0 | ... | ... |
| 3 | Licences on Billiard Tables } Under Prov. Act | 37 10 0 | . | ... | 37 10 0 | ... | ... |
| | Duties } 41st Geo. III. | 1741 15 3 | 1309 5 0 | ... | 432 10 3 | 7 3 1 | ... |
| 4 | Fines and Forfeitures | 937 12 11½ | ... | ... | 937 12 11½ | ... | ... |
| 5 | Duties under Provincial Act 33d Geo. III. | 2563 0 0 | ... | ... | 2563 0 0 | 64 1 6 | ... |
| 6 | Ditto under do. 35th do. | 26784 17 10 | 14454 14 1 | ... | 12330 3 9 | 308 3 4 | 419 13 8 |
| | Licences under do. do. do. | 3102 0 0 | ... | ... | 3102 0 0 | ... | ... |
| 7 | Duties under do. 53d amended by 55th do. cap. 2, and continued by Imperial Act 3 Geo. IV. cap. 119 | 20888 19 3¼ | 6557 18 10½ | 260 15 2 | 14070 5 2¾ | 344 4 6¾ | ... |
| 8 | Do. under do. 55th Geo. III. cap. 3, continued by do. | 18848 4 0 | .. | 15068 12 2 | 3779 11 10 | 94 9 1 | . |
| 9 | Do. under do. 59th do. cap. 1, continued by 4th Geo. IV. cap. 10 | 3575 4 7 | . | ... | 3575 4 7 | .. | ... |
| 10 | Do. under Imperial Act 3d Geo. IV. cap. 119 | 6215 14 11 | .. | ... | 6215 14 11 | 2093 4 1 | ... |
| 11 | Do. under do. 6th do. cap. 114 | 11939 1 5 | | ... | 11939 1 5 | 2021 1 5 | ... |
| 12 | Do. under Provincial Acts 45th and 51st Geo. III. and 2d Geo. IV. | 3148 18 11½ | | ... | 3148 18 11½ | 48 7 7 | *681 18 4 |
| 13 | Do. under Provl. Acts 48th Geo. III. cap. 19 | 493 15 9 | ... | ... | 493 15 0 | 24 13 9 | ... |
| 14 | Do. under do. 4th Geo. IV. cap. 3 | 5 11 6 | ... | ... | 5 11 6 | 0 2 9 | ... |
| | | 137754 13 6¾ | 22321 17 11½ | 15329 7 4 | 100103 8 3¼ | 6541 4 1¾ | 1101 12 0 |

* This sum is so much short paid by the late Naval Officer, to be hereafter recovered from that officer or from his sureties.

Quebec, 5th February, 1827.

*public Income of the Province of Lower Canada, for the year ended* 10*th October*, 1826.

| Amount of Income paid into the hands of the Receiver-general. | Payments made or to be made by the Receiver-general, as charges of Collection, &c. per Account, No. 16. | | Net Income for the year ending 10th October, 1826, including Amount outstanding on Bonds. | Difference of the Net Income compared with that of last year. | | EXPLANATIONS. |
|---|---|---|---|---|---|---|
| | Expenses of Collection. | Repayment and Return Duties. | | Increase. | Decrease. | |
| £. s. d. | £. s. d. | £. s. d | £. s. d. | £. s. d. | £. s. d. | |
| 5177 19 1½ | 333 8 2 | ... | 4844 10 11½ | 3274 12 3¾ | .. | This difference arises chiefly from the repayment last year of £1800 Currency and from the Receipt of £987 10 5 Quints this year. |
| 27862 15 3 | .. | 280 10 0 | 27582 5 3 | ... | 3336 18 11½ | Imports of Spirits were less this year than last. |
| 2896 0 0 | ... | ... | 2896 0 0 | ... | 88 0 0 | |
| 37 10 0 | .. | ... | 37 10 0 | 37 10 0 | . | This Act went into operation on the Inland Trade on 1st May when the 59th Geo. III. ceased. |
| 425 7 2 | ... | ... | 1734 12 2 | 1717 12 11 | ... | |
| 937 12 11½ | 5 13 4 | ... | 931 19 7½ | 388 4 2¼ | ... | The Seizures at St. John were considerable this year. |
| 2499 18 6 | ... | ... | 2498 18 6 | 193 0 11 | ... | The Importations of Wines this year exceeded that of last year. |
| 11602 6 9 | 1829 9 7 | 75 15 8 | 24151 15 7 | ... | 2819 17 7½ | The Imports of Rum and Foreign Spirits less this year than last. |
| 3102 0 0 | ... | ... | 3102 0 0 | ... | 90 0 0 | |
| 13726 1 2 | ... | 48 18 9 | 20495 16 5½ | 878 19 6½ | .. | A considerable deduction was made from the Collection last year under this Act by the Collector, which accounts for this apparent increase, though in fact the Duties were less this year. |
| 3685 2 9 | 2 0 0 | ... | 18751 14 11 | ... | 19977 1 7 | All the Duties received this year on Teas were on the Imports of 1825, and credited to the Bonds of that year, stated to be outstanding. |
| 3575 4 7 | 872 13 8 | .. | 2702 10 11 | ... | 1202 3 2½ | This Act ceased on the 1st of May last. |
| 4122 10 10 | ... | ... | 4122 10 10 | ... | 6850 19 10 | This Act ceased with respect to the Trade with the United States on 5th January, 1826. |
| 9918 0 0 | ... | ... | 9918 0 0 | 9918 0 0 | ... | This Act went first into operation on 6th January, 1826. |
| 2418 13 0½ | 2 5 10 | ... | 2416 7 2½ | ... | 176 19 9½ | The Duties under these Acts are greater this year than last, but the late Naval Officer has not yet paid in the whole amount collected. |
| 469 1 3 | ... | ... | 469 1 3 | 469 1 9 | ... | No account of these Duties was rendered last year. |
| 5 8 9 | ... | ... | 5 8 3 | ... | 75 16 5½ | |
| 92460 12 1½ | 3045 10 7 | 405 4 5 | 126661 2 5 | 16877 1 0½ | 34617 17 5½ | |

Errors excepted.

JOS. CARY,

Insp. Gen. Pub. Provl. Accts.

## XV.

### *Public and charitable Institutions of Lower Canada.*

Provincial Grand Lodge for the district of Quebec and Three Rivers.
Provincial Grand Lodge for the district of Montreal and borough of William Henry.
Lodge 77, Merchants *(Freres du Canada)* of Quebec.
Lodge No. 8, Montreal.
Private Lodges for the district of Montreal and William Henry, 10.
The Royal Institution for the advancement of Learning within the Province.
M'Gill College, Montreal
College of Quebec.
College of Montreal.
College of Nicolet.
College of St. Hyacinthe.
Montreal Medical Institution.
Literary and Historical Society of Quebec.
Natural History Society of Montreal.
Quebec Medical Society.
Montreal Horticultural Society.
Quebec Library.
Quebec Garrison Library.
Montreal Library.
Advocates' Library, Montreal.
Eclectic Library, Montreal.
Quebec Emigrant Hospital.
Montreal General Hospital.
Montreal Hotel Dieu Hospital.
Quebec Hotel Dieu Hospital.
Montreal Orphan Asylum.
Female Compassionate Society of Quebec.
Society of Friends of Ireland in Canada of Quebec.
Society of Friends of Ireland in Canada of Montreal.
Hibernian Benevolent Society of Montreal.
Quebec Diocesan Committee of the Society for promoting Christian Knowledge
The Montreal District, in correspondence with the Quebec Diocesan Committee of the Society for promoting Christian Knowledge.
National School, Quebec.
National School, Montreal.
British and Canadian School Society, Quebec.
British and Canadian School Society, Montreal.
Quebec Agricultural Society.
Montreal Agricultural Society.

Auxiliary County Societies.
Wardens of the House of Industry, Montreal.
Society for the Support of a House of Industry in Montreal.
Quebec Fire Society.
St. Lawrence and Alliance Fire Club of Montreal.
Montreal Fire Club.
Phœnix Volunteer Fire Club.
Montreal Savings Bank.
Quebec Savings Bank.
Montreal Auxiliary Bible Society.
Montreal Auxiliary Religious Tract Society.
Sunday School Union Society of Canada.
Montreal Ladies' Bible Society.
Quebec Auxiliary Wesleyan Missionary Society.
Montreal Central Auxiliary Society for promoting Education and Industry in Canada.
Society for promoting Education and Industry in Quebec.
Quebec Education Society.
Quebec Emigrant Society.
Trustees of the Protestant Burying-ground, Quebec.
Quebec Friendly Society.
Quebec Benevolent Society.
Royal Grammar Schools.
Quebec Classical Academy.
Montreal Academical Institution.
Montreal Parochial School.
Montreal Union School.
Montreal Classical Academy.
Young Ladies' Academies.

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## PERIODICALS IN LOWER CANADA.

| | | |
|---|---|---|
| Quebec Gazette (by authority) | once a week | Quebec |
| Quebec Gazette (Neilson's) | twice a week | do. |
| Quebec Mercury | do. | do. |
| Star | do. | do. |
| Montreal Gazette (by authority) | do. | Montreal |
| Montreal Herald | do. | do. |
| New Montreal Gazette | once a week | do. |
| Canadian Courant | twice a week | do. |
| Canadian Spectator | do. | do. |
| Spectateur Canadien | do. | do. |
| La Minerve | do. | do. |

| | | |
|---|---|---|
| Irish Vindicator (proposed) | twice a week | Montreal |
| British Colonist | once a week | Stanstead |
| La Bibliothèque Canadienne | monthly | Montreal |
| Christian Sentinel | two months | do. |
| Canadian Miscellany | monthly | do. |

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## XVI.

### HEMP IN CANADA.

*A brief Inquiry into the probable Causes that have counteracted the Attempts hitherto made to introduce the Cultivation of Hemp in Lower Canada, and Observations on the most effectual Means by which its Culture might be encouraged in the British North American Colonies generally.*

That the raising of hemp in those colonies on an extensive scale would prove a source of wealth to the country, at the same time that it would afford to Great Britain, within its own dominions, a material of national importance which she is forced to seek in foreign soils, has been felt many years ago; and hence have arisen the various trials that were made to promote its cultivation in Canada, under the auspices both of His Majesty's Government and of the Society for the Encouragement of Arts and Sciences in England.

From various causes, however, originating by no means in the inadequacy of the soil to produce hemp, these trials successively failed; and all subsequent efforts, founded on the original principle of encouragement by the tender of premiums, have met with the same fate.

Amongst the chief causes that have rendered abortive all past endeavours to promote the growth of that valuable plant in Lower Canada, it must appear obvious, to any one acquainted with the people and the agriculture of the province, that the great obstacle to its general cultivation was the want of a market where it might be disposed of as a raw material. Hemp found no market but in a prepared state; and the farmer, who was unacquainted with the process of its preparation, felt reluctant to devote any portion of his land to the growth of a new article which appeared to entail upon him much additional trouble without an *immediate* corresponding profit.

That this has heretofore been, and still is, the only substantial objection contemplated by the inhabitants of those provinces, will appear evident, when it is considered that no climate or soil can be found better adapted to the growth of hemp and flax, as appears by the reports of sworn surveyors, made to the surveyor-general and recorded in his office at Quebec, and further proved by experience in several sections of Lower Canada, where individuals are to be found who hold medals from the British Society of Arts and Sciences for samples of hemp raised on their farms. But, without reference to former experiments, a knowledge of the climate and a

mere examination of the richness and depth of the soil so generally prevalent will convince the observer that the systems hitherto adopted to introduce hemp to the attention of the Canadian farmer were in themselves insufficient and defective, or must have succeeded when nature so favoured the project.

The unsuccessful results of former encouragement, when their causes are duly weighed and estimated, will throw some light upon future undertakings of the same nature; and from what has already been stated it may be very ostensibly advanced, that if, under the countenance and support of the Imperial Government, a company of British merchants were formed for the promotion of the hemp-trade in Canada, and the adjacent colonies of New Brunswick and Nova Scotia, on the basis set forth in the under-mentioned project, not only would the agriculturist be rewarded by handsome returns, but the merchant would be engaged in a branch of trade extensive, exhaustless, and more lucrative, probably, than any heretofore carried on between the mother country and the colonies.

The company being formed in England on the plan of similar associations for mercantile purposes might be called the "Canada" or "The British North American Hemp Company;" and the establishment in Lower Canada, under the management of a board of directors, should consist of one general superintending agent and a given number of sub-agents, who would be so judiciously located in different parts of the province as to facilitate the transport of hemp to their stores within the limits of the district respectively assigned to their agency; each sub-agent to be at the head of an establishment of the description mentioned in page 474.

The business of this agent would be to receive the hemp from the farmer, weigh it, and pay to the seller the prices fixed upon by the company, and, upon a fair estimation and comparison, to award the premium that may be allowed for encouragement by the company for the three best tons of hemp sold within his district. The hemp thus purchased to be prepared in the agent's mills, carefully packed, and conveyed by the most convenient inland communication to the stores of the company at Quebec, to be ready for shipment. The sub-agent would take vouchers for every thing transacted for the company, and keep regular books, to be at all times open to the general superintendent's inspection.

A few acres of the company's farm (of which each sub-agent would have the enjoyment) might be appropriated to the growth of hemp, to be carefully cultivated as an example and an instruction to the inhabitants; and the company would pay to the sub-agent, for the whole of the hemp so raised, one-half of the value thereof at the approved prices, as a compensation for his trouble in the cultivation. And, inasmuch as the most effectual mode of ensuring a diligent discharge of duty is to interest the individual in the concern, it might be found expedient to allow each sub-agent a small per-centage on the *moneys laid out by him* in the purchase of hemp.

Much of the efficiency of such agents would necessarily depend on the selection, as well of the individual as of the spot where he should reside.—He should, in some measure, be familiar with both languages (French and English), to facilitate the intercourse between seller and purchaser. From the intimate knowledge I possess of the localities of the province from a constant residence therein, it would be in my power to point out hereafter, should this scheme meet with the approbation of his majesty's government and British capitalists, such situations as from their eligibility and easy communication by land or water with the principal towns would be most likely to promote the company's objects.

Having said thus much of the company's general establishment in Lower Canada, it is fit

to examine the advantages that may fairly be expected to result from an undertaking of such magnitude, interest and importance.

*Wheat* is considered by the Canadian farmer his most profitable crop. One acre of land yields him on an average 12 bushels of corn, and for each bushel he is often satisfied with 5*s.* 6*d.*, making a sum of 3*l.* 6*s.*, the gross produce in money of an acre of ground: if from this sum were deducted the amount of his labour, seed, &c. his profits would be found almost too trifling to be mentioned.

One acre of land under hemp would furnish the following statement, deduced from the experiments made by Mr. Grece in 1808, by Ph. Wright, Esq., of Hull, Ottawa River, and more lately by Jacob Pozer, Esq., seigneur of Aubert Gallion. Mr. Grece allows but about one-third of a ton of merchantable hemp to be produced by one acre, Mr. Wright says three-fourths of a ton and sometimes one ton, and Mr. Pozer says also three-fourths of a ton. The medium will be about half a ton, which I shall assume.

*Expense of cultivating one Acre of Hemp, yielding about two Tons raw, or half a Ton prepared.*

| | Halifax Currency. | | |
|---|---|---|---|
| Ploughing in the autumn | £0 | 10 | 0 |
| Cross do. in spring | 0 | 7 | 6 |
| Harrowing | 0 | 1 | 0 |
| Sowing broadcast | 0 | 11 | 3 |
| Bush-harrowing | 0 | 0 | 6 |
| Pulling and housing male stalks | 0 | 18 | 10 |
| Ditto female stalks | 1 | 6 | 3 |
| Taking seed from the plants | 0 | 9 | 2 |
| Total expenses | 4 | 4 | 6 |
| The seed remains with the farmer, say 8 minots at 10*s.* | 4 | 0 | 0 |
| | 0 | 4 | 6 |

Thus it will be seen that the seed would of itself be almost sufficient to refund his outlay and labour.

Allowing the farmer, therefore, £15 currency for every *four tons of raw* or *one ton of prepared hemp*, the company would be paying the grower very liberally for his produce, offering thereby a powerful encouragement to the agriculturist, and ensuring abundant supplies for the British market.

The cost of one ton of merchantable hemp to the company, when landed in England, would be as follows, viz.

| | H. Currency. | | | | Sterling. | | |
|---|---|---|---|---|---|---|---|
| To the grower for 4 tons raw hemp, = one ton prepared | £15 | 0 | 0 | | | | |
| Freightage, insurance, storage, &c. | 5 | 0 | 0 | | | | |
| Internal transport | 0 | 10 | 0 | | | | |
| Ratio of expense on establishment | 0 | 2 | 0 | | | | |
| Interest on outlay | 1 | 0 | 9 | | | | |
| Tare and wear | 1 | 0 | 9 | | | | |
| Proportionate expense on seed | 0 | 6 | 0 | | | | |
| | 22 | 19 | 6 | = | £20 | 13 | 8 |

| | Per Ton. | Sterling. |
|---|---|---|
| Riga Rhine, sells | £44 0 0 | £20 13 8 |
| Petersburgh, clean | 43 0 0 | |
| Outshot | 40 0 0 | |
| Half clean | 36 0 0 | |
| | 4)163 0 0 | |
| Mean price of hemp | 40 15 0 | |
| Per ton in England | | £40 15 0 |
| Profit accruing to the company on one ton of prepared hemp | | 20 1 4 |

Now assuming the number of heads of families in the province who subsist upon the produce of their lands to be . 90,000 heads of families.

Of this number, suppose one-half only are disposed to cultivate hemp . . . . 45,000 farms.

And granting they devote two acres of their farms to the growth of hemp, and that each acre produce only half a ton of prepared hemp, then we have . . 45,000 tons.

×£40 15 0

£1,833,750 0 0 sterling,

the probable extent of the Lower Canada hemp-trade, after it shall have been carried on for two or three years.

The provinces of Upper Canada, New Brunswick and Nova Scotia, the islands of Newfoundland, Cape Breton and Prince Edward Island, all more or less adapted to the production of that plant, would considerably swell the magnitude of the trade in process of time; and I have no doubt that, under proper encouragement and management by the company, and the fostering protection of the trade by the enlightened and liberal policy of the government of the mother country, the British North American colonies, by flourishing as hemp-countries, would become an additional bulwark to the parent state, to which they would be powerfully linked by great commercial ties, and a source of national and individual wealth.

As relates to Lower Canada, it may be proper to observe, that in order to innovate as little as possible from the customs of the people in the seignorial settlements, it would be advisable to allow the inhabitants to dispose of their hemp in the bundle or sheaf weighing 15 lbs., and 553⅓ bundles would amount to 4 tons of hemp, in its natural state—equal, as before stated, to one ton of the prepared article. Thus the Canadian farmer would receive 2*l.* 16*s.* 3*d.* for every 100 sheaves of his approved hemp; and the process of buying and selling being carried on in a measure with which he is familiar, he will be the better enabled to estimate his gains, and the more readily come into market. From the knowledge I possess of the people, I am satisfied that meeting at first their little prejudices so far would materially promote the object.

It has been remarked by Mr. Grece, whose experiments in the culture of hemp have been before mentioned, that the native hemp-seed produces better crops than that imported; and if this be so, it might be found expedient, immediately on the formation of a company, to purchase all the seed that may be offered for sale, to distribute it afterwards, under particular conditions and restrictions, to Canadian farmers at half price, to operate as an encouragement.

From the interest the subject of hemp has lately excited in Quebec and Montreal, the con-

sideration and importance attached to it by the Society of Arts and Sciences in Lower Canada, now joined with the Literary and Historical Society of Quebec, and by the agricultural societies of the province, it cannot be doubted that some active step will ere long be taken to develop this dormant fund of commercial opulence. As far back as 1815 I took an opportunity of mentioning the subject at some length in the Topography of Lower Canada, pp. 73, 74, et seq., from the conviction I have ever felt of the many important advantages connected with an introduction of so valuable a plant to the notice of the Canadian farmer.

Should the view there taken of the subject, assisted by the further experience of others and my own subsequent observations, tend, by promoting the development of this new staple of colonial trade, to the prosperity and welfare of the British empire, my humble zeal and endeavours will be rewarded; and should a society for this object be finally determined upon, it is with the greatest readiness I shall contribute such further remarks as my feeble abilities and long experience may enable me to communicate.

JOS. BOUCHETTE.

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## VIEW OF THE AVERAGE EXPENSES OF A SUB-AGENT'S ESTABLISHMENT.

### YEARLY EXPENSES.

| | | Halifax Currency. | | | Sterling. | | |
|---|---|---|---|---|---|---|---|
| 1 | A farm of from 25 to 30 acres, rent per annum, including stores, outhouses, &c. | £60 | 0 | 0 | £54 | 0 | 0 |
| 2 | Three hired men, at £15 per annum | 45 | 0 | 0 | 40 | 10 | 0 |
| 3 | One housekeeper, £12 per annum | 12 | 0 | 0 | 10 | 16 | 0 |
| 4 | The agent's salary | 100 | 0 | 0 | 90 | 0 | 0 |
| 5 | Subsistence of labourers, say equal to wages | 57 | 0 | 0 | 51 | 6 | 0 |
| 6 | Fuel, making some allowance for part produced on the farm | 10 | 0 | 0 | 9 | 0 | 0 |
| | | 284 | 0 | 0 | 255 | 12 | 0 |

### OUTFITS.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1 | Lee's or any other more modern manufacturing-machine, for preparing hemp for market or exportation | | | | 21 | 0 | 0 |
| 2 | A plough, harrow, and other implements of husbandry | 15 | 0 | 0 | 13 | 10 | 0 |
| 3 | Farm carts, harnesses, &c. | 15 | 0 | 0 | 13 | 10 | 0 |
| 4 | Two horses | 30 | 0 | 0 | 27 | 0 | 0 |
| 5 | One yoke oxen | 15 | 0 | 0 | 13 | 10 | 0 |
| 6 | One cow | 4 | 0 | 0 | 3 | 12 | 0 |
| 7 | Two stoves | 12 | 0 | 0 | 10 | 16 | 0 |
| 8 | Necessary household furniture only and kitchen utensils | 25 | 0 | 0 | 22 | 10 | 0 |
| | | 116 | 0 | 0 | 125 | 8 | 0 |
| | Total expense of establishment | | | | 381 | 0 | 0 |

Ascot, 26th February, 1828.

SIR,

Agreeable to your request on the subject of the culture of hemp in the townships, I can safely say, that if a ready market for it was established in the province and within reach of the township settlements, I have no doubt it would be raised on an extensive scale, and become an object of profit both to the inhabitants of the country as well as to Great Britain. I have a knowledge of the late Mr. Pennoyer, of Compton, raising five to seven tons of hemp, and who had commenced a manufacturing-mill for preparing hemp, but he failed by adopting a wrong method for its preparation for market. Several others did also cultivate hemp at that time; but no market being found, the culture was in consequence discontinued. The townships generally are particularly calculated for the culture of hemp, and I trust the time may come when it will be cultivated on an enlarged scale. Many of the inhabitants of the townships make their own bed-cords, and ropes for their use.

I am, sir,

Your obedient humble servant,

CHAS. F. H. GOODHUE.

Joseph Bouchette, Esq.
Surveyor-General.

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Quebec, 7th March, 1828.

MY DEAR SIR,

I have before me your much-esteemed favour of the 5th instant, concerning your note of queries, and beg leave to enclose my answers, to which I refer, and trust they may be of service, and will be happy to meet your wishes at all times, which you may freely command; and believe me,

My dear sir,

Your most obedient servant,

J. MacNIDER.

To Joseph Bouchette, Esq.

ANSWERS TO QUERIES.—No. 1 to 3.

1.—Hemp grows spontaneously in all the lower districts, and, when under good cultivation, is equal to Russia hemp.

2.—I am of opinion hemp might be cultivated to great advantage, and, when the mode of cultivation is fairly introduced, would be cultured on a larger scale, beneficial to the inhabitants and in time a source of advantage to Great Britain, provided local colonial markets were established to receive the hemp from the farmer in the sheaf, and pay at for every 100 bundles, and so to continue until the farmer obtains the knowledge of preparing the hemp for a British market.

3.—I have a high opinion of the culture of flax: the sample I have seen from Mr. Slanna's seigniory is equal to that produced in Holland. It is evident flax may be cultivated on an extensive scale, and would prove beneficial to the province.

*Extract of a letter from Francis Languedoc, Esq., District of Montreal, Seigniory of St. George, 29th August,* 1829.

" I have introduced the culture of hemp this season. I have 50 bushels of seed sowed on 40 acres of my farms, and I am happy to say it looks well, and would have looked better had it been sown earlier. Had it been possible to procure seed in time, a great number of the farmers would have made the trial. I am convinced they will do so next year.

" I shall have a mill for dressing hemp put up by the time the hemp is ready to dress. I shall make a point, as soon as it is dressed, to give you a minute account of the mode I shall have followed throughout the culture, and of the expense attending it, as well as that of the pulling, rolling, and dressing.

" I remain, dear sir,
" With esteem,
" Your most obedient servant,
" F. LANGUEDOC."

" To Joseph Bouchette, Esq.,
" Surveyor-General."

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## XVII.

### *Model de Bail à Cens.*

Pardevant les notaires publics en la province de Québec, y résidens soussignés fut présent en personne seigneur lequel a par ces présentes volontairement baillé, cédé, quitté, transporté, delaissé et concédé, dès maintenant et à toujours avec promesse de garantie de tous troubles et empêchemens généralement quelconques à titre de bail à cens, profits de lots et ventes, amendes et saisines, et de tous autres droits seigneuriaux et féodaux à à ce présent et acceptant preneur et retenant au dit titre ; pour lui *(ses hoirs et aïans cause), c'est à sçavoir,* trois arpens de terre de front sur quarante de profondeur étans et mouvans en la justice et censive de sa dite seigneurie de tenans d'un côté à d'autre côté à pardevant à et par derrière à pour par le dit preneur *(ses hoirs au aïans cause)* joüir faire et disposer de la dite terre, comme de chose à luy apartenante, au moïen des présentes, transportant le dit seigneur bailleur pour et au profit du dit *(ses hoirs et aïans cause)* preneur et retenant, de paier au dit seigneur bailleur, ou aux siens et ayans cause, *à quelque titre que ce soit,* ou à ses officiers commis par luy, *un sol* de cens par chaque arpent de front : *quarante sols* par chaque arpent de front sur quarante de profondeur *en argent tournois, l'écu de France à six livres et la piastre d'Espagne à cent cinq sols ;* un chapon gras par chaque arpent de front ou *vingt sols tournois* au choix et option du seigneur bailleur, *(ou au lieu et place de chapon)* un minot et demy de bled froment pour les dits trois arpens, sur la profondeur de quarante ; le tout de cens, rente foncière et seigneuriale, non rachetable annuelle et perpétuelle, paiable par chacun an au jour de

St. Remy chef d'Octobre *(ou au jour que le dit seigneur fera ou fera faire sa recette dans sa dite seigneurie)* au manoir seigneurial ou autre lieu qu'il plaira au dit seigneur de fixer, dont le premier payement écherra au dit jour de St. Remy et continuer le payement des dits cens et rentes foncières et seigneuriales d'année en année tant que le dit

*(ses hoirs et aïans cause)* sera détenteur, propriétaire et possesseur du tout ou partie et portion de la dite terre, et sans que la division ou partage d'icelle, puisse opérer aucune division du dit cens, et des dites rentes foncières et seigneuriales, qui resteront solidaires en toutes les parties. Le dit cens portant droit de lots et ventes, amende et saisine, quand le cas y écherra ; et à cet effet sera tenu l'acquéreur ou donataire d'exiber, représenter et donner copie en bonne forme du contrat d'acquisition ou de donation de la dite terre ou partie d'icelle au dit seigneur bailleur *(ses hoirs ou aïans cause)* dans les vingt jours de sa passation, à peine de l'amende *de trois livres quinze sols tournois.* Droit de retenüe et de retrait en cas de vente volontaire ou mutation forçée au profit du dit seigneur, consistant en la faculté qu'aura le dit seigneur bailleur de reprendre la dite terre à toutes mutations, par vente ou acte équipolent à vente, du tout ou partie, en rendant à l'acquéreur le prix porté dans le contrat, frais et loyaux coûts. Droit de reconnâissance et déclaration nouvelle à chaque mutation de seigneur par succession ou autrement aux frais du possesseur. La dite concession à titre de bail à cens faite, en outre aux clauses et conditions, que le dit preneur *(ses hoirs ou aïans cause)* ne pourra vendre, donner, céder, transporter ou échanger la dite terre à aucunes communautés, ou gens de main morte, à peine de commise, qui demeurera encourue par la seule tradition du contrat de vente, donation, cession, transport ou échange qui en sera passé, et sans aucune forme ou figure de proçès. Que le dit preneur *(ses hoirs ou aïans cause)* ne pourra déguerpir, abandonner et remettre la dite terre au dit seigneur, qu'elle ne soit en bon état de culture, et sans avoir au préalable païé au dit seigneur les arrérages du dit cens, des dites rentes foncières et seigneuriales, droits et devoirs annuels et casuels, qui pourraient être dus sur la dite terre de tout le passé et jusqu'au prochain terme à écheoir. Que le dit preneur *(ses hoirs et aïans cause)* portera ses grains moudre au moulin bannal, *lorsqu'il y en aura un d'étably, et des censitaires suffisans pour entretenir le dit moulin, sans perte au dit seigneur,* à peine de confiscation des grains et d'amende arbitraire. Que le dit preneur tiendra feu et lieu sur la dite terre, et la défrichera dans une année à compter du jour de la date des présentes, sous peine de réunion au domaine du dit seigneur de plein droit; et qu'il y fera bâtir et construire l'année en suivante une maison logeable, grange et étable; qu'il entretiendra et maintiendra le tout en bon état; qu'il mettra la dite terre en valeur et la garnira de bestiaux, tellement que sur icelle, les dits cens, rentes foncières et seigneuriales, ainsi que tous les autres droits annuelles et censuels puissent aisément être pris et perçus. Que le dit preneur *(ses hoirs et aïans cause)* donnera ou fournira au dit seigneur bailleur une journée de corvées à sa demande ou de ses officiers, ou la somme *de quarante sols tournois,* au choix et option du dit seigneur et ses aïans cause; et que dans le cas ou la dite terre viendrait à être divisée entre plusieurs héritiers ou acquéreurs, ils seront chacun d'eux, et un seul pour le tout, tenu solidairement de la dite journée de corvée, ou à paier au dit seigneur bailleur la dite somme de *quarante sols tournois* par chacune année. Que le dit preneur découvrira les deserts de ses voisins à mesure qu'ils en auront besoin; qu'il laissera et fournira tous les chemins qui seront jugés nécessaires par le dit seigneur, ou par les officiers du roy pour l'utilité publique ; qu'il les fera et entretiendra, ainsi que les clotûres, et celles mitoïennes entre ses voisins; qu'il fera aligner et borner la dite terre dans toute sa largeur et profondeur à ses frais

et dépens; et que le dit preneur *(ses hoirs et ayans cause)* sera tenu de planter chaque année, conjointement avec les autres habitans de la dite seigneurie, un May, *au jour accoutumé*, à la porte du manoir seigneurial. Se réserve le dit seigneur bailleur de prendre sur la dite terre tous les bois dont il aura besoin pour charpente et construction, tant de son manoir seigneurial, moulin, église, et presbitère, que pour tous autres bâtimens qu'il fera construire sur le domaine qu'il se réservera. Se réserve aussi le dit seigneur bailleur, la propriété des mines, minières et minéraux, si aucuns se trouvent dans l'étendue de la dite concession *(aux termes et clauses aposés dans le titre primitif de sa dite seigneurie)* et le terrain propre à construire et édifier un moulin bannal de la contenance de six arpens en quarré, sans être tenu à aucun dédommagement, à moins que ces six arpens ou partie d'iceux ne soient cultivés ou mis en valeur, auquel cas le dit seigneur s'oblige de paier au dit preneur *(et ses aïans cause)* le prix du dit terrain ou partie d'iceluy, sur l'estimation qui en sera faite par experts choisis et nommés par le dit seigneur et le dit preneur, et tous les bois de chêne propres à la construction des vaisseaux de sa majesté, *conformément au titre de sa dits seigneurie;* auxquelles dites charges, clauses, conditions, obligations et réserves, le dit

preneur et retenant pour luy *(ses hoirs et aïans cause)* oblige, affecte et hipothèque tous et chacuns ses biens meubles et immeubles, présens et avenir, et spécialement la dite terre, qu'il promet et s'oblige par ces présentes cultiver, bâtir et entretenir en bon état, pour la sûreté des dits cens, rentes foncières et seigneuriales, droits et devoirs annuels et censuels, et s'oblige en outre de fournir au dit seigneur bailleur à ses frais et dépens une expédition du présent contrat, sous huit jours de la datte des présentes. Promettant, &c. obligeant, &c. renonçant, &c. *fait et passé, &c.*

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## INSTRUCTIONS TO EMIGRANTS.

(Referred to in page 120.)

*Lands in Upper Canada, to be disposed of by the Canada Company. Incorporated by Royal Charter and Act of Parliament in* 1826.

DIRECTORS.

Charles Bosanquet, Esq. *Governor.*
Charles Franks, Esq. *Deputy-Governor.*
Robert Biddulph, Esq.
Robert Downie, Esq.
John Easthope, Esq.
John Fullarton, Esq.
William T. Hibbert, Esq.
John Hullett, Esq.
Hart Logan, Esq.
James Mackillop, Esq. M. P.
Martin T. Smith, Esq.
Henry Usborne, Esq.

AUDITORS.

Thomas Poynder, Jun. Esq.
John Woolley, Esq.
James Gooden, Esq.

1*st. Detached Lots or separate Farms, from* 50 *to* 200 *acres each, scattered through the different townships in the province.*

These lots are in many instances interspersed in the old settlements, and have the advantage of established roads in their immediate vicinity.

The Company are selling these lots at prices varying from 7*s.* 6*d.* to 20*s.* an acre, one-fifth payable down, and the remainder (which industrious settlers would be able to pay out of the crops) by annual instalments in five years, with interest.

2*d.* *Blocks of land, containing from* 1,000 *to* 40,000 *acres each, situated in the western districts of the province.*

A town called Guelph has been built in a central situation, on one of the most considerable of these blocks in the Gore district, and roads have been opened at the expense of the Company to the various townships around; and one main road is now in operation from Guelph to Dundas, 24 miles, which latter place will become the depôt for all grain raised in the back townships, fetching, with the mere difference of carriage, as high a price there and at Flamborough, which is 20 miles distant from Guelph, as at York, where it is shipped for the Montreal market. Upwards of 200 houses are now built; a first-rate stone grist-mill will be in operation in January, 1831; there are several taverns, where board and lodging may be procured on moderate terms; and tradesmen of most descriptions are among its inhabitants, which amount to about 800. Building-lots of a quarter of an acre sell at 40 dollars; farms in the vicinity fetch from 15*s.* to 40*s.* per acre, which a few years ago were sold at 7*s.* 6*d.* to 10*s.* 6*d.* and 15*s.* the highest.

Settlers with capital, who prefer establishing themselves on land on which partial clearings have been made and log-houses erected, will generally find lots with such improvements for sale. This arises from persons going originally in very destitute circumstances, or rather dependent on the Company's assistance, who, having succeeded on their lots, are willing to sell their land with a reasonable profit to new comers, at from four to six dollars, with the improvements on the same, houses, barns, &c. These individuals generally remove further westward, having acquired sufficient knowledge of the country, and purchase on the Huron Tract, which is equal in quality, at from 7*s.* 6*d.* to 10*s.* per acre.

Persons possessing small capitals will find the upper province the most desirable part of the colony to fix themselves in, especially if they have large families. One hundred pounds on arrival at the spot will enable an industrious person to support his family, because in purchasing land one-fifth only is required to be paid down, and the remainder, with the advantage of having roads and a good market within 24 miles, can be made off the farm in time to meet the instalments; and in no one instance have the Company, since its formation, had occasion to resort to compulsion for any arrears.

A large block of land in the township of Wilmot has been surveyed, laid out into farms, and a road cut through it from Guelph, leading to the Huron Tract, and again through that to Goderich, on Lake Huron.

A considerable stream, offering great advantages for mill-seats and hydraulic purposes, flows through part of this block.

3*d.* *The Huron Territory—a tract of* 1,100,000 *acres, in the shape of a triangle, its base being about* 60 *miles in length, resting on Lake Huron, and having a direct navigable communication through Lakes Erie and Ontario to the Atlantic.*

The Company have laid out a town in this district, called Goderich, at the confluence of the River Maitland with Lake Huron, which promises, from its local advantages, to become one of the most important and flourishing settlements in the province.

A considerable number of enterprising colonists, and among them many possessed of capital, have this season sold their old cultivated farms on Yonge-street near York, and proceeded to Goderich, where there is a grist-mill, saw-mill, brick-kiln, tavern, &c.: a considerable quantity of land has recently been taken up by them, at from 7*s.* 6*d.* to 10*s.* per acre: with this party are several old American settlers, who have been 15 and 20 years in the province, which is a strong proof of the goodness both of soil and situation, they being, from experience, the best judges. The harbour, the only one on the Canadian side of the lake, is capable of containing vessels of the burthen of 200 tons; and it has been established as a port of entry, which will ensure to the inhabitants a great share of the trade with the upper countries, and their opposite neighbours in the new settlements in the United States.

The scenery on the River Maitland has been described as more like English than any other in America. There is abundance of brick-earth and potters' clay in every direction round the town.

The establishments at Goderich have been formed by the Company, principally to afford facilities, encouragement, and protection to settlers, who may be disposed to purchase and improve the adjoining lands.

Roads are in progress, as marked out in the map, from Goderich to the town of London, where they will join the Talbot road, and connect the Huron Tract with Port Talbot and the various settlements and towns on Lake Erie and the Niagara frontier. Cattle and provisions can be obtained in abundance by this route, or the still more easy water communication between Goderich and the old well-cultivated settlements of Sandwich, Amherstburgh and Detroit.

For the making of roads, and towards the improvement of water-communications, the building of churches, school-houses, bridges, wharfs and other works, for the benefit and accommodation of the public, the Company have engaged to expend a sum of £48,000 in the Huron Tract; all such works and improvements to be approved of and sanctioned by the local authorities.

With respect to the soil in the Huron Tract, it is only necessary to quote the words of the surveyor who has been employed to lay out the line of road to connect Goderich with the Talbot settlements through the heart of the Tract, viz.—"The quality of the soil through the whole 33 miles is such, that I have not seen its equal in the province; the soil is generally composed of a deep, rich, black loam and thinly timbered. For the purpose of the intended road, there is not one mile in the whole distance otherwise than favourable; and there are four permanent streams, branches of main rivers." And with respect to the important consideration of climate, reference may be made to the subjoined report.

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The commissioners in Upper Canada have directions to treat with associations of settlers for large quantities or even whole blocks of land, if any should prefer this course; and there will be every disposition to encourage small capitalists and enterprising and industrious emigrants by the most extended credit, on such conditions as may be only consistent with the final security of the Company.

To the agricultural class of emigrants every possible encouragement is given: such as are simply desirous to obtain work, if they proceed direct to York are more sure to obtain it than in the lower province, where the rate of wages is much lower: the general price to a farming labourer in the neighbourhood of York, Guelph and Goderich varies from eight to twelve dollars

per month and his board. Some thousands landed last season at York, and all found employment. Working artisans, particularly blacksmiths, carpenters, bricklayers, masons, coopers, millwrights and wheelwrights, get high wages and are much wanted. Industrious men may look forward with confidence to an improvement in their situation, as they may save enough out of one season's work to buy land themselves in settled townships. It is also a matter of much encouragement to the poor class of emigrants to know that the legislature, aided by the assistance of some gentlemen in and about York, have erected a commodious brick building in York for the temporary use of such emigrants as may need it, and to prevent the inconvenience which has happened from their not being able to find accommodation at inns on their first arrival. It will be the duty of the superintendent of that establishment to seek out employ, and direct those who wish it to persons in the country who require servants: last season much grain, within fifteen and twenty miles of York, was wasted for want of hands in the harvest.

The soil and country possess every requisite for farming-purposes and comfortable settlement, which is proved by the experience of the numerous industrious emigrants now settled there. The samples of Upper Canada wheat have not been exceeded in quality by any in the British market during the past year. The population of the province, which is rapidly increasing, consists, almost exclusively, of persons from Great Britain, who have gone there to settle. The taxes are very trifling, and there are no tithes. The expense of clearing the land ready for seed is about £4 per acre, if paid for in money; but if done by the purchasers themselves, they must employ part of their time at wages, or possess some means of their own.

Passages to Quebec may be obtained on the most reasonable terms from any of the great shipping-ports in Great Britain and Ireland. It is expedient that the emigrant should embark early in the season, that he may have the summer before him, and leisure to settle his family comfortably before the winter sets in.

The expense of conveying a family from a port in the United Kingdom to York, Upper Canada, is as follows:—£3 for the passage of an adult from England to Quebec; children £1 10*s.*; provisions about as much more: and from Ireland and Scotland considerably less. From thence to York the expense is about £2 for an adult and £1 for children, without provisions.

The Company's agents, on the arrival of emigrants at Quebec or Montreal, will, for the present season, convey, at the Company's expense, purchasers who pay a first instalment, in London, Quebec, or Montreal, of two shillings an acre upon not less than one hundred acres, to the head of Lake Ontario, which is in the vicinity of their choicest lands, and their agents in all parts of the upper province will give such emigrants every information and assistance in their power. Should emigrants, on arrival, not settle on the Company's lands, the money paid by them will be returned, deducting the actual expense of conveyance to York.

No heavy or cumbrous baggage ought to be taken—household furniture, iron utensils, implements of husbandry;—in short, all articles of considerable bulk or weight will cost, in freight and carriage, more than the expense of replacing them in Upper Canada; besides the trouble of their conveyance, the risk of damage, and the danger of articles carried from England or Ireland being found unsuited for use in America. The baggage of emigrants should consist only of their wearing-apparel, with such bedding and utensils for cooking as may be required on the voyage; and any articles of clothing not intended to be used at sea ought to be packed in water-tight cases or trunks not exceeding eighty or ninety pounds in weight.

The Company will receive deposits of money at their office, in London, from persons

emigrating to Canada giving letters of credit on their commissioners in Canada for the amount, by which the emigrant gets the benefit of the current rate of exchange, which was, in 1830, £6 to £9 per cent.

All further information may be obtained by letter (post paid), directed to N. S. Price, Esq., secretary, St. Helen's Place, London; of the agents,

John Davidson, Esq., Quebec,
Messrs. Hart, Logan, and Co., Montreal;

of the company's commissioners, the Honourable William Allan and Thomas Mercer Jones, Esq., at the office in York, Upper Canada; and of the following agents in the United Kingdom:—

Messrs. W. D. and W. E. Acraman, Bristol,
James Adam, Esq., Edinburgh,
John Astle, Esq., Dublin,
Sexton Baylee, Esq., Cork,
George Buchanan, Esq., Omagh, Londonderry,
John Carroll, Esq., Limerick,
Mr. Thomas W. Evans, Liverpool,
Messrs. Robert Ewing and Co., Greenock,
Messrs. Gilkison and Brown, Glasgow,
Messrs. Watson and Graves, New Ross.

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*Statement of the lands granted under patent; those under orders of reference for patents, and those still held under locations, together with the quantum of land remaining ungranted in the province of Lower Canada within the townships surveyed and projected,* 1829.

| No. 1. Total granted and under orders of reference for patents. | No. 2. Total No. of acres granted by the provincial secretary's list. | No. 3. Difference in acres between No. 1 and No. 2. | No. 4. Quantity of acres still held under locations. | No. 5. Total quantum granted by columns No. 1 and No. 4. | No. 6. Total No. of acres remaining ungranted within the surveyed townships, in whole or in part. | No. 7. Quantum of acres in townships not yet surveyed. | No. 8. Grand total of acres remaining ungranted. | RESERVATIONS. | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | Appropriated for the maintenance and support of the protestant clergy within the province. | Appropriated for the crown. |
| 2,760,698 | 2,620,855 | 139,813 | 350,500 | 3,111,198 | 1,446,171 | 3,233,310 | 4,679,481 | 533,349 | 533,289 |

## XVIII.

*General Statement of the Lands granted in Free and Common Soccage in the Province of Lower Canada, within the undermentioned Townships, which have been laid out and subdivided since the year* 1795, *showing also the proportional Reservations for Crown and Clergy from the 26th March,* 1814.

| Townships. | By whom granted. | Leaders of Townships. | Date of the Patent. | Number of Acres granted. | Reservations for Crown. | Reservations for Clergy. |
|---|---|---|---|---|---|---|
| Abercromby | | Settlers | | 406 | 80 | 80 |
| Acton | | Mr. Robitaille | | 1,000 | 200 | 200 |
| Acton | Hon. T. Dunn | George Walters Allsopp | July 22, 1806 | 24,004 | | |
| Acton | Hon. T. Dunn, President | Gother Mann, &c. &c. | Ditto | 22,859 | 4,800 | 4,842 |
| Armagh | General Prescott | Thompson and Blais | July 13, 1799 | 2,400 | 410 | 630 |
| Arthabaska | Sir R. S. Milnes | John Gregory | September 30, 1802 | 11,550 | 2,730 | 2,100 |
| Ascot | Ditto | Settlers | | 5,879 | 1,160 | 1,170 |
| Ascot | Ditto | Thomas Scott | April 21, 1803 | 20,188 | 4,200 | 4,200 |
| Ascot | General Prescott | James Bangs | March 26, 1814 | 200 | | |
| Ascot | Lord Dalhousie (chiefly) | W. B. Felton and others | 1816 to 1824 and 1826 | 16,440 | 3,300 | 3,250 |
| Ashford | Sir George Prevost | | 1814 to | 1,200 | 250 | 250 |
| Aston | Hon. T. Dunn | Sundry persons | February 17, 1806 | 27,127 | 5,454 | 4,847 |
| Aston Augmentation | | | | | | |
| Aston | Hon. T. Dunn | John Nelson | June 27, 1806 | 1,260 | | |
| Aston Augmentation | | A. G. Douglas | | | 800 | 160 |
| Auckland | Hon. T. Dunn | Foleury Deschambault and others | April 3, 1806 | 23,100 | 4,400 | 4,400 |
| Barford | Sir R. S. Milnes | J. W. Clarke, Esquire | April 15, 1802 | 27,720 | 5,880 | 5,670 |
| Barnston | Ditto | Lester and Morrogh | April 11, 1801 | 23,100 | 4,735 | 4,693 |
| Barnston | Ditto | Sundry persons | January 7, 1805 | 2,310 | 152 | 152 |
| Barnston | Sir. J. H. Craig | Ditto. | March 12, 1810 | 13,546 | 58,512 | 58,512 |
| Barnston | Ditto | William Somerville | June 18, 1811 | 3,200 | | |
| Barnston | Lord Dalhousie | Brandie | November 28, 1821 | 600 | 120 | 120 |
| Blandford | Ditto | Sundry persons | | 37,400 | 7,664 | 7,200 |
| Bolton | General Prescott | Nicholas Austin | Ditto, 1797 | 62,621 | 12,190 | 12,400 |
| Brandon | Lord Dalhousie | Edmund Antrobus | February, 1826 | 9,700 | 1,900 | 1,900 |
| Brandon | Ditto | Hon. James Cuthbert | March, 1828 | 1,200 | 240 | 240 |
| Brandon | | Sundry persons | | 9,404 | 1,890 | 1,890 |
| Brome | General Prescott | Asa Porter, Esquire | August 18, 1797 | 46,200 | 9,030 | 9,030 |
| Brompton | Sir R. S. Milnes | William Barnard | November 27, 1803 | 40,753 | 7,800 | 8,000 |
| Brompton | | Settlers | | 272 | 54 | 52 |
| Broughton | Ditto | Sundry persons | | 700 | 140 | 140 |
| Broughton | Sir R. S. Milnes | H. Jenkin and Wm. Hall | October 20, 1800 | 23,100 | 5,140 | 5,340 |
| Broughton | Lord Dalhousie | J. Adams & J. W. Woolsey | Mar. 1822 to Aug. 1824 | 1,800 | 360 | 360 |
| Buckingham | | Sundry persons | | 2,400 | 480 | 480 |
| Buckingham | Sir R. S. Milnes | Captain Robertson | November 27, 1799 | 2000 | 420 | 420 |
| Buckingham | Ditto | Fortune and Hawley | January 22, 1803 | 14,910 | 3,570 | 3,360 |
| Buckland | Hon. T. Dunn | Sundry persons | November 26, 1806 | 12,182 | 2,433 | 2,367 |
| Bulstrode | Sir R. S. Milnes | Patrick Langan | May 27, 1803 | 24,463 | 4,894 | 4,894 |
| Bury | Ditto | Calvin May | March 15, 1803 | 11,550 | 2,310 | 2,310 |
| Chatham | | Sundry persons | | 8,200 | 1,640 | 1,640 |
| Chatham | General Prescott | P. L. Panet & Wm. Fortune | March 15, 1790 | 2,200 | 410 | 410 |
| Chatham | Hon. T. Dunn | Col. Dl. Robertson and Dr. S. Fraser | December 31, 1806 | 5,250 | 800 | 800 |
| Chatham | General Prescott | Sundry persons | January 10, 1812 | 13,319 | | |

| Townships. | By whom granted. | Leaders of Townships. | Date of the Patent. | Number of Acres granted. | Reservations for Crown. | Reservations for Clergy. |
|---|---|---|---|---|---|---|
| Chester | | Sundry persons | | 2,527 | 500 | 500 |
| Chester | Sir R. S. Milnes | Simon M'Tavish, Esquire | July 17, 1802 | 11,550 | 2,310 | 2,310 |
| Chester | Ditto | Sundry persons | April 11, 1805 | 11,707 | 2,320 | 2,320 |
| Chester | | Francis Baby and others | 1817 to 1823 | 3,000 | 600 | 600 |
| Chester | Lord Dalhousie | John Lane | to 1828 | 800 | 160 | 160 |
| Clarendon | | Sundry persons | | 248 | 210 | 210 |
| Clifton | General Prescott | David Steward | June 13, 1799 | 12,600 | 2,520 | 2,520 |
| Clifton | Sir R. S. Milnes | Sundry persons | March 5, 1803 | 23,546 | 4,914 | 5,064 |
| Clifton | Ditto | Mary Barnet | July 23, 1803 | 7,035 | 1,594 | 1,680 |
| Clifton | Sir John Sherbrooke | Jane Moriarty | to 1816 | 600 | 120 | 120 |
| Clinton | Sir R. S. Milnes | J. F. Holland | May 24, 1803 | 11,550 | 2,510 | 2,100 |
| Compton | Ditto | Jesse Pennoyer | August 31, 1803 | 26,460 | 5,250 | 5,250 |
| Compton | Sir J. H. Craig | Ditto | March 12, 1810 | 13,110 | | |
| Ditton | Sir R. S. Milnes | M. H. Yeomans | May 13, 1803 | 11,550 | 2,310 | 2,310 |
| Dorset | Ditto | John Black | December 30, 1799 | 53,000 | 10,710 | 10,710 |
| Dudswell | | Sundry persons | | 500 | 100 | 100 |
| Dudswell | Ditto | John Bishop | May 13, 1803 | 11,632 | 2,247 | 2,483 |
| Dudswell | | Sundry officers | to 1822 | 3,000 | 600 | 600 |
| Dudswell | Lord Dalhousie | Lawrence Castle | to 1827 | 800 | 160 | 160 |
| Dunham | | Sundry persons | | 200 | 40 | 40 |
| Dunham | Lord Dorchester | Thomas Dunn, Esquire | February 2, 1796 | 40,895 | 8,400 | 8,400 |
| Durham | | Sundry persons | | 360 | 72 | 72 |
| Durham | Sir R. S. Milnes | Thomas Scott | August 30, 1802 | 21,991 | 4,410 | 4,410 |
| Durham | Ditto | St. François Indians | June 26, 1803 | 8,150 | 1,620 | 1,365 |
| Durham | General Prescott | Don. M'Lean and family | January 11, 1814 | | | |
| Durham | Hon. T. Dunn | Mrs. Widow Davidson | 1814 | 12,726 | 2,400 | 2,600 |
| Durham | Lord Dalhousie | J. L. Ployart | 1827 | 500 | 100 | 100 |
| Durham | Ditto | George Alexander | 1827 | 200 | 40 | 40 |
| Durham | Ditto | John Gass | 1828 | 200 | 40 | 40 |
| Eardley | Ditto | John M'Laine and family | | 1,500 | 300 | 300 |
| Eardley | Hon. T. Dunn | Sundry persons | August 22, 1806 | 5,250 | 1,390 | 1,275 |
| Eaton | | Ditto | | 1,300 | 260 | 260 |
| Eaton | Sir R. S. Milnes | Josia Sawer | December 4, 1800 | 25,620 | 5,250 | 4,620 |
| Eaton | Ditto | Isaac Ogden | March 1, 1804 | 6,300 | 1,680 | 1,890 |
| Eaton | General Prescott | Joseph Cumming | December 17, 1812 | 200 | | |
| Eaton | Hon. T. Dunn | Carmil and others | 1815 | 3,400 | 600 | 600 |
| Ely | Sir R. S. Milnes | Amos Lay, Junior | November 13, 1802 | 11,550 | 2,310 | 2,310 |
| Ely | Sir J. H. Craig | Doceas Higgins | January 21, 1811 | 630 | | |
| Ely | Sir G. Prevost | J. W. Clarke | 1814 | 11,000 | 2,200 | 2,200 |
| Ely | Sir G. Gordon | Sundry persons | 1816 | 4,200 | 800 | 800 |
| Farnham | General Prescott | Samuel Gale, &c. | October 22, 1798 | 23,000 | 4,830 | 4,830 |
| Farnham | Hon. T. Dunn | Jane Cuyler, &c. | September 9, 1805 | 5,040 | 600 | 802 |
| Farnham | Sir J. H. Craig | John Allsopp, &c. &c. | February 11, 1809 | 10,176 | | |
| Farnham | Lord Dalhousie | Sundry persons | 1824 | 2,400 | 480 | 480 |
| Frampton | Sir James Kempt | Ditto | | 5,100 | 1,000 | 1,020 |
| Frampton | Hon. T. Dunn | P. E. Desbarat, &c. &c. | July 10, 1806 | 11,569 | 2,212 | 2,200 |
| Frampton | Sir J. H. Craig | Sundry grantees | September 9, 1808 | 12,380 | | |
| Frampton | Lord Dalhousie | Sundry persons | 1821 to 1826 | 6,900 | 1,340 | 1,340 |
| Frampton | Ditto | Royal Institution | December 7, 1827 | 100 | 20 | 20 |
| Frampton | Ditto | J. T. Wilson and others, 18 grantees | Sept. 1827 | 2,400 | 480 | 480 |
| Frampton | Ditto | Thos. Mercer and others by agent Wm. Henderson, 26 grantees | Jan. 1828 | 3,700 | 737 | 737 |
| District of Gaspé | Sir James Kempt | Robin and Co. | | 2,118 | | |
| Godmanchester | Ditto | Sundry persons | | 4,270 | 850 | 854 |
| Godmanchester | Sir J. H. Craig | Robert Ellice, &c. &c. | May 10, 1812 | 25,592 | | |
| Godmanchester | General Prescott | John M'Kindlay and others | January 4, 1814 | | | |
| Godmanchester | Hon. T. Dunn | Sundry persons | 1814 to 1815 | 5,650 | 800 | 800 |
| Godmanchester | Lord Dalhousie | P. Boucherville | 1825 | 2,000 | 400 | 400 |
| Godmanchester | Ditto | Peter Lukin | 1827 | 550 | Acton 100 | Acton 100 |

| Townships. | By whom granted. | Leaders of Townships. | Date of the Patent. | Number of Acres granted. | Reservations for Crown. | Reservations for Clergy. |
|---|---|---|---|---|---|---|
| Godmanchester | Lord Dalhousie | De Rouville and Desslubere | April, 1827 | 1,445 | Acton 289 | Acton 289 |
| Godmanchester | Ditto | Royal Institution, 2 village lots of ½ an acre each | 1827 | | | |
| Granby | | Sundry persons | | 2,400 | 480 | 480 |
| Granby | Sir R. S. Milnes | Officers & privates, British militia | January 8, 1803 | 38,152 | 7,908 | 7,977 |
| Granby, Milton, & Simpson | Hon. T. Dunn | Sundry persons | July 29, 1806 | 2,520 | | |
| Granby | Ditto | Jn. Margaret Isab. Simpson | July 3, 1806 | 420 | | |
| Granby | Lord Dalhousie | Peter Sheppard | 1827 | 500 | 100 | 100 |
| Granby | Ditto | Frost and Gridds | June, 1827 | 700 | 140 | 140 |
| Grantham | | Lieutenant-Colonel Heriot | | 600 | 120 | 120 |
| Grantham | Sir R. S. Milnes | William Grant | May 14, 1800 | 27,000 | 5,250 | 5,250 |
| Grantham | There are 26 lots given in Roxton as equivalents to the crown reserves | Hon. John Richardson & Josias Wastell | 1815 | 30,200 granted or occupied | Crown reserves included in quantity granted | 5200 |
| Grenville | Lord Dalhousie | Sundry persons | | 2,250 | 420 | 420 |
| Grenville | Sir J. H. Craig | Ditto | January 28, 1808 | 1,260 | 211 | 400 |
| Grenville | Ditto | Archibald Campbell | December 12, 1810 | 616 | | |
| Grenville | | Sundry persons | 1814 to 1826 | 7,809 | 1,560 | 1,560 |
| Grenville Augmentation | Lord Dalhousie | Archibald Campbell | August, 1823 | 600 | 120 | 120 |
| Halifax | Sir R. S. Milnes | Benjamin Jobert | August 7, 1802 | 11,550 | 2,310 | 2,310 |
| Halifax | Ditto | Matthew Scott | June 25, 1805 | 11,243 | 2,310 | 2,320 |
| Halifax | Lord Dalhousie | Captain Dickon | 1821 | 800 | 160 | 160 |
| Halifax | Ditto | Pascal de la Terriere | 1828 | 800 | 160 | 160 |
| Ham | Sir J. H. Craig | Partial grant | February 6, 1808 | 1,260 | 200 | 200 |
| Ham | General Prescott | Martha Mitchell | December 31, 1811 | 1,200 | | |
| Hamilton | Lord Dalhousie | Sundry persons | March 1824 | 14,800 | 3,000 | 3,000 |
| Hatley | | Ditto | | 6,502 | 1,300 | 1,300 |
| Hatley | Sir R. S. Milnes | Henry Cull | March 25, 1803 | 23,493 | 4,890 | 4,910 |
| Hatley | Ditto | Moses Holt's family | February 21, 1805 | 2,304 | 374 | 384 |
| Hatley | | W. B. Felton and others | 1817 to 1825 | 4,375 | 915 | 915 |
| Hatley | Lord Dalhousie | P. and E. Remich | November, 1826 | 200 | 40 | 40 |
| Hemmingford | | Settlers | | 300 | 60 | 60 |
| Hemmingford | General Prescott | Robert Gordon | March 18, 1700 | 20,800 | 4,160 | 4,160 |
| Hemmingford | Sir R. S. Milnes | Sundry persons | June 17, 1803 | 8,536 | 1,707 | 1,707 |
| Hemmingford | Ditto | Matthew Scott | December 24, 1804 | 2,520 | 504 | 504 |
| Hemmingford | Ditto | Dn. M'Naught | March 27, 1804 | 420 | 84 | 84 |
| Hemmingford | Hon. T. Dunn | Stephen Sewell | September 18, 1811 | 3,200 | | |
| Hemmingford | General Prescott | John Graves and others | March 16, 1814 | | | |
| Hereford | | Lieut.-Col. Sir R. Williams | | 1,200 | 140 | 240 |
| Hinchinbrook | Ditto | Sundry persons | | 6,961 | 1,355 | 1,355 |
| Hinchinbrook | General Prescott | Gilbert Miller | January 3, 1799 | 5,200 | 1,040 | 1,040 |
| Hinchinbrook | Sir Geo. Prevost | Lieut. Col. R. Ellice, &c. | December 30, 1811 | 3,719 | | |
| Hinchinbrook | | Sundry persons | 1814 to 1815 | 15,464 | 2,200 | 2,202 |
| Hinchinbrook | Lord Dalhousie | M. and S. Stevenson | August, 1827 | 44 2 village lots, 22 acres each | Ham 4½ | 4½ |
| Hinchinbrook | Ditto | John Campbell | August, 1827 | 600 | 120 | 20 |
| Hinchinbrook | Ditto | Thos. M'Leary Gardiner | 1827 | 200 | Ham 40 | Ham 40 |
| Hinchinbrook, *Godmanchester | Ditto | Sundry persons by agent William Bowron | July, 1827 | 8,509 | Ham 1,700 | 1,700 |
| Hull | Hon. T. Dunn | Philemon Wright | January 3, 1806 | 13,701 | 2,482 | 2,243 |
| Hull | Ditto | Robert Randall | September 21, 1807 | 630 | | |
| Hull | Lord Dalhousie | P. Wright, Esq. and others | 1823 to 1827 | 18,333 | 5,800 | 3,756 |
| Hunterstown | Sir R. S. Milnes | John Jones | April 29, 1800 | 24,620 | 4,600 | 4,600 |
| Inverness | | Sundry persons | | 3,340 | 670 | 670 |
| Inverness | Sir R. S. Milnes | William M'Gillivray | August 9, 1802 | 11,550 | 2,310 | 2,310 |
| Inverness | Sir J. H. Craig | Robert Skinner | June 18, 1811 | 600 | | |
| Inverness | Lord Dalhousie | Sundry persons | 1822 to 1826 | 1,940 | 388 | 388 |
| Ireland | Sir James Kempt | Ditto | | 5,800 | 1,140 | 1,140 |

| Townships. | By whom granted. | Leaders of Townships. | Date of the Patent. | Number of Acres granted. | Reservations for Crown. | Reservations for Clergy. |
|---|---|---|---|---|---|---|
| Ireland | Sir R. S. Milnes | Joseph Frobisher | August 20, 1801 | 11,550 | 2,310 | 2,310 |
| Ireland | | Sundry persons | 1822 to 1826 | 4,190 | 840 | 840 |
| Ireland | Lord Dalhousie | Pentland | 1827 | 200 | 40 | 40 |
| Ixworth | Sir R. S. Milnes | Matthew O'Mara | November 22, 1802 | 1,260 | 210 | 420 |
| Ixworth | | Sundry persons | 1815 | 6,300 | 1,200 | 1,300 |
| Jersey | Sir James Kempt | Honourable C. Bowen | | 5,508 | 1,109 | 1,138 |
| Kildare | Ditto | Sundry persons | | 3,840 | 768 | 770 |
| Kildare | Sir R. S. Milnes | P. M. De La Valtrie | June 24, 1803 | 11,486 | 1,990 | 2,520 |
| Kildare | | Sundry persons | 1822 to 1826 | 9,110 | 1,822 | 1,822 |
| Kildare | Lord Dalhousie | John Heather | January, 1827 | 200 | 40 | 40 |
| Kilkenny | | Purre and Joseph Clement | February 19, 1826 | 1,600 | 320 | 320 |
| Kingsey | Sir James Kempt | Sundry persons | | 200 | 40 | 40 |
| Kingsey | Sir R. S. Milnes | George Longmore | June 7, 1803 | 11,478 | 2,448 | 2,422 |
| Kingsey | Ditto | Major Holland's family, &c. | January 28, 1805 | 11,198 | 2,132 | 1,998 |
| Kingsey | Sir J. H. Craig | Edward Baynes | June 18, 1811 | 600 | | |
| Kingsey | General Prescott | Donald M'Lean and family | January 11, 1814 | | | |
| Kingsey | | Sundry persons | 1823 to 1826 | 5,400 | 1,080 | 1,080 |
| Kingsey | Lord Dalhousie | George Alexander | 1827 | 600 | 120 | 120 |
| Leeds | | Sundry persons | | 3,685 | 780 | 786 |
| Leeds | Sir R. S. Milnes | Isaac Todd | 1801 | 11,760 | 2,420 | 2,630 |
| Leeds | General Prescott | George Hamilton | December 7, 1812 | 8,002 | | |
| Leeds | Ditto | | | | | |
| Leeds | | Sundry persons | 1814 to 1826 | 6,000 | 1,200 | 1,200 |
| Leeds | Lord Dalhousie | W. Heyden & W. Greiger | November, 1826 | 330 | 66 | 66 |
| Leeds | Ditto | Hill Blaiklock | April 1827 | 600 | 120 | 120 |
| Leeds | Ditto | Wm. Fraser | 1827 | 100 | 20 | 20 |
| Leeds | Ditto | J. Millar and Conkworth | 1827 | 290 | 58 | 58 |
| Leeds | Ditto | George Alexander | 1827 | 200 | 40 | 40 |
| Leeds | Ditto | William Saunders | January, 1828 | 186 | 32 | 32 |
| Lingwick | Hon. J. Dunn | Sundry grantees | March 7, 1807 | 13,650 | 2,600 | 2,400 |
| Lingwick | General Prescott | Hon. John Young | March 21, 1814 | 17,000 | | |
| Lochaber | | Sundry persons | | 847 | 174 | 174 |
| Lochaber | Sir R. S. Milnes | Archibald M'Millan, &c. | March 26, 1807 | 13,261 | 3,213 | 3,291 |
| Lochaber | | P. Wright, Esq. | 1825 | 1,945 | 389 | 389 |
| Maddington | | Sundry persons | | 505 | 100 | 100 |
| Maddington | Sir J. H. Craig | G. W. Allsopp | December 24, 1808 | 6,005 | | |
| Maddington | Ditto | Sundry persons | December 1, 1808 | 6,033 | | |
| Magdalen Islands | | Sir Isaac Coffin | | 48,847 | | 8,143 |
| Melbourne | Sir R. S. Milnes | Henry Caldwell | April 3, 1805 | 26,153 | 5,932 | 6,184 |
| Melbourne | | Sundry persons | 1817 | 4,900 | 980 | 980 |
| Milton | | Ditto | | 1,400 | 280 | 280 |
| Milton | Sir R. S. Milnes | Officers and Privates of the B. Militia | January 29, 1803 | 24,518 | 6,090 | 6,273 |
| Milton | Lord Dalhousie | L. C. Duvert | May, 1827 | 500 | 100 | 100 |
| Milton | Ditto | Francis Mount | August, 1827 | 500 | 100 | 100 |
| Nelson | Sir R. S. Milnes | Officers and Privates of the Canadian Militia | April 21, 1804 | 38,326 | 7,561 | 7,743 |
| Newport | | Sundry persons | | 400 | 80 | 80 |
| Newport | Ditto | N. Taylor | August 4, 1803 | 12,600 | 2,400 | 2,400 |
| Newport | Ditto | Edmund Heard | July 4, 1801 | 11,550 | 2,310 | 2,310 |
| Newton | Ditto | C. De Lotbiniére | March 6, 1805 | 12,961 | 2,331 | 2,526 |
| Newton | Sir J. H. Craig | Saveuse de Beaujeu, &c. | April 25, 1811 | 1,137 | | |
| Onslow | Sir James Kempt | Sundry persons | | 252 | 40 | 40 |
| Onslow | Sir R. S. Milnes | Forsyth and Richardson | March 9, 1805 | 1,073 | 210 | 210 |
| Onslow | Sir J. H. Craig | Roswell Minor, &c. &c. | November 12, 1808 | 12667¾ | | |
| Orford | Sir James Kempt | Settlers | | 348 | 70 | 70 |
| Orford | Sir R. S. Milnes | Luke Knoulton | May 5, 1801 | 12,262 | 2,701 | 2,462 |
| Orford | | C. B. Felton | 1816 to 1826 | 200 | 40 | 40 |
| Potton | General Prescott | Lauchlan M'Lean | October 31, 1797 | 6,000 | 1,260 | 1,260 |
| Potton | Sir R. S. Milnes | Henry Ruiter | July 27, 1803 | 27,580 | 5,516 | 5,516 |
| Potton | Sir J. H. Craig | Thomas Shepherd | July 18, 1810 | 210 | | |

| Townships. | By whom granted. | Leaders of Townships. | Date of the Patent. | Number of Acres granted. | Reservations for Crown. | Reservations for Clergy. |
|---|---|---|---|---|---|---|
| Potton | | William Osgood, Esq. | 1815 to 1816 | 9,800 | 1,900 | 1,900 |
| Rawdon | | Sundry persons | | 4,900 | 960 | 960 |
| Rawdon | General Prescott | James Sawer | Ditto 1799 | 1,900 | 400 | 400 |
| Rawdon | Sir R. S. Milnes | R. Henry Bruere and Selby | January 14, 1805 | 3,150 | 630 | 420 |
| Rawdon | Lord Dalhousie | Sundry persons | 1822 to 1826 | 2,200 | 440 | 440 |
| Rawdon | Ditto | Roderick M'Kenzie | to 1827 | 100 | 20 | 20 |
| Roxton | | Sundry persons | | 1,300 | 260 | 260 |
| Roxton | Sir R. S. Milnes | Ditto | January 8, 1803 | 24,784 | 4,620 | 4,620 |
| Settrington | Lord Dalhousie | Ditto | Additions | 13,000 | 2,593 | 3,189 |
| Shefford | Sir R. S. Milnes | John Savage | February 10, 1801 | 35,490 | 7,098 | 7,098 |
| Shefford 1,400, Stukeley 800, Hatley 600, Compton 1,000, Barnston 800, Stanstead 1,200, Shipton 2,000, & Granby 1,200 | Lord Dalhousie | Francis Languedoc, Esq. | June, 1827 | granted crown reserves 9,000 | Ham equivalent 9,000 Pr portion 1,800 | 1,800 |
| Shenley | Sir J. H. Craig | James Glenny | May 1, 1810 | 10,298 | | |
| Sherrington | | Languedoc | | 2,633 | 525 | 525 |
| Sherrington | Ditto | Francis Baby and others | February 22, 1809 | 19,278 | | |
| Sherrington | Ditto | Susan and Margaret Finlay | May 29, 1809 | 8,395 | | |
| Sherrington | General Prescott | Honourable J. Young | December 30, 1811 | | | |
| Shipton | Sir R S. Milnes | Elmer Cushing | December 4, 1803 | 58,692 | 11,725 | 11,739 |
| Shipton | Sir J. H. Craig | James Barnard | July 10, 1810 | 210 | | |
| Simpson | | Lieutenant-Colonel Heriot | | 528 | 100 | 100 |
| Simpson | Sir R. S. Milnes | Officers and Privates of the Canadian Militia | Ditto 1802 | 42,135 | 9,326 | 8,387 |
| Somerset | Ditto | Ditto | Ditto 1804 | 38,790 | 7,483 | 7,619 |
| Stanbridge | Ditto | Hugh Finlay, Esq. | September 1, 1800 | 41,790 | 8,820 | 8,610 |
| Standon | | Sundry persons | | 2,119 | 420 | 420 |
| Stanfold | Sir J. H. Craig | Jenkin Williams, &c. | July 8, 1807 | 26,810 | | |
| Stanstead | | Sundry persons | | 400 | 80 | 80 |
| Stanstead | Sir R. S. Milnes | Isaac Ogden | September 27, 1800 | 27,720 | 5,250 | 5,040 |
| Stanstead | Ditto | Richard Adams | December 6, 1803 | 1,276 | 210 | 173 |
| Stanstead | Ditto | Sundry persons | August 2, 1805 | 3,578 | 511 | 511 |
| Stanstead | Sir J. H. Craig | Sir R. S. Milnes | March 12, 1810 | 21,406 | | |
| Stoke | Sir R. S. Milnes | James Cowan | February 13, 1802 | 43,620 | 10,542 | 8,912 |
| Stoke | Ditto | Minor Children of Wm. Boutellier | August 28, 1802 | 1,890 | 378 | 378 |
| Stoneham | | Sundry persons | | 400 | 80 | 80 |
| Stoneham | Ditto | Kenelm Chandler | May 14, 1800 | 24,000 | 3,428 | 3,428 |
| Stoneham | | S. Graham | 1810 to 1826 | 200 | 40 | 40 |
| Stoneham | Lord Dalhousie | G. Reynar | July 1827 | 200 | 40 | 40 |
| Stukeley | Sir R. S. Milnes | Samuel Willard | November 3, 1800 | 23,625 | 4,200 | 4,650 |
| Stukeley | Sir G. Drummond | Right Rev. Jacob, Lord Bishop of Quebec | 1816 | 4,435 | 881 | 734 |
| Sutton | Ditto | Sundry persons | August 31, 1802 | 39,900 | 8,000 | 7,800 |
| Sutton | Sir John Sherbrooke | Chief Justice Osgood & Mrs. Davidson | July 1817 | 4,300 | 880 | 880 |
| Templeton | | Sundry persons | | 1,095 | 200 | 200 |
| Templeton | Hon. T. Dunn | Archibald M'Mellan, &c. | March 26, 1807 | 8,949 | 2,052 | 1,829 |
| Templeton | Lord Dalhousie | James Green | April 1827 | 364 | 72 | 72 |
| Templeton | Sir J. H. Craig | Sundry grantees | November 29, 1800 | 8,620 | | |
| Tewkesbury | | Courtenay | | 400 | 80 | 80 |
| Tewkesbury | Sir R. S. Milnes | Captain Wulf | September 18, 1800 | 2,000 | 400 | 400 |
| Tewkesbury | Ditto | Denis Letourneau | May 4, 1800 | 24,000 | 4,610 | 4,620 |
| Thetford | Ditto | John Mervin Nooth | November 10, 1802 | 23,100 | 4,620 | 4,410 |
| Tingwick | | Sundry persons | | 400 | 80 | 80 |
| Tingwick | Ditto | Ditto | January 23, 1804 | 23,730 | 5,040 | 4,620 |
| Tingwick | | Hon. J. Young & others | 1817 | 21,000 | 4,200 | 4,200 |
| Tring | Ditto | Sundry persons | July 20, 1804 | 22,995 | 4,400 | 4,400 |
| Upton | Ditto | Ditto | | 2,913 | 580 | 580 |
| Upton | Ditto | David Alexander Grant | May 21, 1800 | 25,200 | 5,210 | 5,000 |

| Townships. | By whom granted. | Leaders of Townships. | Date of the Patent. | Number of Acres granted. | Reservations for Crown. | Reservations for Clergy. |
|---|---|---|---|---|---|---|
| Upton | Sir J. H. Craig | Lewis Schmidt and fam. | May 27, 1809 | 678 | | |
| Upton and Augmentation | | Mr. De Montenach and Josias Wurtele | 1822 to 1823 | 735 | 147 | 147 |
| Warwick | | Sundry persons | | 800 | 160 | 160 |
| Warwick | Sir R. S. Milnes | Ditto | January, 1804 | 23,940 | 4,830 | 4,830 |
| Weedon | | Sundry persons | 1814 to 1823 | 11,800 | 2,400 | 2,400 |
| Wendover Gore | | Ployart | | 200 | 40 | 40 |
| Wendover | Ditto | Ditto | June 24, 1805 | 12,558 | 2,739 | 2,266 |
| Wendover | Sir J. H. Craig | Benj. and Alex. Hart | September 26, 1808 | 200 | | |
| Wendover | | Sundry persons | 1815 to 1819 | 1,600 | 320 | 320 |
| Wendover Gore | Lord Dalhousie | John Leggat | February, 1828 | 300 | 60 | 60 |
| Wendover, Remnant or Augmentation | | C. De Montenach | | 565 | 113 | 113 |
| Wendover Augmentation | | W. Gibson | | 300 | 60 | 60 |
| Wentworth | Sir J. H. Craig | Jane de Montmoulin, &c. | June 3, 1809 | 12,390 | | |
| Westbury | Sir R. S. Milnes | Henry Caldwell | March 13, 1804 | 12,262 | 2,701 | 2,462 |
| Wickham | | Lieutenant-Colonel Heriot | | 754 | 150 | 150 |
| Wickham | Ditto | William Lindsay | August 31, 1802 | 23,753 | 5,364 | 4,489 |
| Wickham | | Ditto and others | Since 1814 | 28,945 granted or occupied. | Crown Reserves, including quantity granted. | 4,311 |
| Windsor | Ditto | Mary Charlotte de Castelle | May 17, 1804 | 420 | 84 | 84 |
| Windsor | Ditto | Officers and Privates of the Canadian Militia | July 14, 1802 | 50,900 | 10,641 | 10,665 |
| Windsor, Simpson, Somerset, and Nelson | Sir J. H. Craig | Sundry persons | December 27, 1808 | 3,780 | | |
| Wolfstown | | Ditto | | 1,500 | 300 | 300 |
| Wolfstown | Sir R. S. Milnes | Nicholas Montour | August 14, 1802 | 11,550 | 2,310 | 2,310 |

# XIX.

## *Award of the King of the Netherlands.*

TRANSLATION.

WILLIAM, *by the Grace of God, King of the Netherlands, Prince of Orange, Nassau, Grand Duke of Luxemburg, &c. &c.*

Having accepted the functions of arbitrator, conferred upon us by the note of the Charge d'Affaires of the United States of America, and by that of the Ambassador Extraordinary and Plenipotentiary of Great Britain, to our Minister of Foreign Affairs, under date of the 12th January, 1829, agreeable to the 5th article of the Treaty of Ghent, of the 24th December, 1814, and to the 1st article of the Convention concluded between those powers at London, on the 29th September, 1827, in the difference which has arisen between them on the subject of the boundaries of their respective possessions.

Animated by a sincere desire of answering, by a scrupulous and impartial decision, the confidence they have testified to us, and thus to give them a new proof of the high value we attach to it.

Having, to that effect, duly examined and maturely weighed the contents of the first statement, as well as those of the definitive statement of the said difference, which have been respectively delivered to us on the 1st of April of the year 1830, by the Envoy Extraordinary and Minister Plenipotentiary of the United States of America, and the Ambassador Extraordinary and Plenipotentiary of his Britannic Majesty, with all the documents thereunto annexed in support of them.

Desirous of fulfilling, at this time, the obligations we have contracted in accepting the functions of arbitrator in the aforesaid difference, by laying before the two high interested parties the result of our examination, and our opinion on the three points into which, by common accord, the contestation is divided.

Considering that the three points abovementioned ought to be decided according to the Treaties, Acts, and Conventions concluded between the two Powers; that is to say, the Treaty of Peace of 1783, the Treaty of Friendship, Commerce, and Navigation of 1794, the Declaration relative to the River St. Croix of 1798, the Treaty of Peace signed at Ghent in 1814; the Convention of the 29th September, 1827, and Mitchell's Map, and the map A referred to in that Convention.

We declare that, as to the first point, to wit, the question which is the place designated in

the treaties as the north-west angle of Nova Scotia, and what are the highlands dividing the rivers that empty themselves into the River St. Lawrence from those which fall into the Atlantic Ocean, along which is to be drawn the line of boundary, from that angle to the north-westernmost head of Connecticut River.

Considering that the high interested parties respectively claim that line of boundary at the south and at the north of the River St. John, and have each indicated, upon the map A, the line which they claim.

Considering that according to the instances alleged, the term highland applies not only to a hilly or elevated country, but also to land which, without being hilly, divides waters flowing in different directions; and that thus the character more or less hilly and elevated of the country through which are drawn the two lines respectively claimed at the north and at the south of the River St. John, cannot form the basis of a choice between them.

That the text of the 2d article of the Treaty of 1783 recites, in part, the words previously used in the Proclamation of 1763, and in the Quebec Act of 1774, to indicate the southern boundaries of the Government of Quebec from Lake Champlain, "In forty-five degrees of north latitude, along the highlands which divide the rivers that empty themselves into the River St. Lawrence from those which fall into the sea, and also along the north coast of the Bay des Chaleurs."

That in 1763, 1765, 1773, and 1782, it was established that Nova Scotia should be bounded at the north, as far as the western extremity of the Bay des Chaleurs, by the southern boundary of the Province of Quebec; that this delimitation is again found, with respect to the Province of Quebec, in the Commission of the Governor General of Quebec of 1786, wherein the language of the Proclamation of 1763 and of the Quebec Act of 1774 has been used, as also in the Commissions of 1786, and others of subsequent dates of the Governors of New Brunswick, with respect to the last mentioned province, as well as in a great number of maps anterior and posterior to the Treaty of 1783; and that the 1st article of the said Treaty specifies by name the States whose independence is acknowledged.

But that this mention does not imply (implique) the entire coincidence of the boundaries between the two powers, as settled by the following article, with the ancient delimitation of the British Provinces, whose preservation is not mentioned in the Treaty of 1783, and which owing to its continual changes, and the uncertainty which continued to exist respecting it, created from time to time differences between the provincial authorities.

That there results from the line drawn under the Treaty of 1783 through the great lakes west of the River St. Lawrence, a departure from the ancient provincial charters with regard to those boundaries.

That one would vainly attempt to explain why, if the intention was to retain the ancient provincial boundary, Mitchell's Map, published in 1755, and, consequently, anterior to the Proclamation of 1763, and to the Quebec Act of 1774, was precisely the one used in the negotiation of 1783.

That Great Britain proposed at first the River Piscataqua as the eastern boundary of the United States, and did not subsequently agree to the proposition to cause the boundary of Maine or Massachusetts Bay to be ascertained at a later period.

That the treaty of Ghent stipulated for a new examination on the spot, which could not be made applicable to an historical or administrative boundary.

And that, therefore, the ancient delimitation of the British Provinces does not either afford the basis of a decision.

That the longitude of the north-west angle of Nova Scotia, which ought to coincide with that of the source of the St. Croix River, was determined only by the Declaration of 1798, which indicated that river.

That the Treaty of Friendship, Commerce, and Navigation of 1794 alludes to the doubt which had arisen with respect to the River St. Croix, and that the first instructions of the Congress, at the time of the negotiations which resulted in the Treaty of 1783, locate the said angle at the source of the River St. John.

That the latitude of that angle is upon the banks of the St. Lawrence, according to Mitchell's Map, which is acknowledged to have regulated the combined and official labours of the negotiators of the Treaty of 1783, whereas, agreeably to the delimitation of the Government of Quebec, it is to be looked for at the highlands which divide the rivers that empty themselves into the River St. Lawrence from those which fall into the sea.

That the nature of the ground east of the before-mentioned angle not having been indicated by the Treaty of 1783, no argument can be drawn from it to locate that angle at one place in preference to another:

That, at all events, if it were deemed proper to place it nearer to the source of the River St. Croix, and look for it at Mars Hill, for instance, it would be so much the more possible that the boundary of New Brunswick drawn thence north-eastwardly would give to that province several north-west angles, situated farther north and east, according to their greater remoteness from Mars Hill; the number of degrees of the angle referred to in the treaty has not been mentioned.

That, consequently, the north-west angle of Nova Scotia, here alluded to, having been unknown in 1783, and the Treaty of Ghent having again declared it to be unascertained, the mention of that historical angle in the Treaty of 1783 is to be considered as a petition of principle *(petition de principe)*, affording no basis for a decision, whereas, if considered as a topographical point, having reference to the definition, namely, " that angle which is formed by a line drawn due north from the source of St. Croix River to the highlands," it forms simply the extremity of the line along the said highlands, which divide those rivers that empty themselves into the River St. Lawrence from those which fall into the Atlantic Ocean,—an extremity which a reference to the north-west angle of Nova Scotia does not contribute to ascertain, and which still remaining itself to be found, cannot lead to the discovery of the line which it is to terminate.

Lastly, that the arguments deduced from the rights of sovereignty exercised over the fief of Madawaska and over the Madawaska settlement—even admitting that such exercise were sufficiently proved—cannot decide the question, for the reason that those two settlements only embrace a portion of the territory in dispute, and that the high interested parties have acknowledged the country lying between the two lines respectively claimed by them as constituting a subject of contestation, and that, therefore, possession cannot be considered as derogating from the right, and that if the ancient delimitation of the province be set aside, which is adduced in support of the line claimed at the north of the River St. John, and especially that which is mentioned in the Proclamation of 1763 and in the Quebec Act of 1774, no argument can be

admitted in support of the line claimed at the south of the River St. John, which would tend to prove that such part of the territory in dispute belongs to Canada or to New Brunswick.

Considering, that the question divested of the inconclusive arguments drawn from the nature, more or less hilly, of the ground—from the ancient delimitation of the provinces—from the north-west angle of Nova Scotia and from the actual possession, resolves itself, in the end, to these: which is the line drawn due north from the source of the River St. Croix, and which is the ground, no matter whether hilly and elevated or not, which from that line to the north-westernmost head of Connecticut River, divides the rivers that empty themselves into the River St. Lawrence from those which fall into the Atlantic Ocean; that the high interested parties only agree upon the fact that the boundary sought for must be determined by such a line and by such a ground; that they further agree, since the declaration of 1798, as to the answer to be given to the first question, with the exception of the latitude at which the line drawn due north from the source of the St. Croix River is to terminate; the said latitude coincides with the extremity of the ground which, from that line to the north-westernmost source of Connecticut River, divides the rivers that empty themselves into the River St. Lawrence from those which fall into the Atlantic Ocean: and that, therefore, it only remains to ascertain that ground.

That on entering upon this operation, it is discovered on the one hand,

First, that if, by adopting the line claimed at the north of the River St. John, Great Britain cannot be considered as obtaining a territory of less value than if she had accepted, in 1783, the River St. John as her frontier, taking into view the situation of the country situated between the Rivers St. John and St. Croix, in the vicinity of the sea, and the possession of both banks of the River St. John in the lower part of its course, said equivalent would, nevertheless, be destroyed by the interruption of the communication between Lower Canada and New Brunswick, especially between Quebec and Fredericton; and one would vainly seek to discover what motives could have determined the Court of London to consent to such an interruption.

That if, in the second place, in contra distinction to the rivers that empty themselves into the River St. Lawrence, it had been proper, agreeably to the language used in geography, to comprehend the rivers falling into the Bays of Fundy and des Chaleurs with those emptying themselves directly into the Atlantic Ocean, in the general denomination of rivers falling into the Atlantic Ocean, it would be hazardous to include into the species belonging to that class the Rivers St. John and Restigouche, which the line claimed at the north of the River St. John divides immediately from rivers emptying themselves into the River St. Lawrence, nor with other rivers falling into the Atlantic Ocean, but alone; and thus to apply, in interpreting the delimitation established by a treaty, where each word must have a meaning, to two exclusively special cases, and where no mention is made of the genus *(genre)*, a generical expression which would ascribe to them a broader meaning, or which, if extended to the Schoodiac Lakes, the Penobscot and the Kennebec, which empty themselves directly into the Atlantic Ocean, would establish the principle that the Treaty of 1783 meant highlands which divide, as well mediately as immediately, the rivers that empty themselves into the River St. Lawrence from those which fall into the Atlantic Ocean—a principle equally realized by both lines.

Thirdly, that the line claimed at the north of the River St. John does not divide, even immediately the rivers that empty themselves into the River St Lawrence from the Rivers St.

John and Restigouche, but only rivers that empty themselves into the St. John and Restigouche, with the exception of the last part of the said line, near the sources of the River St. John, and that hence, in order to reach the Atlantic Ocean, the rivers divided by that line from those that empty themselves into the River St. Lawrence each need two intermediate channels, to wit: the ones, the River St. John and the Bay of Fundy, and the others, the River Restigouche and the Bay of Chaleurs.

And on the other hand, that it cannot be sufficiently explained how, if the high contracting parties intended, in 1783, to establish the boundary at the south of the River St. John, that river, to which the territory in dispute is, in a great measure, indebted for its distinctive character, has been neutralized and set aside.

That the verb "divide" appears to require the contiguity of the objects to be "divided."

That the said boundary forms at its western extremity, only, the immediate separation between the River Metjarmette, and the north-westernmost head of the Penobscot, and divides, mediately, only the rivers that empty themselves into the River St. Lawrence from the waters of the Kennebec, Penobscot, and Schoodiac Lakes; while the boundary claimed at the north of the River St. John divides, immediately, the waters of the Rivers Restigouche and St. John, and mediately, the Schoodiac Lakes, and the waters of the Rivers Penobscot and Kennebec, from the rivers that empty themselves into the River St. Lawrence, to wit: the Rivers Beaver, Metis, Rimousky, Trois Pistoles, Green, Du Loup, Kamouraska, Ouelle, Bras St. Nicholas, Du Sud, La Famine and Chaudiere.

That even setting aside the Rivers Restigouche and St. John, for the reason that they could not be considered as falling into the Atlantic Ocean, the northern line would still be as near as to the Schoodiac Lakes, and to the waters of the Penobscot and of the Kennebec, as the southern line would be to the Rivers Beaver, Metis, Rimousky and others that empty themselves into the River St. Lawrence; and would, as well as the other, form a mediate separation between those and the rivers falling into the Atlantic Ocean.

That the prior intersections of the southern boundary, by a line drawn due north from the source of the St. Croix River, could only secure to it an accessary advantage over the other, in case both the one and the other boundary should combine, in the same degree, the qualities required by the treaties.

And the fate assigned by that of 1783 to the Connecticut, and even to the St. Lawrence, precludes the supposition that the two powers could have intended to surrender the whole course of each river, from its source to its mouth, to the share of either one or the other.

Considering, That, after what precedes, the arguments adduced on either side, and the documents exhibited in support of them, cannot be considered as sufficiently preponderating to determine a preference in favour of one of the two lines respectively claimed by the high interested parties, as boundaries of their possessions from the source of the River St. Croix to the north-westernmost head of Connecticut River; and that the nature of the difference, and the vague and not sufficiently determinate stipulations of the treaty of 1783, do not permit to adjudge either of those lines to one of the said parties, without wounding the principles of law and equity, with regard to the other.

Considering, That, as has already been said, the question resolves itself into a selection to be made of a ground, dividing the rivers that empty themselves into the River St. Lawrence from those that fall into the Atlantic Ocean; that the high interested parties are agreed with

regard to the course of the streams delineated by common accord on the map A. and affording the only basis of a decision.

And that, therefore, the circumstances upon which such decision could not be further elucidated by means of fresh topographical investigation, nor by the production of additional documents.

We are of opinion, That it will be suitable (il conviendra) to adopt as the boundary of the two States a line drawn due north from the source of the River St. Croix to the point where it intersects the middle of the thalweg * of the River St. John, thence the middle of the thalweg of that river, ascending it, to the point where the River St. Francis empties itself into the River St. John, thence the middle of the thalweg of the River St. Francis, ascending it, to the source of its south-westernmost branch, which source we indicated, on the map A. by the letter X. authenticated by the signature of our Minister of Foreign Affairs, thence a line drawn due west, to the point where it unites with the line claimed by the United States of America and delineated on the map A. thence said line to the point at which according to the said map, it coincides with that claimed by Great Britain, and hence the line traced on the map by the two powers, to the north-westernmost source of Connecticut River.

As regards the second point, to wit: the question which is the north-westernmost head of Connecticut River.

Considering, That, in order to solve this question, it is necessary to choose between Connecticut, Lake River, Perry's Stream, India Stream and Hall's Stream.

Considering, That, according to the usage adopted in geography, the source and the bed of a river are denoted by the name of the river which is attached to such source and to such bed, and by their greater relative importance, as compared to that of other waters communicating with said river.

Considering, That an official letter of 1772 already mentions the name of Hall's Brook; and that in an official letter, of subsequent date in the same year, Hall's Brook is represented as a small river falling into the Connecticut.

That the river in which Connecticut Lake is situated appears more considerable than either Hall's Indian or Perry's Stream: that Connecticut Lake, and the two lakes situated northward of it, seem to ascribe to it a greater volume of water than to the other three rivers; and that by admitting it to be the bed of the Connecticut, the course of that river is extended farther than it would be, if a preference were given to either of the other three rivers.

Lastly, that the map A. having been recognised by the convention of 1827, as indicating the courses of streams, the authority of that map would likewise seem to extend to their appellation, since in case of dispute, such name of river, or lake, respecting which the parties were not agreed, may have been omitted; that said map mentions Connecticut Lake, and that the name of Connecticut Lake implies the applicability of the name of Connecticut to the river which flows through the said Lake.

We are of opinion, That the stream situated farthest to the north-west, among those which fall into the northernmost of the three lakes, the last of which bears the name of Connecticut Lake, must be considered as the north-westernmost head of Connecticut River.

* Thalweg—a German compound word—Thal, valley, and Weg, way. It means here, the deepest channel of the river.

And as to the third point, to wit: the question, which is the boundary to be traced from the River Connecticut, along the parallel of the 45th degree of north latitude, to the River St. Lawrence, named in the treaties, Iroquois and Cataraqui.

Considering, That the high interested parties differ in opinion as to the question, whether the treaties require a fresh survey of the whole line of boundary from the River Connecticut to the River St. Lawrence, named in the treaties, Iroquois or Cataraqui, or simply the completion of the ancient provincial surveys.

Considering, That the fifth article of the Treaty of Ghent of 1814 does not stipulate that such portion of the boundaries, which may not have hitherto been surveyed, shall be surveyed, but declares that the boundaries have not been, and establishes that they shall be, surveyed.

That in effect such survey ought, in the relations between the two powers, to be considered as not having been made from the Connecticut to the River St. Lawrence, named in the Treaties Iroquois or Cataraqui, since the ancient survey was found to be incorrect, and had been ordered, not by a common accord of the two powers, but by the ancient provincial authorities.

That in determining the latitude of places it is customary to follow the principle of the observed latitude.

And that the Government of the United States of America has erected certain fortifications at the place called Rouses' Point, under impression that the ground formed part of their territory—an impression sufficiently authorized by the circumstance that the line had, until then, been reputed to correspond with the 45th degree of north latitude.

We are of opinion that it will be suitable (il conviendra) to proceed to fresh operations to measure the observed latitude, in order to mark out the boundary from the River Connecticut along the parallel of the 45th degree of north latitude to the River St. Lawrence, named in the Treaties Iroquois or Cataraqui, in such a manner, however, that in all cases at the place called Rouses' Point, the territory of the United States of America shall extend to the fort erected at that place, and shall include said fort and its kilometrical radius (rayon kilometrique.)

Thus done and given under our royal seal at the Hague, this tenth day of January, in the year of our Lord one thousand eight hundred and thirty-one, and of our reign the eighteenth.

WILLIAM.

VERSTOLK DE SOELEN, Minister of Foreign Affairs.

## XX.

### *Protest of the American Minister at the Court of the Netherlands.*

The Hague, January 12, 1831.

The undersigned, Minister Plenipotentiary and Envoy Extraordinary of the United States of America, had the honour to receive from the hands of His Majesty, the King of the Netherlands, on the 10th instant, a document purporting to be an expression of his opinion on the several points submitted to him as arbiter, relative to certain portions of the boundary of the United States. In a period of much difficulty His Majesty has had the goodness, for the purpose of conciliating conflicting claims and pretensions, to devote to the high parties interested a time that must have been precious to himself and people. It is with extreme regret, therefore, that the undersigned, in order to prevent all misconception, and to vindicate the rights of his Government, feels himself compelled to call the attention of his Excellency, the Baron Verstolk Van Soelen, His Majesty's Minister of Foreign Affairs, again to the subject. But while, on the one hand, in adverting to certain views and considerations, which seem in some measure, perhaps, to have escaped observation, the undersigned will deem it necessary to do so with simplicity and frankness; he could not, on the other, be wanting in the expressions of a most respectful deference for His Majesty, the Arbiter.

The language of the Treaty which has given rise to the contestation between the United States and Great Britain is, "And that all disputes which might arise in future on the subject of the boundaries of the said United States may be prevented, it is hereby agreed and declared, that the following are and shall be their boundaries, viz. from the north-west angle of Nova Scotia: that angle which is formed by a line drawn due north from the source of the St. Croix River to the highlands along the said highlands which divide those rivers that empty themselves into the River St. Lawrence from those which fall into the Atlantic Ocean, to the northwesternmost head of Connecticut river; thence down along the middle of the river to the 45th degree of north latitude; from thence by a line due west on said latitude until it strikes the River Iroquois or Cataraguay. East by a line to be drawn along the middle of the River St. Croix, from its mouth in the Bay of Fundy to its native source; directly north the aforesaid highlands which divide the rivers that fall into the Atlantic Ocean from those which fall into the River St. Lawrence." The manner of carrying this apparently exceedingly definite and lucid description of boundary into effect, by running the line as described, and making the same on the surface of the earth, was the subject, the sole exclusive subject, submitted by the Convention of September, 1827, in pursuance of the Treaty of Ghent of 1814 to an arbiter.

If, on investigation, that arbiter found the language of the Treaty, in his opinion, inapplicable to, and wholly inconsistent with, the topography of the country, so that the Treaty of 1783, in regard to its description of boundary, could not be executed according to its own express stipulations, no authority whatever was conferred upon him to determine or consider what practicable boundary line should in such case be substituted and established. Such a

question of boundary as is here supposed the United States of America would, it is believed, submit to the definite decision of no sovereign. And in the case submitted to His Majesty, the King of the Netherlands, the United States, in forbearing to delegate any such power, were not influenced by any want of respect for that distinguished monarch. They have, on the contrary, given him the most signal proofs of their consideration and confidence. In the present case especially, as any revision or substitution of boundary whatever had been steadily, and in a spirit of unalterable determination, resisted at Ghent and at Washington, they had not anticipated the possibility of there being any occasion for delegating such powers.

Among the questions to which the language of the Treaty of 1783, already quoted, gave rise between the high parties interested is the following, viz. where at a point due north from the source of the River St. Croix are " the highlands which divide the rivers that empty themselves into the River St. Lawrence from those that fall into the Atlantic Ocean?" at which same point on said highlands was also to be found the north-west angle of the long established, well known, and distinctly defined British Province of Nova Scotia.

On the southern border of the River St. Lawrence, and at the average distance from it of less than thirty English miles, there is an elevated range or continuation of broken highlands extending from Cape Rosieres south-westerly to the sources of Connecticut River, forming the southern border of the basin of the St. Lawrence and the ligne des versants of the rivers emptying into it. The same highlands form also the ligne des versants on the north of the River Ristigouche, emptying itself into the Bay des Chaleurs, the River St. John with its northerly and westerly branches emptying into the Bay of Fundy, the River Penobscot with its north-westerly branches emptying into the Bay of Penobscot, the Rivers Kennebec and Androscoggin, whose united waters empty into the Bay of Sagadhock, and the River Connecticut emptying into the bay usually called Long Island Sound. These bays are all open arms of the sea or Atlantic Ocean; are designated by their names on Mitchell's map; and with the single exception of Sagadhock are all equally well known and usually designated by their appropriate names. This ligne des versants constitutes the highlands of the Treaty, as claimed by the United States.

There is another ligne des versants which Great Britain claims as the highlands of the treaty. It is the dividing ridge that bounds the southern line of the basin of the River St. John, and divides the streams that flow into the River St. John from those which flow into the Penobscot and St. Croix. No river flows from this dividing ridge into the River St. Lawrence. On the contrary, nearly the whole of the basins of the St. John and Restigouche intervene. The source of the St. Croix also is in this very ligne des versants, and less than an English mile distant from the source of a tributary stream of the St. John. This proximity reducing the due north line of the treaty, as it were, to a point, compelled the provincial agents of the British Government to extend the due north line over this dividing ridge into the basin of the St. John, crossing its tributary streams to the distance of about forty miles from the source of the St. Croix, to the vicinity of an isolated hill between the tributary streams of the St. John. Connecting that isolated hill with the ligne des versants, as just described, by passing between said tributary streams, they claimed it as constituting the highlands of the treaty.

These two ranges of highlands as thus described, the one contended for by the United States, and the other by Great Britain, His Majesty the arbiter regards as comporting equally well, in all respects, with the language of the treaty. It is not the intention of the undersigned in this

place, to question in the slightest degree the correctness of His Majesty's conclusion. But when the arbiter proceeds to say, that it would be suitable to run the line due north from the source of the River St. Croix, not " to the highlands which divide the rivers that fall into the Atlantic Ocean, from those that fall into the River St. Lawrence," but to the centre of the River St. John, thence to pass up said river to the mouth of the River St. Francis, thence up the River St. Francis to the source of its south-westernmost branch, and from thence by a line drawn west into the point where it intersects the line of the highlands as claimed by the United States, and only from thence to pass " along said highlands which divide the rivers that fall into the Atlantic Ocean, from those which fall into the River St. Lawrence, to the north-westernmost head of Connecticut River," thus abandoning altogether the boundaries of the treaty, and substituting for them a distinct and different line of demarcation, it becomes the duty of the undersigned, with the most perfect respect for the friendly views of the arbiter, to enter a protest against the proceedings, as constituting a departure from the power delegated by the high parties interested, in order that the rights and interests of the United States may not be supposed to be committed by any presumed acquiescence, on the part of their representative near his Majesty the King of the Netherlands.

The undersigned avails himself of this occasion to renew to the Baron Verstolk Van Soelen, the assurance of his high consideration.

WM. P. PREBLE.

His Excellency the BARON VERSTOLK VAN SOELEN,
His Majesty's Minister of Foreign Affairs.

END OF VOL. I.

LONDON:
PRINTED BY THOMAS DAVISON, WHITEFRIARS.

# Table of Post Towns in the British Provinces in NORTH AMERICA,

ON THE MAIN POST ROUTE;

to which Letters may be conveyed by the Post, with the Distances & the Rates of Postage for a Single Letter in HALIFAX CURRENCY,

Constructed by F. A. Stayner, Esq. Dy Post-Master General in 1829.

A

The Postage to Hamilton & Ancaster must be the same for all Offices east of the latter place on the York side of Lake Ontario; but upon the Niagara side of the Lake and with all the Offices west of Ancaster Hamilton is to be considered as 7 miles E.t of Ancaster & the Postage calculated accordingly.

| | | |

# TABLE of the POST TOWNS on the Bye and Cross Routes in the CANADAS with the DISTANCES and the RATES of POSTAGE for a Single Letter in *HALIFAX CURRENCY*, BY F. A. STAYNER, ESQ^R Dep^Y Post Master General in 1829.

Post leaves Quebec every Tuesday at Noon

## N°1. Route below QUEBEC including NOVA SCOTIA and NEW BRUNSWICK

Quebec

| | | | | | | |
|---|---|---|---|---|---|---|
| 0.4½ / 34 | St Thomas | Letters for this place must be post paid | | | | |
| 0.4½ / 54 | 0.4½ / 20 | St Jean Port Joli | | | | |
| 0.7 / 69 | 0.4½ / 35 | 0.4½ / 15 | St Roc | | | |
| 0.7 / 78 | 0.4½ / 44 | 0.4½ / 24 | 0.4½ / 9 | Riviere Oreille | | |
| 0.7 / 90 | 0.4½ / 56 | 0.4½ / 36 | 0.4½ / 21 | 0.4½ / 12 | Kamouraska | |
| 0.9 / 108 | 0.7 / 74 | 0.4½ / 54 | 0.4½ / 39 | 0.4½ / 30 | 0.4½ / 18 | Riviere du Loup en Bas } Letters for these places must be post paid |
| 0.9 / 111 | 0.9 / 110 | 0.7 / 90 | 0.7 / 75 | 0.7 / 66 | 0.4½ / 54 | 0.4½ / 36 Lake Temisquata } Letters for these places must be post paid |

From Three Rivers every Tuesday at 10 O'Clock P.M.

## N°2. To the EASTERN TOWNSHIPS & U^D STATES via THREE RIVERS

Halifax

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1.8^d / 700 | Quebec | | | | | | | |
| 1.10½ / 790 | 0.7^d / 90 | Three Rivers | | | | | | |
| 1.10½ / 800 | 0.7 / 100 | 0.4½ / 10 | Nicolet | | | | | |
| 2.1 / 812 | 0.9 / 112 | 0.4½ / 22 | 0.4½ / 12 | La Baye called Baie St Antoine } To Yamaska 15 miles / To W^m Henry 27 miles | | | | |
| 2.1 / 834 | 0.9 / 134 | 0.4½ / 44 | 0.4½ / 34 | 0.4½ / 22 | Drummondville | | | |
| 2.1 / 858 | 0.9 / 158 | 0.7 / 68 | 0.4½ / 58 | 0.4½ / 46 | 0.4½ / 24 | Richmond L.C. | | |
| 2.1 / 885 | 0.9 / 185 | 0.7 / 95 | 0.7 / 85 | 0.7 / 73 | 0.4½ / 52 | 0.4½ / 27 | Sherbrooke | |
| 2.1 / 898 | 0.9 / 198 | 0.9 / 108 | 0.7 / 98 | 0.7 / 86 | 0.7 / 64 | 0.4½ / 40 | 0.4½ / 13 | Compton |
| 2.3 / 905 | 0.11 / 205 | 0.9 / 115 | 0.9 / 105 | 0.7 / 93 | 0.7 / 71 | 0.4½ / 47 | 0.4½ / 20 | 0.4½ / 7 Hatley |
| 2.3 / 919 | 0.11 / 219 | 0.9 / 129 | 0.9 / 119 | 0.9 / 107 | 0.7 / 85 | 0.7 / 61 | 0.4½ / 34 | 0.4½ / 21 0.4½ / 14 Stanstead — To U. States |

To & from Montreal once P^r Week

## N°3. To the EASTERN TOWNSHIPS & U^D STATES via MONTREAL

Halifax

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1.8^d / 700 | Quebec | From Montreal to Chambly & St Johns there is another Post twice a Week | | | | | | | | |
| 2.1^d / 880 | 0.9^d / 180 | Montreal | | | | | | | | |
| 2.1 / 898 | 0.9 / 198 | 0.4½ / 18 | Chambley | A post to St Johns &c 12 Miles _ See N° 9 | | | | | | |
| 2.3 / 923 | 0.11 / 223 | 0.4½ / 33 | 0.4½ / 25 | St Cesaire | | | | | | |
| 2.3 / 929 | 0.11 / 229 | 0.4½ / 39 | 0.4½ / 21 | 0.4½ / 6 | Abbotsford (late Yamaska) Mountain) | | | | | |
| 2.3 / 928 | 0.11 / 228 | 0.4½ / 48 | 0.4½ / 30 | 0.4½ / 15 | 0.4½ / 9 | Granby | | | | |
| 2.3 / 942 | 0.11 / 242 | 0.7 / 62 | 0.4½ / 44 | 0.4½ / 29 | 0.4½ / 23 | 0.4½ / 14 | Sherford | | | |
| 2.3 / 971 | 0.11 / 271 | 0.7 / 91 | 0.7 / 73 | 0.4½ / 58 | 0.4½ / 52 | 0.4½ / 43 | 0.4½ / 29 | Georgeville | | |
| 2.3 / 984 | 0.11 / 284 | 0.9 / 104 | 0.7 / 86 | 0.7 / 71 | 0.7 / 65 | 0.4½ / 56 | 0.4½ / 42 | 0.4½ / 13 | Stanstead | To United States |

From Montreal 3 times P^r Week in Summer & twice in Winter

## N°4. OTTAWA ROUTE (via) MONTREAL

Halifax

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.8^d / 700 | Quebec | | | | | | | | | | |
| 2.1^d / 880 | 0.9^d / 180 | Montreal | | | | | | | | | |
| 2.3 / 901 | 0.11 / 201 | 0.4½ / 21 | St Eustache | | | | | | | | |
| 2.3 / 925 | 0.11 / 225 | 0.4½ / 45 | 0.4½ / 24 | St Andrews | | | | | | | |
| 2.3 / 928 | 0.11 / 228 | 0.4½ / 48 | 0.4½ / 27 | 0.4½ / 3 | Chatham | | | | | | |
| 2.3 / 940 | 0.11 / 240 | 0.4½ / 60 | 0.4½ / 39 | 0.4½ / 15 | 0.4½ / 12 | Grenville | A post to Hawkesbury over the River 2 miles - See N° 5 | | | | |
| 2.3 / 970 | 0.11 / 270 | 0.7 / 90 | 0.7 / 69 | 0.4½ / 45 | 0.4½ / 42 | 0.4½ / 30 | Petite Nation | | | | |
| 2.5 / 1003 | 1.2 / 303 | 0.9 / 123 | 0.9 / 102 | 0.7 / 78 | 0.7 / 75 | 0.4½ / 63 | 0.4½ / 33 | By Town | | | |
| 2.5 / 1004 | 1.2 / 304 | 0.9 / 124 | 0.9 / 103 | 0.7 / 79 | 0.7 / 76 | 0.7 / 64 | 0.4½ / 34 | 0.4½ / 1 | Hull | A post to March 12 miles & to Richmond 21 miles twice P^r Week - Also to Brockville - See N° 11 | |

B

*N.B. As Quebec is the only Office in direct communication with Nova Scotia & New Brunswick, all Letters for those Provinces must be mailed for Quebec tho' the Postage thro' the whole Route may be paid at the office where they are first posted*

Once P^r Week

## N°5. To GLENGARY TOWNSHIP _ via HAWKESBURY and CORNWALL

Halifax

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1.8^d / 700 | Quebec | | | | | | | | | |
| 2.1^d / 880 | 0.9^d / 180 | Montreal | | | | | | | | |
| 2.3 / 942 | 0.11 / 242 | 0.7 / 62 | Hawkesburg | A Post to Lorignal 6 miles | | | | | | |
| 2.3 / 956 | 0.11 / 256 | 0.7 / 76 | 0.4½ / 14 | Lochiel | | | | | | |
| 2.3 / 963 | 0.11 / 263 | 0.7 / 83 | 0.4½ / 21 | 0.4½ / 7 | Alexandria | | | | | |
| 2.3 / 979 | 0.11 / 279 | 0.7 / 99 | 0.4½ / 37 | 0.4½ / 23 | 0.4½ / 16 | Martintown | | | | |
| 2.3 | 0.11 | 0.7 | 0.4½ / 50 | 0.4½ / 36 | 0.4½ / 29 | 0.4½ / 13 | Cornwall | | | |

Letters from Halifax Quebec and Montreal for these places should go by the River St Lawrence Route

Twice P^r Week

## N°6. To TERREBONNE via MONTREAL

Halifax

| | | | |
|---|---|---|---|
| 1.8^d / 700 | Quebec | | |
| 2.1 / 880 | 0.9 / 180 | Montreal | |
| 2.1 / 895 | 0.9 / 195 | 0.4½ / 15 | Terrebonne |

To Swanton in Summer Once P^r Week in Winter 3 times

## N°7. To SWANTON &c. UNITED STATES _ from MONTREAL

Halifax

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1.8^d / 700 | Quebec | | | | | | | | | |
| 2.1 / 880 | 0.9 / 180 | Montreal | | | | | | | | |
| 2.1 / 889 | 0.9 / 189 | 0.4½ / 9 | Laprairie | | | | | | | |
| 2.3 / 907 | 0.11 / 207 | 0.4½ / 27 | 0.4½ / 18 | St Johns | A post to Isle aux Noix 13 miles twice a Week - See N° 9 | | | | | |
| 2.3 / 920 | 0.11 / 220 | 0.4½ / 40 | 0.4½ / 31 | 0.4½ / 13 | Henryville | A bye post to Frelighsburgh 12 miles | | | | |
| 2.3 / 930 | 0.11 / 230 | 0.4½ / 50 | 0.4½ / 41 | 0.4½ / 23 | 0.4½ / 10 | Phillipsburg } Chena to Dunham 6 miles | | | | |
| 2.3 / 937 | 0.11 / 237 | 0.4½ / 57 | 0.4½ / 48 | 0.4½ / 30 | 0.4½ / 17 | 0.4½ / 7 Swanton, United States | | | | |

During the summer the Mails for New York go by Steam Boats from St Johns & are made up at Montreal 3 times P^r Week

To & from Montreal once P^r Week

## N°8. To SAINT OURS via BOUCHERVILLE &c.&c.

Halifax

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1.8^d / 700 | Quebec | | | | | | | | | |
| 2.1 / 880 | 0.9 / 180 | Montreal | | | | | | | | |
| 2.1 / 897 | 0.9 / 187 | 0.4½ / 7 | Boucherville | | | | | | | |
| 2.1 / 895 | 0.9 / 195 | 0.4½ / 15 | 0.4½ / 8 | Varrennes | | | | | | |
| 2.1 | 0.9 | 0.4½ / 22 | 0.4½ / 15 | 0.4½ / 7 | Vercheres | | | | | |
| 2.1 | 0.9 | 0.4½ / 31 | 0.4½ / 24 | 0.4½ / 16 | 0.4½ / 9 | Contre Coeur | | | | |
| 2.1 | 0.9 | 0.4½ / 45 | 0.4½ / 38 | 0.4½ / 30 | 0.4½ / 23 | 0.4½ / 14 | St Ours | | | |

Letters between these places & Halifax and Quebec should be sent Via W^m Henry being the shortest route

Twice P^r Week

## N°9. From WILLIAM HENRY up the RIVER RICHELIEU

Halifax

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.8^d / 700 | Quebec | | | | | | | | | | |
| 2.2^d / 835 | 0.8^d / 135 | Berthier | | | | | | | | | |
| 2.1 / 840 | 0.9 / 140 | 0.4½ / 5 | William Henry | A post to Yamaska 12 miles | | | | | | | |
| 2.1 / 852 | 0.9 / 152 | 0.4½ / 17 | 0.4½ / 12 | St Ours | To Contre Coeur &c - See N° 5 | | | | | | |
| 2.1 / 859 | 0.9 / 159 | 0.4½ / 24 | 0.4½ / 19 | 0.4½ / 7 | St Denis | | | | | | |
| 2.1 / 865 | 0.9 / 165 | 0.4½ / 30 | 0.4½ / 25 | 0.4½ / 13 | 0.4½ / 6 | St Charles | A post to St Hyacinthe 14 miles | | | | |
| 2.1 / 872 | 0.9 / 172 | 0.4½ / 37 | 0.4½ / 32 | 0.4½ / 20 | 0.4½ / 13 | 0.4½ / 7 | St Hilaire | | | | |
| 2.1 / 886 | 0.9 / 186 | 0.4½ / 51 | 0.4½ / 46 | 0.4½ / 34 | 0.4½ / 27 | 0.4½ / 21 | 0.4½ / 14 | Chambley | United with a line from Montreal - See N° 3 | | |
| 2.1 / 898 | 0.9 / 198 | 0.7 / 63 | 0.4½ / 58 | 0.4½ / 46 | 0.4½ / 39 | 0.4½ / 33 | 0.4½ / 26 | 0.4½ / 12 | St Johns | D° | D° N° 7 |
| 2.3 / 911 | 0.11 / 211 | 0.7 / 76 | 0.7 / 71 | 0.4½ / 59 | 0.4½ / 52 | 0.4½ / 46 | 0.4½ / 39 | 0.4½ / 25 | 0.4½ / 13 | Isle aux Noix | |

Letters for these places from Quebec & Halifax, must be sent (via) Montreal — Vide N° 3 and 7

J & C Walker Sculp^t

# CONTINUATION OF TABLE B.

## N°10.

### To LA CHINE across the RIVER St. LAWRENCE

| | | | | | | |
|---|---|---|---|---|---|---|
| Halifax | | | | | | |
| s d 1.8 / 700 | Quebec | | | | | |
| 2.1 / 880 | 0.9 / 180 | Montreal | | | | |
| 2.1 / 889 | 0.9 / 189 | 0.4½ / 9 | La Chine | | | |
| 2.1 / 896 | 0.9 / 196 | 0.4½ / 16 | 0.4½ / 7 | Chateauguay | | |
| 2.3 / 905 | 0.11 / 205 | 0.4½ / 25 | 0.4½ / 16 | 0.4½ / 9 | Beauharnois | Once p.r Week between La Chine and Beauharnois |

## N°11.

### Cross Route from the St. LAWRENCE to the OTTAWA via BROCKVILLE & HULL

Post from Brockville to Perth twice a Week & from Perth to Richmond once d.o & from Perth to Lanark once.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Halifax | | | | | | | | | |
| s d 1.8 / 700 | Quebec | | | | | | | | |
| 2.5 / 1023 | 1.2 / 323 | Brockville — A Post to Bastard 26 Miles | | | | | | | |
| 2.5 / 1034 | 1.2 / 334 | 0.4½ / 11 | Stones Corner (No Office) — to Bastard 15 Miles | | | | | | |
| 2.5 / 1065 | 1.2 / 365 | 0.4½ / 42 | 0.4½ / 31 | Perth — A Post to Lanark 15 Miles | | | | | |
| 2.5 / 1080 | 1.2 / 380 | 0.4½ / 57 | 0.4½ / 46 | 0.4½ / 15 | Franktown (No Office) | | | | |
| 2.5 / 1092 | 1.2 / 392 | 0.7 / 69 | 0.4½ / 58 | 0.4½ / 27 | 0.4½ / 12 | Kilmarnock | | | |
| 2.5 / 1098 | 1.2 / 398 | 0.7 / 75 | 0.7 / 64 | 0.4½ / 33 | 0.4½ / 18 | 0.4½ / 6 | Merrickville | | |
| 2.5 / 1097 | 1.2 / 397 | 0.7 / 74 | 0.7 / 63 | 0.7 / 32 | 0.4½ / 17 | 0.4½ / 29 | 0.4½ / 35 | Richmond | |
| 2.5 | 1.2 | 0.7 / 95 | 0.7 / 84 | 0.4½ / 53 | 0.4½ / 38 | 0.4½ / 50 | 0.4½ / 56 | 0.4½ / 21 | Hull & By Town — A Post twice p.r Week to & from Richmond |

There is an Appearance of inaccuracy in some parts of this Table (N°11) which does not actually exist, the distance from place to place being properly calculated as the Couriers Travel.

## N°12.

### From BATH U.C. to PRINCE EDWARDS COUNTY

Once p.r Week

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Halifax | | | | | | | | |
| s d 1.8 / 700 | Quebec | | | | | | | |
| 2.5 / 1097 | 1.2 / 397 | Bath | | | | | | |
| 2.7 / 1106 | 1.4 / 406 | 0.4½ / 9 | Fredericksburg | | | | | |
| 2.7 / 1111 | 1.4 / 411 | 0.4½ / 14 | 0.4½ / 5 | Adolphus Town | | | | |
| 2.7 / 1118 | 1.4 / 418 | 0.4½ / 21 | 0.4½ / 12 | 0.4½ / 7 | Picton — A Bye Post to Demoustville 10 Miles | | | |
| 2.7 / 1134 | 1.4 / 434 | 0.4½ / 37 | 0.4½ / 28 | 0.4½ / 23 | 0.4½ / 16 | Hillier | | |
| 2.7 / 1144 | 1.4 / 444 | 0.4½ / 47 | 0.4½ / 38 | 0.4½ / 33 | 0.4½ / 26 | 0.4½ / 10 | Murray | |
| 2.7 / 1149 | 1.4 / 449 | 0.4½ / 52 | 0.4½ / 43 | 0.4½ / 38 | 0.4½ / 31 | 0.4½ / 15 | 0.4½ / 5 | River Trent |

## N°13.

### From YORK NORTH or YONGE STREET

Twice p.r Week

| | | | |
|---|---|---|---|
| Halifax | | | |
| s d 1.8 / 700 | Quebec | | |
| 2.9 / 1256 | 1.6 / 556 | York | |
| 2.9 / 1268 | 1.6 / 568 | 0.4½ / 12 | Thornhill — A Bye Post to Markham 10 Miles |
| 2.9 / 1286 | 1.6 / 586 | 0.4½ / 30 | 0.4½ / 18 | Newmarket |

## N°14.

### From ANCASTER – Westward – Twice a Week

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Halifax | | | | | | | | | | |
| s d 1.8 / 700 | Quebec | | | | | | | | | |
| s d 2.1 / 880 | s d 0.9 / 180 | Montreal | | | | | | | | |
| 2.5 / 1079 | 1.2 / 379 | 0.9 / 199 | Kingston | | | | | | | |
| 2.9 / 1256 | 1.6 / 556 | 1.2 / 376 | 0.9 / 177 | York | | | | | | |
| 3.0 / 1304 | 1.8 / 604 | 1.4 / 424 | 0.11 / 225 | 0.4½ / 48 | Ancaster — See Hamilton Table A. | | | | | |
| 3.0 / 1322 | 1.8 / 622 | 1.4 / 442 | 0.11 / 243 | 0.7 / 66 | 0.4½ / 18 | Brantford — A Bye Route to Vittoria &c. See N°15 | | | | |
| 3.0 / 1332 | 1.8 / 632 | 1.4 / 452 | 0.11 / 253 | 0.7 / 76 | 0.4½ / 28 | 0.4½ / 10 | Burford | | | |
| 3.0 / 1359 | 1.8 / 659 | 1.4 / 479 | 0.11 / 280 | 0.9 / 103 | 0.4½ / 55 | 0.4½ / 37 | 0.4½ / 27 | Oxford | | |
| 3.0 / 1387 | 1.8 / 687 | 1.6 / 507 | 1.2 / 308 | 0.9 / 131 | 0.7 / 83 | 0.7 / 65 | 0.4½ / 55 | 0.4½ / 28 | London — A Bye Route to Port Talbot N°16 | |
| 3.0 / 1398 | 1.8 / 698 | 1.6 / 518 | 1.2 / 319 | 0.9 / 142 | 0.7 / 94 | 0.7 / 76 | 0.7 / 66 | 0.4½ / 39 | 0.4½ / 11 | Delaware |
| 3.2 / 1450 | 1.10½ / 750 | 1.6 / 570 | 1.2 / 371 | 0.9 / 194 | 0.9 / 146 | 0.9 / 128 | 0.9 / 118 | 0.7 / 91 | 0.7 / 63 | 0.4½ / 52 | Raleigh |
| 3.4 / 1502 | 2.1 / 802 | 1.8 / 622 | 1.4 / 423 | 0.11 / 246 | 0.9 / 198 | 0.9 / 180 | 0.9 / 170 | 0.9 / 143 | 0.9 / 115 | 0.9 / 104 | 0.4½ / 52 | Sandwich |
| 3.4 / 1518 | 2.1 / 818 | 1.8 / 638 | 1.4 / 439 | 0.11 / 262 | 0.11 / 214 | 0.9 / 196 | 0.9 / 186 | 0.9 / 159 | 0.9 / 131 | 0.9 / 120 | 0.7 / 68 | 0.4½ / 16 | Amherstburg |

## N°15.

### To WATERFORD, VITTORIA &c. &c. via BRANTFORD

Once p.r Week

| | | | | | | |
|---|---|---|---|---|---|---|
| Halifax | | | | | | |
| s d 1.8 / 700 | Quebec | | | | | |
| 3.0 / 1304 | 1.8 / 604 | Ancaster | | | | |
| 3.0 / 1322 | 1.8 / 622 | 0.4½ / 18 | Brantford — See Table 14 | | | |
| 1338 | 638 | 0.4½ / 34 | 0.4½ / 16 | Waterford | | |
| 3. / 1346 | 646 | 0.4½ / 42 | 0.4½ / 24 | 0.4½ / 8 | Simcoe | |
| 3.0 / 1352 | 652 | 0.4½ / 48 | 0.4½ / 30 | 0.4½ / 14 | 0.4½ / 6 | Vittoria |

## N°16.

### To SAINT THOMAS & PORT TALBOT

Twice p.r Week

| | | | | | |
|---|---|---|---|---|---|
| Halifax | | | | | |
| s d 1.8 / 700 | Quebec | | | | |
| 1304 | 604 | Ancaster | | | |
| 1387 | 687 | 83 | London — See Table N°14 | | |
| 1404 | 704 | 100 | 17 | St. Thomas | |
| 1414 | 714 | 110 | 27 | 10 | Port Talbot |

## N°17.

### To GALT & GUELPH via DUNDAS

Twice p.r Week

| | | | | |
|---|---|---|---|---|
| Halifax | | | | |
| 700 | Quebec | | | |
| 1300 | 601 | Dundas | | |
| 1320 | 620 | 19 | Galt | |
| 1336 | 636 | 35 | 16 | Guelph |

J. & C. Walker Sculp.t

No. 3.

*A Table showing the Latitudes and Longitudes of Headlands, &c. on the Coasts of North America, Newfoundland, and Bermuda, from a series of Observations made on the spot, in the years* 1828, 1829 *and* 1830, *by Mr. John Jones, Master, and Mr. Horatio Jauncey, Mate, of H. M. Ship Hussar, and other Officers of the Squadron;—Halifax being considered as the Meridian.*

| Place of Observation. | Latitude north. | Longitude west of Greenwich. | Variation westerly. |
|---|---|---|---|
| NOVA-SCOTIA AND GULF OF ST. LAWRENCE. | | | |
| Halifax, Naval-Yard, [Meridian] | 44 39 26 2 | 63 37 48 | 17 10 30 |
| Maugher's Beach [Lighthouse] | 44 36 2 | - - - | |
| Sambro Lighthouse | 44 26 17 | 63 35 16 2 | 16 45 |
| Shut-in-Island, south-west end | 44 36 35 | 63 17 48 | |
| Jedore Head | 44 40 5 | 63 5 10 5 | |
| Tangier Island [off Tangier Harbour] | 44 44 28 | 62 41 7 5 | |
| Outer Beaver Island, [south-east point] | 44 48 24 | 62 21 43 | |
| Green Island, [country harbour, south point] | 45 4 55 | 61 34 49 5 | |
| Berry Head, [near Torbay] | 45 10 44 3 | 61 21 9 | |
| White Head, [off White Haven] | 45 10 17 | 61 9 49 5 | |
| Canso Lighthouse | 45 19 33 | 60 58 30 | |
| Eddy Point, [Gut of Canso] | 45 30 25 | 61 16 54 | |
| Cape St. George, [ditto] | 45 51 22 | 61 55 12 | |
| Pictou Island, [south side] | 45 47 52 | 62 37 33 | 19 35 |
| Pictou Harbour | 45 41 56 7 | 62 42 0 | 19 0 |
| Pictou Academy | 45 40 20 | 62 44 28 | 19 0 |
| Cape Prospect, [extreme point] | 44 26 38 | 63 46 39 | 16 10 |
| Point Rose, [Malaguash Bay] | 44 18 7 | 64 15 33 | 16 15W |
| Cape Lehave, [south point] | 44 11 8 | 64 23 43 8 | 15 9 |
| Lehave Rock | 44 10 50 | 64 22 24 8 | |
| Indian Island, [south point] | 44 9 40 | 64 26 51 | 15 15 |
| Metway Head, Metway Harbour | 44 6 24 | 64 35 9 | 14 59 |
| Liverpool, Lighthouse | 44 1 52 | 64 40 49 8 | 14 43 |
| Western Head, Liverpool Bay | 43 59 13 | 64 42 34 8 | 14 43 |
| Little Hope Island | 43 48 34 | 64 49 48 | 14 1 |
| Easternmost Rugged Island, south-east point | 43 41 14 | 65 3 43 6 | |
| Long projecting point between Rugged Island Harbour and Green Harbour | 43 39 40 | 65 11 28 6 | 13 41 |
| Shelburne Lighthouse | 43 37 31 | 65 18 40 5 | |
| Sandy Point, Shelburne Harbour | 43 41 57 | 65 22 11 | 12 58 |
| Cape Sable, south point | 43 23 57 | 65 38 3 | 12 24 |
| South Sea Island, south point | 43 23 51 | 65 50 42 | 14 0 |
| Ditto, north point | 43 26 22 | 66 1 38 | 14 0 |
| Sable Island, east end | 43 59 15 7 | 59 48 17 | |
| Ditto, west end | 43 56 30 | 60 13 34 | |
| Just-aux Corp Island, south point | 45 58 19 | 61 37 51 | 20 40 |
| Port Hood, Cape Linzee | 45 59 31 | 61 36 15 | 21 14 |
| Ship Harbour, Gut Canso | 45 36 25 | 61 21 43 | 19 16 |
| Cape Hinchinbroke, a small island off the Cape | 45 34 29 | 60 42 36 | 20 11 |
| Green Island, off Isle Madame | 45 27 47 | 60 57 48 | 18 30 |
| Cape Portland | 45 47 57 | 60 7 36 | |
| Louisburg, ruins of the old Lighthouse | 45 53 31 5 | 59 59 48 | |
| Cape Breton, extreme point | 45 56 26 | 59 50 15 | |
| Scattery Island, east point | 46 1 19 | 59 43 29 | |
| Cape Granby, extreme point | 46 9 18 | 59 53 0 | 22 27 |
| Cape North, north-east point, Breton Island | 47 2 13 | 60 26 53 | 23 30 |
| Bona Venture Island, north-west point | 48 29 30 3 | 64 13 37 3 | |
| Douglas Town, south end of the beach | 48 46 33 | 64 25 18 | 20 40 |
| Cape Gaspe, south-east point | 48 45 14 | 64 13 38 | 21 33 |
| Cape Tormentine, north-east point | 46 7 38 | 63 51 41 7 | |
| Point Escuminac, north-east point | 47 5 1 8 | 64 53 30 3 | |
| Point Miscou, north-east point | 48 1 27 | 64 35 49 5 | |

| Place of Observation. | Latitude north. | Longitude west of Greenwich. | Variation westerly. |
|---|---|---|---|
| NOVA-SCOTIA AND GULF OF ST. LAWRENCE. | | | |
| Cape Traverse | 46 13 37 | 63 42 47 | |
| Prince Edward Island, west point | 46 37 48 | 64 24 21 8 | |
| Ditto, east point | 46 27 36 | 62 0 8 | 21 0 |
| Ditto, Cape North, north-east point | 47 4 20 | 64 4 15 6 | |
| Ditto, Cape Bear | 46 0 2 | 62 29 57 | |
| Paspebiac, south point of the beach | 48 0 54 6 | 65 18 16 7 | 19 40 |
| Anticosti, west point | 49 52 29 | 64 36 54 9 | 22 55 |
| Ditto, north point | 49 57 38 | 64 15 1 4 | |
| Ditto, east point | 49 8 30 | 61 44 56 9 | 24 33 |
| Mingan Harbour | 50 17 35 4 | 64 5 32 7 | |
| Ditto Island, east side | 50 13 7 4 | 64 12 11 | |
| Cape Rosier | 48 50 41 | 64 15 24 | |
| Point Des Monts, Lighthouse | 49 19 32 | 67 24 49 5 | |
| Ditto, extreme point | 49 18 38 | 67 26 19 5 | |
| Magdalen Island, north-east point | 47 37 37 | 61 26 51 | |
| Brion's Island, north-east point | 47 48 8 | - - - | |
| Entry Island, west south-west point | 47 16 7 | 61 47 26 | 22 25 |
| Bird Island, northernmost | 47 50 28 | 61 12 53 | |
| City of Quebec | - - - | 71 16 25 5 | 12 54 |
| St. Paul's Island | 47 12 38 | 60 11 24 | 23 45 |
| BAY OF FUNDY. | | | |
| St. John, N. B. | 45 15 0 | 66 0 19 | |
| Partridge Island, Lighthouse | 45 13 36 | - - - | |
| Beaver Harbour, south-west point of the entrance | 45 3 12 | 66 47 28 | |
| Navy Island, south-east point | 45 2 24 | 67 5 47 | |
| Bliss Island, south-west point, Etang Harbour | 45 0 15 | 66 54 27 | |
| Head Harbour Lighthouse, Campo Bello | 44 56 50 | 66 56 58 | |
| Grand Manan, north point | 44 46 49 | 66 49 7 | |
| Ditto, Swallow-tail point | 44 44 54 | 66 47 21 | |
| Ditto, White Head Island | 44 36 59 | 66 45 4 | |
| Brier's Island, Lighthouse | 44 13 51 | 66 26 54 | |
| Digby Lighthouse | 44 40 25 | 65 50 15 | |
| NEWFOUNDLAND. | | | |
| St. John's, Fort Townshend | 47 33 33 8 | 52 45 10 7 | |
| Cape Broyle, south point | 47 2 19 8 | 52 55 33 | |
| Cape Race | 46 40 27 | 53 8 6 | |
| Virgin Rocks | 46 26 15 3 | 50 56 35 | |
| Trespassy, Point Powles | 46 43 11 8 | 53 27 0 | |
| Placentia, Point Verde | 47 13 51 1 | 54 6 16 7 | |
| Blue Beach Point, Cape Chapeau Rouge, south 22, east one and a quarter miles | 46 54 16 | 55 28 40 7 | |
| Cape Raye, extreme point | 47 36 49 | 59 21 0 | |
| Port aux Basque, Road Island | 47 34 11 | 59 10 39 | 24 2 |
| BERMUDA. | | | |
| St. Catherine's Point | 32 23 43 | 64 41 25 8 | |
| Dock-Yard | 32 19 1 | 64 54 18 | |
| Wreck Hill | 32 16 1 | 64 57 21 | |
| Gibb's Hill, Flag Staff | 32 14 18 | 64 55 12 | |
| North Rock | 32 29 26 | 64 50 18 | |

Hussar, at Bermuda, 15th May, 1830.

CHARLES OGLE,
Rear-Admiral and Commander-in-Chief.