

VICTORIA BRIDGE MONTREAL

# VIEWS ON THE ST. LAWRENCE



TORONTO

TO QUEBEC.





TORONTO.

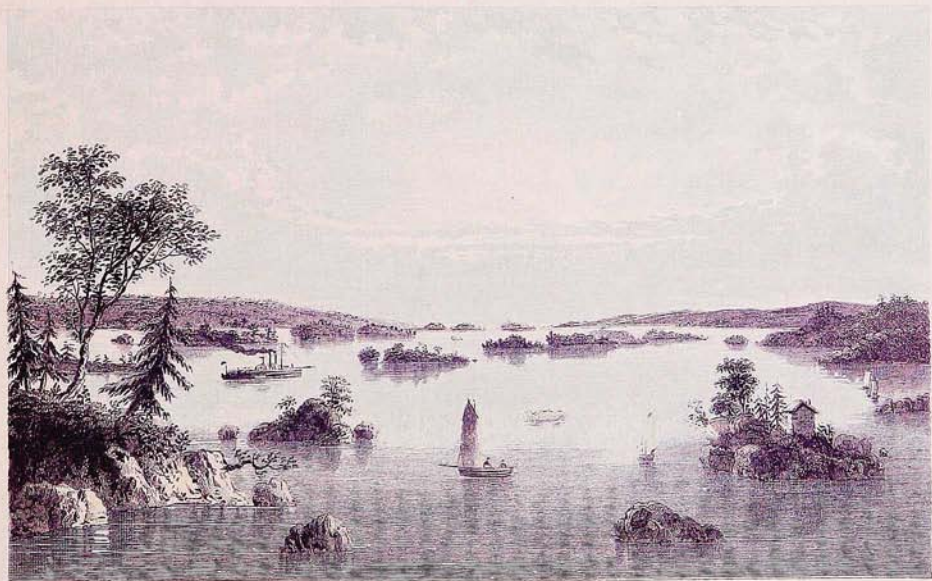




KINGSTON.



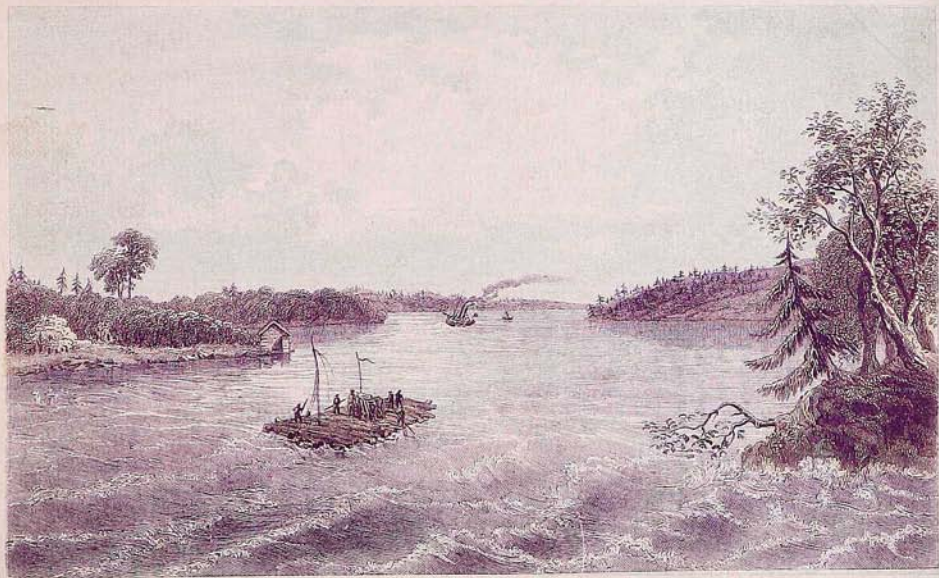




THE THOUSAND ISLES.

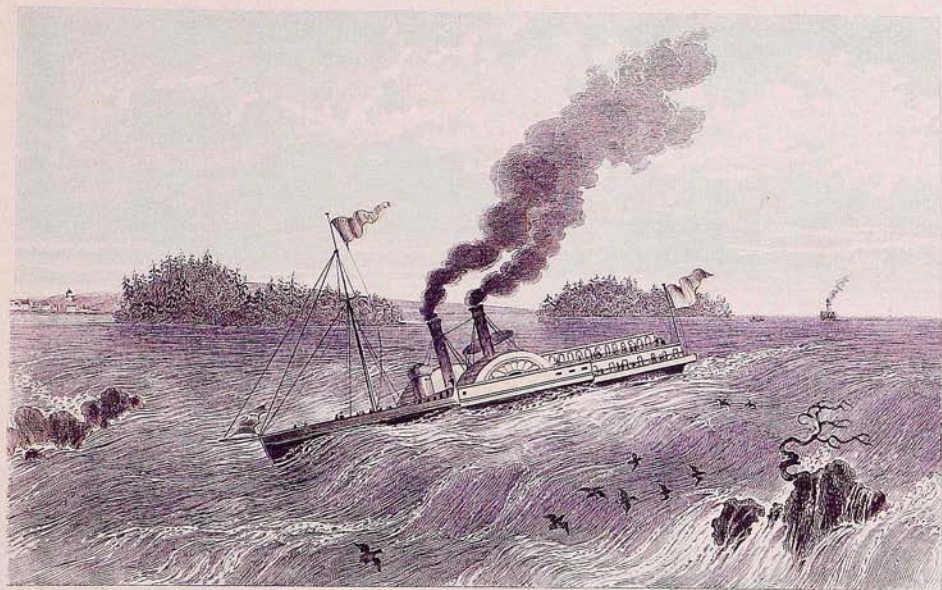






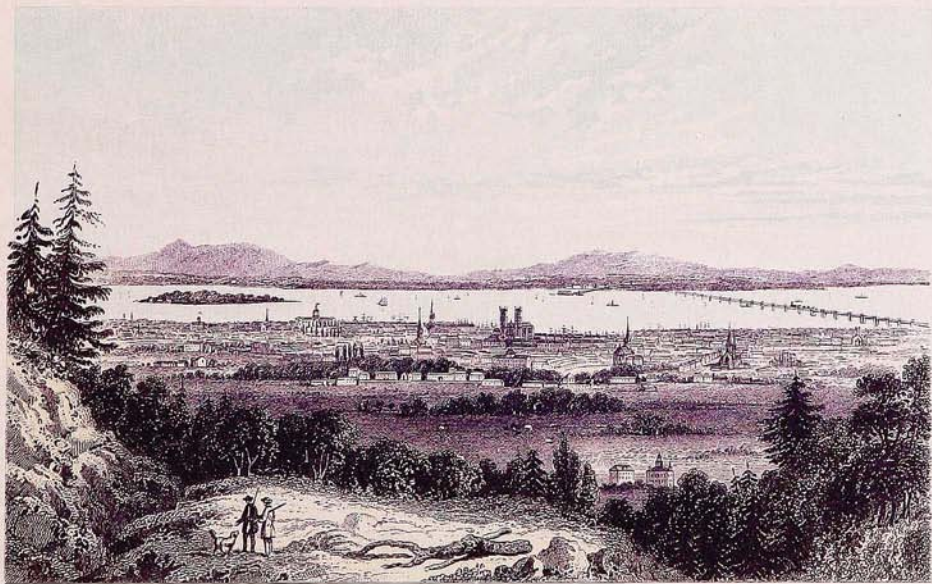
LONG SAULT RAPIDS.





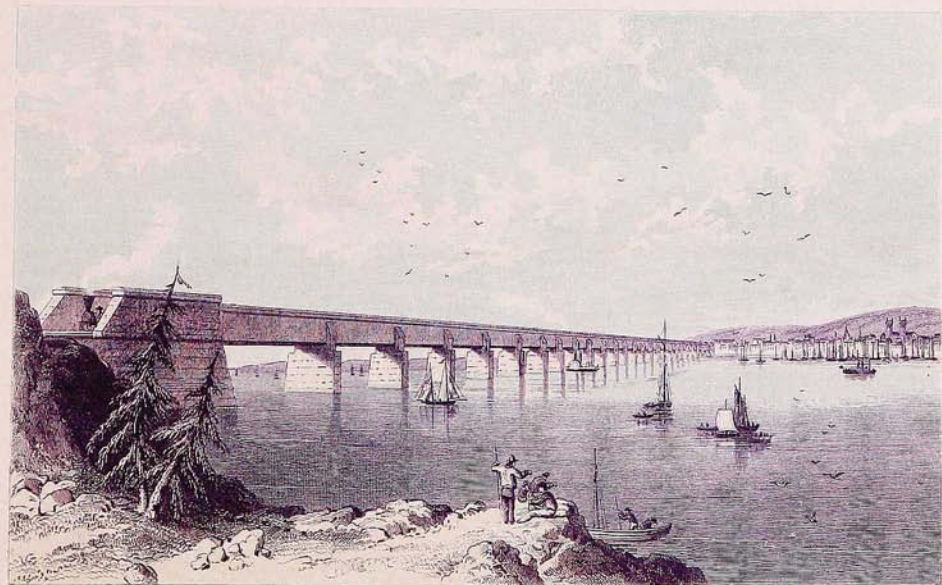
LA CHINE RAPIDS.





MONTREAL FROM THE MOUNTAIN.

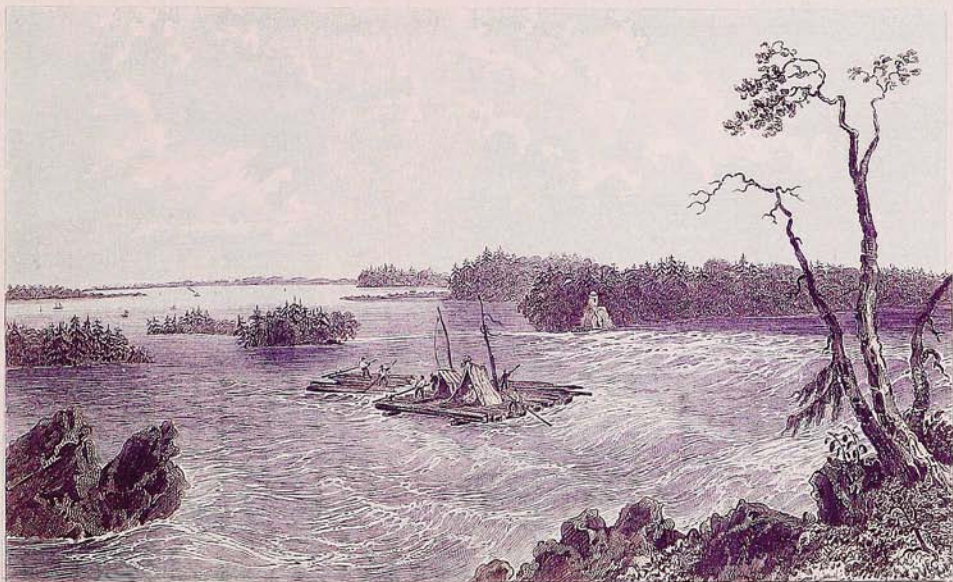




VICTORIA BRIDGE - MONTREAL.







JUNCTION OF THE OTTAWA AND THE ST. LAWRENCE.





QUEBEC.

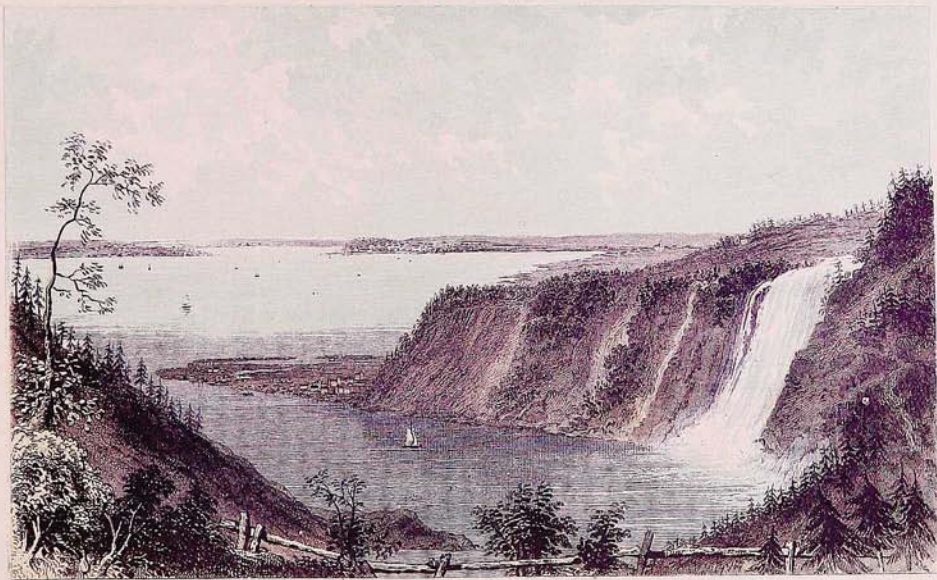




PLAINS OF ABRAHAM.

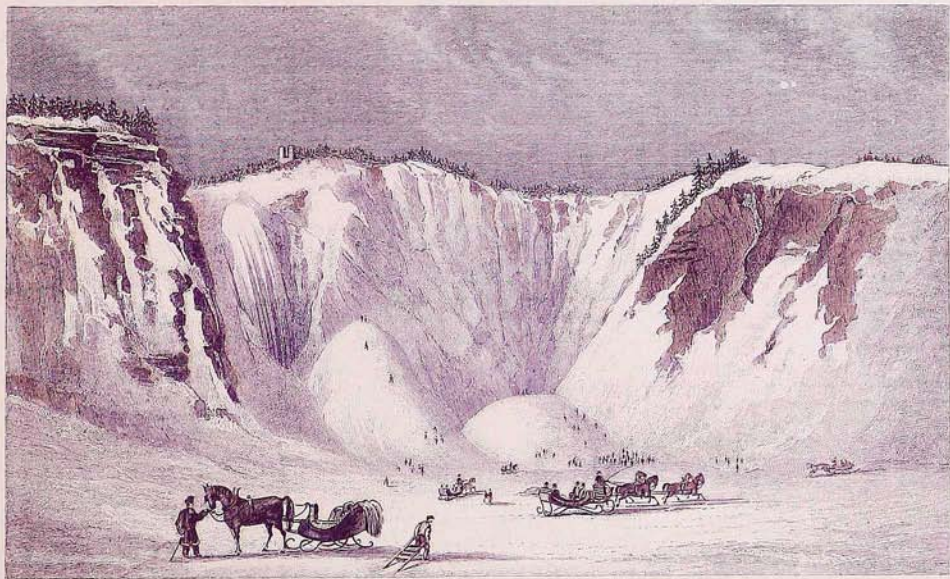






FALLS OF MONTMORENCY—QUEBEC IN THE DISTANCE.





FALLS OF MONTMORENCY IN WINTER.



## VIEWS ON THE ST. LAWRENCE.

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THE great River St. Lawrence, if viewed in connection with the western lakes of America, of which it forms the outlet, may be said to rise at the sources of the St. Louis, which flows into Lake Superior. It has received different names in different parts of its course. Between Lakes Superior and Huron it is called the St. Mary; between Lakes Huron and Erie, the St. Clair and Detroit; between Lakes Erie and Ontario, the Niagara; between Lake Ontario and the sea, it takes the name of St. Lawrence. Its whole length, including the chain of lakes, is estimated at 2200 miles. The distance from Lake Ontario to the Gulf of St. Lawrence is about 750 miles. It is navigable for ships of the line to Quebec, and for vessels of 600 tons to Montreal. It was discovered by Jacques Cartier, a native of St. Maloes in France, and from him it received the name of St. Lawrence, because he sailed up the river for the first time on the 10th of August, the festival day of that popish saint.

The accompanying Engravings are intended to give a correct and comprehensive idea of the general features of that part of the river which bears the name of St. Lawrence, between Lake Ontario and Quebec. For minute details of scenery, historical notices, routes, hotels, &c., we refer the tourist to "Nelsons' Guide to the St. Lawrence."

*Toronto* (1) is situated on an arm of Lake Ontario; *Kingston* (2), near its outlet. Below *Kingston* commences the *Lake of the Thousand Isles* (3); and still farther down, between *Kingston* and *Montreal*, the river is broken by rapids, the most remarkable of which are *Long Sault* (4) and *La Chine* (5). *Montreal* (6) is built on an island near the "junction of the *Ottawa* and the *St. Lawrence*" (8), and is connected with the mainland by the *Victoria Bridge* (7). The distance from *Montreal* to *Quebec* (9) is about 180 miles. *Quebec* is situated on the left bank of the River *St. Lawrence*, which here receives the *St. Charles*. Immediately westward of *Quebec*, in front of the fortification, are the *Plains of Abraham* (10), the celebrated battle-field on which *Quebec* was gained by the gallant *Wolfe*. The *Falls of Montmorency* (11 and 12) are about 8 miles from *Quebec*.

## TORONTO.

*Toronto*, formerly *York*, the capital of Canada West, is situated on an arm of Lake Ontario, 36 miles from the mouth of *Niagara River*, and about 165 miles from *Kingston*. Lake Ontario is 200 miles long and 60 miles wide. *Toronto Bay* is a beautiful inlet, about 4 miles long and 2 miles wide, forming a capacious and well-protected harbour, separated from Lake Ontario, except at its entrance, by a long narrow strip of sandy beach. The south-western extremity of this peninsula is called *Gibraltar Point*, on which a lighthouse is built. The site of the town is low, but rises gently from the water's edge. "*Toronto*, in the Indian language, signifies a place of meeting. When it was first surveyed in 1793, two *Massasanga* families were the only inhabitants it contained, and its harbour was the resort of numerous wild fowl." The population in 1817 was 1200, and it now amounts to about 60,000. The streets are regular

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and wide, crossing each other generally at right angles, some running parallel to the Bay, intersected by others having a north and south direction. The esplanade fronting the Bay (seen in the View) extends for a distance of two miles. Toronto has become a great thoroughfare. The Grand Trunk Railway of Canada passes through it, and it is connected by steamers with all the principal ports on Lake Ontario, the upper lakes, and the St. Lawrence River. The city generally is built of light-coloured brick, with a few new stone buildings. The chief public edifices are the Parliament House, the universities, two cathedrals, and numerous churches, an Exchange, several new public school-houses, &c. Knox's Church (Presbyterian) has a fine tapered spire, covered with tin, enriched at the base with clusters of pinnacles, and pierced with traceried spire-lights.

#### KINGSTON.

The old city of Kingston is situated at the eastern end of Lake Ontario. To the east of the city lies the Lake of the Thousand Islands, and to the west the scarcely less beautiful Bay of Quintè, 8 miles in length, and averaging about  $1\frac{1}{2}$  or 2 miles across. The city itself stretches along in front of Cataraqui Bay, from the Rideau Canal at the Cataraqui River to the entrance of the Bay of Quintè. Opposite the city and environs lie Wolfe Island, Garden Island, Cedar, Simcoe, and, to the west, Amherst Islands. Kingston is, after Quebec and Halifax, the strongest post in British America. All accessible points are secured by batteries. On approaching Kingston from the west by water, the first object that attracts the traveller's attention is Fort Henry, with the naval station of Fort Frederick at its base, and its attendant battlements, fortifications, towers, and redoubts. A long bridge has been constructed across Cataraqui Bay,



connecting Kingston with Pittsburg. The city is chiefly built of blue limestone, and is regularly laid out with streets crossing each other at right angles. The chief public edifices are the City Hall, Court House, and market buildings, a college, hospitals, and numerous churches.

Kingston is built on the site of the Indian village Catarocui or Cataraqui, a rendezvous where the Indian tribes were accustomed to meet in combat or in council. Here Count de Frontenac (the French governor of Canada in 1672) constructed a fort, which he called by his own name—Fort Frontenac. The name Kingston was given it by the English, who first settled here in 1783. The names *Cataraqui Bay*, *Frontenac County*, and *Kingston City*, are still a memorial of its successive possessors—Indian, French, and English.

Kingston was first incorporated as a city in 1838: the first parliament of United Canada was held in this city in 1840. It continued the capital of the province till the seat of government was removed to Montreal, about the year 1845.

#### “THOUSAND ISLANDS.”

The Lake of the Thousand Islands is an expansion of the St. Lawrence, at its emergence from Lake Ontario. It is the most numerous collection of river islands in the world. It commences opposite the city of Kingston, and stretches down the river for between 40 and 50 miles, for which distance the St. Lawrence is between 6 and 12 miles wide. Notwithstanding their name, the number of these islands far exceeds a *thousand*; some estimate it at fifteen hundred, some at eighteen hundred, and some even at two thousand. The waters of the St. Lawrence, among the islands, vary at different seasons from 3 to 4 feet in height, exposing some hundreds of little islets at its lowest stage, which are

covered at other times;—this may account for the varying accounts given of their number.

The islands lie partly in Canada, and partly within the bounds of the State of New York—the boundary-line between the United States and Canada dividing them into about equal parts. Wolfe or Grand Island, belonging to the British, is the largest island of the group, being 18 miles long, and from 1 to 6 miles wide. It contains much good land, and is inhabited by a number of families. Smith, in his "Past, Present, and Future of Canada," thus describes these islands:—"Islands of all sizes and shapes are scattered in profusion throughout the waters; some covered with vegetation, others bare and rugged rocks; some many acres in extent, others measuring but a few feet; some showing a bare bald head, a little above the level of the water, while, a short distance off, a large island or rock, crowned with a considerable growth of pine or cedar, will rise abruptly out of the water, to the height, probably, of 100 feet or more. These islands are mostly of granite or sandstone." On the islands are found deer, foxes, racoons, rabbits, squirrels, musk-rats, and minks; also partridges, quails, and wild-ducks in abundance.

#### LONG SAULT RAPIDS.

For some miles after passing the town of Prescott (about 130 miles south-west of Montreal), the scenery of the River St. Lawrence rapidly changes. Then commences that magnificent series of rapids of which the Long Sault is one of the most remarkable. It is a continuous rapid of 9 miles in length, divided in the centre by an island into two channels—the American Channel, and the Lost Channel; a name given to it by the French boatmen, as they supposed that if a boat drifted into it, it would certainly be lost. Formerly, the American or east channel was mostly run by steamers

in the downward trip, but of late the Lost Channel is mostly used. Captain Maxwell, the commander of the mail steamer *Gildersleeve*, was the first to attempt the descent, having satisfied himself, with much trouble and many soundings and observations, that it is safer and easier of descent than the channel on the south side. This channel presents a grand and terrific appearance, the water being lashed into a white foam for several miles.

The passage on the southern channel is very narrow, and such is the velocity of the current, that a raft, it is said, will drift the 9 miles in 40 minutes. Another writer tells us, that although these rapids are seldom ascended in less than a day, boats have been known to descend through their whole length in 15 minutes. When a steamer enters within their influence, the steam is shut off, and she is carried onwards by the force of the stream alone. Great nerve, strength, and skill are necessary to pilot the vessel, and several men are required at the wheel. It is a most exciting part of the voyage. "One of the most singular sensations we experienced," says Mr. Hodgson, "was that of sailing many miles perceptibly *down hill*."

#### LA CHINE RAPIDS.

The village of La Chine is 9 miles from Montreal. La Chine Rapids begin just below the village. The current is here so swift and wild, that, to avoid it, a canal has been cut around these rapids. Many vessels, however, still descend them in safety. The following account of the descent is given by a correspondent of the *Detroit Advertiser*:—"The river again widens, and is called Lake St. Louis. At the foot of this lake, on the south side, is the Indian village of Caughnawaga. Here a boat comes off from the village and brings an Indian named Baptiste. He is a fine-looking

man, apparently about sixty years of age. He comes on board to pilot the boat over the La Chine, which is the last but most dangerous of the rapids. No man but Baptiste has ever yet piloted a steamer over these rapids. As the boat moves onward to the rapids, all the passengers, even to the novel readers, are anxious to get a good position, in order to have a fine view of the heaving, breaking, and laughing water. As we enter the rapids, we appear to be running upon a small grass-covered, rocky island. Indeed, as the bow of the boat is so near that it seems to be impossible to clear it, we look to see if the pilot is at the helm. Yes, there stands the captain at his post, in front of the wheel-house; and the Indian pilot, with three other strong men, are at the wheel; and as we look at the calm countenance of the Indian and see that his bright eye does not so much as wink, but is steadily fixed upon his beacon, whatever it may be, and that the wheelsmen are fully under his control, we feel that, with his skill, care, and knowledge of the way, we may banish fear from our thoughts. Baptiste is a noble Indian. He guides the boat among the islands and the rocks, over the rapids and through the intricate channels as easily as a skilful horseman reins a high-spirited charger. As quick as thought the boat glides away from those rocks which it appeared impossible to avoid; but the pilot apparently is insensible to fear, though not to the responsibility that rests upon him. He is aware, and all are aware, that one false move and all is lost; for the current is so swift, the seas run so high, and the boat is driven so rapidly, that one touch upon a rock would shiver her to atoms. Although the passage of the rapids appears to be dangerous, a sense of pleasure and excitement takes the place of fear. In about half an hour after leaving this last rapid, we enter the harbour of Montreal."

**MONTREAL FROM THE MOUNTAIN.**

The city of Montreal lies 180 miles above Québec and 350 miles below Toronto, by water; and about 420 miles north of New York. Montreal was marked out for settlement by the famous Jacques Cartier in 1535. At that time it was inhabited by Indians of the Huron tribe, who had a village there called Hochelaga. They had a tolerably large space of well-cleared land in the neighbourhood, on which they cultivated maize or Indian corn. After the new settlement, it was for a long time called Ville Marie, and then it received its present name of Montreal (Mount Royal),—a name said to be taken from the mountain at the base of which the city lies. Montreal is built on an island formed by the partial confluence of the Ottawa and the St. Lawrence at its western extremity, and by the perfect confluence of these rivers at its eastern boundary, after passing along its northern and southern shores. The island is about 30 miles in length, and at the widest part about 10 miles in breadth. With the exception of the mountain from which both the city and island derive their names, and which rises to the height of about 550 feet, the island is nearly level, and forms one of the most fertile districts of the province.

The city of Montreal is built upon the south side of the mountain, facing the river. It contains a population of 70,000. Excepting for the timber trade, which is conducted at Quebec, Montreal may be said to be the chief medium through which Canada maintains commercial relations with the Old World.

The view from the mountain is beautiful. At its foot lies the city with its many substantial buildings, adorned with the spires of numerous churches; in the river is seen the island of St. Helen, well fortified and bristling with cannon; and in the far distance the hills of

Vermont. Northward into the forests stretches the Ottawa, and to the east and west rolls the mighty St. Lawrence.

The great cathedral of Montreal, the largest in North America, was totally destroyed by fire in December 1856; but a new one is in progress of building, and is expected to be finished this year (1859).

#### VICTORIA BRIDGE AT MONTREAL.

The Victoria Bridge, when completed, will be one of the wonders of the world. It crosses the river from Point St. Charles to the south shore, a distance of 2 miles less 150 feet. It is built on the tubular principle, and while the railway trains will pass through the tube, there will be a balcony outside, with a footpath for passengers.

The bridge consists of twenty-three spans of 242 feet each, and one in the centre of the river of 330 feet. The spans are approached on each side of the river by a causeway, each terminating in an abutment of solid masonry 240 feet long and 90 wide. The causeway from the north bank is 1400 feet long, that from the south bank is 700 feet. The tube is iron, 22 feet high and 16 feet wide; at the extreme ends, 19 feet high, 16 feet wide. The contents of the masonry will be 3,000,000 cubic feet. This is necessary, as it is calculated that each buttress will have to bear the pressure of 70,000 tons of ice, when the winter breaks up and the large ice-fields come sweeping down the St. Lawrence, which have destroyed former bridges.

As soon as this link is completed, the Grand Trunk Railway system will consist of a continuous line of nearly 1200 miles, between Chicago, the emporium of the west, and the Atlantic seaboard at Quebec and Portland.

**JUNCTION OF THE OTTAWA AND THE ST. LAWRENCE.**

The length of the course of the Ottawa River is about 800 miles. It is known by the Indians as the "Kitchissippi," or Great River; and great it is, from its magnificent extent, the number and importance of its tributary streams, its forest lakes, its foaming cascades, and swift flowing rapids.

At the city of Ottawa the river receives the Rideau from the west, running a course of 116 miles, and draining an area of 1350 square miles; yet this is but *one* of its numerous tributaries.

The city of Ottawa, now containing about 14,000 inhabitants, sprung up, about thirty years ago, from a collection of huts built to accommodate the labourers and artificers employed by the Royal Engineers to construct the Rideau Canal. This canal (terminating at Kingston) was intended by the Government of England to be a means of communication between the lower St. Lawrence and the Lakes, in case the communication on the front should be interrupted.

Immediately below the city of Ottawa, the River Rideau discharges into the Ottawa, falling gently over the edge of a limestone precipice, like a beautifully transparent "curtain" (rideau) of water; from which resemblance its name has been derived.

At Bout de L'Isle, the Ottawa is finally merged in the St. Lawrence, 130 miles below the city of Ottawa.

**QUEBEC.**

The city of Quebec has a remarkably picturesque situation between the two rivers, St. Lawrence and St. Charles, at the north-east extremity of a narrow but elevated table-land, which, for about 8 miles, forms the left bank of the St. Lawrence. The city is built on the extremity of a ridge, terminating in the angle formed



by the junction of the two rivers at the point called Cape Diamond, which here rises to the height of about 340 feet above the St. Lawrence. The cape is surmounted by the Citadel, and the city extends from it principally in a north-east direction, down to the water's edge.

The situation of Quebec is highly advantageous, in a commercial as well as a military point of view. Though at a distance of 400 miles up from the sea, the magnificent river on which it is seated is 3 miles in breadth a little below the town, and narrows in, to about a mile in breadth, immediately abreast of the Citadel, having in both these parts a sufficient depth of water for the largest ships in the world, and space enough in its capacious basin, between Cape Diamond and the Isle of Orleans, to afford room and anchorage for a thousand sail of vessels at one time, sheltered from all winds, and perfectly secure. Cape Diamond derives its name from the crystals of quartz found in it, which are so abundant that after a shower the ground glitters with them. Quebec is divided into the Upper and Lower Towns. The Upper Town is well fortified, and includes within its limits the Citadel of Cape Diamond, which is known to be the most formidable fortress in America. The area embraced within the fortifications of the Citadel is more than forty acres. The line of fortifications enclosing the Citadel and Upper Town is nearly 3 miles in length. There are five gates to the city. The Lower Town is chiefly devoted to business connected with the shipping, and occupies a narrow site which has been reclaimed from the river, and stretches along the base of the precipice. The site is mainly supported upon piles of timber which have been driven into the channel, well ballasted with stone, and covered with a roadway of earth.

The great charm of the city is, that it is the only town in America which contains much of the features of

European antiquity. It is thus described by Professor Sullivan:—"Quebec, at least for an American city, is certainly a very peculiar place. A military town, containing about 20,000 inhabitants,—most compactly and permanently built—enviored as to its most important parts by walls and gates, and defended by numerous heavy cannon—garrisoned by troops having the arms, the costume, the music, the discipline of Europe—foreign in language, features, and origin from most of those whom they are sent to defend—founded on a rock, and in its highest parts overlooking a great extent of country—between 300 and 400 miles from the ocean, in the midst of a great continent, and yet displaying fleets of foreign merchantmen in its fine capacious bay, and showing all the bustle of a crowded sea-port—its narrow streets, populous, and winding up and down almost mountainous declivities—situated in the latitude of the finest parts of Europe—exhibiting in its environs the beauty of a European capital, and yet in winter smarting with the cold of Siberia—governed by a people of different language and habits from the mass of the population, and opposed in religion, and yet leaving that population without taxes, and in the full enjoyment of every privilege, civil and religious;—such are the prominent features which strike a stranger in the city of Quebec."

#### PLAINS OF ABRAHAM.

Immediately westward of Quebec, in front of the fortification, are the Plains of Abraham, memorable as the scene whereon the city was gained by the gallant Wolfe, and whence only it can be successfully assailed. The summit is 330 feet high, which does all but command the loftiest pinnacle on which Fort Diamond stands.

Wolfe's army was conveyed to the neighbourhood of

Quebec by a fleet of vessels of war and transports, and was landed off the island of Orleans, 27th June 1759. The French army, under the Marquis de Montcalm, was ranged from the River St. Lawrence to the Falls of Montmorency, to oppose the landing of the British forces. Wolfe was at first repulsed: he saw that further attacks on the Montmorency intrenchments were useless,—he resolved to gain the heights of Abraham behind and above the city, commanding the weakest point of the fortress.

About 2 miles above Quebec, a break in the magnificent line of cliffs forms a little recess, called Wolfe's Cove, because here the brave general landed with his troops. A steep pathway leads up the heights to the Plains of Abraham. The sailors dragged a light cannon up with ropes,—the only gun they had; the agile Scotch Highlanders, with their stout claymores, served the purpose of cavalry; and the steady fire of the English fusiliers compensated in some degree for the want of artillery. The French fought desperately, but the British conquered,—not without suffering a great loss, for the gallant Wolfe died at the moment of victory. The French general, Montcalm, did not long survive him.

The battle decided the fate of the French dominion in Canada. Five days after, Quebec surrendered, and was occupied by British troops; the contemplated junction of the British forces took place at Montreal in 1760; and by the treaty between France and England in 1763, the former resigned all further pretensions to Canada and Nova Scotia,—thus losing at one blow every acre of her North American dominions.

#### FALLS OF MONTMORENCY (Quebec in the distance).

The Falls of Montmorency are over the northern bank of the St. Lawrence, about 7 or 8 miles below Quebec,

where the Montmorency joins that river. The fall is unbroken, and its height is 230 feet, being 60 feet more than that of Niagara; but, having but a small body of water, it fails to produce in the same degree those mingled feelings of wonder, admiration, and awe which are inseparably connected with a visit to the latter cataract. Three years ago, a suspension bridge was hung from the two shores, directly over the Montmorency Fall; but, unfortunately, one of the anchors gave way soon after it was opened to the public, and a poor farmer, with his horse and waggon, and two foot-passengers, who happened to be crossing at the unhappy moment, were precipitated over the Fall into the boiling river beneath. We need hardly say that no vestige of these unfortunate beings was ever seen. Had the accident not been observed from the shore, there was nothing left which could have marked their sad fate.

The point from which Montmorency is first seen, is that also on which the promontory on which Quebec is built must have been first descried by the French settlers in their ascent of the river. Indeed, it is conjectured to have been to the sudden and unexpected manner in which this headland burst on their view that Quebec owes its name,—a name which is said to have originated in their very natural exclamation of surprise, "*Que bec!*" "What a beak!" This was more than three hundred years ago; and, in the lapse of time which has since taken place, this gaunt, old-fashioned city has undergone changes, and been the scene of conflicts which have encircled it with a halo of historical interest that belongs to no other city on the American continent.

#### THE FALLS OF MONTMORENCY IN WINTER.

The Falls have a peculiar interest in winter, from the immense cone of ice formed at their foot. They are

thus described by a traveller who visited them on the second week of April :—" A partial thaw, succeeded by a frost, had spread a silvery brightness over the waste of snow. Every twig and branch of the surrounding pine-trees, every waving shrub and brier was encased in crystal, and glittering to the sunbeams like the diamond forest of some northern Elfland. The breadth of the torrent is about 50 feet ; the waters, from the prodigious descent, seem snowy white with foam, and enveloped in a light drapery of gauzy mist. The cone appears about 100 feet in height, mathematically regular in shape, with its base extending nearly all across the stream ; its sides are not so steep but that ladies have ascended to the top of it ; the interior is hollow. This place is a celebrated scene of winter amusements. During the frost, the spray from the Falls accumulates to such an extent as to form a cone of some 80 feet high. There is also another cone of inferior height, and it is this of which visitors make the most use, as being less dangerous than the higher one. They carry ' toboggins,'—long, thin pieces of wood—and having arrived at the summit, place themselves on these, and slide down with immense velocity. It requires much skill to avoid accidents ; but sometimes people do tumble heels over head to the bottom. They generally drive to this spot in sleighs, taking their provisions with them ; and, upon the pure white cloth which nature has spread for them, they partake of their repast. No one feels in the least cold, as the exercise thoroughly warms and invigorates all who enter into it with spirit. The distance of these Falls from Quebec is 8 miles."

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