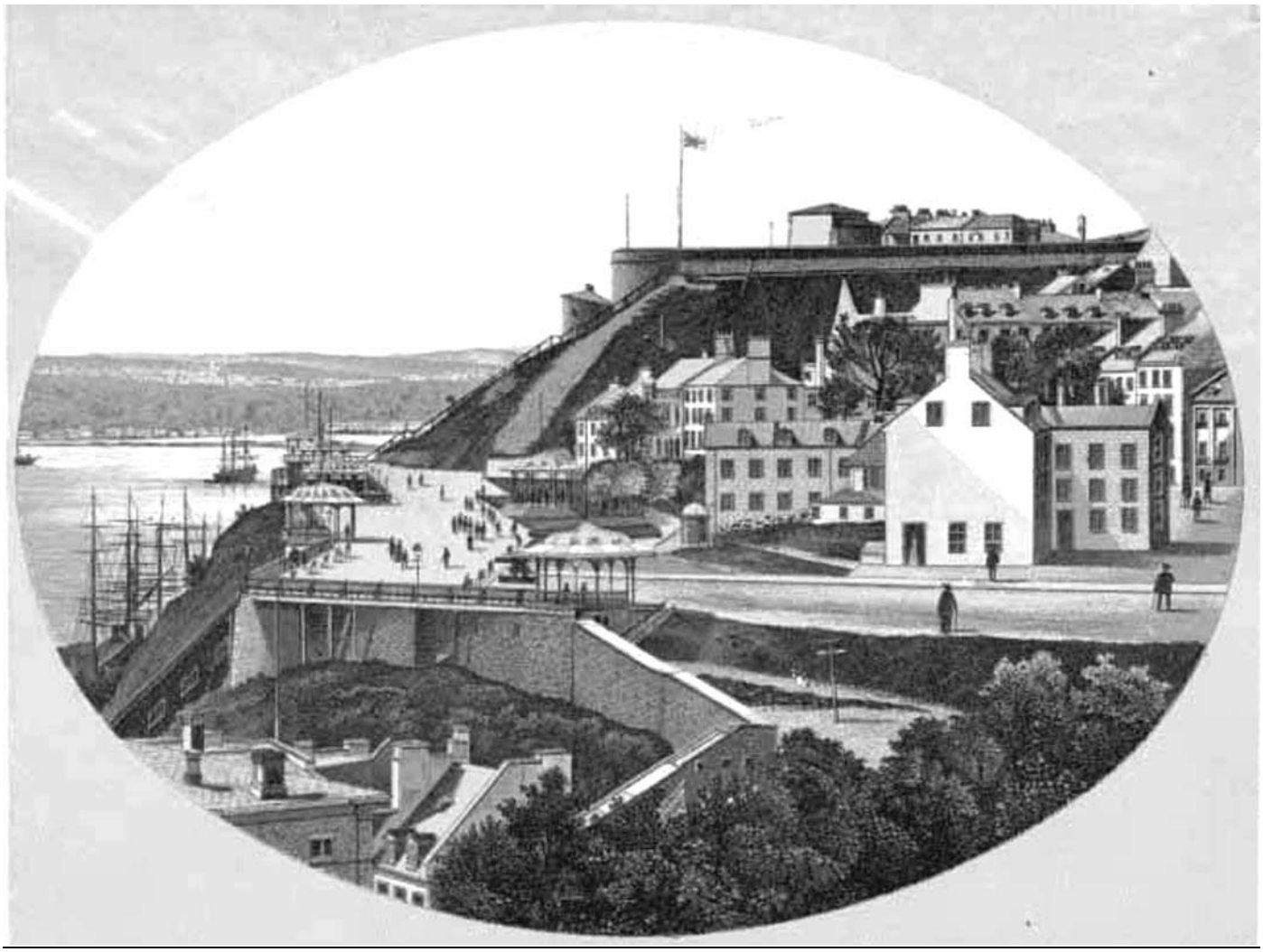
Quebec Heritage News

September 2003 Volume 2, Number 6 Page 1

Maritime history: Oceans, rivers, lakes

Roderick MacLeod: There is probably a very significant boat in your past Page 2
The Weskarinis, a River People Page 6
Winona and the Memphremagog Balanced Rock Page 6
The Voyage to Quebec: Many never made it Page 8
Wreck of the Colbourne blamed on arrogant captain Page 10
Quebec City:
A bustling hive of noise and smells, and languages and trade Page 14
A city bylaw against playing hurley in the streets Page 15
Empire's echoes in a seaport town – a walking tour from QAHN Page 16
Sovereign: Flagship of the Ottawa River Navigation Company Page 20



Also in this issue

Gatineau: Future of historic St. James Cemetery at stake? Page 3
Johnson Loyalists pay Vermont neighbours a visit Page 3
Members' news and notes Page 23
Cemetery heritage: Issues and actions – a conference Page 24

President's message

There is probably a very significant boat in your past

The QAHN logo has two wavy blue lines to represent the waters that brought many of our ancestors to these parts – and, presumably, the vessels they used: the canoes in which pioneers paddled, multi-masted sailing ships such as the Jeanie Johnston, the great transatlantic steamers, and the ocean liners from around the world bringing displaced persons, immigrants, and boat people alike. Even if you're a landlubber from bow to stern there is probably a very significant boat in your past.

Apart from the fascination many of us have for the ships themselves, there is a rich social history of boats that we in Quebec should celebrate. First, there is "the passage", whether it is of the huddled masses yearning to breathe free (and, all too often, breathing their last) traveling hopefully toward Quebec, or of the members of wealthy families who went down on the Titanic or the Lusitania and who are commemorated at the Mount Royal Cemetery. Immigrants who died are less well commemorated outside such invaluable sites as Grosse Ile.

Second, there is the history of water transport, which in Quebec essentially means the St. Lawrence River (mind you, if you go whale-watching out of Tadoussac in a dense fog, it don't feel like no river!) and its tributaries. River steamers are very nearly as central to our commercial history as railways – think of the Molsons cruising up and down in the early decades of the 19th Century, and think of where we'd be as a society without their products. We are also heir to the great trade routes across the northwest and the voyageurs of every ethnic stripe who traveled them; I, for one, pay indirect tribute to them every summer when I paddle about the lake in the Gatineau communing with herons, mergansers, and loons – and cursing the personal watercraft.

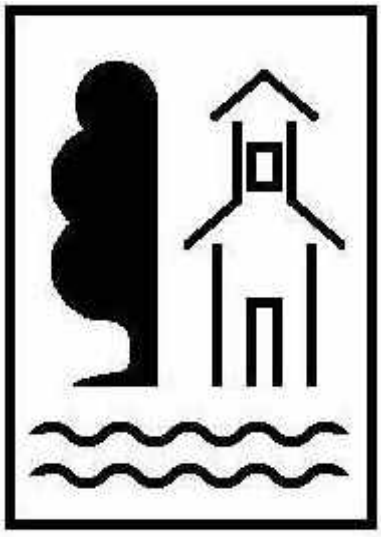
Third, there is the water at the heart of communities, around which daily life revolves. Fish were the lifeblood of the Gulf of St. Lawrence and Chaleur Bay, but also of many rivers and streams across the province – and places like Cascapedia have acquired a curious social history due to fish. Countless towns and villages have grown up around the water, and this is reflected in their built heritage: the wharves, the widow's walks, the mills and dams, even the bridges.

Old Port

In Montreal the great grain elevators still stand, not only a familiar site to generations of visitors and residents, but also an aesthetic boon to the Old Port (OK, they could use a little paint!) This summer I went with my son to the Old Port (which is only as old as he is; before 1992 there was simply Old Montreal and the water) and amid the bustle of rollerbladers and quadricyclers we tried to picture the wharves as they were when his grandfather left in 1941 for service overseas, or some years later when his grandparents left for a camping honeymoon in Europe which changed their lives... one could call it a sea change. Despite having grown up by the sea, my mother proved a very poor sailor – and the symptoms continued even on dry land. Especially in the morning.

It's funny the places that water can take you. I hope than the prospect of visiting the Jeanie Johnston (to say nothing of the many other exciting scheduled events) will lure many of you to Quebec City at the end of September. No doubt few of you will go by water (though I note that there is now a hydrofoil service between Montreal and Quebec!) but however you travel, may the winds be in your sails.

Roderick MacLeod



Quebec Heritage News
published by
The Quebec Anglophone Heritage Network
President **Roderick MacLeod**
Executive director **Valérie Bridger**
Quebec Heritage News editor **Charles Bury**
Oral History Project coordinator **Ron Ratcliffe**
Heritage Portals coordinator **Suzanne Gauthier**
Heritage Trails coordinator **Dwane Wilkin**

400-257 Queen Street, Lennoxville Quebec J1M 1K7
1-877-964-0409, (819) 564-9595, fax 564-6872
home@qahn.org; www.qahn.org
Canada Post publication mail agreement number 405 610 004
Published with the help of the Department of Canadian Heritage

Members' news

Gatineau: Future of historic St. James Cemetery at stake?

The future of historic Gatineau (Hull)'s St. James Cemetery, the final resting place for Philemon Wright, founder of Hull, and Ottawa pioneer Nicholas Sparks, will be discussed at a special meeting on Oct. 4.

It will be held at St. James Church, which has been associated with the running of the cemetery along with the Presbyterian church. The board of the non-profit Hull Cemetery Co. is shared between Anglicans and Presbyterians.

The meeting starts at 1:30 p.m. at St. James church, 62 Promenade du Portage. Three key issues will be:

- Financial resources,
- Active board members,
- Other options.

At 10 a.m. the same day, there will be a memorial service at the cemetery on Taché Blvd. (next to the U. of Quebec campus), followed by a tour of the cemetery; rain or shine. For weather check: 771-9914, for cemetery info: 770-5853, Mr. Robert Bigras, St. James Rector's Warden.

Both Wright and Sparks were significant Canadian pioneers. As was Braddish Billings, who started lumbering on the Rideau River under contract to Wright in 1810 and with the exception of Ira Honeywell, was the first white settler in Gloucester Township on the south side of the Ottawa River (Belden).

Sent in by Richard N. Strong rnstrong@magma.ca, President, the Association of Friends of the Billings Estate Museum, Ottawa. Celebrating the 175th Anniversary of the Billings House in 2004.

Johnson Loyalists pay Vermont neighbours social, heritage visit

By Evelyn Beban Lewis

What could possibly be a better way to celebrate a beautiful sunny day, after the weather that we have been having, than to have a picnic.

That is exactly what the members of Sir John Johnston Centennial Branch of The United Empire Loyalist Association of Canada did on August 13, 2003 with their Annual Picnic. Meeting at the MacCallum Park, Noyan, dedicated to Donald MacCallum, for the many years of service which he had devoted to the town. We were especially pleased to see the stone, as he was one of the founding members of our branch as well as another one – Caldwell Manor: *"One of the first United Empire Loyalists settlements was formed here during and after the American Revolution (1775-1783), Many soldiers and others were transported by the warship Maria. The unveiling was June 12, 1971. Dedicated by United Empire Loyalist Association."*

The members then proceeded in tandem to the U.S. Border, where we were met with a smile and "Have a great day". Soon we were, at the beautiful home of Lewis and Roberta Kreger in Alburgh, Vermont. Lewis was gracious enough to give us a history of their home. The building was the third schoolhouse built on the property and called The Bush Schoolhouse after a local family. Built in 1928 or 1829, it remained a school until 1952. Built of fieldstone, with walls about thirty inches thick, with two huge beams, sawn lumber holding the ceiling, matched with identical beams, cedar logs still with bark attached and flattened on one side, underneath holding the floor joist. Although they have made it into a lovely welcoming home, one is still in awe of the workmanship that was done so many years ago.

President of the local Historical Society Christine Tepper and her husband Howard were also present. She spoke of how when she and her husband retired to Alburgh, she was disturbed that there was no information on the history of the town or its people. Speaking to some people, including Lewis, she started a historical society, which she was pleased to say was growing in membership and interest. One of their monthly meetings was held at the Spa in Mystic, which broadened their interest in things Canada and Quebec. Lewis, one of our own. branch members, spoke of his family background and the pride that he feels in being a Loyalist.

Greeted with a cool drink, cheese. Crackers and dips, we later pooled our sandwiches along with salads and desserts, to enjoy a delicious lunch with much conversation. Too soon it was time for us to say "Goodbye". Adelaide Lanktree, President of Sir J. Johnston Centennial Branch thanked Roberta and Lewis for their great reception and for providing such a wonderful atmosphere for us to enjoy this lovely day together. Entering our cars, we knew that we were carrying away memories that. we would cherish for many seasons.

Maritime history – Oceans, rivers, lakes

Champlain legacy had a down side

The Weskarinis, a River People wiped out in trade wars

By Joseph Graham

According to Serge Laurin, the author of *Histoire des Laurentides*, the Weskarinis lived along four river systems, the Lièvre, the Petite Nation, the Rouge and the Nord. They were a small branch of the Lower Algonquin tribe who lived in the upper Laurentians. The Upper Algonquins lived in the Abitibi region. Their principal summer encampment was at the mouth of the Petite Nation River at Montebello, which was probably a permanent camp. It was the French who gave them the name Petite Nation.

It is surprising to learn that for centuries before 1600, they summered in large numbers on the Ottawa River, and then in autumn returned upriver on the tributaries to spend the winter in small family groups along their lakes and valleys. Imagine the excitement of travelling downriver each spring, new canoes joining from tributaries as the group of cousins grew larger, sharing the news of births and deaths,

of difficult winters and all manner of adventures, until the whole Petite Nation was reunited for the short summer season. Imagine the return upriver, the changes that summer may have wrought: a son married and gone with another family, or a new son-in-law returning; an elderly member deciding that the rigours of the journey would be too much and staying... The challenges of winter must have been great. Serge Laurin suggests that these groups would have been as small as 15 people when they arrived at their winter encampments, and that this would have improved their chances of survival. They must have had to hunt through the fall to prepare their winter supplies.

Manitou

Their beliefs obligated them to respect the natural order. The Manitou, or mysterious being, was the form of all things, synonymous with the animate and was as present in the rocks as in a bear or an elder. There was no natural concept of good and evil, nor any objective perspective on the world. They were a part of the fabric of life as were the mountains and forests. They would have had no understanding with or patience for our existentialism. Their awareness of their territory involved alliances with the Huron and Montagnais in order to protect themselves from the Five Nations of the Iroquois, an aggressive, more organized group of tribes which touched their southern border at Lake of Two Mountains.

The Lake of Two Mountains area has a mysterious past. Artifacts found there seem to jump in time from the 8th to the 14th centuries, suggesting that for 600 years the region was avoided. It could have simply been strategically untenable and therefore, for a long period, was viewed as a no-man's land between two different groups of indigenous nations.

The networks of communications were the river systems and the people were dependent upon the canoe. To make them, the bark was peeled off of birch trees, right back to the wood. This thick layered bark was sewn over simple cedar frames using tree roots for threads and the joints were sealed with spruce gum or sap. Since this was the only means of

Continued next page

Oceans, rivers, lakes

Sketch by Champlain showing himself brave in battle, with canoes in front. 1613.

Continued from previous page

transportation suitable for river and lake, it was used both for moving upriver for the winter and by warring parties. Champlain, to whom we owe much of our knowledge of these times, sketched a picture of a battle in which the canoes are shown pulled up at two different locations on the shore. The canoes were too unstable and fragile to be more than the means of getting to the battle and would have been hidden away from the conflict. But the numbers of canoes must have been remarkable.

Weskarinis formed part of the alliance that was maintaining its territory against the Iroquois, with some success. Champlain had begun to trade with the Huron and Algonquin, and thereby alienated the Iroquois. Therein lay the beginning of a long story of tension that endures even today. Champlain actively took the side of the Algonquins, chasing the Iroquois south in 1610-11. His presence seems to have surprised and routed the Iroquois who returned later in greater numbers. So began the French-Indian Wars of the 17th century. The Weskarinis as well as other Algonquins benefited from the fur trade with the French until 1629 when the Kirke brothers captured New France for the British. During the three years that the British held the colony before trading it back to the French king, the Iroquois monopolized the fur trade. When the colony was returned to the French in 1632, trade with the Algonquins and the Hurons resumed. This infuriated the Iroquois who set out to systematically eliminate the competition. They were better equipped to do so, since the British merchants had begun to supply them with guns, and between 1640 and 1648, the Huron Nation fell completely. By 1653, the Weskarinis, or Petite Nation, were cornered on the shores of Petit Nominingue Lake in the Laurentians, where they were massacred without mercy.

The remaining Lower Algonquins, the Kichespirinis, took refuge with their cousins in Abitibi, and with the Cree even farther north.

Guerrilla war

Despite their dominance, the Iroquois could not control the fur trade, and the huge Outaouais tribe from Georgian Bay moved in to replace the Algonquins as the trading partners of the French. The Iroquois resorted to guerrilla tactics and harassed and ambushed the French voyageurs, and terrorized the French colony for the next 50 years.

In 1701, after a French victory, an uneasy peace was negotiated with the Iroquois, and slowly the Algonquins began to return to the Ottawa River, but the lands of the Petite Nation remained vacant, the indigenous people of the Laurentians having been eliminated.

Champlain, Samuel de. Les voyages de sieur de Champlain, Xaintongeois, capitaine ordinaire pour le Roy en la marine, depuis l'année 1608 jusques en 1612. Paris: Jean Berjon, 1613. National Library of Canada

Serge Laurin, Histoire des Laurentides.

Joseph Graham can be reached at joseph@doncaster.ca.

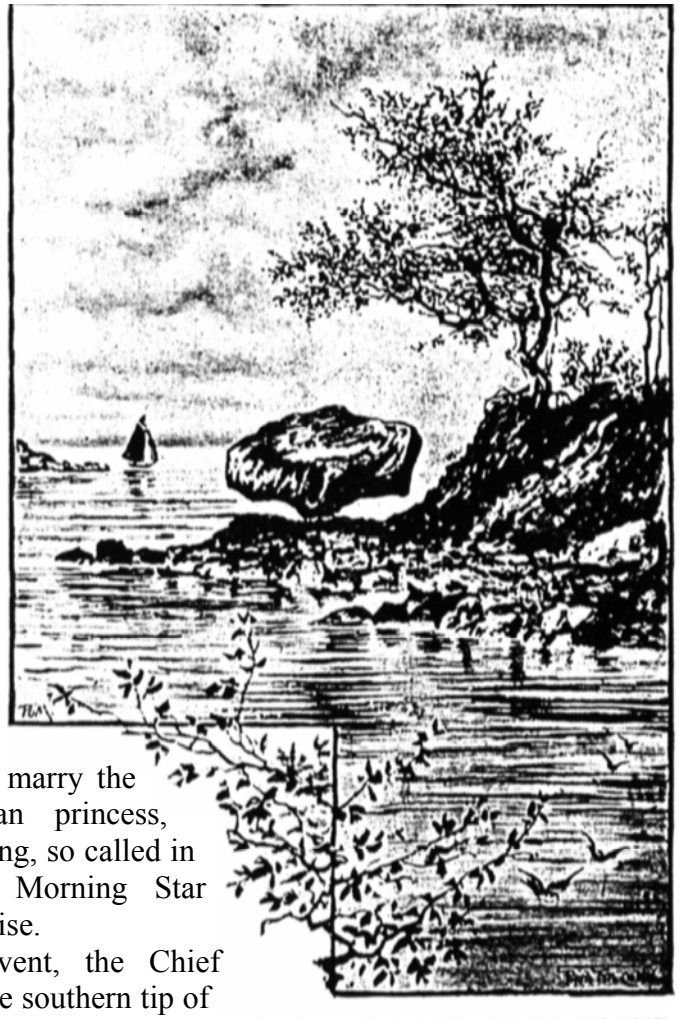
Maritime history: Oceans, rivers, lakes

Winona and the Memphremagog Balanced Rock

By Gérard Leduc

Lake Memphremagog abounds with stories and legends that fascinates the people who live on its shores. There is hardly an island, a bay or a rocky headland that does not have something to tell us.

History reports the content of archives, newspapers and books; it is the written social memory. On the other hand, one may conceive legends somewhat like fog banks gliding through time, vanishing but remembered by those who seen it in the past. We call it peoples' memory, and, here, it is the memory of the first Eastern Townshippers who lived around this majestic lake.



BALANCE ROCK, LONG ISLAND.

Spirit of the Morning

Winona is a living memory as her story, sad and mysterious, came down to us, still alive on Lake Memphremagog. The legend goes on saying the an Indian Chief, wished to marry the most beautiful Amerindian princess, Winona, Spirit of the Morning, so called in honour of Venus, the Morning Star announcing the coming sunrise.

In preparation for the event, the Chief gathered all of his tribe at the southern tip of Long Island, situated right across from Owl's Head, and waited for the arrival of his future bride. We could imagine a wonderful scenario in the making, however not expecting the sad fate coming up just as black clouds gathering before a storm. Instants before the celebration of the wedding rituals, the assembly was thrown in awe and fear at the sight of the approaching priestess from Mystic Island. She forbade the marriage and required that Winona be taken away for her chief Manitou who lived on Haunted Island. Otherwise, all kinds of calamities would hit the tribe.

To the Chief's great distress, Winona left. He was heartbroken and no gift could relieve his grief. One day, desperate, as a violent storm raged over the lake, he took off in his white canoe to look for Winona but was never seen again. His empty canoe was retrieved by the tribe who lived in sorrow and fear but the spirits of Mystic Island looked for a means of consoling and reassuring them.

A Balanced Rock shows up

At this time a very large rock, weighing tons, appeared at the southern tip of Long Island from where Winona had departed. Strangely enough, this huge rock had been deposited on a smaller stone, so well balanced that one could move it with the hand. In 1899, the Owl's Head Mountain House Hotel's publicity catalogue promoted the Balanced Rock as one of the points of interest on Lake Memphremagog. A picture also appeared in *Beautiful Memphremagog* (Hildreth, 1905). Today, the Balanced Rock is still there but is no more "balanced" as either the ice or some bright one tipped it over its base. Another very intriguing feature was also discovered at the site by the author, that is a very heavy stone seat, definitely created by human hands. When sitting on it one faces the top of Owl's Head. One wonders…

Continued on next page

Oceans, rivers, lakes

Continued from previous page

Beyond the legend, there is peoples' memory and there might be, deep down, some truth to it. Indeed, the story suggests that, in a distant past, natives were forcibly conquered and subjugated to foreigners who, after the way of many invaders, captured women resulting in interracial mixed bloodlines. In addition, the reference to the "Portal of the Manitou" and to Mystic or Haunted Island suggests a stronghold built of stone with a sacred entrance doorway. In the Abenaki language, the word Manitou refers to a bad spirit or the devil.

We do have evidence in this area of foreigners who settled here a long time before our colonial era, leaving numerous stone structures including 2000-year-old cairns or stone mounds and petroglyphs engraved in Ogham, an ancient script related to Celtic presence. It is intriguing to note that Gog and Magog were ferocious marauders from Biblical times but who found their way into the Celtic mythology as fearsome gods. What does it mean here?

The southern tip of Long Island must have had great significance to ancient settlers. Large boulders placed in precarious positions are not uncommon in the Northeast and were most likely raised by ancient people as reference markers that would be readily visible but not so easily displaced. Two perched boulders are known just south of the border in Vermont, one in Westfield, and one on the west shores of Lake Willoughby which bears the engravings of an eye and the name of the sun god Baal in Ogham.

People plied the waters of Lake Memphremagog for eons of time as very ancient artifacts have been discovered over the years around the lake. In 1908, Magog town workers uncovered a Red ochre burial site on Merry's Point harbouring human bones and a beautiful polished slate bird stone (on display in the *Musée de la nature et de la science* in Sherbrooke). On Round Island, across from an old lead mine on the south slope of Owl's Head, workers came across a grooved mine pick similar to those found in abandoned copper mines in southwest Spain. According to archaeologists, both the bird stone and the hammer date back to 6000-7000 years ago.

Finally, another feature that testifies to the activities of ancient people near Long Island is the Skinner Island cave located about 500m south of the Balanced Rock and which appears to have been excavated by man and not by nature. It is oriented to receive the beam of light of the summer solstice sunset shining over the waters and entering the cave.

Epilogue

This story originated from an native legend, most likely Abenaki, reported by Bullock in *Beautiful Waters: Devoted to the Lake Memphremagog Region* (1926). Lake Memphremagog is a wealth of legends and history, not only referring to Anaconda, the elusive creature that mystified the Abenaki, which still draws a lot of attention from lake dwellers, but also still hides many secrets about its former inhabitants.

It is not altogether surprising that early natives considered Owl's Head, towering over the Lake, to be a sacred mountain. Later, Free Masons adopted it for their initiation rituals on the day the summer solstice at a place that overlooks the Balanced Rock. It is a sacred mountain…

Gérard Leduc PhD, is president of the Potton Heritage Association.

Sketch of the Balanced Rock at the southern tip of Long Island on Lake Memphremagog courtesy of the Colby Curtis Museum, Stanstead. From Owl's Head Mountain House, 1889. Skinner's Cave photo from the McCord Museum.

Next Issue

Our next issue, November 2003, will feature Heritage tourism – how to present history to modern travelers. Many say this is the only future for the past.

As always, the Quebec Heritage News is what you make it. All contributions are welcome, on this special theme or any heritage topic. we will also be publishing any and all announcements, events, questions or comments you wish. This is your forum – use it.

Maritime history – Oceans, rivers, lakes

'I escaped with the loss of all my clothing, books, manuscripts and everything else but life...'

The Voyage to Quebec: Many never made it all the way

By Sandra Stock, Morin Heights

For ship owners and their captains, the emigrant trade began as a grudging afterthought, a means of making profit on the westward run to load timber in New Brunswick and Quebec City. Emigrants, however inconvenient, were more profitable than ballast of sand or bricks." (MacKay, Donald, *Flight from Famine: the Coming of the Irish to Canada*, McClelland & Stewart, Toronto, 1990, page 198.)

From the opening years of the 19th century, a steady, and at times very intense, emigration to Quebec – then Bas Canada – originated from Ireland. At first it was mainly from Ulster in the north, but by the 1840s, with the economic and social crisis culminating in the Great Famine years of 1846-48, from all districts and from all levels of society. The emigrants were attracted by land grants in unpopulated areas of Canada and by the hope of work with the booming lumber trade in Quebec City. One of the potential farming areas was the Lower Laurentians, northwest of Montreal, initially reached by barge up the Ottawa and over land from Carillon and Lachute. This was Argenteuil County, settled in its hinterland of the present villages of Lakefield, Mille Isles and Morin Heights by mainly Irish farmers and skilled labourers fleeing the bad conditions back home.

However, reaching the land of settlement was probably the most difficult part of their adventure. The ships were small, crowded and often poorly managed. Most emigrants had to provide their own food to supplement the meagre shipboard offerings. In these conditions disease spread easily. Also, the storms of the Atlantic were perilous enough, yet the dangers of the treacherous and uncharted Gulf of St. Lawrence probably topped the ocean by far as a location of many fatal shipwrecks. One account we have from a family who eventually settled in the then named Township of Morin, describes the experience of Martha Clarke, who as a child, was one of the few survivors of the wreck of the ironically named ship the Miracle.

"John Reilly, from the County of Cavan, Ireland, with his family, settled in Gore, about 1834. His son, John, was married to Martha Clarke, August 15, 1853. She came to this country from the County of Monaghan, Ireland, with her father in 1848. The ship the Miracle, on which they sailed, was wrecked near the Magdalen Islands, and eighty of the passengers and crew were drowned…" (Thomas, Cyrus, *History of the Counties of Argenteuil, Quebec & Prescott, Ontario*, *1896,* Canadiana Reprint Series, No. 04)

Many hardships

This experience was not exceptional and had been one of the many hardships often endured by voyagers of the time, and even more so by those who had made the trip decades earlier. In 1827 David Herbison left Ballymena, County Antrim, to visit his brother, Matthew*, who was already established in Quebec City. David was a writer and has left a fairly detailed description of the misfortunes of the ship Rob Roy. This accident occurred quite close to the journey's end near Quebec City.

"In 1825 my father died, and shortly afterwards my mother sold the farm – a proceeding which resulted unfortunately and which I regret to the present day… On the 5th of April, 1827, accompanied by an elder brother and his family, I sailed from this country for America, in the ship 'Rob Roy', which after a prosperous voyage of twenty-one days across the Atlantic, was totally wrecked in the River St. Lawrence on May-eve, about forty miles below Quebec. Twenty-four of my fellow passengers, my brother's wife and child included, perished in the catastrophe. I escaped with the loss of all my clothing, books, manuscripts and everything else but life….When I reached Quebec, I was very cordially received by a brother, who had emigrated eight or ten years previously, whom I now found in a position of some trust and considerable emolument. He urged me to stay with him, and kindly offered to send me to a good school for a time; and after remaining at his house for a few

Continued on next page

Oceans, rivers, lakes

Continued from previous page

weeks, I left America for this country… here I immediately resumed my employment as a weaver…" .(Dunclug, Ballymena, Ireland, 1868, *Herbison, David, Select Works*, W. & G. Baird, Belfast, Ireland, 1883, page 114.)

In another place he also adds in regard to the wreck "The Author had a narrow escape, after remaining sixteen hours on the shattered ship." (Herbison, page 46.)

Then more details appear concerning his very fortunate rescue by local residents.

"The 'Rob Roy' was wrecked May-eve, 1827, at a place in North America on the banks of the St. Lawrence, called Lylet (l'Islet). The language of the inhabitants was entirely French; but to all of us who escaped the wreck they paid every attention. The boat that Captain Kenn and I were striving to make land in would have perished among the rocks that interrupted the way, had it not been for two pretty Canadian girls, who, at the peril of their own lives, waded into the rapid stream, nearly breast-deep, and brought us safe to the shore. Their names I never could learn; they were, however, sisters, and highly esteemed among the inhabitants of the place. Their father had a beautiful farm on the banks of the river; and I fondly hope that he still lives and enjoys the love of his amiable family." Dunclug, 1841. (Herbison, page 9.)

The apparently damaged ship Rob Roy appears to have been salvaged, repaired and fitted out for continuing her emigrant cargoes across the Atlantic. Again, this was not unusual as there were very few ways of enforcing the few rather weak regulations regarding passengers at that time. However, along with numerous other repeat offenders this ship finally seems to have ended its dismal career, again in the Gulf of St. Lawrence, some years later. "In 1834 sixteen vessels were lost…The Rob Roy from Belfast hit a reef and lost seventy-seven people." (MacKay, page 211)

If the emigrants managed to survive the dangers of navigation and poorly maintained ships, they were often (numbering in the thousands) victims of disease, mainly cholera, called the Black Fever, that bred so vigorously in the unsanitary and crowded conditions of their accommodations, generally in the steerage of the ships. The notorious epidemics of the Famine years, resulting in the vast graveyards of Grosse Ile and of Montreal's waterfront, are well known to us. However, the sad experience of another early settler of Morin Township (Morin Heights) brings these terrible times home to us. His granddaughter recorded this experience when she was about ninety years old.

"Archibald Doherty, my mother's father, was born May 3, 1822 in Dublin, Ireland. He married and had two children. In 1846 he sailed alone from Londonderry for Canada in order to prepare a place for his family. When arrangements had been made, he sent word for them to come. He met the ship at the appointed time, but to his dismay he found that his two children, Charles and Margaret, had arrived alone. His wife had died on the voyage and had been buried at sea. She, along with many immigrants on board, had died of a deadly disease, Black Fever. A giant stone monument was erected near the Victoria Bridge, Montreal, in memory of six thousand fever victims who died between 1846 and 1848... The death of his wife was a terrible loss and shock to my grandfather…" (Sarah Jane Kennedy Conley, *My Walk with God*, Henderson Printing, Brockville, Ontario, 1980)

Survivors content

Not all the voyages were terrible and not all the emigrants were unhappy. We find that once settled, either on pioneer farms or working in Quebec City or Montreal, the Irish tended to be grateful for their decision to come to Canada. As former victims of economic distress, evictions, sometimes-religious persecution, and having few prospects of improving their lot in Ireland, they became enthusiastic supporters of their new land. Even the terrible adventure of the sea voyage was often remembered fondly.

"Since most of the horror stories stemmed from particular years of famine or epidemic, in normal years the bulk of the emigrants, as letters and diaries suggest, found the voyage more uncomfortable and tedious than horrendous. Seasickness was a serious matter because it was so debilitating and dehumanizing in the cramped confines of the airless steerage, but once past that, some emigrants even enjoyed the novel journey. Younger men and women recalled fiddles and singing and dancing on deck, and the shanties of sailors as they set the sails to the wind." (MacKay, page 212)

* Matthew Herbison (who spelled the family name "Harbeson" in later years) is this writer's great-great grandfather.

Drawings: Children suffering during the Great Famine, Family of immigrants, both from the Illustrated London News.

Maritime history – Oceans, rivers and lakes

How the Actesons came to Gascons

Wreck of the Colbourne blamed on arrogant captain

By Margaret G. MacWhirter

Throughout the two old Provinces of Canada there was in the year 1838 no name better known or more frequently mentioned than that of Sir. John Colbourne. The uprising against the Government that had broken out in 1837 flared up again in the following year, and Sir John, as Commander-in Chief of the forces in Canada, was the man of the hour. Before his military operations the flame of insurrection was soon stamped out, although it has been charged that in some occasions he was unnecessarily severe. However, this is not under consideration here.

In order that he might have a table service in keeping with his high position and style of living, he caused to be sent out from England a valuable collection of silver plate, and by a rather remarkable coincidence, the plate was shipped on a vessel that bore Sir John's name, *The Colbourne of Hull, England*. The Colbourne was a barque of 350 tons, commanded by Captain Kent, an experienced seaman. During August 1838, she took on her cargo at London, and considering the smallness of the vessel, it was one of the most valuable cargoes ever shipped out of the Thames, consisting of general merchandise, wines, spirits, sperm oil and spices... Besides Sir John Colbourne's valuable plate, there was a large collection of costly ornaments for churches in Lower Canada and forty thousand pounds in specie in boxes, each box containing one thousand sovereigns. A large portion of the money belonged to the Government, and much of it was intended to be used in paying the troops in Canada. Some of the gold was for the Canadian banks. The crew of the Colbourne consisted of seventeen men, and besides the crew there were thirty-eight passengers. Among the passengers were a number of British officers going out to join the forces in Canada, and their wives and children – Cap't. James Eliot Hudson, his wife, five daughters and four sons; Mr. William Walker, of the Royal Navy, brother-in-law to Cap't. Hudson; Cap't. Bucket and wife, and others of like rank. A number of Canadians were also on board; Mr. W. Scobell, of Hamilton, Ont.; Mrs. Wilson of the same place; Mr. Keast, of Toronto; Mr. George Manley, Deputy Sheriff of Quebec and others. The passengers were, with few exceptions persons of means such as today are to be found in the first class cabin of an ocean liner. On August 30th the Colbourne sailed from London.

Just as the vessel was swinging out from her dock, a young Englishman jumped on board. He proved to be a sailor, and as two boys had deserted from the crew a short time before sailing, he was at once engaged to do the work to which the boys had been assigned. The wind was most favourable; the Colbourne passed quickly down the Thames and was soon at sea, buffeting with the

Continued on next page

Continued from previous page

The Colbourne was well in the Bay of Chaleur and close to the Gaspé Coast. Her destination was Quebec and therefore, instead of being in the Bay of Chaleur, she would have been passing up the Gulf of St. Lawrence. That she was so far out of her course shows that a fatal and inexcusable error had been made in the reckonings.

waves of the Atlantic, with her bows turned towards the distant shores of Canada.

The Colbourne never again entered port. She reached Canada but only to be stranded on the rockbound coast of the Gaspesian Peninsula. Of the fifty-five souls who sailed on the Colbourne out of London harbour, only twelve ever set foot on land again, and the greater part of her cargo of gold and silver plate and valuable merchandise went with the forty-three victims of the wreck to the bottom of the Bay of Chaleur.

The loss of the Colbourne was one of the saddest tragedies of the Gulf. On the night of October 15th., forty-five days after sailing from London, the Colbourne was well in the Bay of Chaleur and close to the Gaspé Coast. Her destination was Quebec and therefore, instead of being in the Bay of Chaleur, she would have been passing up the Gulf of St. Lawrence. That she was so far out of her course shows that a fatal and inexcusable error had been made in the reckonings. As night came on, the Captain sighted a light which he said was on the Anticosti Island in the Gulf.

The first mate asked permission to cut away the masts and get the boats ready for launching but Cap't. Kent refused. 'There is no danger" he said "1 am the master and the masts must not be cut...'

Warning ignored

"I strongly maintained to him" said one of the survivors in relating the tragic story of that awful night "that at that time no such light was kept up. The light seen was probably on Mount Ste. Anne in Percé. There in lay our trouble."

This survivor was Joseph Jones Acteson, who for many years after the wreck resided at 1'Anse aux Gascons, a small Gaspé Coast village not far from Port-Daniel and near the scene of the loss of the Colbourne. Thirty-three years after the wreck, Mr. Acteson was visited by Sir James Le Moine and to that well-known *Litterateur* he gave an account of the disaster.

"Close to twelve o'clock at midnight on October 15th." said Mr. Acteson, "while Cap't Kent and Cap't Hudson were taking a glass of wine together in the cabin, the watch was called; while aloft, reefing topsails, one of the hands sung out 'Breakers ahead'. Before the ship could put about, she struck heavily, starting stern-post and unshipping rudder."

"In an instant the ship was a scene of wild confusion and distracting terror, the women and children fleeing from their berths to the cabin and some to the deck, sobbing and overcome with fright. The pumps were tried and eight feet of water was found in the hold. The first mate asked permission to cut away the masts and get the boats ready for launching but Cap't. Kent refused. "There is no danger" he said "1 am the master and the masts must not be cut..." The rudder had been carried away, but by shifting the sails the vessel was swung into deep water. Finding that she was filling rapidly, an attempt was made to get her in near the rocky shore, which was not more than a stone's throw distant when she first struck. Being without a helm, the effort to work the vessel shore-ward failed. In the meantime the wind freshened, and half-an-hour after the ship first struck she went on the rocks again, this time falling on her side, throwing passengers and crew into the sea. Many of the struggling wretches were soon swallowed up by the waves.

Acteson and five seamen managed to get into a jolly boat, but almost the next moment the boat was struck by a huge wave and the men hurled into the water. Coming to the surface, Acteson found himself near the ship's yard, which now reached into the sea as the vessel was floating on her beam ends. Here he was joined by three of the men, who had been with him in the

Continued on next page

Maritime history – Oceans, rivers and lakes

Continued from previous page

water. After clearing the long boat from the rigging, they tried to reach the wreck to pick up such of the passengers and crew who might still be alive, but having lost their oars, they had to drift at the mercy of the waves. They managed, however, to take from the rigging, hanging down into the water two sons of Cap't. Hudson. With some board found in the boat (they) headed to the sea, and thereby saved it from being capsized, and thus they drifted about through the remainder of the cold and dismal October night.

Several of the crew and passengers clung to the rigging for some time, until exhausted and benumbed by the cold they slipped into the sea, or were carried away by a wave of unusual height that reached the spot to which they had managed to climb.

"We were in the neighbourhood of the ship" said Mr. Acteson and could hear all night particularly loud and melancholy cries on board; this was a powerful young sailor who never ceased moaning until he sank exhausted about dawn, uttering even from under the waves a scream for help. None was ever to come to him. This 'powerful young sailor' was the man who had jumped aboard the Colbourne just as she was leaving her dock in London. A moment more and he would have been too late -- he would not have perished on the Gaspé Coast."

"At five o'clock the next morning," continued Mr. Acteson, "our long boat was towed by the natives into Anse aux Gascons. Some of us were quite insensible, but by the unremitting attention shown us by the French and English fishermen, they after some hours brought us round. The Colbourne drifted about, waterlogged, from Monday night until the following Saturday, when the numerous boats which the news of the shipwreck had attracted, succeeded in towing her ashore in Harrington Cove, a mile and three-quarters distant from Port Daniel."

"Some of the crew were found in the rigging, dead. The body of Captain Hudson was fished up from the wreck with a boat-hook, also those of two children and Mr. Walker. From the tangled rigging were taken other bodies, among them being those of Captain Kent and a couple of other, sailors. These bodies were taken ashore at Port-Daniel to the store of Mr. Wm. Carter, where an inquest was held. For several days after the wreck, the bodies of other victims were found along the shore, or picked up floating in the bay. It was some time before the body of Mrs. Hudson was secured, as it had been carried some distance across the bay. On the morning following the disaster, the beach of the little bay was strewn with wreckage, among it being much of the valuable cargo that had already been washed ashore. As the days passed, more was fished up from the sea – the trunks of the travellers containing fine clothing of all kinds, cases of wine, spirits and spices, other goods from the general merchandise and furniture and fittings from the ship."

"There was some attempt to collect the wreckage on behalf of those interested, either as owners or insurers, and some of it was sold at auction on the spot, articles worth many pounds being knocked down at a few shillings. Scattered along the shore, much of the wreckage was never accounted for, although it was put to good use by those who found it."

Continued on next page

Continued from previous page

In some of the little homes along the Port-Daniel and Anse-aux-Gascons shore can today be found furniture and sea chests that were saved from the Colbourne a hundred and twenty-six years ago", said a former resident of that Gaspé shore when speaking of the wreck a few days ago. "I have often seen pieces of the furniture in use in fishermen's homes, and one piece I especially remember, it was a huge oak sideboard, massive and handsomely carved and what do you think the owner had done with it? He had painted it – actually covered that rich old English oak with coats of cheap paint."

'Immediately after the disaster five boxes, each containing a thousand sovereigns were secured. It was thought that the gold should be counted before forwarding it to Quebec, but every time the sovereigns were counted their numbers grew less, until orders were given to stop the counting and send the gold on to Quebec.'

"Not all of the gold that was on the Colbourne was recovered. Some of the boxes containing the sovereigns, were however, fished up. Some of them were accounted for, others it is said along that shore, were appropriated by the finders. Long after the wreck, certain lucky and persistent treasure hunters found boxes of sovereigns, about which the government and the banks heard nothing."

"Immediately after the disaster five boxes, each containing a thousand sovereigns were secured. It was thought that the gold should be counted before forwarding it to Quebec, but every time the sovereigns were counted their numbers grew less, until orders were given to stop the counting and send the gold onto Quebec."

This tragic story is linked with the history of several of the people of the community of 1'Anse aux Gascons today, for they are their very descendants as follows: The long boat in which Acteson, three other sailors and a few of the passengers drifted about throughout the night, was brought ashore in the early morning by a party of natives of Anse aux Gascons who gallantly put out to their rescue as soon as daylight dawned. Among the rescuers was a man named Chedore. He had a daughter named Isabella, and not long after the wreck she became the wife of Acteson, the man whom her father had rescued. To this marriage were born five sons and three daughters, of whom there are grandchildren and nieces and nephews living today in Anse aux Gascons and elsewhere.

This is the interesting answer to the question: "How the Actesons came to Gascons?"

We are most thankful to the Rev. R. A. Carson, M .A., Anglican Incumbent of the Mission of Port Daniel-Shigawake-Gascons-Chandler for this contribution to our Review, This is a text taken from the book entitled: Treasure Trove in Gaspé. It refers to a shipwreck which only a few persons survived, Supplementary details have been added from a conversation with Arthur Chedore and Fred Acteson of Anse aux Gascons, June 1964.

Reprinted from *Revue d'Histoire de la Gaspésie*, October-December 1964.

Colbourne painting by Mireille Dupuis © 1998 from the excellent *Lower Saint Lawrence Maritime History* Web Site created and maintained by G.R. Bossé at www.geocities.com/CapeCanaveral/Hall/6670/

Maritime heritage – Oceans, rivers, lakes

Quebec City's maritime flavour

A bustling hive of noise and smells, and languages and trade

By Marianna O'Gallagher

The arrival of the Jeanie Johnston in the Port of Quebec at the end of September this year, should evoke stirring memories of the glory days of the old port. It carries its share of the economy of Quebec city, but there was a day when it had a more glamorous appearance of doing so. When Quebec stood fifth in the world for the tonnage that floated into its wharves and quays and piers, the waterfront was one bustling hive of noise and smells, and languages and trade. Goods from Britain, manufactured goods – leather goods, textiles, tinware, machinery, chinaware – were carried in the holds of the great sailing vessels, those high wide and handsome towers of billowing canvas.

Wooden sidewalks

Champlain Street, seen here, is located in Quebec City's lower town, below the promontory called Cap Diamant. Many dockworkers lived in this area in the 1800s, and there were also a number of inns. Keeping this street clean was no easy task, for rains and the thawing snow in springtime turned the lower town into a sea of mud. Fortunately for the residents, municipal authorities fitted out the city with plank sidewalks between 1855 and 1860

Newspapers published the weekly *Shipping Intelligence*, a column that offered the names of every ship, every captain, all the cargo and its destination, and the number of immigrants, then labelled settlers – settlers without names. The news reporter managed to get the names of military officers e.g. Major Anderson, Captains Miller and Andrews, or clergymen like Kerrigan, Rev, Mr. Parkin and family, or Quebec businessmen returning from a tour of England along with cargo for their particular commerce – Price, Sharples, Bignell, Mackenzie, Hoyt and Peterson. But the poor huddled masses in the hold were written off as 342 settlers! Sometimes there was a different listing: 'Captain McKie and crew to pick up a new ship from Munn's Yard'.

Quebec shipyards employed thousands of men. The yards had been taken over after 1763 by merchants from Great Britain and Northern Ireland. The men they employed were the French-Canadian craftsmen whose families had established the traditions of wooden shipbuilding in Quebec. As other immigrants came they too got employment there. In Eileen Marcil's wonderful book *The Charleyman, a History of Wooden Ship Building at Quebec from 1763 to 1893, t*he term charleymen refers to the men who installed the web of ropes that controlled the sails on these marvels of 19th century technology. Eileen did not stop there, her next book was *Tall Ships and Tankers, the History of the Davie Shipbuilders*. Both provide a wealth of Quebec history and are enjoyable to read.

These are the shipyards that produced the original Jeanie Johnston, replica built in Ireland, soon to appear in Quebec (September 24); and the Dunbrody, another replica that you can visit in New Ross in County Wexford, Ireland.

Such a wide and attractive river drew its sporting sailors of course. In 1861 a group of boat owners met in the Quebec Chambers at 2 St. Peter Street, and came up with the idea of a yacht race to be held in September. The boats' names will give an idea of the city population of the time: *Tom Sawyer, Hirondelle, Tom Spring, Erin-Go-Brach, Zouave, Vulcan, Old Rose* and so on. Meredith, Falkenburg, Shaw, Mackenzie, Campbell, McMullen, Fergusson, Kennedy, Burgess were some of the owners. *Tom Sawyer*, by the way won the September race. By 1900 the club had 130 members. A disastrous fire in their clubhouse near the Custom House drove them to find new premises at the Louise Basin. Too much commercial traffic made them move again, in 1927 to Spencer Cove further upriver. It was only in 1964 that a sturdy breakwater was built to protect the boats. The club exists today in that beautiful location under the name of Yacht-Club de Québec.

The port was not all respectable businessmen and jaunty yacht owners. There was mischief aplenty, so much so that a Harbour Police force was established and exists to this day. Piracy along the river was fairly common. Especially well known in some circles is the story of the

Continued on next page

Continued from previous page

Chambers brothers. These men made it a habit of raiding local country churches, and making off with any silver and gold vessels or ornaments that they could find. These were melted down into a more attractive trade medium, and sold to local fences. They were eventually Another very colourful activity of the port was that of the sailor stealers. Some families were quite adept at luring sailors into their drinking establishments, getting them suitably loaded, and then "selling them'' in a kind of reverse shanghai, to local farmers with the promise of freedom at the end of the agricultural season. Often this was not to be, as the unscrupulous villain of a farmer sold them to the authorities in the fall for the bounty attached thereto.

Of course, the British men-of-war that made port here often resorted to that type of tactic, shangai-ing or press gang, to fill out their own crews. One father's plaintive ad in a Quebec newspaper during the time of the Civil War in the U.S. asked for knowledge of the whereabouts of his son who had been picked up on a Quebec street, and hurried away to serve on a British battleship. The father asked that other port newspapers publish his plea.

Names of parts of the port are interesting too, and point out the post-French Regime changes: King's Wharf, Munn's Wharf, Connolly's Cove, Sharples Cove, Victoria Cove, Hadley Cove, New Liverpool, Waterford Cove (where the pulp and paper factory stands – once called Anglo-Canadian Pulp and Paper, then Reed's; then Daishowa). A bit of trivia - did you know that the Quebec Aces (hockey club for the youngsters among us) got their name from Anglo-Canadian Employees Society?

But what beats all in this foray into ancient lore is the name from the French Regime of a safe mooring at the Island of Orleans known as le Trou St. Patrice - Saint Patrick's Hole – named for a pirate by the name of Moore – better call him privateer, the more polite name for a man engaged by the King to prey upon enemy shipping. In this case, Moore came from Dover in England – but was hired by the King of France to prey upon English shipping. His family were eventually given grants of land in Beauce, but the name remains.

Today in the port of Quebec you can visit interpretation centres that touch on ship-building and shipping. You can take a tour on boats that limit their cruises to an evening stretch of six or ten miles on the river. There are longer cruises available all the way to the Saguenay, not with the luxury of the Russian ships that offered those cruises in the 1950s, but with a close and lovely approach to wind and water, whales and seabirds. Some days there are all-day cruises to the quarantine station at Grosse Ile, Parks Canada's jewel in the region. Even a trip across to Lévis on the ferry should not be scorned. You can see the city spread out before you with the vestiges of what Champlain saw, traces of the French regime, of what Wolfe coveted, of British military buildings, and of what modern commerce has done.

Come and visit. You won't be disappointed.

Irish community's social life was tied to the river

There was a city bylaw against playing hurley in the streets

It used to be possible to swim in the St. Lawrence at the many beaches around Quebec City: the Foulons, Garneau Beach, Victoria Cove, and The Cove itself. This is a very special part of Quebec City, west of Place Royale along the waterfront, where the Irish settled in the days of the great timber rafts. There it was that the Irish founded the Quebec Shiplaborers (sic) Benevolent Society in the 1850s to look after members and their families in case of injury. It grew into a labour union, one of the very first in Canada. There on Champlain Street, THE Street, they had their dwellings and grocery stores and their church, the Diamond Harbour Chapel, their school, and their sporting Centre the Sarsfield Club. There was a custom among the boys of the Cove, a contest to see who would be the first one to go swimming. If a boy fell through the ice in the late spring he could claim that he was the first one to go swimming that year. Actually you were not supposed to go swimming until the priest had blessed the river - this must have been around the feast of Corpus Christi early in June. Most of these wonderful old customs have gone by the board.

Winter included skating on the river.

The Sarsfield Club was the meeting place for the Irish, the men of the Cove: the rowing teams, the baseball teams, probably the lacrosse teams, certainly the Hockey teams, and perhaps very early the hurley teams which were big – fifteen men to a side. No wonder there was a city bylaw against playing hurley in the streets! But that is off the track of Quebec's maritime history. You can still find a pleasant B & B in one of the former ale houses of The Street.

Maritime heritage: Oceans, rivers, lakes

A walking tour rich in history

Old Quebec City: Empire's echoes in a seaport town

Editor's note: The following pages are taken from the QAHN pamphlet Old Quebec City: Empire's echoes in a seaport town, explored and written by Dwane Wilkin. It is part of the growing Heritage Trail series.

Old Quebec is bound to the sea by the St. Lawrence River and four centuries of trade at the gateway to a continent. In 1608, French explorer Samuel de Champlain built a fort and storehouse here, adopting its Algonquin name kebec, meaning place where the river narrows. The settlement was the early hub of Canada's fur industry and the capital of France's colonial empire in North America.

Control of the fur trade in North America was a source of constant rivalry between French and English colonists. A series of wars between these groups and their Indian allies led to the British capture of Quebec City in 1759. In 1763, France gave Canada and all French territory east of the Mississippi River to Britain. Quebec was made into a British stronghold. Furs, timber and fish now flowed to London. For more than 100 years Quebec prospered as a bustling maritime city. It was the cradle of great fortunes and a port of entry for millions of immigrants fleeing hardship and injustice in the Old World. Among them came thousands of anglophones who made their lives in Quebec. This Heritage Trail walking tour leads to monuments and points of interest that recall Quebec's heyday as a major naval centre in the 19th century - a time when English communities played a vital role in the city's life.

GETTING THERE

If you come by automobile, head for the Old Port district in Lower Town by following signs for Boulevard Champlain, which runs along the river beneath the cliff. The road becomes rue Dalhousie. Park in any of the pay-parking lots along the riverfront.

POINTE-À-CARCY PROMENADE

Start your exploration of Quebec's maritime heritage on the Old Port promenade overlooking the St. Lawrence. For 150 years, this shore was the landing site for European ships laden with supplies and settlers bound for New France. In June 1759 an English fleet of 250 warships and 8,000 troops under General James Wolfe laid siege to the French settlement. Cannonballs and firebombs pounded the town. On the night of Sept. 12, 5,000 British troops sneaked to shore and scaled the cliff leading to the Plains of Abraham, west of the city. French defence forces under General Montcalm were defeated the next morning and Quebec surrendered Sept. 18. The river then flowed much closer to the cliff than it does today.

As wood exports from Quebec grew, timber yards and private wharves sprang up along the shore to accommodate the trade. Much of today's waterfront is built on reclaimed land. Quebec's first deep-water wharf, built in 1817 by the celebrated shipbuilder John Goudie, lay at the foot of rue Saint-Antoine. The site is now partly occupied by rue Dalhousie and an adjacent parking lot. During the War of 1812-14, Goudie and his crew of Quebec artisans earned fame by rebuilding Britain's fleet of warships at Kingston on Lake Ontario.

CUSTOMS HOUSE, 150 rue Dalhousie

The grand greystone edifice with columns is the Customs House, built in 1851. The customs office, which dates to 1762, was one of the first British civic institutions in Quebec. Its location here greatly favoured Quebec's development. Britain's colonies in North America were given a boost by the Napoleonic Wars. In 1796, Napoleon cut off Britain's timber supplies in the Baltic region. Britain looked to her new colony for vital ship-building material. Wood soon overtook furs as Quebec's main export. Annual port traffic in Quebec grew from about 100 ships a year in the 1790s to more than 650 vessels in 1810 and 2,000 in 1830.

Oceans, rivers, lakes

TRINITY HOUSE, 150 rue Dalhousie

Trinity House was established in 1805 to maintain order at the growing port. Quebec was then the upstream limit of sailing navigation for ocean-going ships. Each spring when the ice thawed, wood destined for British shipyards was floated down the St. Lawrence in great rafts for transport overseas.

During the shipping season all manner of boats big and small plied the waters. Fishing sloops, tugboats, barges, horse-drawn ferries, rowboats, canoes and river steamers jostled the shores alongside great timber ships. For decades, Trinity House wardens regulated all this traffic. They issued pilot's licences, looked after lights and buoys in the St. Lawrence and dealt with criminal matters.

In 1858 many of these duties were transferred to the Quebec Harbour Commission. Today this body is called the Quebec Port Authority. The present building next to the Customs House, was erected in 1913-14, occupies the former site of the Great Northern grain elevator, razed by fire. Admire its prominent clock tower, then cross rue Dalhousie and walk up rue Saint-André.

BELL AND TAYLOR SHIPYARDS

Corner of rue de la Canotèrie and rue Saint-Thomas

From the Maritime Museum, head north to rue Saint-Thomas, turn left and walk two blocks to Côte de la Canotèrie. During the early days of the fur trade, this road led to a landing spot for canoes on the shore of St. Charles River.

Scottish entrepreneur John Bell operated a large shipyard just west of rue Saint-Thomas from 1810 to 1836. East of his property lay George Taylor's shipyard. Taylor, an Englishmen, went into business with his son-in-law Alison Davie here in 1825. Five years later Davie moved across the St. Lawrence to Lévis Point, just north of the ferry terminal. Davie Shipyard remains in business today, the oldest continuously operating shipyard in North America.

A plaque at the corner of rue Saint-Thomas and Côte de la Canotèrie marks the spot where Benedict Arnold was wounded in November 1775 during an attempt by American forces to capture Quebec.

Now return to rue Saint-Paul and turn left, walking west past the Old Port Market to rue Saint-Nicholas.

PALACE STATION

450 rue de la Gare du Palais

Quebec's shipbuilding heritage dates back to the French regime. From 1739 onward, while still a French colony, Quebec's Royal Shipyard was located on the St. Charles River near the Intendant's palace.

Part of this site is now occupied by the old Canadian Pacific railway station. Built in 1915, the station was designed in the French Château style by architect Edward Prindle. After the Conquest, shipbuilding resumed briefly on the St. Charles River before being interrupted by the American revolution. Because British law barred merchants from buying U.S. - made boats, many Scottish shipbuilders moved to Quebec for work.

Among the first to build in the 1780s and 1790s were the brothers William, Patrick and John Beatson, who had previously served as officers on fur-trading vessels. They were followed by John and Alexander Munn, John Goudie, William Russell, George Black, Charles Wood and Thomas Menzies, among others.

Quebec shipyards turned out 1,600 wooden sailing vessels between 1763 and 1893 to meet the demand of Britain's merchant navy. At its zenith in the 1860s, the city's shipbuilding industry was rivalled in British North America only by Saint John, N.B. At various times, the shipyards employed thousands of artisans and labourers drawn from Quebec's mixed French-Canadian, Irish, Scottish and English communities. Many of these shipyards and the people they employed were established in the neighbourhood of Saint-Roch, north of Palace Station. It was at his Saint-Roch shipyard in 1818 that John Goudie built Canada's first steam-powered sawmill.

Now climb rue Saint-Thomas toward the Palace Gate entrance to Quebec's Upper Town district.

Maritime history: oceans, rivers and lakes

DINAN'S HILL

Note on your left a short street named for Frank Dinan, long-serving alderman in the city and descendant of a prominent Irish family. Hundreds of thousands of immigrants passed through Quebec in the 19th century, including great numbers of Irish. They accounted for 60 percent of all arrivals from Britain throughout the 1830s; and upwards of 70 per cent during the Potato Famine years 1845-1849. Quebec's Irish settlers supplied much of the labour on the docks and built many of Quebec's best-known landmarks.

In 1861, 40 per cent of Quebec City's 10,000 inhabitants were English-speaking, largely because Irish families made up 30 per cent of the total population. Walk through the gate up Côte du Palais (Palace Hill).

ARTILLERY PARK NATIONAL HISTORIC SITE

2, rue d'Auteuil

Quebec City's unique military and industrial heritage is preserved at this complex of old defence buildings maintained by Parks Canada. In the Arsenal Foundry you can view a remarkable scale model of Quebec City as it looked in 1808. The Dauphine Redoubt, built in 1713 to house French soldiers, stands at the corner of rue McMahon and rue Saint- Stanislas. Once part of a large Irish neighbourhood, the street was named for Father Patrick McMahon, a defender of Irish Catholic rights and founder of Saint-Patrick's Parish.

Cross McMahon Street and continue south along rue Saint-Stanislas.

QUEBEC LITERARY & HISTORICAL SOCIETY

(Morrin College), 44 rue Chaussée des Ecossais

Though anglophones now make up just two percent of Quebec's total population, most of the city's old institutional buildings are of English origin. A sense of Quebec's Victorian society is admirably preserved in this gem of a library in the old English Quarter, on the corner of Saint Stanislas and Cook streets. Designed by Francois Baillargé and built as a jail in 1809 by John Cannon, the building later belonged to Dr. Joseph Morrin, a Scottish-born mayor of Quebec. According to Morrin's wishes the building was made into a Presbyterian college affiliated with McGill University when he died, in 1868.

Today the building houses the library of the Quebec Literary and Historical Society. Here visitors will find a wealth of ancient books, archives and assorted memorabilia. Plans are underway to turn an unused portion of the old prison into an interpretation centre honouring Quebec's anglophone past.

ST-ANDREW'S CHURCH AND KIRK HALL

5 Cook Street

The small church directly in front of the Literary and Historical Society was designed for Quebec's Presbyterian community in 1809-1810 by architect John Bryson. The church hall (Kirk Hall) behind it was added in 1836 and served as a school for parishioners' children.

DUFFERIN TERRACE

Cook Street turns into rue Sainte-Anne, which leads to Place d'Armes in front of the Château Frontenac and onto Dufferin Terrace, a magnificent 200-foot-high boardwalk overlooking the St. Lawrence. Imagine the excitement here in 1809 when John Molson's first steamboat, the Accomodation, made its appearance on the water below. Or in 1833, when the Royal William, a wooden ship built at Quebec by James Goudie (son of John Goudie) made naval history by becoming the first steamship ever to cross the Atlantic Ocean. Now, return to Lower Town by riding the funicular down the cliff.

QUARTIER PETIT CHAMPLAIN

Irish stevedores and their families used to live at the base of the cliff along the narrow street leading to your right. The Petit Champlain district is a busy tourist hub these days, but in the 1800s the street mostly advertised the misery of poverty. To make matters worse, from the 1840s to the 1880s a series of deadly rockslides ravaged the neighbourhood.

Canada's labour movement got its start here in 1857 with the founding of the Quebec Ship Laborers' Benevolent Society, the country's first union. The Society protected stevedores from dishonest ship captains and offered financial support to members who'd lost income due to injury or illness.

Stroll past the boutiques, then turn down onto rue Marché Champlain.

OLD LONDON COFFEE HOUSE

Maison Chevalier, 50 rue du Marché-Champlain

Built in 1752, this remarkable crimson-roofed structure was once home to French merchant Jean-Baptiste Chevalier. Sold to an Englishman in 1806, the building became an inn and was known throughout the 1800s as the London Coffee House. Today the the Musée de la Civilisation mounts temporary exhibitions here. Follow the signs for Place Royale, a market square which is the site of Samuel de Champlain's original settlement. From here, go to the end of rue Notre Dame and cross Côte de la Montagne.

SITE OF THE NEPTUNE INN

Corner of Côte de la Montagne and rue Sault au Matelot

On this site stood one of the more popular eating and drinking establishments of the early 1800s, the Neptune Inn. According to Irish journalist Edward Allen, who toured Canada with a certain Captain Blake, the Neptune was a favourite haunt of sea captains passing through the port.

Now walk down Côte de la Montagne and turn left on rue Saint-Pierre.

SAINT PETER STREET (rue Saint-Pierre)

Quebec became one of the world's busiest port cities thanks to demand for Canadian wood. By 1840 Quebec ranked fifth in the world in terms of trade volume. Lumber barons, shipping magnates and bankers controlled most of the commerce. For many decades rue Saint-Pierre was the financial centre of Lower Canada.

In 1818 John Woolsey opened his Quebec Bank along this street to serve the timber trade. The same year saw the birth of the Quebec Stock Exchange and the opening of a branch of the Bank of Montreal, started by John Molson. At one time, there were four banks at rue Saint-Pierre's intersection with rue Saint-Jacques. The Quebec Fire Insurance Co. erected headquarters on rue Saint-Pierre. The British America Assurance Co., the Colonial Life Assurance Co. and State Fire Insurance Co. of London all had offices here.

This concentration of financial institutions earned rue Saint-Pierre fame as the Wall Street of Quebec.

Turn right on rue Saint-Paul, cross rue Dalhousie and return to the Pointe à Carcy Promenade along the waterfront.

NAVAL MUSEUM OF QUEBEC, 170, rue Dalhousie

www: http://navreshq.queb.dnd.ca/fr/musee.htm You may wish to end your tour with a visit to Quebec's Naval Museum. It's located near the Louise Basin in a modern white building facing the Pointe à Carcy Promenade. The museum details marine history in the region since the beginning of the 20th century. The Battle of the St. Lawrence, a crucial episode of World War II, is a major theme. Admission to the museum is free.

Call ahead for visiting hours.

FURTHER READING

Eileen Reid Marcil's book, *The Charley-Man: A History of Wooden Shipbuilding at Quebec 1763- 1893* is an excellent account of this city's long naval tradition. It's published in French under the title, *On Chantait Charley-Man: La construction de grands voiliers à Québec de 1763 à 1893*.

Carraig Books offers a range of publications devoted to Quebec's Irish heritage, including The Shamrock Trail, a walking-tour guide to Quebec City written by Marianna O'Gallagher. For more information, call (418) 651-5918.

Other Resources

Audio-guided tours of Quebec City are available through the Tourist Centre at 12 rue Saint Anne, across from the Château Frontenac. The $10 fee covers the cost of renting a compact disc and CD player. Call (418) 654-1115 for more information.

The City of Quebec publishes a walking tour guide to the city's historic sites called From the Cliff to the Shore which can be obtained from city hall at a cost of $4.

This guide is presented by the Quebec Anglophone Heritage Network. The Heritage Trails brochure series is made possible by a grant from the Department of Canadian Heritage. Space constraints preclude mention of all possible sites. Many thanks to Marianna O'Gallagher for her help.

Maritime heritage: Oceans, rivers, lakes

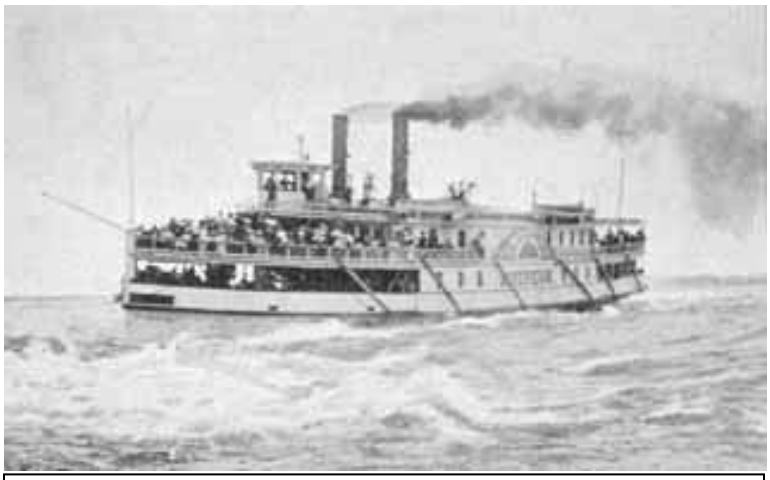
'Greater boats are afloat, but few that have better fulfilled their purpose'

Sovereign: Flagship of the Ottawa River Navigation Company

The Ottawa River Navigation Company was formed in 1847 with the purchase of the steamer Oldfield. Captain R.W. Shepherd had been in command of the Oldfield for five years running between Lachine and Carillon. When the opportunity to buy the steamer arose, he, in partnership with a few friends, formed the Ottawa River Navigation Company. It was the first steamboat company to initiate a through service between Montreal and Ottawa – which was the only means of travel between these two cities before the railway was built.

Passengers boarded the steamer at Lachine and travelled as far as Carillon where they were transferred to Grenville to board another steamer for Ottawa. In the early years the trip between Carillon and Grenville was made by stagecoach; later by train.

By 1860 trade on the river was increasing so rapidly that two new steamers were added to the fleet. One of them, the Prince of Wales, named for the young heir to the throne, took the eighteen year old Prince Edward to Ottawa when he was in Canada on the first Royal Tour during the summer of 1860. For 29 years the Prince of Wales ran between Lachine and Carillon daily (except Sunday) carrying passengers and the Royal Mail. She was the first O.R.N. Co steamer to shoot the Lachine Rapids on her return trip to Montreal. By 1889 she had shot the Rapids 1800 times and had travelled more than 560,000 km. It was time to replace her.



Sovereign enters the Lachine Rapids with all decks full.

The directors decided to build a steamer with a steel hull. (The other steamers all had wooden hulls.)

The contract to build the Sovereign was awarded to W.C. White and construction began in the late summer of 1888 on the bank of the Lachine Canal just above St. Gabriel's Locks. Her dimensions were 162'4"x 25' x 7'3" and when completed her gross tonnage was 636 tons. Fitted with powerful engines and patent paddle wheels, she was capable of attaining 17 m.p.h. She had accommodation for 700 day passengers.

The interior of the saloon was finished in natural wood and furnished with the usual arm chairs, writing tables, etc.; a wall-to-wall red carpet covered the cabin deck. Strangely enough, she was fitted with oil lamps, although her sister ship, the "Empress", built 3 years before, had electric lights installed. She had 10 good-sized staterooms, as well as a directors;' boardroom and captain's quarters. All the other officers slept in cabins on the main deck. Her dining saloon had capacity for 60 people.

The night of launching the President noted in his diary. "We had a very successful launch; the boat glided off the ways in the most satisfactory manner. She is a beautiful model and sits prettily on the water. I think this will be, when finished, one of our finest river boats."

Her beam engine was supplied by George Brush, Eagle Foundry, of Montreal, whose beam engines were installed in many steamers on the St. Lawrence and Ottawa Rivers. She had two boilers and twin stacks abreast.

Her first trip with passengers took place on August 19th when she made the regular run to Carillon and return. The President noted in his diary - Sovereign a great success; everyone speaks well of her comfort and speed. I had a very comfortable tea on board, so much better than on the old boat ("Prince of Wales") where I had my tea in the pantry."

No Sundays

Year after year the Sovereign ran between Lachine and Carillon every day (except Sunday). To board the steamer, passengers took the train from Bonaventure Station in Montreal. The passengers left Montreal at 8 a.m. and reached Lachine Wharf 20 minutes later. As they hurried off the train, a waiter in a starched white coat stood on the deck ringing a bell and calling, "First call for breakfast." There was no need to urge anyone; the delicious smell of bacon and fried sausages carried on the breeze was enough to cause the passengers to hurry..

After stopping at Ste. Anne's, the Sovereign rounded the lighthouse point on Ile Perrot and proceeded up the Lake of Two Mountains. After stopping at Oka, she crossed the River to the wharf at Como arriving there at 10 a.m.

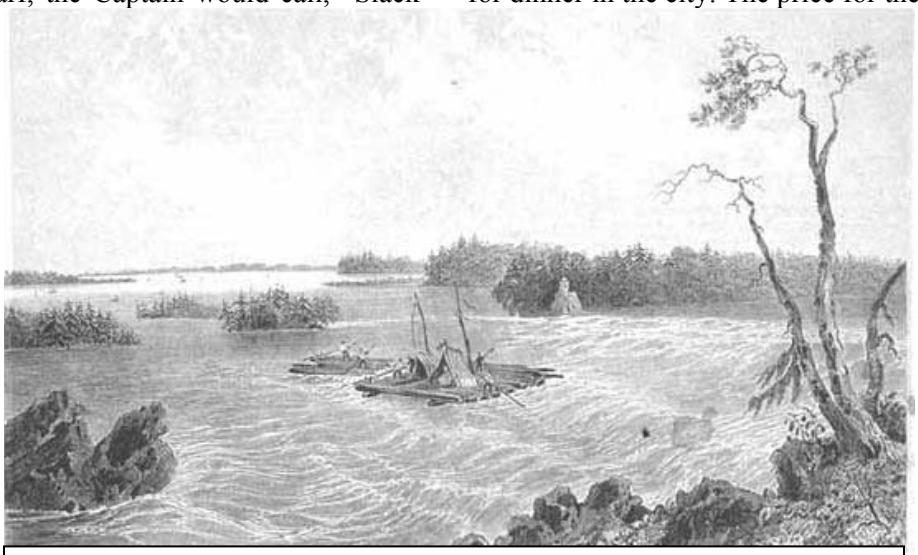
Her Captain, William Shepherd, was a unique and respected figure with his gloved hand on the bell signalling

Continued from previous page

Continued from previous page

the engine room. No peak cap or uniform for him. He was always dressed in either an immaculate tweed or navy blue suit and tie, with a black or beige bowler hat. If the weather was cold, he wore a pair of spats on his feet. He paced the deck as if it were his private yacht. Woe betide any unfortunate traveller who so forgot himself as to strew peanut shells or torn papers on the deck. A stern admonition and a scornful glance from Captain Shepherd was enough to make him feel deeply disgraced.

On leaving Como Wharf, the Captain would call, "Slack away there, slack, slack on the bow line." The steamer would back a little, then gather speed and off she would be on her journey up the River to Carillon. Stopping at Hudson, Pointe aux Anglais and Rigaud, she reached Carillon at 12.10 p.m. There she waited for the passengers coming from the upper steamer at Grenville, preparing to leave for Montreal at 1.30 p.m. In the fall two trains were used, meeting halfway at the switch at McCormick Station. This was so the steamer on the lower run could leave Carillon earlier in order to make the Lachine Rapids before dusk.



Timber rafts running rapids where the Ottawa and St. Lawrence meet.

The railway had two cars, fitted with hard wooden benches which were known as Raftsmen's Cars. Large timber rafts were a common sight on the River. The men would break these rafts into cribs and bring the cribs down the Long Sault Rapids. When they reached Carillon, they would climb into the Raftsmen's cars to be taken up the line to bring down another crib.

In the May 5, 1962 edition of the Lachute "Watchman", Captain E.A. Johnson remembered the early days on the Ottawa River. He knew the River well as a captain and navigator in the days when steamers' sirens could be heard night and day on the busy River.

"At Grenville, the passengers disembarked and took a short train ride which brought them to Carillon where the Sovereign continued the trip to Montreal. This took them over beautiful Lake of Two Mountains where to the left was the Indian village of Oka and the Oka Monastery of silent monks. Passing on we come to Ste. Anne de Bellevue; we enter the lock here cutting over to Ile Perrot which was used as a picnic ground. Continuing on, opposite Pointe Claire, we turn to starboard where on a calm day one can see the dividing line between the two waters - the Ottawa brown and the St. Lawrence green."

At Lachine passengers could either take the train to Montreal or remain on board and shoot the Lachine Rapids. Those who only wanted the Rapids trip could travel from Montreal to the Lachine Wharf by trolley. As a brochure of the time said you could experience the novel thrill of shooting the Rapids and thus whet your appetite for dinner in the city. The price for the Rapids trip was $1.

A Company ad for the Rapids trip noted that "Shooting the Lachine Rapids is an exhilarating experience which should not be missed by any visitor to Montreal. No other city in the world can offer such a thrill ride, right at its door, provided by nature itself."

A guide book of the 1880s tells us that shooting the Rapids was terrifying enough for a thrill; safe enough for women and children - the ideal combination for the tourist. Like other guide books of the time it made the most of both the terror and the safety. "The passengers grow excited at the apparent narrow escapes as the steamer seems almost to touch rock after rock and dips her prow into the eddies, while the turbulent waters throw their spray over the deck."

But the terror could be enjoyed without dread of consequences. The guide book gave prompt reassurance. "There is little danger, however, to passengers. Formerly insurance companies compelled the steamers to stop at Kanawake for a pilot but now (1880s) this is not necessary."

By the 1850's the channel down the Rapids had become familiar to the Indian pilots. However, the steamers were not able to shoot the Rapids until after 1875. That year the Lachine Canal had been widened, allowing the steamers to shoot the Rapids and return to the Lachine Wharf through the Canal. Until then, the steamers, being too wide for the old Canal had to remain at Lachine Wharf overnight.

And so, with the anxiety and fear of an accident over, shooting the Rapids became a popular tourist attraction and tourists were never disappointed. As the steamer

Continued on next page

Continued from previous page

approached the Rapids, the Captain would walk along the deck and tell the passengers not to rush from side to side but to stay where they were so that the delicate balance would not be upset when the boat plunged into the channel. His warning aroused everyone for the coming adventure.

A mile below Lachine, the Sovereign passed under the C.P.R. bridge and a short distance away, the white crested waves of the Sault St. Louis (the name Champlain gave to these Rapids) could be seen. Approaching the white water, the Sovereign began to pick up speed. As she entered the Rapids, the engines were slowed, retaining just enough speed to give steerage way. Caught up in the swift current, the boat began to labour among the breakers and eddies.

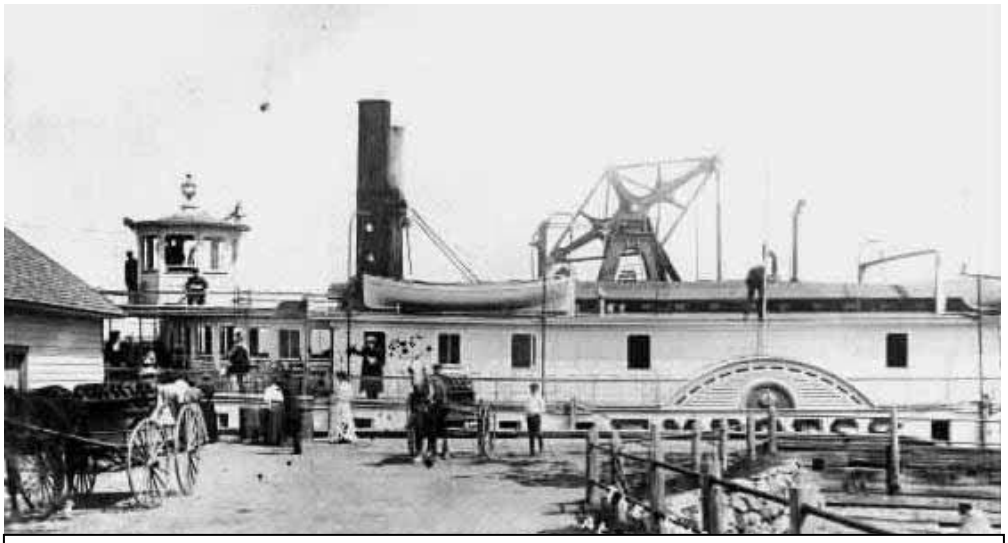
Soon she was shooting by submerged boulders amidst the wide and surging torrent, past whirlpools, dipping her prow into the eddies. She turned first to the left, then to the right to avoid ridges or rocks, rushing down from level to level through the narrow channel. Standing at the rail, the passengers could feel the spray thrown up by the swirling waters. They were experiencing the greatest thrill on the St. Lawrence River.

The Rapids fell 56 feet in the course of about two miles through the most intricate and winding channel on the St. Lawrence. Consummate skill was required to pilot the steamer through such turbulent waters. It has been said that nowhere in the world could there be found a more skilful navigator than the pilot of this River. It hardly seems possible that birch bark canoes and later lumber rafts could have gone down this angry, seething waterway. Towards the end of the 1880's, the last of the low rafts was driven down. These rafts were bound together with willows and manned by an army of 30 Indians, headed by Big John of Kanewake. Apparently right up to the 1950's Big John made this trip in a canoe an annual event - usually on New Year's Day.

After operating just 16 seasons, the Sovereign met an untimely end. At the end of the 1905 season she had entered Cantin's dry dock in Montreal where her hull was scraped and painted. When this had been completed she went into winter quarters above the lock at Lachine in front of the local convent.

In March (1906), the mate and two or three deckhands had started fitting out the Sovereign for the new season and making odd repairs on her woodwork. Although the men were being paid an allowance to sleep ashore, they misused their trust and were sleeping on board the boat to save money.

At 11 o'clock on the night of March 17th, 1906, St. Patrick's Day, the mate, R. Roy, discovered a fire in the men's sleeping quarters. Awakened by the small of smoke, he gave the alarm to the other men on board. Despite the best efforts of the Lachine Fire Brigade, the superstructure of the steamer burned to ashes while the steel hull sank below the ice because so much water had been pumped into her. At first the townspeople thought the convent, where 600 pupils slept, was on fire. However, the fire was confined to the Sovereign. All that remained of her was one paddle-box with her name still showing and a tangled mess of rods and pipes with her walking beam lying on the ice.



The river steamer Sovereign at the wharf at Hudson in about 1990.

The Montreal *Daily Witness* described the loss of the Sovereign in an editorial:

"...If steamboats must burn, it is well when they are not carrying passengers. But many will heave a sigh for the good boat in which they have enjoyed so many a happy day amid the exhilarating beauty of the Ottawa. Indeed greater calamities have awaked less regret, as nearness, acquaintance and relationship are all necessary in our interest in things.

"As the hand hides the sun, so a toothache in one's own dwelling is larger than an earthquake in China.

"The trip to Carillon is perhaps the most pleasurable hereabouts and another boat will certainly ply there in days to come, but those who take it will recall the poor old Sovereign. Greater boats are afloat, but few that have better fulfilled their purpose or whose life has been associated with more genuine pleasure."

This article is adapted from a lecture by Margaret Peyton at the Hudson Historical Society in August 2003.

Members' news & notes

Fall activities at the Colby-Curtis Museum

Remembering Rosemary Miller - A memorial exhibition in homage to Rosemary Miller (1928-2001) will be inaugurated on Saturday, September 27. The opening reception, under the patronage of author, photographer and filmmaker Louise Abbott, will take place from 2 to 5 p.m. at the Colby-Curtis Museum, in the presence of members of the late artist's family.

Rosemary Miller was a gifted painter and teacher who, together with her artist husband, John Miller, settled in Stanstead in 1991, after their retirement from a long teaching career in the Fine Arts Department of Concordia University. Soon after their arrival in Stanstead, Rosemary became a member of the board of the Stanstead Historical Society and an active volunteer at the Colby-Curtis Museum.

Rosemary found new inspiration in the Townships landscape, particularly in the countryside near her home. Working mostly out-of-doors in watercolour, she captured the rolling hills, the shimmering reflections in the ponds, the fields dotted with wildflowers in fresh and spontaneous sketches, many of which will be seen by the public for the first time. The exhibition, presenting more than thirty works – oils, acrylics, watercolours and drawings, will continue until November 16, 2003. For further information, please call (819) 876-7322.

Traditional English Cream Tea - During the beautiful days of fall, throughout September and at least until mid-October, the Colby-Curtis Museum will serve a traditional English Cream Tea, complete with scones, Devon cream and jam, all made on the premises. In the company of friends, come and enjoy our afternoon tea in the solarium where you have a wonderful view of the fall colours in the Victorian garden. Tea is served in the afternoons, from Wednesday to Sunday. Reservations are always appreciated, please call (819) 876-7322.

Welsh choir to sing in Huntingville

The Montreal Welsh Male Choir will be performing at the Huntingville Universalist Church in Huntingville on Sunday, October 26 at 4 p.m. Tickets for this superb vocal event will be available October 1 at the Tri-Us (Hallmark) Boutique, 3 Belvedere, Lennoxville, 819-822-2632, or by calling Phyllis or Terry Skeats at 819-842-3102 or Iris Hunting at 819-346-6852.

All tickets are $10. There will be a brief intermission during the concert; refreshments will be served and CDs of the Choir will be available for purchase. Proceeds go to the maintenance of the Church, the oldest Universalist church building in Quebec.

– Terry Skeats, president, Heritage Huntingville

Rosemary Miller Stanstead (Rock Island). Acrylic on canvas.

A success story In Potton

On the occasion of Townshippers Day last September 12 in Cowansville, I received one of the awards presented in the context of the Townships Success Stories project. On behalf of the Potton Heritage Association I was honoured in receiving this award but which I feel is due by right to the people of Potton. If I succeeded in promoting a local interest for our heritage, I owe it first to the people of the Township who initiated me and transmitted their love for the past they forged over the years, be it our historical or archaeological heritage. Among the people who brought me to discover this rich heritage, I am fond to remember those who contributed to educate and sensitize this newcomer who I was, when I first arrived here in 1990, and founded the Association. I remember the late Kenneth Jones, David Perkins, Ralph Knowlton and Arthur Aiken but I certainly do not forget Paul Rouillard, Jacques Boisvert, Heather Keith Ryan, the Jewett family, and last, but not the least, Mavis Aiken, Manager of Reilly House which has been and still is our most important place of promotion. Thank you to all those who assisted me on the Board of Directors during these years and to all those who contributed one way or the other, not forgetting the media, to our success. Promoting heritage costs money to finance various projects and, over the years, we received grants from the Municipality of the Township of Potton, the Townshippers' Foundation, the Cultural Committee of the Memphremagog MRC and from Pierre Paradis MNA for Brome-Missisquoi. We also thank the various businesses and industries who support us as well as the hundreds of the Association's members for their renewed confidence. We keep heading towards the promotion of our heritage because it is a wealth for which citizens are proud of and which makes the envy of our visitors. – *Gérard Leduc PhD.*

QAHN news

QAHN joins FSHQ for a fall conference in Granby

Cemetery heritage in Quebec: Issues and actions

Church graveyards are a major part of Quebec's cemetery heritage. However their circumstances are changing fast - theft of gravestones, vandalism, weather damage, new management and land use rules, poor maintenance planning... All these elements add to the danger facing our cemetery memories. But in the last few years people have taken steps to prevent damage to cemeteries and to make their stories known.

Entitled Issues and Actions, this conference will produce a portrait of the current situation of cemetery heritage, will discuss conservation, history and development projects and begin action to improve the situation on the local and regional scenes. Schedule for the day:

- Observing cemeteries: photos and commentary by Denise Caron
- Solutions for the future of cemetery heritage
  - A citizens' watch to prevent theft - an experience, by Alain Tremblay
  - Cemetery preservation. Can the torch be passed on? by France Rémillard (bilingual presentation)
  - Cemeteries face disappearing congregations
- Cemeteries in history, and the history of cemeteries
  - Nigger Rock cemetery in the Eastern Townships: Witness to slavery? - by Roland Viau
  - The cemetery of Quebec City's Hôpital-Général, where Montcalm's troops are buried: A look at a successful project, by Jean-Yves Bronze
  - Mount Royal Cemetery: History and Heritage, by Roderick MacLeod
- Plenary session – Adoption of an action plan to preserve and protect cemetery heritage at the local and regional levels

The conference, organized by la Fédération des sociétés d'histoire du Québec with the Quebec Anglophone Heritage Network, will explore the theme of cemetery heritage in Quebec. It will take place at the Maison des Trinitaires in Granby.

Registration costs $25 which includes the lectures and lunch. Everyone who registers will receive a copy of the Actes du Congrès, the proceedings of the 2002 Sherbrooke convention. You can register by e-mail, fax or phone call to the FSHQ office. Hoping to meet many of you!

Fédération des sociétés d'histoire du Québec
4545 Pierre-De Coubertin avenue
Box 1000, Station M, Montreal Quebec, H1V 3R2
Tel: (514) 252-3031, 1 (866) 691-7202 (collect),Fax: (514) 251-8038
E-mail: fshq@histoirequebec.qc.ca

Address label here please