

Medals, &c., Exhibited.

- 1—DeLévis.
- 2—Kebeka Liberata.
[These two medals are in the Museum of the Literary and
Historical Society of Quebec.]
- 3—Founding of Louisbourg.
- 4 and 5—Louisbourg Taken.
- 6—Boscawen Medallion (very rare).
- 7—Wolfe.
- 8—Saunders and Wolfe: Quebec Taken.
- 9—Conquest of Canada Completed, and Montreal Taken.
- 11—Lithograph of rare Montreal Medal.
- 12 and 13—General Commemoration.
- 15—Indian Medal, 1814.
- 16— do do Landscape.
- 17—Upper Canada Preserved.
- 18—Elgin.
- 19—Agricultural Society's.
- 20—Masonic.
- 21—Hoffnung.
- 22—Prince of Wales—To Commemorate, &c.
- 23— do Victoria Bridge.
- 24— do Grand Trunk Company.
- 25— do Board of Arts.
- 26— do McGill College.
- 27— do Bishop's College.
- 28— do Victoria College.
- 29—Shakspeare.
- 30—Confederation.
- 31—Indian.
- 32—Prince of Wales' Thanksgiving.

PAPER IV.—“ SOME OBSERVATIONS ON CANADIAN CHOROGRAPHY AND TOPOGRAPHY, AND ON THE MERITORIOUS SERVICES OF THE LATE JEAN BAPTISTE DUBERGER, SENR.”

By H. H. MILES, LL.D.

(Read before the Society, January 29th, 1872.)

THE art and practice of making maps or charts of the features of particular regions and Provinces, so as to delineate to the eye their positions, boundaries, subdivisions, and occupation by proprietors—that is, *Chorography*—has attained to no small degree of excellence in Canada. A similar remark might be made concerning *Topography*, differing from the former as the delineation of a town or small district does from that of a whole country.

For a long time after the cession to Great Britain, in 1763, native genius for pursuits of any kind not immediately connected with the necessary requirements of daily life, had little or no opportunity of cultivation, or even of making its existence manifest. As respected professional occupations, in connection with religion, law, medicine, and the ordinary preliminary acquirements derivable from courses of education, whatever opportunities did exist in the country itself were to be found only at the city of Quebec. Art was an exotic; and if any persons wished to cultivate the arts, such as music and painting, or any refined pursuit requiring special training and skill, it was necessary, if the expense could be afforded, to go abroad to the metropolitan centres in England and France to seek the necessary facilities. Down to a comparatively recent period, whatever was needed to minister to art of any kind was woefully deficient in Canada; so that the Catholic Bishop Plessis, who died in 1825, and who had a great taste for painting, is recorded to have long and earnestly sought the means of replacing by better, yet

cheap, foreign productions, the pictures in use for embellishing his country churches, though they were believed to be fine by the people at large, and especially revered when they happened to be the work of native artists. In fact, the Bishop found them repugnant to all his ideas of art, and sometimes grotesque enough to excite his well-known risible faculties, in spite of efforts to preserve his gravity.

I do not mean to say that there were absolutely no persons acquainted with the polite arts among the seigneurs and clergy. But these were few and scattered; and whatever their disposition may have been to generate a good taste among the people, the circumstances in which they were placed were such as to prevent the exercise of any considerable amount of useful influence in that direction. Of course, what has been stated concerning art generally is applicable to the pursuits now under notice; and if any native French-Canadians have excelled in these, as some are known to have done towards the end of last century,—for instance, *Charland* and several others whose names might be cited, and especially *Jean Baptiste Duberger*,—then, all the greater may their merit be esteemed, and so much the more worthy are they of our remembrance and of honourable places in the list of Canadian worthies.

Being, as I shall endeavour briefly to recall to the notice of the members of this Society, connected historically with the progress of a country, the pursuits of those men seem to be included in the Society's objects.

I shall premise a few more remarks concerning maps and charts generally; and when I have done this, I shall refer more particularly to the career of those that are Canadian, and which illustrate the chorography of this country since the cession.

So far as my experience enables me to judge, most people, when they think or talk about maps, seem to do so as if they

considered them matters of no great importance, except for reference for ordinary geographical purposes, or to accompany the perusal of books. The fact is often overlooked that numerous branches of art and manufacture minister to the production of well-executed maps; that the particulars to be inserted are themselves results which could not have been procured unless numerous other pursuits flourished, requiring labour, science, and skill for their exercise; that the equipments and qualifications of an accomplished surveyor, even to furnish some of the topographical particulars, imply the existence of many branches of knowledge, and long-laboured-for refinements of art and skill in the mere construction of his instruments; that maps, even when faulty as to execution and incorrect as to contents, have often a very high value as historical records and as shewing the state of art and geographical knowledge at the time when they were made, and as measures, by comparison with older and subsequent maps, of human progress. If we could only obtain a correct history of maps and charts themselves, say of Canada, with an assorted series of specimens of them lodged in some accessible quarter, we should have the means of familiarizing ourselves with the history of its progress, political, religious, social, and intellectual, far more generally useful and far more easy of comprehension than could be offered by any number of merely descriptive historical works, however eloquently written. We should be reminded, by the concessions of estates granted or sold, of the meritorious persons by whom the progress has been chiefly promoted. We should realize, at a glance, when and by whom settlements were commenced; villages, towns, and cities were founded; when and where roads and bridges, and canals, railroads, and telegraphs, were established, to supply the wants of increasing population and commerce. Nothing, in an historical point of view, and as regards progress, could be more valuable, as a record, than such a series of maps and charts. Those, then, who have

laboured successfully in the production of such records,—who have devoted their time and their skill to such objects, whether as the original producers of the maps and charts, or as correct and skilful copyists,—certainly merit our respect, and deserve to be remembered whenever we seek to recall the memory of those who may have deserved well of their countrymen.

We do not at this time possess in Canada any arranged collection of maps and charts illustrative of the history and progress of the country, accessible to the public. The best and most extensive is undoubtedly that deposited in the Crown Lands Department of this Province, where there are many originals, and copies of these kept in order for reference and for official uses; and this collection is, of course, being continually increased by the work of a considerable body of highly-qualified gentlemen connected with that department. But I here speak of maps available for reference by the public, and not merely for departmental service, which is quite a different thing. There are the *elements* of such a collection, but dispersed; and they can scarcely be said to be *catalogued* or generally accessible. In the library of the Laval University are to be found numerous maps and plans relative to events, regions explored, and structures, under the old French *régime*. In the splendid library of the Dominion, at Ottawa, is the largest collection, with respect to historical purposes, including many of the oldest maps of British North America, from the southern boundary of Nova Scotia and the St. Lawrence to the Arctic circle. An inspection of the catalogue of the Parliamentary Library would shew how many valuable illustrations of the history and progress of this country, in the shape of maps and charts, might there be found. All who have the pleasure of knowing the enlightened and accurate librarian, Mr. Todd, are aware of his ability to appreciate the utility of such records. But who can wonder that, in the absence of space and

opportunities of having them arranged and exhibited, so as to be conveniently accessible to the public, and amidst overwhelming labours entailed by other prescribed duties, there should be wanting, even in the catalogue, the appearance of chronological order? Besides, the collection there deposited is very incomplete, indeed, as respects North-American and Canadian chorography and topography. There are, I believe, no maps or charts in the recently-commenced libraries of the Local Governments; and it is not within my knowledge, though I have often made enquiries concerning this matter, that any private individuals have devoted themselves to the making of such collections. When we consider the relations of chorography and topography to history; the neglect which prevailed during the whole of the last century to regard maps, especially old ones, as essential historical records, and, therefore, to preserve or recover them; the various causes of loss of old maps; the nature of the materials—wax, brass, copper, silver, paper—to which the precious lines of maps have been committed, and the carelessness and rapacity of conquerors, whenever these documents have fallen into their hands; the necessary wearing-out of those inserted in books for their illustration; the jealousy of ancient and modern maritime nations, which induced them to conceal from their rivals in commerce all knowledge of their treasures of this class; the general disposition to discard, as no longer useful, old maps of regions incorrectly or imperfectly delineated, and to supersede them by others of more recent origin; and that the work of exploring, surveying and map-making, is susceptible of an endless approximation to truth and perfection,—we can be at no loss to account for the absence of a complete collection, not only in Canada, but in any other country. The considerations associated with these points are certainly worthy of serious attention; and if time permitted, it would be easy to shew that they are now generally held to be so in England, France, Germany, and the United States.

Geographers, travellers, and historians have commonly inscribed in their maps many things not spoken of in their writings, finding it a less laborious and a quicker method of reaching the understanding to speak to the eye than to the ear. Their maps often serve us in place of books. Older maps are required for testing and verifying the information conveyed by new ones. Boundary questions, so prolific a source of warfare and misery in the American history, and various political and social considerations, have been, as everybody knows, intimately and vitally connected with, and dependent upon, the matters of which we now speak. Need we, in this connection, refer to the early quarrels between the Spaniards and Portuguese with respect to the division between them of the tropical regions of North and South America?—to the innumerable collisions between the French and English as to their limits further north?—to the disputes between England, France, and Spain, concerning Florida, Nova Scotia, and the regions beyond the Alleghany mountains?—to the uncertain state in which boundary questions were left concerning Canada and the United States, or, rather, inherited by these from the forefathers of the people of both? It has been alleged that during the 17th and 18th centuries no war occurred in Europe which was not in some degree connected with such questions, respecting boundaries in the western hemisphere, and no treaty of peace concluded without some articles or stipulations concerning them. On such occasions American maps were in general request; and it is said that when the treaty of Aix-la-Chapelle was negotiated by French and English commissioners, the single question of the limits of Nova Scotia occasioned the recourse to at least fifty American maps, old and new. Maps have played an equally conspicuous part in later important transactions of an international character. Witness the settlement of the N. E. boundary dispute, when Lord Ashburton and the British negociators are alleged to have acceded to an agreement by which we

Canadians and our posterity now and forever are held bound to a result which debars us from the use of a much better approach to the ocean than our own territory can afford, but which need not have been accepted if existing authentic maps had then been accessible or known to both parties. Witness, also, the more recent and menacing controversies respecting boundaries in the north and west, down to the conclusion of the late Washington Treaty, by which, happily, though, perhaps, at some unnecessary sacrifice of interests appertaining to both sides, all such traditional and irritating sources of trouble appear to be at length removed.

Much more might be advanced than has been alluded to in this imperfect sketch, to shew the great value and importance of map-making, both in international and social points of view, and to shew that those who have devoted themselves to their execution, or to the subsidiary arts and sciences, are worthy of high estimation amongst us.

In the earlier days of Canada, after the Province had come under British rule, and thence down to the present day, the governing authorities seem never to have lost sight of the importance of causing the chorography and topography to be accurately delineated. General Murray, the first resident British governor, commissioned Captain (afterwards Colonel) Montresor, of the Royal Engineers, to survey and map the River St. Lawrence, from Montreal down to the Island of St. Barnaby, opposite Rimouski. His map, which is extant, was, I believe, the very first executed after the capture of Montreal in 1760. For a long time, while the military and civil governments were necessarily associated, the exploration of the course of the St. Lawrence, extending upwards, to, and beyond Lake Ontario, and that of the regions north and south of the river, was continued under Sir Samuel Holland and succeeding surveyors-general. Lord Dorchester, Haldimand, Prescott, Milnes, and their successors in the administration of the Province, down to recent times, when

all that kind of work has been given in charge of one of the Civil Departments, appear to have attached the greatest consequence to the perfecting of those surveys and to the multiplication of correct maps. Not only military considerations, but also those relating to settlement and revenue, stimulated the authorities to continue the work under the conduct of officers and men the best qualified by professional experience to carry it on. Hence we have—deposited, however, in different quarters—numerous maps and charts of Canada, shewing what the country was and how it grew in settlement and population, and what its territorial, electoral, and other divisions have been from time to time, down to the present day. Some exhibit the oldest concessions made during the time when Canada was a French Province, and are extremely interesting in an historical point of view,—concessions along the banks of the St. Lawrence, the lower Ottawa, the Richelieu, Yamaska, and St. Francis. Succeeding officials, the Bouchettes, Captains Bayfield and Orlebar, and others, as well as many officers of the Royal Engineers, contributed from time to time; and we now have in this country the details of its chorography and topography as completely and accurately laid out as suffice for the requirements of the present generation, and as place it, with respect to the settled portions, almost on a par with the most densely-inhabited regions of Europe: and I may add that, under the auspices of the Federal and Local Governments, the same kind of useful work continues to be actively prosecuted.

But it is time to advert more particularly to the very talented and meritorious person whose name is associated with the objects of this paper.

JEAN BAPTISTE DUBERGER (or, as he usually signed himself, *Johs Baptist Duberger*) was born at Detroit on Feby. 17th, 1767. When quite young he was sent by his friends to Quebec, furnished with money enough, in the form of pieces

of silver, to pay his expenses down, and to secure his admission as a resident-scholar in the Seminary of Quebec. If, as is supposed, he was then about 15 years of age, he must have spent, subsequently, about seven years in that institution; for, in his 23rd year, having given evidence of mechanical genius and of aptitude in the art of drawing, he was taken into the service of the R. E. Department, on the staff of which he continued to be employed during the remainder of his life.

In official documents we find Duberger styled "Mr. Duberger, of the first class of Royal Military Surveyors, and Draftsman."

Although, as will be shewn, Duberger did much towards supplementing and illustrating Canadian history, his name is not even placed on record in the, perhaps, too extensive list of Canadian worthies compiled by Mr. H. J. Morgan, of Ottawa; nor do we find it in that writer's *Bibliotheca Canadensis*. But Bibaud, in his *Panthéon Canadien*, has furnished a brief and imperfect sketch of Duberger. What we know of his career is derived principally from his surviving relatives and from his works themselves, and partly from incidental notices of which he became the subject in consequence of his connection with the famous Colonel By, who superintended the erection of the Martello Towers, still permitted to remain standing on the Plains of Abraham, and who subsequently constructed the works of the Rideau Canal between Ottawa and Kingston.

Duberger's peculiar aptitude for the construction and embellishment of charts of the country was in constant requisition after his entrance into the R. E. staff, in 1789, until the close of the American war—that is, about a quarter of a century,—when, he being afflicted with partial paralysis and frequent ill-health generally, most of his customary work was assigned to his son, of the same name, who inherited much of his father's talent and ability.

At the time when Duberger became connected with the R. E. Department at Quebec, something, as has been stated, had been accomplished in the way of surveying the country and establishing its chorography, but not much in that of exhibiting the results of surveys with precision and elegance. The military authorities being then the sole depositories of whatever had been done, or was required to be done, of that nature, Duberger, after passing through a species of apprenticeship in the Department, which served to make known his extraordinary aptitude both for surveying and for executing maps, was appointed a chief draftsman and surveyor, about the year 1790. More to his natural gifts, his powers of observation, and his manual skill, must be ascribed his having attained to fitness for the post than to the opportunities accessible during his youth to the natives of Canada, or even to the facilities afforded by the R. E. Department. Until towards the close of the century, he appears to have been chiefly employed in *copying* and in multiplying copies of the older maps to which allusion has already been made. Undoubtedly, Duberger executed beautiful copies of most of them, although those now remaining in this country have usually not his name attached, having been copied by *Charland*, *Gale*, and others. Before the British troops were withdrawn from this country, I saw among the copies of maps in the R. E. office a set of them evidently executed by him, and having his signature; and these, being the best, were naturally selected for removal. In the practice pursued, it sometimes happened that Duberger delineated the map itself, while the whole or part of the lettering and references was left for other and less skilful hands.

I do not feel competent, by means of any critical description which I can furnish, to present an adequate estimate of his skill in drawing maps. Those who, in the course of their profession, are familiar with such matters and with his style, invariably speak of his artistical merit

in terms of the highest commendation, and as having been far superior to that of any other draftsman of his day. Mr. Lambert, in the narrative of his visit to Quebec, in the autumn of 1806, makes the following mention of him :

(EXTRACT from *Lambert's Travels*, vol. 1, page 330.)

" Before I quit the subject of the arts in Canada, a country seemingly more capable of supporting than creating genius, I must not omit to mention, with the approbation he deservedly merits, a gentleman of the name of Duberger, a native of that country, and an officer in the corps of Engineers, and Military Draughtsman. He is a self-taught genius, and has had no other advantage than what the Province afforded him, for he has never been out of the country. He excels in the mechanical arts and the drawing of military surveys, &c. He had the politeness to shew me several of his large draughts of the country, and many other drawings, some of which were beautifully done, and are deposited in the Engineers' office. The only correct chart of Lower Canada, and which was published in London by Faden, in the name of Mr. Vondenvelden, was taken by Mr. Duberger and another gentleman, whose names had a much greater right to appear on the chart than the one which is at present there."

Several years after the time of Lambert's visit, Duberger began gradually to retire from the active work of copying and surveying, in consequence of bad health, being succeeded by his son, of the same name, who, as has been mentioned, inherited much of his father's ability. In fact, work executed by Duberger junior has frequently been taken to have been that of the father. Of his qualifications as a surveyor, which were undoubtedly great, entitling him to the post he held as such in the distinguished R. E. service, we cannot, probably, cite corresponding printed or official evidence. The truth is, the services of the civil *employés* of the department were merged in or obscured by those of the military engineers, who always took precedence of the others. Whenever work was done conjointly by the military and civil *employés*, it was always officially held to be executed by the former, or under their direction. For this reason, perhaps, Duberger sometimes did not receive nearly so much credit for his work as he was entitled to. So far as

we know, one of his first pieces of workmanship in the R. E. office was the taking of copies of the old military plan of the siege-operations at Quebec, in 1759; his last work, in 1814 or 1815, was to take part in the survey of the district of Chateauguay, the scene of DeSalaberry's exploit, of which there are also several beautifully-executed drafts, with his signature attached. There are still living amongst us aged and reliable persons who knew Duberger personally, who remember his appearance in the uniform and with the sword he was entitled to wear, and who recall, when they make mention of him, the pride he took in the exercise of his profession.

Through the kindness of the officials of the Crown Lands Department, I am enabled to place here, for the inspection of any who please, some few specimens of his skill in map-drawing.

I now pass on to the mention of the principal work with which his name and memory have been associated. I quote again from Lambert's book :

" But the most important of his labours is a beautiful model of Quebec, upon which he is at present employed, in conjunction with a school-fellow of mine, Capt. By, of the Engineers, whom I had the unexpected pleasure of meeting in Canada after an absence of ten years. The whole of the model is sketched out, and a great part is finished, particularly the fortifications and public buildings. It is upwards of 35 feet in length, and comprises a considerable portion of the Plains of Abraham, as far as the spot where Wolfe died. That which is done is finished with exquisite neatness, cut entirely out of wood, and modelled to a certain scale; so that every part will be completed with singular correctness, even to the very shape and projection of the rock, the elevations and descents in the city and on the Plains, particularly those eminences which command the garrison. It is to be sent to England when finished, and will, no doubt, be received by the British Government with the approbation it merits. "

• "It is now (1813) deposited at Woolwich."

Although, in this account, a part of the credit of this vast undertaking is ascribed to Captain (afterwards Colonel) By,

we may feel assured that Duberger's hands executed it. Lambert says, "the whole of the model is *sketched* out"—that is, in 1806 or 1807. I have found no other allusion to the sketch, or *cartoon*, as, perhaps, we might name it, being, we may presume, the index or guide prepared before pieces of wood to form the model could be cut out. By, who was soon after to serve as an engineer-officer in the construction of the Martello Towers, and thus to carry into effect, after the lapse of half a century, the plans for defending Quebec discussed and proposed by General Murray and Patrick Makellar in 1759 and 1760, did, in all probability, conduct or assist in the preliminary survey of the ground. What Duberger may have done in this respect—if, indeed, he did anything—would be attributed officially to By, for the reason already stated. But we have no grounds whatever for believing that the latter either drew the sketch to work from or put his hand to the formation of the pieces of the model. To assist in establishing this point, I referred to an aged associate of Duberger, who served in another capacity in the same department. He informs me that he has a perfect recollection of Duberger and of the construction of the model; that Duberger did all the work himself; that he cut out all the pieces and put them together, from time to time, in detached lots, as he progressed, *in his own residence*, a small cottage on the Esplanade, which is still to be seen there, though, perhaps, somewhat enlarged and altered in external appearance.

The credit of having constructed this model has been the subject of a controversy, into which I do not propose to enter at length, but only to allude briefly to some principal particulars. By carried the model to England in the year 1811—ostensibly, it is alleged, to bring it under the notice of the British Government in Duberger's behalf, and to solicit for him such reward as might be accorded. It is further alleged that a pecuniary reward was granted.

According to the testimony of Mr. Duberger's surviving children, on news of the fate of the model reached Canada for several years; but, about 1817 or 1818, one of his sons, since deceased, called on the Colonel in London, when some explanation took place between them. Colonel By offered to interest himself in the young man's behalf, so as to procure employment for him, which the latter indignantly rejected, asserting that the Colonel ought first to repair a wrong done to Duberger and his family with respect to the model.

The evidence against By, of whom there is now no descendant left either to refute such a charge or to make tardy reparation, is certainly not complete; but these facts, having some bearing on the case, can be substantiated, namely, that the model was taken to England in 1811, and submitted to the inspection of the Duke of Wellington and other military authorities; that it was approved of by them, and presently placed on exhibition at Woolwich; that for a long time, down to the year 1831, it went by the name of "By's Model of Quebec," although occasionally, when Canadians visited Woolwich, remonstrances were uttered, to the effect that it was incorrect and unjust thus to ascribe the credit of it to Colonel By; that then a fresh inscription was attached to it, intimating that the whole credit was not due to that officer. The following facts ought, perhaps, also to be taken into account:—Colonel By was an officer of great zeal and ability. He came to Canada in 1800; soon after which he was entrusted with the construction of a boat-canal at the Cascades, above Montreal. This being accomplished, he was subsequently charged, as an officer of the Royal Engineers, with the supervision, in whole or in part, of the erection of the Martello Towers on the west side of Quebec. Many years afterwards we find him again in Canada, originating and completing a great public work, the Rideau Canal. In 1832 he left Canada for England, in order to

vindicate his character from charges made against him in consequence of mismanagement in the pecuniary affairs of that undertaking; and he died soon after. It is also reported, in his biography, that his death was accelerated through having experienced neglect and reproaches in quarters to which he looked for a favourable reception and support against his accusers.

I shall only remark, here, that this account of By, though not wholly incompatible with the idea of his having dealt wrongfully by Duberger, to the extent of assuming the whole credit of the model, and of not accounting to him for what might be due to him for its construction, still does not furnish proof against the Colonel. On the other hand, it is plain that he had a direct concern, in connection with his work on the Martello Towers, in illustrating the environs and fortifications of Quebec, that the British authorities should perfectly comprehend all local particulars—an object which the great model was likely to promote. Being a man whose mind was ever busy with large schemes, and an engineer, it does not seem incredible that he originated the idea of the model, there being at hand a great artist and genius like Duberger to execute all the details of the work. The whole subject of the controversy, however, though historically interesting, is a painful one to our feelings; and the more so, when we take into account Duberger's personal worth, his ill-health, his diffidence, and his childlike disposition to entrust the care of his reputation and his other interests to another.

As stated by Lambert, the model, when finished, was more than 35 feet long. In width it was sufficient to embrace the site of the fortifications, of part of the Lower-Town, and the precipitous declivities which formed the northern and southern boundaries of the Plains of Abraham.

Within a few months past I have obtained some particulars concerning the present condition of the model, now upwards

of 60 years old—particulars kindly furnished, at my request, by a Montreal friend and a resident of Woolwich.

According to this information, about twelve years since, the model was reduced to about one-half of its former dimensions, in order to make space for the reception of more modern objects connected with warfare. A new inscription was affixed to it on a brass plate, in the following words :

“ Model of Quebec—made by Mr. De Berger, of the R. E. Department, Quebec, under the direction of Major By, about 1830 (1813?). Scale, about $\frac{1}{800}$ or 8 yards to an inch. This model originally included a line of Martello towers crossing the Plains of Abraham, and extended to the spot at which Wolfe fell, Sept. 13th, 1759, about 850 yards from the place. It was reduced in 1860.”

It will be seen that this inscription is not quite accurate as to certain facts, although the inaccuracies are not such as are likely to attract much attention on the part of the English public visiting the Rotunda at Woolwich from motives of curiosity and to inspect the collection of various models and objects placed there on exhibition.

I may here mention that, whether By or Duberger first suggested the idea of this particular model, it probably derived its origin from another quarter: I hold in my hand a letter from a Montreal merchant, named Morrison, dated 22nd January, 1826, and addressed to a gentleman and his wife resident at Quebec :

(EXTRACT from a Letter of Mr. Morrison, dated 22nd January, 1826.)

“ Having seen in the old *Quebec Gazette* a paragraph by and from a Mr. J. Lambert, who was here some years past, whom I have seen the person, I will herein send you a copy. * * * * * ‘ MODÈLES DE PARIS ET DE QUÉBEC.—En 1798, est-il dit, dans le choix de curiosités on montrait à Paris un modèle très curieux de cette ville, qu’un artiste ingénieux avait été neuf ans à exécuter. Il ne s’était pas contenté de comparer et de corriger tout les plans de Paris publiés jusqu’à lors, il avait encore mesuré

toutes les rues, les places, &c., en suivant ce procédé, le genre de mesurage géométrique le plus exact, et indiqué les inégalités du site de cette immense capitale, au moyen du modellement. Le plus grand diamètre du modèle, dans son étendue de l'est à l'ouest, était de quinze pieds; la hauteur des maisons était de trois lignes.' "

Then follows a description of Duberger's Quebec model, of which the translation has been given above.

In addition to what I have already stated concerning the present condition of the famous Quebec model, I have now to communicate to the Society another fact, which appears to me to be of material consequence. From the same source I learned the probability of having the model not merely reduced in size, but set aside altogether. On this point I will quote the words of my informant, who is entirely reliable, and has the best opportunities of knowing the facts of the case :

(EXTRACT from a Letter dated 22nd October, 1872.)

"I was told that the model, which is, no doubt, a very elaborate work, and admirably done, is found to be very much in the way; the Rotunda being much cramped for room for the exhibition of models of various kinds, of a more modern and practically useful invention, more especially projectiles, and other military inventions. The catalogue is out of print, and a more elaborate one is being printed."

In short, there is now a demand for the space it occupies ; and considering the indifference of the English public concerning such old Canadian works of art, I think we are warranted in assuming that ere long this beautiful trophy of Canadian genius and skill will be removed from its present position, and stowed away, perhaps, as useless lumber; that parts of it will be lost, and finally the whole.

It has occurred to me that the members of the Literary and Historical Society in particular, and the citizens of Quebec in general, may consider it worth while to take some steps with a view to the recovery of this great work, and of lodging it again in what may be styled its native place. I will not presume to offer any suggestions as to the mode of procedure

■

likely to be effectual in accomplishing this restitution, though I will venture to offer the following remark :—Year by year the visible memorials of old Quebec, which remind us of the conspicuous position which this city, its inhabitants, fortifications, and environs, have occupied in times past, and in connection with many of the important events by which the destinies of the people of North America have been influenced, are passing away ; but the restoration of this model would serve, for generations to come, to exemplify native Canadian genius, to preserve a useful link in the connection between the past, the present, and the future of the famous city, and also as a lasting attraction to the visitors who flock to it annually in quest of objects of historical interest.

Before I conclude, I should wish to ask your attention to one or two particulars which have lately been communicated to me by some of Mr. Duberger's surviving children, now, of course, well advanced in years, which they have given me permission to use as I may see fit.

But, first, I may mention that Duberger was twice married ; that for several years before his death he was a retired pensioner of the R. E. corps ; and that he died at St. Thomas in 1821. The notice of his decease is to be found in the *Quebec Gazette* of Thursday, Sept. 27th, of that year, and is as follows :

“ Died, at St. Thomas, on Wednesday, the 19th instant, JOHN BAPTIST “ DUBERGER, Esq., upwards of 25 years principal Draftsman and Surveyor “ to the R. E. Department, and late on the half-pay of officers of the “ first-class of that corps.”

I will next read extracts from one or two other documents :

(EXTRACTS from a Communication written by Mr. George Duberger, the oldest surviving son of the late J. B. Duberger, and dated Murray Bay, September 3, 1872.)

“ I send you a letter from a Mr. Wm. Morrison (a particular friend of our family), dated 26th January, 1826, to

my late brother-in-law, Dr. William Fraser (formerly Seigneur of Mount Murray Bay), and to his wife, my sister. The letter, though written in French, may, I believe, convey to you some correct information of the said model of Quebec, as well as other works of my late father, who, as you appear to have been correctly informed, has, in the end, been wronged of his dues, and, at last, died very poor.

"I note here what my old sister has stated. My father was born at Detroit, in Upper Canada, parish of l'Assomption, in the year 1767, on the 7th February, and died at St. Thomas (south shore), in September (21st, I believe), 1821, having been over 30 years in the Government's military service.

"Of his children by my mother (his first wife), we are now only three alive—myself, over 69 years of age, and two sisters, by some years older than myself.

"To return to the children by his second wife. Three sons only remain (or, I should say, remained). *Cyprien*, the eldest, has gone abroad, travelling now over 32 years past, and we have not heard from him since. The next one, *Narcisse*, has for several years been Deputy-Sheriff at Three Rivers: where he is now, or what he is doing, I cannot say, not having heard from him since a long time. The youngest of that family, *Charles*, aged over 50, is here in Murray Bay, Clerk of the Court and Registrar.

"Now, in a general point of view, the remaining sons and daughters of my father are, without exception, in very limited circumstances, which decidedly would have been far better if our father, notwithstanding his remarkable genius and long service as a Military Surveyor and Draftsman, had not died so poor.

"If what I communicate to you can be of some service, you are welcome to make use of this scrawl as you may think fit."

Thanking you for the kind attention with which this imperfect sketch has been listened to, I have only to say, further, that, through correspondents in England, more ample particulars concerning the model are at this time being procured.

